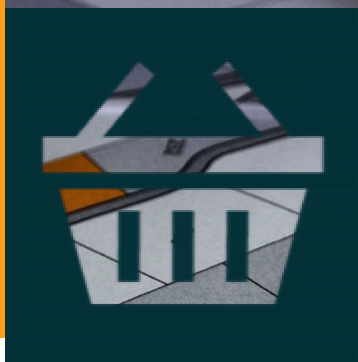


440 Hollinwood Ave, Manchester, M40 0AE

Planning & Retail Statement for
Lidl Great Britain Limited

April 2025
Our Ref: 24-00930



Contents

1	INTRODUCTION	3
2	SITE AND SURROUNDINGS.....	4
3	PRE-APPLICATION CONSULTATION	5
4	PROPOSED DEVELOPMENT	6
5	THE LIDL OPERATION	7
6	PLANNING POLICY CONTEXT	13
7	SEQUENTIAL SITE ASSESSMENT.....	18
8	TOWN CENTRE HEALTH OVERVIEW	21
9	RETAIL IMPACT ASSESSMENT	27
10	PLANNING ASSESSMENT.....	36
11	SUMMARY AND CONCLUSIONS	43

Appendices

Appendix 1	Site Location Plan
Appendix 2	Proposed Site Layout
Appendix 3	5 Minute Drivetime Catchment Map
Appendix 4	Sequential Site Assessment
Appendix 5	Town Centre Health Check Assessment
Appendix 6	Retail Impact Tables



Quality Assurance

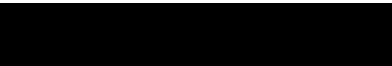
This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned is an appropriately qualified and experienced Chartered Planner experienced in the commercial property sector.

Created by: Jake Challinor-Smith BSc (Hons) MSc MRTPI
J.challinorsmith@rapleys.com

Signature: 
[Jake Challinor-Smith \(Apr 30, 2025 10:26 GMT+1\)](#)

Checked by: Jonathan Harper MA (Hons) MTCP MRTPI AssocRICS
Jonathan.Harper@rapleys.com

Signature: 
[J. R. Harper \(Apr 30, 2025 10:29 GMT+1\)](#)

1 INTRODUCTION

- 1.1 This Planning and Retail Statement has been prepared by Rapleys LLP (Rapleys), on behalf of Lidl Great Britain Limited (Lidl), and is submitted in support of a full planning application for the erection of a new discount foodstore (Use Class E) with associated car parking and landscaping at 440 Hollinwood Avenue, Manchester, M40 0AE. A Site Location Plan is attached at **Appendix 1**.
- 1.2 This application seeks full planning permission for the erection of a new discount foodstore (Use Class E) comprising 1,965 sq.m Gross Internal Area (GIA) with a net sales area of 1,334 sq.m; 106 car parking spaces (including 6 disabled spaces, 9 Parent & Child spaces, 2 electric vehicle charging (EVC) spaces); and a trolley bay located adjacent to the store entrance.
- 1.3 This Statement addresses the planning and retail issues affecting the site through the consideration and assessment of the proposal against key national and local planning policies and material considerations. It also provides evidence of the unique nature of the Lidl discount operations and their complementary role to mainstream convenience retailers, by identifying relevant appeal decisions where this has been demonstrated.
- 1.4 This Statement should be read in conjunction with the following accompanying documents submitted as part of this planning application in support of the development proposals, namely:

Documents	Prepared by
Application Drawings	HTC Architects
Design & Access Statement	Rapleys
Statement of Community Involvement	Rapleys
Transport Assessment and Travel Plan	Cora IHT
Flood Risk Assessment and Drainage Strategy	Cora IHT
Noise Impact Assessment	Miller Goodall
Air Quality Assessment	Miller Goodall
Ecological Impact Assessment	Biodiverse Consulting
Biodiversity Net Gain Metric and Assessment	Biodiverse Consulting
Landscape Plan	FDA
Arboricultural Method Statement	AWA
Arboricultural Report and Impact Assessment	AWA
Energy Statement	DDA
Lighting Plan	Signify
Crime Impact Statement	GMP
Geo-Environmental Desk Study Report	Obsidian Geo-Consulting
Geo-Environmental Investigation Report	Obsidian Geo-Consulting

- 1.5 The submission documents conclude that the proposed development is acceptable and should be supported in planning terms. Therefore, planning permission should be forthcoming.
- 1.6 Against this background, the context of this Statement has been set out as follows:
- 1. Introduction;
 - 2. Site and Surroundings;
 - 3. Pre-application Consultation;
 - 4. Application Background & Proposed Development;
 - 5. The Lidl Operation;
 - 6. Planning Policy Context;
 - 7. Sequential Site Assessment;

8. Town Centre Health Overview;
9. Retail Impact Assessment;
10. Planning Assessment; and
11. Summary and Conclusions.

2 SITE AND SURROUNDINGS

THE SITE

- 2.1 The site is approximately 0.81ha in size and is located to the north of Hollinwood Avenue (A6104). The site is bound by residential development fronting South Crescent to the north, residential development fronting St Margaret’s Road to the east, Hollinwood Avenue to the south, and commercial uses to the west.
- 2.2 The surrounding area is predominantly residential in character, with commercial uses directly opposite the site along Hollinwood Avenue. North Manchester Rugby Club is located beyond Greengate to the west along with an under construction Aldi foodstore, and PureGym. To the north, beyond the M60 Manchester Outer Ring Road, is largely commercial in nature.
- 2.3 The closest designated retail centre is Hollinwood Avenue/Greengate (Moston) Local Centre. which is located opposite the site on Hollinwood Avenue.

ACCESS

- 2.4 The site is currently accessed from Hollinwood Avenue to the south of the site.

SITE CONSTRAINTS

- 2.5 The site does not contain any listed or locally listed building.
- 2.6 There are no Tree Preservation Orders (TPO) within the site or the wider area.
- 2.7 The site is located within Flood Zone 1. The site is not located within a Conservation Area.

PLANNING HISTORY

- 2.8 A search of the Council’s online planning register reveals the following planning history.

Reference	Description	Decision
F11991	Rebuilding of storage warehouse with provision of maintenance bay, fuel island and wash bay and formation of front car park with landscaping.	Approved 9 th January 1980
F13509	Rebuilding of storage warehouse and provision of maintenance bay, fuel island and wash bay and formation of front car park with landscaping.	Approved 2 nd July 1980

- 2.9 The above planning history confirms the site is in B8 (Storage and Distribution) use.

3 PRE-APPLICATION CONSULTATION

- 3.1 The National Planning Policy Framework (2024) (NPPF) identifies that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It is explained that good quality pre-application discussion enables better co-ordination between public and private resources, and improved outcomes for the community
- 3.2 Therefore, considering the NPPF 2024 and the Government's Localism Agenda, Lidl has undertaken a pre-application consultation with both Manchester City Council and local residents. This consultation process has been extremely rewarding and has helped to refine the proposed development.

ENGAGEMENT WITH MANCHESTER CITY COUNCIL

- 3.3 Prior to submitting the planning application, the applicant undertook pre-application consultation with the Local Planning Authority (LPA). This comprised a formal pre-application meeting between the applicant's development team and Jennifer Connor (Area Team Group Manager) and Mark Dickens (Assistant Director Planning & Building Control). The meeting took place on Wednesday 24th April 2024.
- 3.4 No written advice was received from the Council, however the applicant prepared minutes of the meeting which were shared with the Council following the meeting. The minutes are summarised as follows:
- **Policy** – the site is located in an edge-of-centre location, and therefore an application would need to address both the sequential and impact tests. The loss of employment use would need to be adequately justified.
 - **Design** – the existing service area does not extend as far west as the proposed, which may cause amenity issues for residential properties to the west. The proposed building is set back from the road frontage, matching the location of the existing building.
- 3.5 The planning application is supported with technical information and assessments that have been identified as necessary, in the pre-application feedback.

ENGAGEMENT WITH LOCAL COMMUNITY

- 3.6 The applicant also undertook consultation with the local community within which the application is proposed. This community consultation comprised:
- The delivery of 9,321 leaflets to surrounding addresses inviting people to view the proposals online, and to provide feedback via an online questionnaire; and
 - A dedicated phone number for residents to register their comments.
- 3.7 The four-page A5 leaflets were printed in full colour and gave details of the proposed development, including a computer-generated visualisation of the store and the proposed site plan. The leaflets invited local residents to register their comments online.
- 3.8 Further details of the proposed public consultation are provided in the Statement of Community Involvement that accompanies the planning application.

4 PROPOSED DEVELOPMENT

- 4.1 The application seeks planning permission for the erection of a new discount foodstore with associated car parking and landscaping at the site. Full details of the proposed development are presented on the drawings accompanying the submission which confirms:
- A new single-storey discount foodstore will be constructed;
 - A high-quality landscaping plan will be delivered; and
 - The provision of 106 car parking spaces.
- 4.2 The proposed store measures 1,965 sq.m gross internal area (GIA) with a net sales area of 1,334 sq.m of which 1,067 sq.m (approx. 80% of net floor space) will be for convenience good sales. A figure of 267 sq.m (approx. 20% of net floor space) has been identified for comparison goods sales.
- 4.3 The store is proposed to be located to the north of the site, with the car park are directly to the south and east of the store building. The delivery bay will be located to the west of the site.
- 4.4 Vehicular access to the site will be from Hollinwood Avenue in the same location as the existing vehicular access. The proposed car park will provide a total of 106 car parking spaces with 9 for Parent & Child, 2 electric vehicle charging spaces, and 6 being built to disabled standard.
- 4.5 The proposed new Lidl store, and the overall site, will have a clean and contemporary design featuring a single height glazed entrance as well as a glazed elevation facing out onto the car park.
- 4.6 The Design and Access Statement that accompanies this application appraises how the proposed development represents a suitable response to the site and its setting and demonstrates that the development can be appropriately accessed by prospective users.

5 THE LIDL OPERATION

- 5.1 Full details of the proposed development are presented in the plans accompanying the submission and addressed in detail below.
- 5.2 This section provides an overview of the Lidl retail operation, including the position of the company within the UK retail market and its key trading characteristics.

POSITION WITHIN THE MARKET

- 5.3 Lidl and Schwarz Grocery Wholesale was founded in Germany in the 1930s, since then the company has diversified into hypermarkets under the trading name 'Kaufland' and discount foodstores known as 'Lidl'. Today the Schwarz Group is one of the largest grocery retailers in Europe.
- 5.4 The first Lidl stores opened in Germany in 1973 and by the 1980s Lidl had become a household name. In the early 1990s Lidl began to expand throughout Europe, and more recently into the US and Asia. Lidl now has around 12,000 stores and more than 200 goods distribution centres spread across 31 countries. Lidl commenced trading in the UK in November 1994 and since that date has grown to become a substantial presence in the convenience retail market, with over 980 stores currently trading nationwide. The Kantar Worldpanel Grocery Market Share data found that in April 2025 Lidl was the sixth largest convenience retailer in Great Britain, with 8.0% of the market share.

DISCOUNT FORMAT

- 5.5 The Lidl retail philosophy is centred on simplicity and maximum efficiency at every stage of the business, from supplier to customer, enabling the company to sell high-quality own brand products at the lowest prices. It is this format that has resulted in Lidl being classified by retail research company Verdict as a 'deep' or 'hard' discounter.
- 5.6 The "deep discount" sector includes Lidl and Aldi. This sector also included Netto, which returned to the UK market in 2014. However, in July 2016, the company announced that they would withdraw from the UK market by August 2016. 'Deep discounters' concentrate on selling a limited range of primarily own brand goods at extremely competitive prices. These retailers are therefore distinct from the mainstream convenience retailers such as Tesco, Asda, Sainsbury's and Morrisons in the offer that they provide to shoppers.
- 5.7 Lidl is able to offer high-quality products at low prices due to extensive Pan-European bulk purchasing. This enables the company to achieve significant economies of scale that can then be passed on to the customer in the form of highly competitive prices. Other factors that enable Lidl to offer consistently low prices include the format of its stores and the approach taken to the display and sale of products.
- 5.8 The fact that Lidl provides a distinct offer to the main convenience retailers was recognised by the Competition Commission in its 2008 'Grocery Market Investigation'. The Glossary to the investigation report refers to Lidl as 'Limited Assortment Discounter' or 'LAD', which is defined as:
- "Limited Assortment Discounters (i.e. grocery retailers offering noticeably lower prices than a conventional supermarket but which stock a limited range of products)."*
- 5.9 Further reference is made to LAD stores at paragraph 3.3, page 30 of the investigation:
- "Limited Assortment Discounters (LADs) carry a limited range of grocery products and base their retail offer on selling these products at very competitive prices. The three major LADs in the UK are Aldi, Lidl and Netto. Each of Aldi, Lidl and Netto carries in the region of 1,000 to 1,500 product lines in stores ranging from 500 to 1,500 sqm (Stores of a similar size operated by a large grocery retailer generally carry around 10,000 - 15,000 products.)"*
- 5.10 Paragraph 4.80, page 70 of the investigation goes on to state that due to the limited number of products carried by LADs they are not close substitutes for other foodstores of a comparable size (i.e. they are different):

"The limited number of products carried by LADs stores means that these stores are not close substitutes for similarly-sized stores operated by CGL (Co-op), M&S, Sainsbury's, Somerfield and Tesco. In particular, we note that Aldi, Lidl and Netto stores typically sell fewer than 1,000 products. In comparison, large grocery retailers generally sell around 5,000 to 10,000 products in stores in the same size range as those operated by LADs (i.e. 500 to 1,400 sqm). The results of our entry analysis also show that Aldi, Lidl and Netto stores are not close substitutes for the stores of large grocery retailers".

5.11 The findings of the Competition Commission's 2008 investigation therefore confirmed that Lidl does provide a different offer to the main food retailers.

5.12 This difference has also been acknowledged by the Secretary of State and Planning Inspectors in a number of appeal decisions relating to Lidl stores. In relation to a Secretary of State decision in the London Borough of Merton (APP/T5720/V/04/1171394), the Planning Inspector in his report concluded that:

"283. The Lidl offer is materially different to that provided by the mainstream food retailers".

5.13 Further to this, it was recognised by an inspector when approving a new store in New Addington, Croydon (APP/L5240/A/07/2052053) that:

"17. The Lidl offer is materially different to that provided by the main food retailers and as a result ... would meet a qualitative need by extending consumer choice. Furthermore, it would add a new dimension to competition within the area".

5.14 The different offer provided by discount foodstores to the likes of Tesco and Sainsbury's is now widely recognised and accepted.

LIMITED PRODUCT RANGE

5.15 Aside from the difference in pricing from the main convenience retailers, another characteristic of the Lidl business model, as already highlighted in the Competition Commission's findings above, is that Lidl carry a comparatively limited range of primarily own brand products (around 90% of all products in store).

5.16 The majority of Lidl product lines consist of basic convenience goods sourced from Europe, with a few recognised brands sold, in addition to a limited range of fresh fruit and vegetables and also pre-packed meats and frozen food stuffs. Lidl aims to keep the shopping experience simple for its customers and operates a 'no frills' policy by avoiding unnecessary packaging and presentation, including a basic store fit-out, all of which contributes to keeping the cost of products low.

5.17 Non-food items are limited to around 15-20% of floorspace in store. The non-food offer is mainly focused on household cleaning and health and beauty products. Lidl stores do receive a twice weekly delivery of non-food 'specials', which can range from garden equipment and small items of furniture to flat screen TVs. These are also sourced on a Pan-European scale at competitive prices. These items are provided on a 'when it's gone, it's gone' basis and owing to the limited and constantly changing offer, the potential for impact upon other retailers is negligible.

NOT THE FULL RETAIL OFFER

5.18 Lidl stores also differ from other convenience retailers by not offering any of the following products or services:

- Fresh meat and fish counter;
- Café/restaurant;
- Delicatessen/cheese counter;
- Hot food counter;
- Home Delivery/click and collect;
- Pharmacy;
- Dry-cleaning service;
- Post Office services;
- Photographic shop; and
- Mobile phone shop.

- 5.19 Lidl does not offer any of the above products/services because these do not fit with the company's retail concept and business model. Lidl has a successful, proven format that works, and there is no intention to change it. The introduction of any of the above could have an adverse impact on the prices offered to customers.
- 5.20 As a consequence of the Lidl business model, its customers tend to purchase part of their main grocery shop (i.e., basic staples) in store, taking advantage of the low prices, but then visit other retailers to purchase luxury food or more specialist items. This, combined with the fact that Lidl does not offer the products and services listed above that are found in many of the main convenience retailers as well as smaller local independents, means that its stores complement existing retail provision, while providing additional opportunity and choice for shoppers.

SHORTER TRADING HOURS

- 5.21 The standard opening hours for Lidl stores are also more limited than the main convenience retailers, as well as smaller independent convenience retailers. Generally, Lidl stores open for a core period of between 07.00–23.00 Monday to Saturday (inclusive of Bank Holidays) and 10.00–18.00 on Sundays.
- 5.22 The standard opening hours of Lidl stores are therefore much more limited than other retailers, which is another factor underlining that Lidl do not compete to any significant degree with other retailers, in particular, smaller convenience retailers, many of whom offer different products and services and stay open for much longer periods.

STORE FORMAT

- 5.23 Lidl has an established store format that is integral to the success of its business model. The minimum store size that is required by Lidl for its operational requirements is circa 2,200 sqm gross external area (GEA). This equates to a net sales area of approximately 1,400 sqm Gross Internal Area. Typically, Lidl require all elements of their foodstores to be set out over a single level (unless there are unusual or exceptional circumstances). There are a number of reasons why this size of store is required.
- 5.24 A single level store of c.2,200 sqm Gross External Area allows for pallets to be easily moved directly from the delivery bay and placed in the sales area. This cannot be achieved in the same way in smaller stores, resulting in the need to break pallets down and stack more products on shelves, which consequently increases staff costs. This therefore makes it more difficult for Lidl to pass cost savings on to its customers, thereby impacting on its ability to deliver the benefits of discount retailing.
- 5.25 In addition, the standard store format has been purposefully designed in order to provide mobility impaired customers, the elderly and those with small children, space to move through the store easily. Lidl also place bulky goods on the sales floor to ensure that easy access to these items is maintained for all customers.
- 5.26 It has been recognised by the Secretary of State and Planning Inspectors that a single level retail operation is an essential part of the Lidl business model and that consequently 'disaggregation' (breaking stores down into convenience and comparison elements) cannot be achieved without the benefits of the discount format being lost. In this respect, in relation to a Lidl scheme in Oxford (APP/G3110/A/04/1171310L05/1195688) the Inspector noted (paragraph 82) that:
- "The fact that Lidl only sell a limited range of goods means there is no realistic scope for disaggregation. Lidl stores cannot be broken down into constituent parts..."*
- 5.27 Major deviations from the set store format will incur significant additional costs, both in terms of initial build cost and operation maintenance. This can severely impact on the feasibility of a Lidl scheme; and prevent a store from being financially viable whilst providing customers with the discounted offer they expect. As such, significant deviation from the store model is only considered acceptable in very special circumstances.

LOCAL CATCHMENT

- 5.28 Lidl stores serve a relatively compact catchment area and are intended to provide a local shopping facility. The locational strategy of Lidl is for stores in urban areas, to serve an area that broadly equates to a 0-5-minute drive-time of the site. Owing to its limited offer, people do not tend to travel long distances to shop at Lidl. The catchment has regard to the nature of the settlement and surrounding area, the location of existing food retail provision within the catchment and consumer travel patterns.
- 5.29 As stated above, many customers use Lidl stores to purchase part of their main grocery shop (i.e., basic staples), often on foot, taking advantage of the low prices, but then visit other retailers to purchase luxury food or more specialist items that are not offered at Lidl (e.g. fresh fish). In addition, many Lidl customers also continue to visit smaller independent convenience stores close to their homes for top-up/basket shopping (i.e., buying a pint of milk or a loaf of bread) as well as to use services that are not provided by Lidl (e.g. dry cleaning, Post Office etc).

EMPLOYMENT OPPORTUNITIES

- 5.30 The proposed Lidl store would employ up to 40 staff in store. Lidl has a policy of employing local people from all backgrounds to work in their stores. This allows for a short commute to work and for staff to potentially work at short notice. The company is an equal opportunities employer with a strong social inclusion policy. The following extract is taken from Lidl's employee handbook, which sets out the company's equal opportunities stance:
- "Lidl is an equal opportunities employer. We wish to ensure that employees are treated, trained and promoted, and job applicants are selected on the basis of their respective skills, talents, performance and experience, without reference to their sex, marital status, race, colour, nationality, ethnic origin or disability. Whilst the company strives to realise these principles, it is your responsibility to ensure that they are applied in practice. We will not tolerate any form of harassment and we will seek to ensure that your working environment is free from prejudice. Harassment at work is unlawful."*
- 5.31 Lidl are committed to investing in their staff and consistently offer one of the highest levels of pay in the UK supermarket sector. As of 24 May 2023, pay rises for store and warehouse staff saw entry-level hourly rates rise to £12.75 (£14 within the M25), which is substantially higher than the National Living Wage and National Minimum Wage. Lidl staff also benefit from competitive holiday packages, which were also enhanced in October; a 10% discount in Lidl stores; private healthcare schemes; and an Employee Assistance Programme.
- 5.32 Lidl also offer opportunities for career progression, through many different career paths and opportunities within the retail sector. These include managerial and administrative positions in addition to positions such as store assistants and cashiers. The company also runs comprehensive management development and training programmes, enhancing skills of staff and maximising staff retention.
- 5.33 When setting up a new store, Lidl would bring in a manager from another store that ideally has links with the area. This is vital to provide the necessary experience and leadership during the training period of the new store staff. It is then the responsibility of the store manager and district manager to recruit and train the necessary numbers of staff prior to store opening. New staff are recruited from the local community using a variety of methods, including local newspaper advertisements, Job Centre advertisements and open days.

DELIVERIES

- 5.34 Lidl products are purchased throughout Europe and then packaged and distributed directly to the relevant Regional Distribution Centre (RDC), of which there are currently 14 in the UK, for onward distribution to its stores across the UK. The nearest RDC is Runcorn.
- 5.35 Lidl are mindful of the need to minimise any disturbance to neighbouring residents and landowners. To assist in achieving this, each store has only one or two dedicated deliveries per day. Each delivery is undertaken by one delivery vehicle, which carries all of the necessary products for the store, including freezer and chilled products. Furthermore, during these deliveries the same delivery vehicle picks up any store waste, which is stored internally in the store warehouse. These delivery and waste pickup practices minimise disruption on the site and in the surrounding area.

- 5.36 Minimal noise is produced during deliveries, as delivery drivers are required to turn their engines off during the delivery; and the freezer and chilled products are carried using individual temperature-controlled units, which can be loaded onto the vehicle, meaning that there are no noisy air conditioning units fitted to the delivery vehicles. New stores (such as that proposed) also feature graded ramps in the delivery bay and manual dock levellers, negating the need for noisy scissor or tail lifts. The total unloading time for deliveries is approximately 45 minutes.

SUSTAINABILITY MEASURES

- 5.37 Lidl implement a variety of measures to minimise the environmental impact of its stores and to contribute toward sustainability objectives, including:
- 5.38 Charging for carrier bags rather than hiding the cost through higher prices; this provides the customer with a clear financial incentive to re-use their bags;
- 5.39 Limiting deliveries to a maximum of two per day. Delivery vehicles are also used to remove waste from the store on their return journey to the RDC where the waste/recyclable material is sorted and managed centrally. This also helps to reduce vehicle trips and emissions;
- 5.40 Lidl lead the sector in terms of recycling and waste to landfill reduction by recycling all paper/cardboard and plastic waste produced by the store. This means that over 80% of all waste produced in store is recycled;
- 5.41 Lidl stores include highly efficient condensing boilers, which recover waste heat from the combustion process. All heating is regulated by sensors;
- 5.42 Lidl stores use a manual dock leveller for deliveries, reducing noise emissions and energy use;
- 5.43 All Lidl stores are fitted with a 'Building Management System' incorporating movement sensors, Lux meters and thermostatic controls. This ensures that the back of house areas of the store are only lit when people are using them, that external lighting is only used when required and that the temperatures of the various areas within store are maintained at the correct levels. Energy efficient LED lighting is used and lighting within the sales area is cutback to one third before and after trading hours;
- 5.44 Water consumption is carefully monitored, and flow control devices and water meters are fitted in all stores; and
- 5.45 Car park lighting is designed in accordance with Lidl's 'Dark Sky' policy with light fittings carefully specified in order to keep light spill beyond the site boundary to a minimum, with Lux and timer controls fitted.
- 5.46 Lidl also produce and implement Travel Plans to promote sustainable transport choices. A Travel Plan has been submitted as part of the application.
- 5.47 Lidl communicate to staff and customers on a continual basis and encourage all stakeholders to implement environmentally friendly practices where possible.

SECURED BY DESIGN AND DISABILITY DISCRIMINATION ACT

- 5.48 Lidl design their stores and sites to minimise anti-social behaviour and crime. Lidl provide open and well-lit schemes to deter criminal activity. Lidl will, if required, fit CCTV internally and/or externally to ensure the safety of staff, customers and property.
- 5.49 Lidl provides its customers with disabled car parking spaces that comply with the latest DDA Regulations, ensuring infirm or wheelchair bound customers can manoeuvre as simply as possible. Lidl car parks are designed with the customer in mind to ensure that cars can pass easily into and around the car park. Disabled and parent and child spaces are positioned near the store entrance, in order to provide shorter walking distances from cars to the store.

- 5.50 The key trading characteristics that distinguish Lidl from the mainstream convenience retailers and smaller independent retailers are therefore as follows: -
- **Restricted number of product lines** – Lidl is not a one stop shop and sells a limited range of predominantly own brand goods, with customers visiting other stores for branded or luxury goods.
 - **Not the full retail offer** – Lidl does not provide the full retail offer. A limited range of comparison goods are sold and the constantly changing nature of 'non-food specials' ensures that any impact of other retailers is not constant and is limited. Lidl stores do not offer the range of services provided by the mainstream food retailers or smaller independent stores.
 - **Small store size and localised catchment** – Lidl stores do not draw customers from a wide area.
 - **Shorter trading hours** – Lidl stores are not open 'all hours' and so do not attempt to compete with mainstream food retailers and local convenience stores.
- 5.51 The above factors ensure that the trading impacts of new Lidl stores on existing retailers and centres are very limited.
- 5.52 Lidl stores also bring substantial benefit to an area, including; new discount convenience retail options; new highly competitive retail employment opportunities; and a store which is designed and operated in a manner which seeks to minimise disruption and promote sustainability.

NATIONAL POLICY

- 6.1 National planning policy is set out within the National Planning Policy Framework (2024) (NPPF), which is supplemented by the National Planning Practice Guidance (NPPG).
- 6.2 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision taking this means:
- Approving development proposals that accord with an up-to-date development plan without delay, or
 - Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - The application of policies in this Framework that protect areas or assets of particular importance provide a strong reason for refusing the development proposed, or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.
- 6.3 Section 4 of the Framework (Decision-making) confirms that local planning authorities should approach decisions on proposed development in a positive and creative way by working proactively with applicants to secure developments that will improve the economic conditions of the area.
- 6.4 Section 6 of the Framework (Building a strong, competitive economy) states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 6.5 Section 7 of the Framework (Ensuring the vitality of Town Centres) highlights the importance of ensuring the vitality of Town Centres and sets the requirements for the sequential test and retail impact test for planning applications for main Town Centre uses that are in edge-of-centre or out-of-centre locations.
- 6.6 Section 7 advises that local planning authorities should recognise town centres as the heart of their communities take a positive approach to their growth, management and adaption. Furthermore, planning policy should, amongst other things, promote the long-term vitality and viability of centres.
- 6.7 Section 8 of the Framework (Promoting healthy and safe community) reaffirms the importance of creating safe, healthy and inclusive places by ensuring that the development encourages walking and cycling as well as active street frontages.
- 6.8 Section 9 of the Framework (Promoting sustainable transport) states that transport issues should be considered from the earliest stages of the process to ensure that potential impacts can be addressed so that opportunities for avoiding and mitigating any adverse effects can be included.
- 6.9 Section 11 of the Framework (Making effective use of land) supports as much re-use as possible of previously developed land and vacant buildings for development such as retail.
- 6.10 Section 12 of the Framework (Achieving well-designed places) confirms that good design is a key aspect of sustainable development and creates better places in which to live and work. Good design also helps make development acceptable to communities.
- 6.11 Section 14 of the Framework (Meeting the challenge of climate change, flooding and coastal change) highlights the importance of supporting the reduction of emissions and encouraging the use of renewable and low carbon energy.
- 6.12 Section 15 of the Framework (Conserving and enhancing the natural environment) states that developments should not contribute to unacceptable levels of air or noise pollution and should remediate contaminated land, where appropriate.

- 6.13 Notwithstanding the above, regard needs to be had to the Planning Practice Guidance (PPG) on Town centres and retail. The PPG provides further guidance in regard to the practical implementation of policies within the NPPF.
- 6.14 In regard to the impact test, paragraph 15 (Reference ID:2b-015-20190722) states that impact tests only apply to proposals exceeding 2,500 (GEA) square metres gross of floorspace unless a different locally appropriate threshold is set by the local planning authority. In setting a locally appropriate threshold it will be important to consider the:
- Scale of proposals relative to town centres;
 - The existing viability and vitality of town centres;
 - Cumulative effects of recent developments;
 - Whether local town centres are vulnerable;
 - Likely effects of development on any town centre strategy; and
 - Impact on any other planned investment.
- 6.15 Paragraph 15 also states that as a guiding principle, impact should be assessed on a like-for-like basis in respect of that particular sector (e.g. it may not be appropriate to compare the impact of an out of centre DIY store with small scale town-centre stores as they would normally not compete directly). Retail uses tend to compete with their most comparable competitive facilities.
- 6.16 Paragraph 17 (Reference ID:2b-017-20190722) states that the impact test will need to be undertaken in a proportionate and locally appropriate way, drawing on existing information where possible. Ideally, applicants and local planning authorities should seek to agree the scope, key impacts for assessment, and level of detail required in advance of applications being submitted.

THE DEVELOPMENT PLAN

- 6.17 The adopted Development Plan for Manchester City Council consists of the 'Saved policies' of the Unitary Development Plan for the City of Manchester (1995) and Manchester Core Strategy (2012). In addition to the Greater Manchester Joint Waste DPD (2012), the Greater Manchester Joint Minerals DPD, and The Places for Everyone Joint Development Plan (2024).
- 6.18 The Greater Manchester Joint Waste DPD (2012) and the Greater Manchester Joint Minerals DPD are not considered to be of direct relevance to this planning application.

'Saved Policies' of the Manchester Unitary Development Plan (UDP) (1995)

- 6.19 The Manchester UDP was adopted on 21st July 1995 with the plan covering the period of 10 years and beyond. In 2007, Manchester City Council was granted permission by the Secretary of State to 'save' the majority of the Local Plan policies in line with the directions of the Planning and Compulsory Purchase Act 2004. On 27th September 2007, a number of these 'saved' policies expired. Those policies which are still 'saved' within the Plan set out the long-term vision and objectives for the City of Manchester.
- 6.20 There are no specific policies within this document that are of direct relevance to the development proposed.

Manchester Core Strategy (2012)

- 6.21 **Policy SP1** (Spatial Principles) sets out the key principles that will guide strategic development in the City. Policy SP1 states that 'neighbourhoods of choice' should provide for local needs (including retail) within a district environment and with an emphasis on the regeneration of existing brownfield sites. It continues that development should maximise the potential of transport infrastructure, in particular walking, cycling and public transport. Policy SP1 also aims to improve access to jobs and services by reducing the need to travel.
- 6.22 **Policy EC1** (Employment and Economic Growth in Manchester) states that in addition to typical employment uses (B1-B8 Use Class) the Council will support other significant contributor to economic growth and productivity including health, education, retailing, cultural and tourism facilities.

- 6.23 **Policy EC2** (Existing Employment Space) states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:
- The existing use is un-viable in terms of business operations, building age and format;
 - The existing use is incompatible with adjacent uses;
 - The existing use is unsuitable for employment having regard to the Manchester- Salford – Trafford SFRA; or
 - On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.
- 6.24 **Policy DM1** (Development Management) states that all proposals for new development should have regard to:
- Appropriate siting, layout, scale, form, massing, materials and detail;
 - Impact on the surrounding area in terms of design, scale and appearance as well as character;
 - Effects on amenity including privacy, light, noise, air quality and litter;
 - Accessibility by sustainable modes of transport and for disabled people;
 - Community safety and crime prevention;
 - Vehicular access and car parking;
 - Ecology, flood risk and drainage; and
 - Refuse storage and collection.
- 6.25 **Policy C6** (South Manchester District Centres) states that across the area there is capacity for both further convenience and comparison retailing floorspace. In total, approximately 8,000 square metres of convenience and 4,500 square metres of comparison retail floorspace will be promoted up to 2027.
- 6.26 **Policy C9** (Out-of-Centre Development) states that proposals for town centre uses in locations which are outside a defined centre will be inappropriate unless it can be demonstrated that there are no sequentially preferable alternatives and that the scheme would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes. Finally, the Policy asserts that an assessment of impacts will be required for retail.
- 6.27 The supporting text of the Policy C9 states that the level of detail within impact assessments for proposals of less than 2,500 sq. m gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres. For all proposals of 2,500 square metres gross floorspace and over, a full assessment will be required.
- 6.28 Paragraph 10.56 states that in Manchester's circumstances, the impacts of out-of-centre development will vary across the City and will need to be considered on a case-by-case basis, although the Council considers that development of less than 650 square metres gross will generally be of local significance only. Proposals of more than local significance should be accompanied by a statement which describes the nature and role of the proposals, evidence of the area the development is likely to serve, an assessment of the likely turnover of the development.
- 6.29 **Policy EN1** (Design Principles and Strategic Character Area) requires all new development in Manchester to follow the seven principles of urban design identified in the NPPF and have regard to the strategic character area in which the development is located.
- 6.30 **Policy EN4** (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) requires new development to:
- Reduce the need for energy consumption through design features that provide passive heating natural lighting and cooling;
 - Reduce the need for energy through energy efficient features such as improved insulation and glazing; and
 - To meet residual energy requirement through the use of low or zero carbon energy generating technologies.
- 6.31 **Policy EN6** (Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies) states that new developments of over 1,000 sq m will be expected as a minimum to meet the target shown in

Tables 12.1 or 12.2 of the Policy, unless this can be demonstrated not to be viable. Furthermore, the policy confirms that this should be demonstrated through an energy statement, submitted as part of the Design and Access Statement.

- 6.32 **Policy EN8** (Adaptation to Climate Change) states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external space.
- 6.33 **Policy EN14** (Flood Risk) states that development on sites with little or no risk of flooding will be preferable. The policy requires a Flood Risk Assessment to accompany the planning application and that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure.
- 6.34 **Policy EN16** (Air Quality) requires development to take account of any impacts on air quality and developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development.
- 6.35 In accordance with **Policy EN17** (Water Quality), development should avoid any adverse impact on water quality, including during the construction phase and wherever possible should seek to enhance water quality.
- 6.36 **Policy T1** (Sustainable Transport) states that the Council will support proposals which, amongst other things:
- Improve choice by developing alternatives to the car;
 - Promote regeneration and improve access to jobs;
 - Improve access for those whose mobility is impaired;
 - Enhance pedestrian routes and the pedestrian environment; and
 - Seek to improve Manchester's cycle network.

Places for Everyone (2024)

- 6.37 Places for Everyone is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the Greater Manchester Combined Authority (GMCA) on behalf of the nine districts.
- 6.38 The plan was submitted for examination in February 2022. The Inspectors' report on the examination of the Places for Everyone Plan which sets out their recommendations was received on 14 February 2024. Further to this, the Places for Everyone Plan was adopted on 21st March 2024.
- 6.39 There are no specific policies of direct relevance to the application site and the development proposed, however the following general policies relate to the application.
- 6.40 **Policy JP-S 1 (Sustainable Development)** states 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.
- 6.41 **Policy JP-J 1 (Supporting Long-Term Economic Growth)** states a thriving, inclusive and productive economy will be sought in all boroughs.
- 6.42 **Policy JP-G 8 (Standards for Greener Places)** states development has a major role in helping to achieve such standards, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure.

The Manchester 'Quantitative Need for Additional Retail Floorspace Up-Date' ('The Retail Study Update') (November 2010)

- 6.43 Alyn Nicholls & Associates were commissioned by Manchester City Council to provide an up-date on the quantitative need to support additional retail development within the City in order to inform policy and allocations within the then emerging Local Development Framework.
- 6.44 This Retail Study (2010) acts as an update to the two previous Studies, the Qualitative Studies prepared by CBRE (August 2003 and June 2004) and the Manchester Quantitative Retail Needs Study (2006) undertaken by GVA Grimley.
- 6.45 The purpose of the Study was to refresh and up-date the Quantitative Study undertaken in 2006 by updating survey information on shopping patterns and addressing the need likely to arise for new retail development in the period to 2027 to accord with the timeframe of the then proposed Core Strategy.
- 6.46 However, it should be noted that the findings of the above studies are considered out of date, as the findings are over 10 years old at the time of writing this Statement.

- 7.1 This section sets out the applicant's approach to the sequential site assessment taking into consideration the site's location and the requirements of national and local retail policy. The site is located within an edge-of-centre location in retail planning terms.
- 7.2 The NPPF at paragraphs 91 and 92 requires that the sequential approach to site selection be applied to all development proposals for main Town Centre uses that are not located in an identified centre and not in accordance with an up-to-date Development Plan.
- 7.3 Applications for main Town Centre uses should be located within a Town Centre, then in edge-of-centre locations, and only if suitable sites are not available should out of centre sites be considered. When considering edge-of-centre and out-of-centre proposals, preference should be given to accessible sites which are well-connected to the town centre. The NPPF further requires that applicants and Local Planning Authorities should demonstrate flexibility on issues such as format and scale.
- 7.4 Accordingly, a sequential site assessment has been undertaken because the site occupies an edge-of-centre location. The proposal is assessed against local and national policy requirements below.

METHODOLOGY

- 7.5 The NPPG 'Ensuring the vitality of Town Centres' provides guidance on the application and interpretation of the sequential test. This includes the importance of scoping the remit of the sequential (and impact) assessment, for agreement between the applicant and Local Planning Authority (Ref: 2b-005-20190722).
- 7.6 The NPPG further identifies those considerations (Ref: 2b-011-20190722) that should be taken into account when determining whether a proposal complies with the sequential test, based on the following:
- Has the suitability of more central sites to accommodate the proposals been considered, having regard to flexibility?
 - Is there scope for flexibility in the format and/or scale of the proposal?
 - If there are no suitable sequentially preferable locations, the sequential test is passed.
- 7.7 Potentially sequentially preferable sites within the agreed catchment area should be identified and considered in terms of their ability to accommodate the application proposal.

CATCHMENT AREA

- 7.8 As set out in Section 5 of this statement, Lidl foodstores serve a relatively compact catchment area as they provide a neighbourhood shopping facility. Consequently, Lidl's locational strategy is based on stores in urban areas serving a catchment typically equating to a 0–5-minute drivetime from the chosen site. A catchment plan is included at **Appendix 3** for reference.
- 7.9 Drawing on this approach, the applicant has undertaken a sequential site assessment appropriate to the proposal's catchment area. This encompasses the following centres:

SCOPE OF THE ASSESSMENT

- 7.10 When addressing the sequential approach, both the applicant and LPA must adopt realism and only consider sites which are 'suitable' for the development proposed by the applicant. The Supreme Court case, involving Tesco and Dundee Council (March 2012), considered the issue and definition of 'suitability', and the degree to which an application should demonstrate flexibility. The judgement concluded that:
- The natural reading of each policy is that the word suitable, in the first criteria, refers to the *suitability of site for the proposed development* (Rapleys' Emphasis) – it is the proposed development which will only be acceptable if no suitable site is available more centrally (paragraph 25), and
 - The application of the sequential approach requires flexibility and realism from developers and retailers, as well as planning authorities (paragraph 28).

- 7.11 When determining what constitutes a suitable site, regard has to be given to the need that the proposal is intending to serve. The High Court Decision involving Warners Retail and Cotswold District Council (July 2014), confirmed that the principles of the Dundee decision apply in England.
- 7.12 The judgment of Justice Ouseley in *Aldergate Properties v Mansfield District Council* (EWHC 1670 (Admin) 8 July 2016), further clarifies the context in which the 'suitability' and 'availability' of sites should be considered.
- "'Suitable' and 'available' generally mean suitable and available for the broad type of development which is proposed in the application by approximate size, type and range of goods" (Paragraph 35);
 - "This incorporates the requirement for flexibility in the NPPF, and excludes, generally, the identity and personal or corporate attitudes of an individual retailer" (Paragraph 35); and
 - "'Available' must generally mean available for the type of retail use for which permission is being sought" (Paragraph 42).

SEQUENTIAL PARAMETERS

- 7.13 Rapleys have taken the above judgements into account in defining the parameters for assessing the suitability and availability of potentially sequentially preferable sites.
- 7.14 In this case, Lidl is the stated applicant for the proposed development. The broad type of development is therefore discount retail provision based on a limited assortment discount (LAD or 'deep discount') foodstore.
- 7.15 The following parameters reflect the requirements of a discount foodstore having regard to the scale, nature and range of goods typically sold by a 'LAD' retailer:
- i. A minimum total site area of 0.5ha, reflecting the need to provide the store, warehousing area and associated servicing, parking and landscaping requirements, as well as the additional road network;
 - ii. A site that can accommodate a minimum store size of 1,800 sq.m (GIA);
 - iii. A site that can allow for the safe manoeuvring of customer vehicles;
 - iv. A prominent site with the ability to attract passing trade;
 - v. A site that is able to offer adjacent surface level car parking, so that customers can easily transfer foods to their vehicles;
 - vi. A site that can accommodate a dedicated service area to the rear of the store and associated HGV's deliveries and manoeuvres; and
 - vii. A single storey, open and unrestricted sales floor area which benefits from a generally level/flat topography, or which has the ability to be developed as such.
- 7.16 The above parameters reflect the minimum requirements necessary to accommodate a LAD foodstore and discount mixed-goods retailer and, as such, the applicant has applied reasonable flexibility in the consideration of potentially sequentially preferable sites within the identified catchment area in this context.

SITE ASSESSMENT

- 7.17 In assessing and identifying any other potential sequentially preferable sites, for each of the centres within and directly adjacent to the catchment area, a review of the Manchester City Council Development Plan Documents was undertaken, along with a review of relevant online property databases, inter alia, Nova Local, EGI and Co-Star Focus. An in person visit to relevant locations has also been undertaken.
- 7.18 Full detail of the sites assessed is included at **Appendix 4**.
- 7.19 From a comprehensive review of the above, there are no sequentially preferable sites which are suitable and available to accommodate the broad type of development proposed through this planning application.

SUMMARY

- 7.20 As set out above, sequential site assessment has been undertaken, giving consideration to potentially sequentially preferable sites and premises.
- 7.21 The assessment has found that there are no suitable or available sequentially preferable sites to accommodate the proposed development, even with the application of appropriate flexibility to the site search parameters.
- 7.22 The proposal therefore fully complies with the NPPF requirement for a sequential site assessment to be undertaken for a new retail development which is not situated within a defined retail centre. The assessment has been undertaken in full accordance with the requirements of paragraphs 91 and 92 of the NPPF.

- 8.1 The NPPG advises that a judgement as to whether the likely adverse impacts are significant can only be reached in the context of understanding the current vitality and viability of any affected defined centres within the catchment.
- 8.2 Accordingly, on the 12th November 2024 Rapleys undertook a health check assessment of the identified centres which has had regard to the national key indicators of ‘health’ contained in the NPPG. In-person visits to all centres were carried out to inform the assessments.
- 8.3 The centres assessed are as follows:
- Hollinwood Avenue/Greengate (Moston) Local Centre;
 - Moston Lane (Harpurhey) Local Centre;
 - Worsley Avenue/Kenyon Lane (Lightbowne Local Centre);
 - Newton Heath District Centre; and
 - Failsworth Local Centre (within Oldham Council boundary).
- 8.4 The full health check assessment is provided in **Appendix 5**. Summaries are provided below.

Hollinwood Avenue/Greengate (Moston) Local Centre

- 8.5 Hollinwood Avenue/Greengate (Moston) Local Centre is adjacent to the west of the application site. The site is centred around the Greengate Roundabout, extending eastwards along Hollinwood Avenue.

Table 8.1 Diversity of Uses		
Category	Number of Units	%
Convenience	3	16%
Comparison	1	5%
Retail Services	7	37%
Leisure Services	4	21%
Financial and Business Services	0	0%
Other	1	5%
Vacant	3	16%
Total	19	100%

- 8.6 Table 8.1 above indicates that the centre has a vacancy rate of 16%, which is above the national average of 13.9% (Source: British Retail Consortium, July 2023). However, this only represents three vacant units, and the high percentage is a result of the low number of units in the centre.
- 8.7 Hollinwood Avenue/Greengate (Moston) Local Centre is considered to have a high level of accessibility, benefiting from a range of transport options. A high number of bus stops are located along Hollinwood Avenue, providing frequent services to surrounding areas, while Moston Train Station is located approximately 180m to the east. The centre is highly accessible by car, being situated along Hollinwood Avenue and in close proximity to the M60. There is some off-street car parking available; however, cycle parking provisions are limited.
- 8.8 It was observed that the centre generally incorporates adequately maintained pavements, roads, and shopfronts, with most of the area free from litter and graffiti. However, there is limited street furniture and a lack of landscaping within the centre, which impacts the overall public realm. Overall, it is considered that the centre demonstrates a moderate level of environmental quality.
- 8.9 In terms of the assessment criteria, although Hollinwood Avenue/Greengate (Moston) Local Centre presents a vacancy rate of 16%, it is considered to have a good mix of retail and leisure uses, supporting

its overall vitality and viability. The centre also benefits from high accessibility and an adequately maintained environment. According to the Police.UK Crime Map, there were zero crimes recorded within the centre over the past 12 months; however, this may be due to a lack of recorded data rather than an absence of crime. The centre appears well-lit, with unobstructed pedestrian pathways, contributing to a perception of safety. Overall, it is considered that Hollinwood Avenue/Greengate (Moston) Local Centre is in moderate health, with adequate levels of vitality and viability.

Moston Lane (Harpurhey) Local Centre

8.10 Moston Lane (Harpurhey) Local Centre is located approximately 635m to the south-west of the proposed development site. The centre runs along the western side of Moston Lane.

Table 8.2 Diversity of Uses		
Category	Number of Units	%
Convenience	3	21%
Comparison	0	0%
Retail Services	4	29%
Leisure Services	3	21%
Financial and Business Services	0	0%
Other	0	0%
Vacant	4	29%
Total	47	100%

8.11 The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors. The centre comprises a good mix of uses, typical for a centre of this size and nature. Three convenience units are present, which is considered an appropriate offering for the centre.

8.12 Table 8.2 above indicates that the centre has a vacancy rate of 29%, which is above the national high street average of 13.9% (Source: British Retail Consortium, July 2023). However, this only represents four vacant units, and the percentage is skewed due to the small number of total units in the centre.

8.13 The centre currently includes three small convenience retail units, which is considered an appropriate level of provision for a centre of this scale.

8.14 Access to the centre by foot is good, with pavements and marked crossings providing safe and convenient pedestrian access. A number of bus stops are located along Moston Lane, offering public transport connections to surrounding areas. Some off-street car parking is available, although cycle parking provision is limited and could be improved.

8.15 According to the Police.UK Crime Map, there were zero crimes recorded within the centre over the past 12 months. However, this may be due to a lack of recorded data rather than an absence of crime. Overall, the centre appears to offer a safe environment, with well-lit pavements and unobstructed pedestrian paths through the centre.

8.16 It was observed that the centre generally incorporates adequately maintained pavements, roads, and shopfronts, with most of the area free from litter and graffiti. However, there is limited street furniture and a lack of landscaping within the centre, which impacts the overall public realm. Overall, it is considered that the centre demonstrates a moderate level of environmental quality.

8.17 Based on the above, the vitality and viability of Moston Lane (Harpurhey) Local Centre is considered to be moderate, with a generally well-maintained environment and a good mix of shops. Furthermore, the centre is accessible. However, the centre has an above-average vacancy rate.

8.18 Overall, it is considered that Moston Lane (Harpurhey) Local Centre is generally in moderate health.

Worsley Avenue / Kenyon Lane Local Centre

8.19 Worsley Avenue/Kenyon Lane Local Centre is located approximately 1.78km to the south-west of the proposed development site. The centre runs along both sides of Moston Lane.

Table 8.3 Diversity of Uses		
Category	Number of Units	%
Convenience	21	19%
Comparison	14	13%
Retail Services	33	31%
Leisure Services	13	12%
Financial and Business Services	6	6%
Other	3	3%
Vacant	18	17%
Total	108	100%

8.20 The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors. The centre comprises a good mix of uses, including convenience stores, cafés, takeaways, hairdressers, and a Post Office, along with other uses appropriate to a centre of this nature. There is also a good balance between national and independent operators.

8.21 Table 8.3 above indicates that the centre has a vacancy rate of 17%, which is slightly above the national high street average of 13.9% (Source: British Retail Consortium, July 2023).

8.22 The convenience offering in the centre accounts for 19% of the total number of units and includes a number of small convenience stores, butchers, and bakeries.

8.23 The centre is easily accessible by foot, with pavements and pedestrianised areas offering safe and convenient access for pedestrians. Bus stops are located along Moston Lane, providing regular services to various destinations in the surrounding area, ensuring good access by public transport. The surrounding road network and off-street car parking within the centre enable easy access by car. Cycle parking is also provided.

8.24 According to the Police.UK Crime Map, there were zero crimes recorded within the centre over the past 12 months. However, this may be due to a lack of recorded data rather than an absence of crime. Overall, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian pathways.

8.25 It was observed that the centre generally incorporates adequately maintained pavements, roads, and shopfronts. Essential street furniture, such as bins and railings, is provided, and a small area of greenspace is located within the centre. However, there is limited public space and no seating, which affects the usability of the area. Overall, it is considered that the centre demonstrates a moderate level of environmental quality.

8.26 Based on the above, the vitality and viability of Worsley Avenue/Kenyon Lane Local Centre is considered to be moderate, with a good mix of uses. Furthermore, the centre is highly accessible and demonstrates a fairly good level of environmental quality.

8.27 Overall, it is considered that Worsley Avenue/Kenyon Lane Local Centre is in moderate health.

8.28 Newton Heath Local Centre is located approximately 3.6km to the south west of the site and is located along Oldham Road and Old Church Street.

Table 8.4 Diversity of Uses		
Category	Number of Units	%
Convenience	9	14%
Comparison	13	21%
Retail Services	7	11%
Leisure Services	12	19%
Financial and Business Services	10	16%
Other	7	11%
Vacant	5	8%
Total	63	100%

8.29 The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors. Newton Heath Local Centre accommodates a range of local centre uses, including small convenience stores, betting shops, barbers, cafés, and takeaways. There are nine convenience retail units in the centre. Comparison retailers are limited to small independent shops and charity shops.

8.30 Table 8.4 above indicates that the centre has a vacancy rate of 8%, which is below the UK high street average of 13.9% (Source: British Retail Consortium, July 2023).

8.31 In terms of retail provision, the centre includes an Asda, Iceland, and Lidl supermarket. Comparison retail offerings are limited to local independent retailers. The low representation of national multiple retailers could be attributed to the limited size of available units within the centre, as well as the presence of more suitable units in nearby centres. Overall, it is considered that this centre serves a more localised catchment.

8.32 The centre benefits from wide pavements along Old Church Street, with controlled crossing points providing safe and convenient pedestrian access. There are no cycle parking facilities within the centre itself, but bicycle parking is available outside supermarkets for customer use, limiting overall accessibility via bicycle. The centre is served by several bus stops along Oldham Road and Old Church Street, while Newton Heath & Moston tram stop is located approximately 140m to the north on Dean Lane. Car parking within the centre is limited, as Old Church Street and Oldham Road have double yellow lines. Parking is available on side streets such as May Street and to the rear of the Asda and Iceland supermarkets.

8.33 Based on data from the Police.uk website, there were two recorded crimes within the town centre over the past 12 months. The centre offers a safe environment with well-lit pavements and unobstructed pedestrian paths.

8.34 It was observed that the centre generally incorporates well-maintained pavements, crossing facilities, shopfronts, and signage. There is limited graffiti or litter, and some landscaping is present within the centre. However, the area has limited street furniture and lacks significant public open space. It is considered that the overall environmental quality of Newton Heath Local Centre is moderate.

8.35 Based on the above, the vitality and viability of Newton Heath Local Centre is considered to be good. The vacancy rate is below average, accessibility is good, and the crime rate is low.

8.36 Overall, it is considered that Newton Heath Local Centre is in good health.

- 8.37 Failsworth Local Centre is located approximately 1.5km to the south-west of the site and is 4Km to the south of Oldham Town Centre. The centre is centred between Oldham Road and Ashton Road West.

Table 8.5 Diversity of Uses		
Category	Number of Units	%
Convenience	4	29%
Comparison	4	29%
Retail Services	3	21%
Leisure Services	1	7%
Financial and Business Services	0	0%
Other	0	0%
Vacant	0	0%
Total	14	100%

- 8.38 The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors. The centre currently accommodates a range of local retail uses, including small-format convenience stores, a pharmacy, and other comparison and retail services. There are four convenience retail units in the centre, including a large Tesco Extra and an Aldi supermarket.
- 8.39 Table 8.5 above indicates that the centre has a vacancy rate of 0%, which is significantly below the UK high street vacancy rate of 13.9% (Source: British Retail Consortium, July 2023).
- 8.40 The convenience retail offering in the centre consists of a Tesco Extra, Tesco Filling Station, Greggs (located within Tesco Extra), and an Aldi supermarket. Comparison retailers are primarily local independent businesses. The low representation of national multiple comparison retailers may be due to the limited size of available units within the centre and the relative availability of suitable units within Oldham Town Centre and other nearby centres.
- 8.41 The centre does not contain any pedestrianised areas, and the only controlled crossing points are located at the Oldham Road and Sisson Street junction. Sisson Street is a busy through road, which creates difficulties for pedestrians and presents a barrier to accessibility. Some zebra crossings are located within Tesco Extra's car park, through which Sisson Street runs. Cycle parking facilities are available outside Tesco Extra and Aldi, but these are primarily for customer use. There are no bus stops along Sisson Street; however, the centre is served by bus stops along Oldham Road to the north and Ashton Road West to the south. Failsworth tram stop is located approximately 200m to the north of the centre. The centre has multiple car parking areas, with the largest parking area maintained by Tesco.
- 8.42 Based on data from the Police.uk website, there was one recorded crime within the centre over the past 12 months. However, this may be due to a lack of recorded data rather than an absence of crime. Overall, the centre appears to offer a safe environment, with well-lit pavements and unobstructed pedestrian pathways.
- 8.43 It was observed that the centre generally incorporates well-maintained pavements and shopfronts, with some available street furniture and limited graffiti or litter. However, there is a lack of public or green space. Given that the centre is relatively small and primarily serves local needs, the absence of public space is considered to be expected. Overall, the environmental quality of Failsworth Local Centre is considered to be moderate.

- 8.44 Based on the above, the vitality and viability of the centre are considered to be very good for a centre of this nature, with no vacant units. Furthermore, the centre is accessible and demonstrates a moderate level of environmental quality.
- 8.45 Overall, it is considered that Failsworth Local Centre is in good health.

- 9.1 This section sets out the applicant's approach to the retail assessment taking into consideration the site's location and the requirements of national and local retail policy.

PROPOSED FOODSTORE

- 9.2 The proposed single storey foodstore will have a Gross Internal Area (GIA) of 1,965 sqm, of which 1,334 sqm will be sales area (or 'net sales area'). The sales area will incorporate an 80:20 split between convenience and comparison floorspace, meaning that around 1,067 sqm will be dedicated to convenience retail and 267 sqm will be used for comparison retail.

POLICY REQUIREMENT

- 9.3 The starting point for determining a planning application is Section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004, which confirm that planning applications *"must be determined in accordance with the development plan, unless material considerations indicate otherwise"*. As such, the Manchester City Council Development Plan must be considered accordingly.
- 9.4 The NPPF advises that retail proposals not located within an existing centre should be assessed according to their impact (if any) on existing centres. Impact assessments should be provided for all proposals over 2,500 sqm (if there are not locally set thresholds) when the proposal is not located within an existing centre and not in accordance with an up-to-date Development Plan.
- 9.5 Policy C9 (Out-of-Centre Development) of the Development Plan states that proposals for town centre uses in locations which are outside a defined centre will be inappropriate unless it can be demonstrated that the scheme would not have unacceptable impacts, either individually or cumulatively. Supporting text of the Policy C9 states that the level of detail within impact assessments for proposals of less than 2,500 sq. m gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres.
- 9.6 Further, paragraph 10.56 states that in Manchester's circumstances, the impacts of out-of-centre development will vary across the City and will need to be considered on a case-by-case basis. Proposals of more than local significance should be accompanied by a statement which describes the nature and role of the proposals, evidence of the area the development is likely to serve, an assessment of the likely turnover of the development. Accordingly, given the scale of development proposed, it is considered that a retail impact assessment is required.
- 9.7 Paragraph 94 of the NPPF states that when assessing proposals for edge or out of centre retail development the following two tests should be satisfactorily addressed:
- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
 - The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area.
- 9.8 In determining the development proposed, it is also important to recognise that NPPF paragraph 90 outlines **that policies should where appropriate, seek to retain and enhance existing markets, and/or re-introduce or create new ones** [Our emphasis]. As such, it is considered that it is also incumbent on the decision maker to materially consider the benefits which will arise from a Lidl foodstore in the Moston area.
- 9.9 On the basis above, it is considered that a full retail impact assessment is required by the adopted planning policy for Manchester City Council, which addresses each of the above tests, has been undertaken. The findings of the retail impact assessment are set out below.

PROPOSED CATCHMENT AREA

- 9.10 As set out within Section 5 of this statement, a typical discount convenience retail store will serve a compact 5-minute drive-time core catchment. This reflects the fact that Lidl stores provide a

neighbourhood shopping facility reflecting their comparatively limited retail offer. A copy of the proposal's catchment can be found at **Appendix 3**.

POPULATION FORECASTS

- 9.11 Table 1 at Appendix 6 sets out the population and population growth within the 5-minute drivetime catchment area for the proposed development. This information is sourced directly from Experian. Table 9.1 below summarises population forecasts between 2025 and 2030.

Table 9.1. Population Forecasts						
Year	2025	2026	2027	2028	2029	2030
	42,591	42,689	42,793	42,901	43,038	43,187

Source: **Appendix 6** – Table 1.

- 9.12 Table 9.1 above demonstrates that a good proportion of residents will have access to the proposed store, providing better choice for many. The above also demonstrated that there will be ample expenditure to support the proposal.

EXPENDITURE PER CAPITA & GROWTH ASSUMPTIONS

- 9.13 The annual expenditure per capita for convenience and comparison goods is sourced from Experian (March 2025). As per Experian's reporting, this information has a base year of 2023. Per person growth assumptions for both convenience and comparison goods have been applied to the 2023 base year figures. Growth assumptions have been sourced from the latest Experian Retail Planner Briefing Note (March 2025).
- 9.14 Growth assumptions take into account predicted annual growth in consumer convenience and comparison goods spending from the 2023 base year to 2030. An allowance (a percentage subtraction) for internet-based shopping expenditure (Special Forms of Trading [SFT]) has also been taken into account.
- 9.15 Internet (SFT) based per person expenditure is subtracted from the total per person on the basis that internet-based shopping transactions typically occur at locations outside the defined study area (warehouse/distribution centre-based sales that are posted to the consumer). The approach for subtracting SFT from per person spending is a tested and accepted methodology.
- 9.16 Notwithstanding the above, the assessment of available per person spend is fully outlined at Tables 2 of Appendix 6. However, for the readers' assistance, Table 9.2 below summarise per person expenditure.

Table 9.2 Convenience & Comparison Goods Expenditure Per Person						
Year	2025	2026	2027	2028	2029	2030
Convenience	£2,505	£2,484	£2,474	£2,462	£2,452	£2,439
Comparison	£2,792	£2,817	£2,872	£2,928	£2,986	£3,048

Source: **Appendix 6** – Tables 2. Excludes SFT.

TOTAL AVAILABLE CONVENIENCE AND COMPARISON GOODS EXPENDITURE

- 9.17 The total available expenditure is the sum of per person spending multiplied by the population of each catchment area. Table 9.3 overleaf summarise the available convenience and comparison goods expenditure within the catchment area.

Table 9.3. Total Available Convenience & Comparison Expenditure within 5-Minute Drivetime (£m)						
Year	2025	2026	2027	2028	2029	2030
Convenience	£106.67	£106.05	£105.88	£105.60	£105.51	£105.33
Comparison	£118.92	£120.26	£122.91	£125.63	£128.49	£131.63
Total	£226.60	£225.58	£226.31	£228.79	£231.23	£234.00

Source: *Appendix 6 – Tables 3. Excludes SFT.*

PROPOSED STORE – BENCHMARK TURNOVER

- 9.18 For the purposes of this impact assessment, the turnover of the proposed Lidl store turnover is based on published benchmarked (company average) convenience and comparison goods sales densities (£ per sqm). Published benchmarks are in a 2024e price base, and have been readjusted to 2023 prices, in order to keep the price base consistent with Experian data; which are formulated in 2023 prices.
- 9.19 Published sales densities are sourced from GlobalData (December 2024); which is the most up-to-date dataset at the time of writing. The use of the GlobalData figures for retail assessments is now a standard practice for all Lidl planning applications across the country.
- 9.20 The proposal's benchmarked turnover is summarised within Table 9.4 below.

Table 9.4. Proposed Lidl Store Benchmarked Turnover					
	Total Net Sales Floorspace (sq.m)	Benchmark Turnover (£/sq.m)	Total Store Turnover 2023 (£m)	Total Store Turnover 2025 (£m)	Total Store Turnover 2030 (£m)
Convenience	1,068	£7,169	£7.66	£7.47	£7.47
Comparison	267	£4,328	£1.16	£1.16	£1.29
Total	1,335	-	£8.81	£8.63	£8.76

Source: *Appendix 6 – Table 4a.*

- 9.21 The proposed convenience goods trade (£7.47m [2025]) represents only 7% of available convenience goods expenditure, whilst the overall trade from the proposal (£8.63m) represents circa. 4% of all trade within the proposal's 5-minute drivetime catchment.

PLANNING COMMITMENTS

- 9.22 Rapleys are aware of one planning permission (Planning Permission Ref. FUL/353109/24) for a foodstore on Albert Street in Hollinwood which falls under the jurisdiction of Oldham Metropolitan Borough Council. This planning application is for a Lidl store. The proposed 5-minute drivetimes for both stores slightly intersect within each other in the Failsworth area. Consequently, the impact of both proposals needs to be considered. Benchmarked turnovers for the planning permission commitment are outlined below.

Table 9.4. Proposed Lidl Store Benchmarked Turnover					
	Total Net Sales Floorspace (sq.m)	Benchmark Turnover (£/sq.m)	Total Store Turnover 2023 (£m)	Total Store Turnover 2025 (£m)	Total Store Turnover 2030 (£m)
Convenience	1,060	£7,169	£7.60	£7.42	£7.42
Comparison	265	£4,328	£1.15	£1.15	£1.28
Total	1,325	-	£8.75	£8.57	£8.70

Source: *Appendix 6 – Table 4b.*

9.23 Benchmarked turnovers for existing stores within the proposal's 5-minute drivetime catchment, and outside the catchment that may be affected by the proposal have been assessed at Table 6 of Appendix 6. For the readers assistance the convenience and comparison goods turnovers for each assessment year (2025 & 2030) are shown in Table 9.5 below.

Table 9.5. Benchmarked Turnover for Existing Stores (£m)				
Locations within 5-minute Drivetime Catchment	Convenience Goods	Comparison Goods	Convenience Goods	Comparison Goods
	2025	2025	2030	2030
Morrisons, Poplar Street, Failsworth	£35.95	£8.84	£35.95	£9.84
Morrisons, Tweedale Way, Chadderton, Oldham	£36.57	£11.13	£36.57	£12.39
Lidl Jardine Way, Chadderton	£7.83	£1.19	£7.83	£1.32
Costco, Broadway, Chadderton	£17.11	£17.16	£17.11	£19.09
Other Convenience Stores	£1.25	£0.15	£1.25	£0.17
Other Comparison Stores	£0.00	£0.70	£0.00	£0.78
ALL TOTALS	£98.70	£39.17	£98.70	£43.59
LOCATIONS OUTSIDE CATCHMENT AREA				
Failsworth Centre (Oldham MBC)				
Tesco Extra, Ashton Road West	£40.91	£15.02	£40.91	£16.71
Local Convenience Stores	£0.60	£0.00	£0.60	£0.00
Local Comparison Stores	£0.00	£2.34	£0.00	£2.60
Sub-Total	£41.51	£17.36	£41.51	£19.31
Newton Heath Centre				
Asda, Old Church Street	£7.92	£0.83	£7.92	£0.93
Farmfoods, Oldham Road	£5.85	£0.19	£5.85	£0.21
Iceland, Old Church Street	£5.32	£0.05	£5.32	£0.06
Lidl, Old Church Street	£4.18	£0.63	£4.18	£0.70
Other Convenience & Comparison Stores	£2.76	£0.00	£2.76	£0.00
Sub-Total	£26.03	£1.70	£26.03	£1.89
Other Edge and Out of Centre Locations				

Table 9.5. Benchmarked Turnover for Existing Stores (£m)

Lidl, Upper Conran St, Manchester	£8.98	£1.36	£8.98	£1.51
Planning Commitment: Lidl Hollinwood	£7.60	£1.15	£7.60	£1.28
Aldi, Sisson Street	£15.37	£2.29	£15.37	£2.55
Aldi, Victoria Avenue East	£16.55	£2.47	£16.55	£2.74
Aldi, Lydia Becker Way, Chadderton	£17.95	£2.68	£17.95	£2.98
Tesco Extra, Victoria Avenue	£26.05	£7.72	£26.05	£8.60
Other Convenience & Comparison Stores	£1.00	£0.60	£1.00	£0.67
Other Locations Sub-Total	£93.49	£18.27	£93.49	£20.33
ALL TOTALS	£259.73	£76.50	£259.73	£85.12

Source: *Appendix 6 – Table 6.*

9.24 Existing convenience goods trade within the 5-minute drivetime appears to be £7.97m (2025) lower than the available expenditure of £106.67m (2025). However, it is important to recognise that some stores within the proposal's catchment area have catchments larger and/or extend beyond the proposal's catchment due to their scale, retail offer, and location within the proposal's catchment (i.e. Morrisons, Poplar Street, Failsworth [edge of catchment]). These locations only take a proportion of trade from the catchment. As such, it is highly likely that a good proportion of the larger stores within the proposal's catchment are overtrading.

9.25 Notwithstanding the above, expenditure capacity for the development is not a material consideration.

TRADE DIVERSION & IMPACT

9.26 The full cumulative trade diversion patterns and resultant impact for locations within the proposal's catchment and locations outside the catchment that may be affected by the development can be found at Table 7 at Appendix 6.

9.27 In terms of trade draw, it is envisaged that overall trade draw pattern (Convenience Goods) will be:

- 5-minute drivetime catchment area - 48%
- Locations outside catchment – 42%; and
- Inflow trade – 10%.

9.28 It is important to recognise that in sizable proportion of existing stores are just outside the catchment area. Their trading catchments will significantly overlap with the proposed development. Consequently, residents within these locations will have an additional cheaper foodstore option to shop at, drawing trade away from existing stores.

9.29 This cumulative impact assessment is based on the assumption that the existing and proposed stores trade at benchmarked turnovers. In some instances, some stores are/may be overtrading (Aldi in Failsworth, Lidl in Chadderton¹). Therefore, it is considered that this assessment represents a worst-case scenario in terms of assessing the potential impact.

¹ Oldham MBC's Retail and Leisure Study (2020) derived turnover indicate that this store is overtrading

Table 9.6. Cumulative Trade Diversion & Impact (£m / %)				
Locations within 5-minute Drivetime Catchment	Diversion	Impact	Diversion	Impact
	2025	2025	2030	2030
GREENGATE (HOLLINWOOD AVENUE) LOCAL CENTRE				
Londis, Hollinwood Avenue	£0.02	2.42%	£0.02	2.39%
Other Convenience Stores	£0.00	0.00%	£0.00	0.00%
Other Comparison Stores	£0.00	0.00%	£0.00	0.00%
Sub-Total	£0.02	1.40%	£0.02	1.35%
MOSTON LANE (HAPURHEY) LOCAL CENTRE				
Premier, Moston Lane	£0.02	4.20%	£0.02	4.16%
Other Convenience Stores	£0.00	0.00%	£0.00	0.00%
Other Comparison Stores	£0.00	0.82%	£0.00	0.81%
Sub-Total	£0.02	2.05%	£0.02	1.99%
WORSLEY AVENUE (MOSTON LANE) LOCAL CENTRE				
One Stop, Moston Lane	£0.00	0.00%	£0.00	0.00%
Other Convenience Stores	£0.00	0.00%	£0.00	0.00%
Other Comparison Stores	£0.00	0.00%	£0.00	0.00%
Sub-Total	£0.00	0.00%	£0.00	0.00%
OTHER LOCATIONS/ EDGE & OUT OF CENTRE				
Morrisons, Poplar Street, Failsworth	£1.41	3.21%	£1.43	3.19%
Morrisons, Tweedale Way, Chadderton, Oldham	£1.66	3.54%	£1.68	3.49%
Lidl Jardine Way, Chadderton	£1.67	18.90%	£1.69	18.84%
Proposed Lidl Store, Moston	£0.00	0.00%	£0.00	0.00%
Moston Superstore, Pym Street	£0.04	1.25%	£0.04	1.24%
Costco, Broadway, Chadderton	£0.02	0.06%	£0.02	0.05%
Other Convenience Stores	£0.02	1.66%	£0.02	1.63%
Other Comparison Stores	£0.00	0.41%	£0.00	0.41%

Table 9.6. Cumulative Trade Diversion & Impact (£m / %)				
Sub-Total	£4.81	3.28%	£4.88	3.22%
CATCHMENT TOTAL	£4.85	3.17%	£4.92	3.12%
LOCATIONS OUTSIDE CATCHMENT AREA				
FAILSWORTH CENTRE (in Oldham MBC)				
Tesco Extra, Ashton Road West	£1.16	2.12%	£1.17	2.07%
Local Convenience Stores	£0.04	6.33%	£0.04	6.33%
Local Comparison Stores	£0.01	0.49%	£0.01	0.49%
Sub-Total	£1.21	2.10%	£1.22	2.05%
NEWTON HEATH CENTRE				
Asda, Old Church Street	£0.37	4.36%	£0.37	4.31%
Farmfoods, Oldham Road	£0.07	1.26%	£0.07	1.25%
Iceland, Old Church Street	£0.07	1.41%	£0.07	1.41%
Lidl, Old Church Street	£1.67	35.44%	£1.71	35.86%
Other Convenience & Comparison Stores	£0.00	0.00%	£0.00	0.00%
Sub-Total	£2.19	8.08%	£2.24	8.19%
OTHER LOCATIONS/ EDGE & OUT OF CENTRE				
Lidl, Upper Conran St, Manchester	£0.17	1.70%	£0.17	1.70%
Planning Commitment: Lidl Hollinwood	£0.00	0.00%	£0.00	0.00%
Aldi, Sisson Street	£0.32	1.86%	£0.32	1.85%
Aldi, Victoria Avenue East	£1.78	9.58%	£1.82	9.62%
Aldi, Lydia Becker Way, Chadderton	£0.24	1.16%	£0.24	1.15%
Tesco Extra, Victoria Avenue	£0.15	0.53%	£0.15	0.51%
Other Convenience & Comparison Stores	£0.09	5.43%	£0.09	5.28%
Other Locations Sub-Total	£2.75	2.61%	£2.79	2.60%
ALL TOTALS	£6.15		£6.25	
INFLOW ²	£0.75		£0.75	

Source: *Appendix 6 – Table 7.*

² Proposed Lidl Store, Moston only

- 9.31 In retail impact test terms, it is established principle that retailers tend to compete with other comparable retailers offering a similar range of goods, and of similar scale that can cater for a weekly Main-food shopping trip. Furthermore, when considering the impact in retail planning terms, it is necessary to look at the impact of the development on the centre as a whole, as opposed to its impact upon any single retailer within the centre.
- 9.32 Focusing on the proposal's trade draw and impact on defined centres within the proposed Lidl store's catchment, it is important to note that there are no comparable retailers that will directly compete with the proposed development. Greengate, Moston Lane & Worsley Lane Local Centre cater for localised top-up shopping trips; and between them contain a Londis, Premier, and One Stop convenience stores. The stores are small in nature (typically 300sqm or less) and offer a very limited range of goods. As such, it is considered that trade diversion from these three Local Centres will be limited.
- 9.33 It is envisaged that the proposal will draw £0.02m (2025) from Greengate Local Centre and £0.02m from Moston Lane Local Centre; with the resulting impact being 1.40% and 2.05% on these centres. No trade will be draw from Worsley Lane Local Centre given its limited shopping provision. In light of the limited trade draw from, and resultant impact on these centres it is considered that the proposed development will not have any significant adverse impact on the viability and vitality of theses centres.
- 9.34 Regarding edge and out of centre locations within the proposal's catchment area, it is important to note that edge and out of centre locations are afforded limited to no planning policy protection from competition. As such, the proposal's impact on these locations is not a material planning consideration.
- 9.35 The only comparable foods stores within the proposal's catchment area are the Aldi on Victoria Avenue East, the Morrisons in Failsworth (Poplar Street), the Morrisons in Chadderton (Tweedale Way), and the Lidl in Chadderton (Jardine Way). All these stores are in out of centre locations. Further, the Morrisons on Tweedale Way is the closest to the development site. Trade draw from this location will be £1.66m (2025), with an impact of just 3.54%. Trade draw from the other Morrisons store (Poplar Street) will be £1.41m (2025), resulting in an impact of just 3.21%.
- 9.36 The only other discount-food foodstore in the proposal's catchment, is the out of centre Lidl store on Jardine Way. This store primarily caters form residents living further north towards Oldham. The proposal will divert £1.67m (2025) from this store.
- 9.37 Considering locations on the edge of and outside the proposal's catchment, £1.21m (2025) will be diverted from stores in Failsworth District Centre, and £2.19m from Newton Heath District Centre. Resultant impact Failsworth District Centre will be 2.10%. Impact on Newton Health District Centre will be 8.08%; with most of the trade draw and impact on Newton Heath District Centre coming from the Lidl planning commitment in Hollinwood. Overall, trade draw and resultant impact on these centres will not have any significant adverse impact on the viability and vitality of these centres.
- 9.38 On the basis of the above, it is considered that no one retail centre assessed will have any significant adverse impacts to their vitality and viability. Accordingly, the development is therefore considered to be fully compliant with this criterion of paragraph 94 of the NPPF, and Development Plan Policy C9.

IMPACT OF THE PROPOSAL ON EXISTING, COMMITTED AND PLANNED PUBLIC AND PRIVATE INVESTMENT IN A CENTRE OR CENTRES IN THE CATCHMENT AREA OF THE PROPOSAL

- 9.39 At the time of the application's submission, it is not considered that there are any existing, committed, and planned public and private investments in a centre or centres in the proposal's catchment area or beyond. As such, it is considered that the proposal would not have a significant adverse impact upon.
- 9.40 Accordingly, the development is therefore considered to be fully compliant with this criterion of Paragraph 94 of the NPPF.

SUMMARY

- 9.41 In summary, it has been demonstrated within the above note that the application proposal will not have a significant adverse impact on the vitality and viability of any retail centre affected by the development proposed or any other centre within the study area within the proposal's 5-minute core drivetime catchment area.

- 9.42 The proposal will deliver many benefits for local residents, including an improved range and choice of convenience goods in Moston, increased employment opportunities, reduced journey times for residents, and increased scope for use of sustainable modes of transport.
- 9.43 The development also signals Lidl's commercial intent to improve consumer choice in the area, which will have associated economic investment benefits. The application site is, the only sustainable location outside of an identified centre within the retail hierarchy, which can meet the applicant's retail requirements.
- 9.44 In summary, it is considered that the proposals are in accordance with the NPPF, NPPG, and all retail related Development Plan policies.

10.1 From the preceding review and analysis of the planning policy, guidance and material considerations relevant to the site and the proposals, the key planning issues relevant to the determination of this application area are as follows:

- Principle of Development;
- Loss of Employment Use;
- Retail Policy Issues;
- Economic Benefits;
- Transportation and Highways;
- Design and Layout;
- Noise;
- Air Quality;
- Flood Risk and Drainage;
- Landscaping;
- Ecology and Biodiversity; and
- Energy and Sustainability.

PRINCIPLE OF DEVELOPMENT

10.2 The proposed development seeks to provide a new Lidl foodstore (Class E). In retail planning terms, the site is considered an 'edge-of-centre' site and is therefore, subject to the two retail tests set out within the NPPF (2024).

10.3 The site is not allocated for any particular purpose within the adopted Development Plan for Manchester, and a review of the site's planning history confirms the site was last a B8 (Storage and Distribution) use.

10.4 The Council confirmed through pre-application discussions that the proposed development was acceptable, subject to the retail tests, and other development management considerations being appropriately addressed.

10.5 Therefore, subject to demonstrating compliance with the retail planning tests, and relevant development management policies being addressed appropriately, the principle of the proposed development is acceptable and should be supported.

LOSS OF EMPLOYMENT USE

10.6 Whilst the site is now vacant, the previous confirmed use was B8 (storage and distribution).

10.7 Policy EC2 of the Core Strategy states that *"The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:*

- *The existing use un-viable in terms of business operations, building age and format;*
- *The existing use is incompatible with adjacent uses;*
- *The existing use is unsuitable for employment having had regard to the Manchester – Salford – Trafford SFRA; or*
- *On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use."*

10.8 The previous use of the existing building was as a storage and distribution unit for soft drinks manufacturer A.G. Barr. A.G. Barr have moved their operations to an alternative premises and the unit is now vacant, so the existing employment use on the site has already been lost. There is no current employment use of the site. It is understood that the site no longer met A.G. Barr's operational requirements.

10.9 The layout and nature of the site are considered to sub-optimal for a B8 (storage and distribution use). The site is small in size for a B8 unit, with relatively constrained access provision, with only one access and egress point, for a use that requires very frequent HGV movements. Access within the site itself is also constrained, with the Brighter Beginnings Nursery site boundary only leaving a narrow gap between

the nursery site and the distribution unit, making it difficult for HGV movements within the site and for multiple HGVs to be on site at any one time. The existing building is also well over 40 years old, meaning that the building is un-viable for modern B8 storage and distribution use.

- 10.10 As such, the existing site is un-viable for its existing B8 use in terms of business operations, building age, and format.
- 10.11 Furthermore, it is considered that the existing use is incompatible with the adjacent uses. The site is tightly enclosed by residential properties. A storage and distribution use is likely to be in operation for long hours extending into the nighttime and early morning, with frequent noisy HGV movements. Lidl stores only receive one delivery per day (maximum 2 per day during very busy periods such as Christmas), and the opening hours do not extend to unsociable hours. Therefore, the proposed Lidl use is much more compatible with the adjacent uses compared to the existing use.
- 10.12 The proposed development also provides many more benefits than the existing use. The existing site is vacant, where it currently serves no function or provides any service. The proposed development will redevelop the site into a much more attractive site, bringing in significant investment into the local area, and providing around 40 new jobs for local people. As such, the proposed development clearly offers greater benefits than the existing use, in line with Manchester City Council's Core Strategy's visions.
- 10.13 Policy EC1 of the Core Strategy states that 200ha of employment land will be developed during the plan period. Places for Everyone also does not allocate any floorspace within Manchester City Council's boundary for industry and warehousing use.
- 10.14 The proposed development would result in the loss of a B8 use site approximately 0.81ha in size. As such, the loss of this site would have a negligible impact upon Manchester City Council's employment space targets. Furthermore, whilst a Lidl store is not classed as a traditional employment use, the store will still generate employment, up to around 40 jobs.
- 10.15 Given the assessment above, it is considered that the loss of the employment use is justified and that an alternative use should be supported, in line with Core Strategy Policy EC2, and that the principle of development should be considered acceptable, subject to compliance with the relevant retail policy tests and necessary development control considerations.

RETAIL POLICY ISSUES

- 10.16 The site is an edge-of-centre location in retail policy terms. As such, there are two main retail policy issues to address relating to the need for a sequential and impact test.
- 10.17 Paragraph 91 of the NPPF confirms Local Planning Authorities should apply a sequential test to planning applications for main Town Centre uses (including retail) that are not in an existing centre and are not in accordance with an up-to-date Development Plan.
- 10.18 Paragraph 92 of the NPPF confirms when considering edge-of-centre and out-of-centre proposals, preference should be given to accessible sites that are well connected to the Town Centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable Town Centre or edge-of-centre sites are fully explored.
- 10.19 Paragraph 94 of the Framework advises that when assessing applications for retail development outside of Town Centres, which are not in accordance with an up-to-date Local Plan, Local Planning Authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold.
- 10.20 The application is supported by an appropriate retail assessment which, in line with the NPPF, considers the impact of the proposed new Lidl foodstore, a main Town Centre use (as defined by the NPPF). The assessment provides a robust assessment of the main Town Centre uses on both an impact and sequential basis, concluding that the scale and nature of the retail use proposed would not be in direct competition with existing centres.

- 10.21 The sequential assessment set out in this Statement has demonstrated that there are no sequentially preferable sites which could accommodate the scale and form of development for which permission is sought. The proposed development is therefore considered compliant with paragraph 91 of the NPPF.
- 10.22 The proposed development would enable the provision of a 1,965 sq.m GIA (Use Class E) discount foodstore which cannot be readily accommodated within any defined centre. Therefore, given that the Retail Assessment submitted with this application clearly demonstrates that the proposed development cannot be accommodated in a sequentially preferable location, this sustainable edge-of-centre location is considered appropriate to accommodate a discount food retailer.
- 10.23 In respect of retail impact, the assessment demonstrates that the development will not give rise to any significant adverse impacts on defined retail centres.
- 10.24 It has been demonstrated in Sections 7, 8 and 9 of this Statement that the proposed development complies with the retail tests and should therefore be deemed acceptable in accordance with national and local policies.
- 10.25 Furthermore. It should be note that Paragraph 11 of the NPPF notes that at the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision taking this means:
- c) Approving development proposals that accord with an up-to-date development plan without delay, or
 - d) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provide a strong reason for refusing the development proposed, or
 - ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.
- 10.26 In this case, the Development Plan's retail policies are set out within Manchester City Council Core Strategy which was adopted on 11th July 2012. This was informed by the The Manchester 'Quantitative Need for Additional Retail Floorspace Up-Date' ('The Retail Study Update') (November 2010) prepared by Alyn Nicholls & Associates. Almost 15 years have passed since this study was prepared and the retail environment has seen fundamental shifts during this period. In this context, it is considered that the most important policies for determining this planning application are out of date, and that the Development Plan for Manchester City Council does not provide the retail needs of the city.
- 10.27 On this basis, it is considered that the titled balance set out within Paragraph 11 of the NPPF applies and that planning permission should be granted unless criteria d) i. and ii. apply. This is considered to be the starting point for the determination of this planning application.

ECONOMIC BENEFITS

- 10.28 It should be acknowledged that a typical Lidl foodstore will provide around 40 jobs, together with a multimillion-pound investment into the area, delivering a significant boost to the local economy. Therefore, the proposal is principally supported by Section 6 of the NPPF which focuses on building a strong, competitive economy.
- 10.29 The economic role is one of the three dimensions for achieving sustainable development. In these terms, the economic role of sustainable development contributes to building a strong, responsive and competitive economy. In particular, paragraph 85 of the NPPF stipulates planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.
- 10.30 Part c of paragraph 125 of the NPPF also states that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

- 10.31 Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.
- 10.32 As set out above, the development proposal in itself represents a significant economic investment by Lidl and will facilitate the retention of existing jobs whilst increasing job opportunities as the store will employ around 40 members of staff once opened. These job opportunities will principally be taken by local residents.
- 10.33 As previously outlined within Section 5, Lidl offers an excellent work ethic and training opportunities for staff to progress within the company. The development proposals therefore support the local economy and provide employment opportunities for local people during construction and once opened to the public. The positions will be wide ranging from material and administrative positions to store assistants and cashiers.

TRANSPORTATION AND HIGHWAYS

- 10.34 A Transport Statement and Travel Plan have been prepared by Cora IHT. The Transport Assessment fully appraises the existing transportation conditions and the likely impact of the proposed development.
- 10.35 These documents conclude that the proposed scheme will not result in a material change in conditions on the local highways. Supplementary to this, the transport network benefits from a good level of accessibility from sustainable transport options, reflecting one of the overarching aims of the NPPF.
- 10.36 The accompanying Transport Assessment and Travel Plan provide more details on the access and transport credentials of the proposed development, the Transport Assessment concludes that the proposed development will not result in any impact with regard to the safety or capacity of the local highway network.
- 10.37 Through the reports, it has therefore been demonstrated that the proposal is compliant with Policies CC5, T1 and DM1 of the Development Plan and the overarching principles of the NPPF.

DESIGN AND LAYOUT

- 10.38 A Design and Access Statement prepared by Rapleys LLP accompanies this application in support of the proposed development. The report highlights that the design rationale was informed by Lidl's operational requirements within the context of the site constraints and surrounding land uses.
- 10.39 The store is proposed to be located to the north of the site, with the car park are directly to the south and east of the store building. The delivery bay will be located to the west of the site.
- 10.40 Vehicular access to the site will be from Hollinwood Avenue in the same location as the existing vehicular access. The proposed car park will provide a total of 106 car parking spaces with 9 for Parent & Child, 2 electric vehicle charging spaces, and 6 being built to disabled standard.
- 10.41 The proposed layout is considered to encourage openness and vibrancy whilst ensuring good visibility into the site from the local highway network. The report also states that the proposed layout is functional whilst promoting legibility and excellent natural surveillance that promotes safety as well as positive visual amenity.
- 10.42 The new Lidl building is a single-storey building, of contemporary design, and features a single height glazed curtain walling in grey, insulated metal cladding panels in white. The base of the wall cladding will have a render strip in grey and the doors will be powder coated steel in grey.
- 10.43 The building will also have metal composite insulated roof panels with steel coping flashing along the perimeter in grey to match the cladding, and aluminium gutters and rainwater pipes. The roof of the store slopes slightly from south to north.

- 10.44 Overall, the layout and materials used are considered to be in keeping with the surroundings whilst being in accordance with Lidl's operational requirements as well as adhering to the relevant national and local policies.

NOISE

- 10.45 A Noise Assessment has been prepared by Miller Goodall to assess the noise impacts of the proposed development and any associated operations.
- 10.46 Noise modelling has been undertaken to predict the noise levels at the closest sensitive receptors and to assess the likely noise impact associated with the operations of the proposed development.
- 10.47 The Noise Assessment concludes that the impact of associated noise from the proposed development would result in a low impact. It is considered that a suitable and commensurate level of protection against noise will be provided to the occupants of nearby residences and therefore the site is suitable for development on noise grounds.
- 10.48 Please refer to the accompanying Noise Assessment which provides further details and analysis.
- 10.49 On this basis, it is considered that the proposed development would not have an adverse impact by way of noise and is therefore in accordance with Policy DM1 of the Core Strategy and the overarching principles of the NPPF.

AIR QUALITY

- 10.50 An Air Quality Assessment has been prepared by Miller Goodall. The report sets out the methodology adopted in assessing the impact on air quality based on both construction and operational phases.
- 10.51 The Air Quality Assessment has considered whether the proposed development could significantly change air quality during the construction phase and the suitability of the site for commercial use with regard to air quality.
- 10.52 The Air Quality Assessment concludes that concentrations of NO₂ and PM₁₀ are likely to be below their short-term objectives at the proposed development site which is therefore considered suitable for commercial use with regards to air quality. Concentrations of PM_{2.5} are expected to be below the annual mean target.
- 10.53 The proposed development is not expected to have a significant impact on local air quality.
- 10.54 The proposed development is therefore compliant with Policy EN16 of the Development Plan and the overarching principles outlined in the NPPF.

FLOOD RISK ASSESSMENT

- 10.55 A Flood Risk Assessment and Drainage Strategy prepared by Cora IHT is submitted in support of the planning application.
- 10.56 The Flood Risk Assessment reviewed all sources of flood risk to both the proposed development and to existing adjacent developments as a result of the proposal, including fluvial, tidal, pluvial, groundwater, sewers and flooding from artificial sources.
- 10.57 This report demonstrates that the proposed development is not at significant flood risk, and simple mitigation measures have been recommended to address any residual risks that may remain. The development could proceed without being subject to significant flood risk.
- 10.58 On this basis, it is considered that the proposal complies with Policies EN14 and DM1 of the Core Strategy and the overarching principles of the NPPF.

LANDSCAPING

- 10.59 A Landscape Details Plan has been prepared by FDA in support of the application. The proposed development has undergone a considered and detailed landscaping design in order to assist the development in assimilating into the surrounding area and to enhance the appearance and visual amenity of the site.
- 10.60 Overall, the proposed landscaping will represent a significant enhancement to the visual amenity of the location by providing improved landscaped areas across the site. The proposed landscaping forms an intrinsic element of the overall design of the development proposal and is of a high standard in line with the policy objectives. The landscaping approach is considered appropriate to the proposed use and character of the development.
- 10.61 On this basis, it is therefore considered that the proposal accords with Policy DM1 of the Core Strategy and the overarching principles of the NPPF.

ECOLOGY AND BIODIVERSITY

- 10.62 An Ecological Impact Assessment, prepared by Biodiverse Consulting is submitted in support of the application.
- 10.63 The assessment has confirmed the site provides opportunity to incorporate appropriate measures to mitigate any potential impacts to ecological features in accordance with NPPF and local planning policy. As such, no significant residual impact can be expected which would prevent determination of a planning application or development of this site.
- 10.64 The accompanying Biodiversity Statement confirms that the proposed development will result in a net change of -2.11 habitat units and a 62.97% net loss in biodiversity. The applicant will continue to work with the Council and Environment Banks to secure the required off-site habitat units to ensure an overall Biodiversity Net Gain is achieved.
- 10.65 On this basis, it is therefore considered that there are no ecological reasons why planning approval should be withheld in accordance with relevant wildlife legislation and Policies EN15 and DM1 of the Core Strategy to protect and enhance the environment.

ENERGY AND SUSTAINABILITY

- 10.66 Lidl undertakes a variety of sustainability measures as standard procedure in the operation of their stores. These measures minimise the environmental impact of the store and are set out within Section 5 of this Statement.
- 10.67 As set out, Lidl stores are designed, built and operated to industry leading standards and the company is constantly looking for new and creative ways of reducing energy consumption and emissions.
- 10.68 This application is also supported by an Energy Statement prepared by DDA which sets out how the proposal incorporates both 'passive' and 'active' design strategies to reduce carbon emission.
- 10.69 In terms of 'passive' design strategies, the proposal ensures that natural daylighting is maximised which reduces dependency on electric lighting and the associated running costs and carbon emissions. The design of the building will also incorporate enhanced fabric efficiencies and thermal mass to facilitate stabilising any temperature fluctuations within the building thereby reducing heat gains and/or losses.
- 10.70 'Active' designs include the use of heat recovery ventilation to pre-heat incoming fresh air. Separating sub-metering allows all energy consumed to be monitored and any discrepancies to be easily identified and fixed. This further reduces wasted energy.
- 10.71 Low energy lighting with suitable controls will be provided and the use of building energy management system to manage all systems effectively ensures that all efficiencies are achieved and maintained.
- 10.72 On this basis, the proposal is therefore considered to be in accordance with Policies EN4, EN8 and DM1 of the Core Strategy as well as the overarching principles of the NPPF.

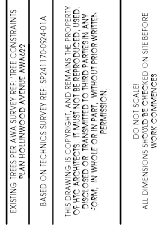
SUMMARY

- 10.73 The application site is a brownfield site within the urban area of Moston which has been vacant for a period of time. The development will facilitate the redevelopment of brownfield land which should be afforded substantial weight in accordance with Paragraph 125 of the NPPF. It is considered that the titled balance set out within Paragraph 11 of the NPPF applies and that planning permission should be granted unless criteria d) i. and ii. apply. This is considered to be the starting point for the determination of this planning application.
- 10.74 The proposal passes both the retail impact and sequential tests as outlined in the NPPF. The loss of employment space, as outlined by Core Strategy Policy EC2, is also appropriately justified.
- 10.75 The redevelopment of this disused site in a highly sustainable location will guarantee the regeneration of the site. The new Lidl store will create additional job opportunities, significantly boosting the economy of Moston.
- 10.76 The proposed development has been designed to be sympathetic to its locality, ensuring that the amenities of existing residents in the surrounding area are protected. It is considered that the Lidl store represents a more appropriate use for this location than the historic use of the site, having regard to surrounding land uses.
- 10.77 Significant economic benefits will be delivered by the development proposed and it meets the three components of sustainable development set out within the NPPF.
- 10.78 In summary, and for the reasons set out above, it is considered that the proposed development is in accordance with the Development Plan and the NPPF.

- 11.1 This Statement has assessed the proposed development against the NPPF, relevant policies contained within the Development Plan and other relevant material considerations.
- 11.2 It is concluded that the proposal is in accordance with national policy and the Development Plan, and there are no other material considerations that indicate planning permission should not be forthcoming. The development proposals constitute sustainable development for the following reasons:
- The proposal, located within Moston, will provide a new and modern discount foodstore for the residents in the locality;
 - The proposal will improve customer choice and enhance the shopping experience for shoppers in Moston and the neighbouring areas, and will also promote sustainable travel patterns;
 - The proposals fully comply with both the sequential and retail impact tests set out within the NPPF;
 - The proposed building will provide a clean and contemporary design that will complement the visual character of the surrounding area;
 - The scheme results in the redevelopment of brownfield land, which represents sustainable development in its truest sense.
 - There will be a positive economic impact as a result of new employment and increased earnings in the local area; and
 - New improved landscaping will be provided throughout the site, providing a high level of visual amenity.
- 11.3 Overall, the proposed scheme adopts the principles of sustainable development, in relation to social, economic and environmental factors. The proposal accords with the emphasis in national policy contained within the NPPF, which confirms a presumption in favour of sustainable development.
- 11.4 In these terms, it has been demonstrated that the scheme complies with relevant policy requirements as set out within the NPPF and the Development Plan. Therefore, the application should be fully supported.

Site Location Plan





Proposed Site Layout Plan





EXISTING SITE THE AREA SURVEY REF: THE CONTRACTS
PARTICULARS AND THE DRAWINGS
BASED ON TECHNICAL SURVEY REF: SP24/175/024/01A
THE DRAWING IS COPYRIGHT AND REMAINS THE PROPERTY
OF THE ARCHITECT. IT MUST NOT BE REPRODUCED, COPIED,
OR OTHERWISE USED IN ANY MANNER WITHOUT THE WRITTEN
CONSENT OF THE ARCHITECT.
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE
WORK COMMENCES

htaarchitects
We Rise Buiro
4th Floor
101-103
www.htaarchitects.co.uk
t: 0113 244 3457
e: info@htaarchitects.co.uk

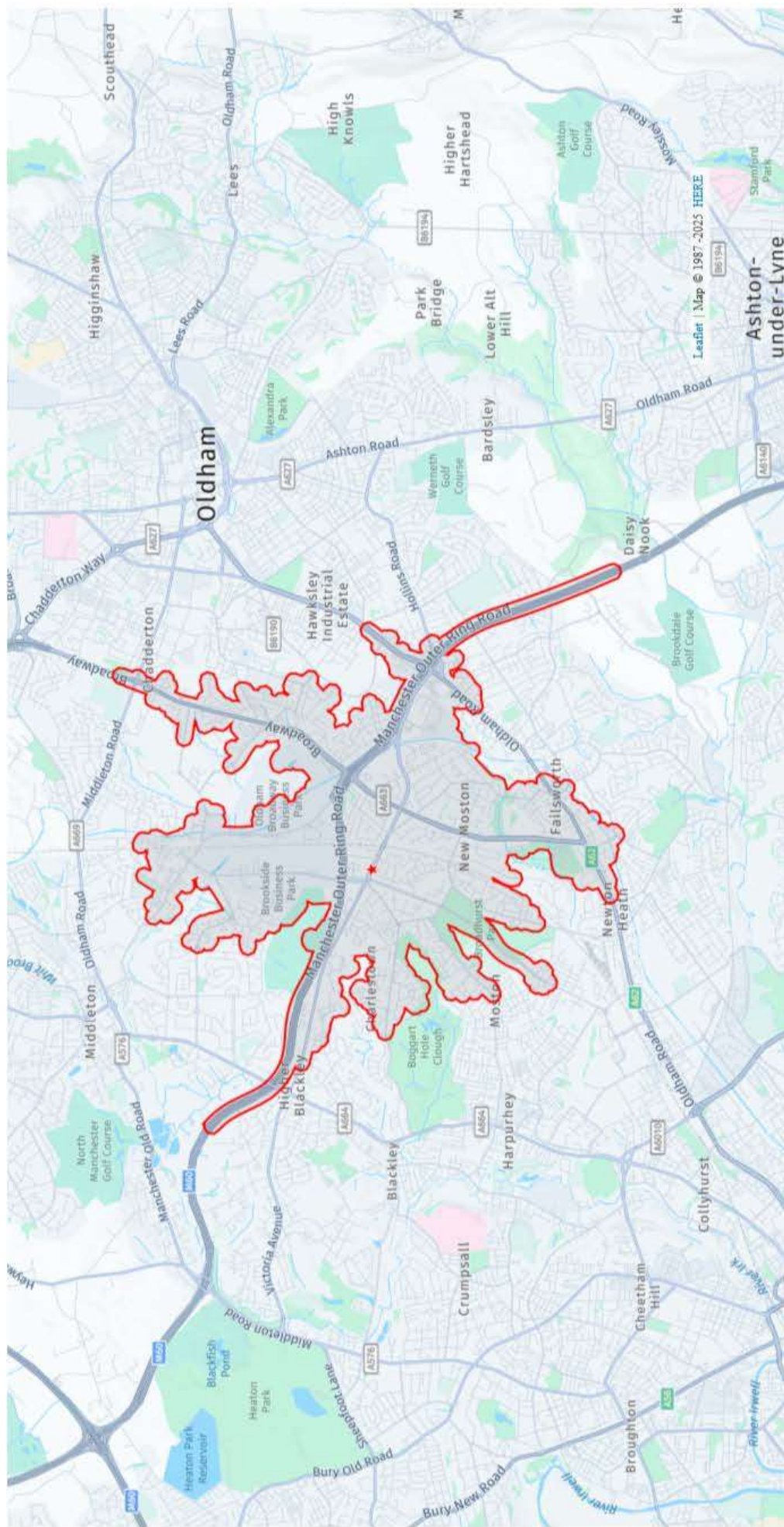
date: September 2024
status: Planning
scale: 1:500 @ A3
drawn: JBH checked: MH
job no: 3607 dwg no: P408 rev: D

project: Hollinwood Ave, Manchester
client: Lidl GB Ltd
drawing title: Proposed GA Site Plan

1. All dimensions are in millimetres unless otherwise stated.
2. All dimensions are to the centre of the line unless otherwise stated.
3. All dimensions are to the face of the wall unless otherwise stated.
4. All dimensions are to the face of the slab unless otherwise stated.
5. All dimensions are to the face of the beam unless otherwise stated.
6. All dimensions are to the face of the column unless otherwise stated.
7. All dimensions are to the face of the wall unless otherwise stated.
8. All dimensions are to the face of the slab unless otherwise stated.
9. All dimensions are to the face of the beam unless otherwise stated.
10. All dimensions are to the face of the column unless otherwise stated.

5-minute Drivetime Catchment Map





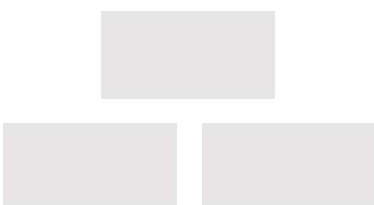
Legend

Lidl - Moston
5minutes 2025 (5
Minutes)



Copyright © Experian 2024.
Date: 11/03/25

Sequential Site Assessment



SEQUENTIAL ASSESSMENT April 2024

This Sequential Assessment has been produced by Rapleys LLP, on behalf of Lidl Great Britain Limited, in support of a planning application for the erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping at 440 Hollinwood Avenue, Moston, Manchester.

It was agreed with the Council during pre-application discussions that alternative In-Centre and Edge-of-Centre opportunities in the following centres should be considered as part of the Sequential Site Assessment:

- Hollinwood Avenue/Greengate (Moston) Local Centre; and
- Moston Lane (Harpurhey) Local Centre.

Land to the west of Kenyon Lane, and east of Ebsworth Street



Site Description

The site is approximately 0.23ha in size and is currently in use as a surface car park. The site is currently accessed from the north west corner of the site from Ebsworth Street.

Site Context

The site is located to the east of Ebsworth Street, south of commercial properties and day nursery fronting Moston Lane, west of Kenyon Lane, and north of Penn Street.

Policy Position

The site is considered to be in an edge of centre location with respect of Moston Lane (Harpurhey) Local Centre.

The site is not allocated for any particular purpose in the adopted Development Plan for Manchester.

Planning History

The planning history relates to the sites use as a car park as part of a change of use application (088091/FU/2008/N1) for the former public house to a Community Resource Centre which was approved in December 2008.

A historical application for deemed planning permission for the erection of 14no. two-bedroom three-person flats and 4no. three-bedroom four person flats with 24 vehicle parking spaces was approved in September 1977 (Planning Permission Ref. F06927/LA).

Suitability

The site is in an edge of centre location which is an appropriate location for a retail use. However, the site is not of sufficient size to accommodate the proposed development. The site also does not benefit from a main road frontage to provide visibility to the proposed foodstore.

Availability

The site is currently in use as a surface car park, and its planning history suggests this is in related use to the former public house which is now a day nursery. At the time of writing Rapleys are not aware that the site is being actively marketed.

Bowling Green to the north of Moston Lane.



Site Description

The site is approximately 0.25ha and is currently in use as a bowling green and public open space. The site does not currently have vehicular access.

Site Context

The site is located to the north of and set back from Moston Road. The site is bound by residential properties fronting Ashville Terrace to the north, the Simpson Memorial Hall to the east, Moston Road to the south, and residential properties fronting Brodick Street to the west.

Policy Position

The site is considered to be in an edge of centre location with respect of Moston Lane (Harpurhey) Local Centre.

The site is not allocated for any particular purpose in the adopted Development Plan for Manchester.

Planning History

The identified planning history of the site relates to the sites use as a Bowling Green and an application to landscape a then vacant site. A historical application (Planning Application Ref. F10664) for the erection of a building comprising 4no. commercial units to be used as A) Bank, B) Veterinary Surgery, C) Solicitors office, D) Dry wall home improvement centre was refused in May 1979.

Suitability

The site is not of sufficient size to accommodate the proposed development. The site is also in use as a bowling green and public open space, and it is considered the loss of the community facilities would not be supported by the Local Planning Authority.

Availability

The site is currently in use as a bowling green and public open space, and at the time of writing, Rapleys is not aware of any active marketing or any intentions to sell the site for development. Therefore, the site is not considered to be available for the development proposed.

Land off Cole Street and Albine Street



Site Description

The site is approximately 0.77ha in total, comprising 4no. separate parcels of land between Hough Hall Road and Cole Street, Cole Street and Albine Street, and Albine Street and Pym Street. Existing vehicular access points to the site are from Cole Street and Albine Street. The site is currently in use as a surface car park.

Site Context

The site is located to the rear of commercial properties fronting Moston Road. The site comprises 4no. separate parcels of land between Hough Hall Road and Cole Street, Cole Street and Albine Street, and Albine Street and Pym Street. To the south and east of the site the area is predominantly residential in character. Moston Goods Superstore is located to the east beyond Pym Street.

Hough Hall Grade II Listed Building is located opposite the west side of the site beyond Hough Hall Road.

Policy Position

The site is considered to be in an edge of centre location with respect of Moston Lane (Harpurhey) Local Centre.

The site is not allocated for any particular purpose in the adopted Development Plan for Manchester.

Planning History

The identified planning history relates to an application (Planning Application Ref. 090884/FO/2009/N1) for the 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 which was approved in October 2009. Condition 1 of the permission stated that the use should expire on 31st October 2014.

Suitability

The site is of sufficient size in its entirety, however, the site is made up of 4 parcels of land bisected by both Cole Street and Albine Street. These roads provide access to the residential uses to the south.

The site also does not have a main road frontage.

This results in the site being unsuitable for the development proposed.

Availability

The site is currently in use as a car park, across different parcels of land. At the time of writing, Rapleys is not aware of any active marketing or any intentions to sell the site for development.

Therefore, the site is not considered to be available for the development proposed.

Town Centre Health Check Assessment



Lidl Moston – Town Centre Heath Checks

April 2025

This Health Check Assessment provides an assessment of the overall health, including the vitality and viability, of centres located within the defined catchment for the proposed Lidl foodstore. This assessment provides an audit of numerous centres located within the defined catchment area, which covers an area within Manchester City Council area, and one centre within Oldham Council area. The Local Development Plan for the aforementioned authority is as follows: -

Manchester City Council

- Places for Everyone (2024);
- Core Strategy (2012); and
- Saved Policies from the Unitary Development Plan (UDP).

Based on the above listed documents the following centres have been identified: -

Local Centres

- Hollinwood Avenue/Greengate (Moston) Local Centre;
- Moston Lane (Harpurhey) Local Centre;
- Worsley Avenue/Kenyon Lane (Lightbowne Local Centre); and
- Newton Heath District Centre.

Oldham Council

- Places for Everyone (2024);
- Joint Core Strategy and Development Management Policies Development Plan (2011); and
- Saved Policies of the Unitary Development Plan.

Based on the above listed documents, the following centre has been identified: -

- Failsworth Local Centre.

The Health Check Assessment for each of the above listed centres is set out below.

Hollinwood Avenue/Greengate (Moston) Local Centre

Introduction

Hollinwood Avenue/Greengate (Moston) Local Centre is adjacent to the west of the application site. The site is centred around the Greengate Roundabout, extending eastwards along Hollinwood Avenue.

Diversity of Uses

Table 1 below highlights the composition of Hollinwood Avenue/Greengate (Moston) Local Centre, as assessed during a visit to the centre on Tuesday 12th November 2024.

Table 1: Diversity of Uses		
Category	#	%
Convenience	3	16%
Comparison	1	5%
Retail Services	7	37%
Leisure Services	4	21%
Financial and Business Services	0	0%
Other	1	5%
Vacant	3	16%
Total	19	100%

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

The Local Centre comprises a good mix of uses, typical to a centre of this size and nature. Leisure and retail services are the most common use in the centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 16%, which is above the national high street average for the UK, which was observed to be 13.9% in Q2 2023 (Source: British Retail Consortium, July 2023). However, it should be noted that this only represents 3 vacant units and the high percentage is as a result of the low number of units in the centre.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

There are 3 convenience use units (16% of the total units) within the centre, comprised of small convenience stores. This is considered appropriate for a centre of this size and nature.

ACCESSIBILITY

Hollinwood Avenue/Greengate (Moston) Local Centre is highly accessible by a wide range of transport options. A high number of bus stops are located along Hollinwood Avenue and Moston Train Station is located approximately 180m to the east. The centre is highly accessible by car being located along Hollinwood Avenue and in close proximity to the M60. Some off-street car parking, however limited cycle parking is provided.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

According to the Police.UK Crime Map, there were zero crimes recorded within the centre over the past 12 months. However, this may be due to lack of recorded data rather than no crimes being committed. Overall, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE ENVIRONMENTAL QUALITY

During a visit to Hollinwood Avenue/Greengate (Moston) Local Centre on Tuesday 12th November 2024 the centre was judged to have the following positive and negative attributes: -

Positives

- + Generally streets and shops are well-maintained;
- + Most of the centre is free from litter and graffiti;

Negatives

- There is limited street furniture;
- There is a lack of landscaping within the centre.

Overall, it is considered that the centre demonstrates a moderate level of environmental quality. There is a lack of street furniture and landscaping, however this is considered normal for a centre of this size.

CONCLUSION

Based on the above, the vitality and viability of Hollinwood Avenue/Greengate (Moston) Local Centre is considered to be moderate, with a well-maintained environment and a good mix of shops. Furthermore, the centre is highly accessible. However, the centre has an above average vacancy rate.

Overall, it is considered that Hollinwood Avenue/Greengate (Moston) Local Centre is generally in moderate health.

Moston Lane (Harpurhey) Local Centre

Introduction

Moston Lane (Harpurhey) Local Centre is located approximately 635m to the south-west of the proposed development site. The centre runs along the western side of Moston Lane.

Diversity of Uses

Table 1 below highlights the composition of Moston Lane Local Centre, as assessed during a visit to the centre on Tuesday 12th November 2024.

Table 1: Diversity of Uses		
Category	#	%
Convenience	3	21%
Comparison	0	0%
Retail Services	4	29%
Leisure Services	3	21%
Financial and Business Services	0	0%
Other	0	0%
Vacant	4	29%
Total	14	100%

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

The Local Centre comprises a good mix of uses, typical to a centre of this size and nature. 3 convenience units for a centre of this size is considered to be a good offering.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 29%, which is above the national high street average for the UK, which was observed to be 13.9% in Q2 2023 (Source: British Retail Consortium, July 2023). However, this only represents 4 units and the percentage is skewed by the small size of the centre.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The centre currently includes three small convenience retail units. This is considered appropriate for a centre of this size.

ACCESSIBILITY

Access to the centre by foot is good, with pavements, marked crossings offering safe and convenient access for pedestrians. A number of bus stops are located along Moston Lane. Some off-street car parking is available, but cycle parking provision could be improved.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

According to the Police.UK Crime Map, there were zero crimes recorded within the centre over the past 12 months. However, this may be due to lack of recorded data rather than no crimes being committed. Overall, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE ENVIRONMENTAL QUALITY

During a visit to Moston Lane Local Centre on Tuesday 12th November 2024 the centre was judged to have the following positive and negative attributes: -

Positives

- + Generally streets and shops are well-maintained;
- + Most of the centre is free from litter and graffiti;

Negatives

- There is limited street furniture;
- There is a lack of landscaping within the centre.

Overall, it is considered that the centre demonstrates a moderate level of environmental quality. There is a lack of street furniture and landscaping, however this is considered normal for a centre of this size.

CONCLUSION

Based on the above, the vitality and viability of Moston Lane (Harpurhey) Local Centre is considered to be moderate, with a generally well-maintained environment and a good mix of shops. Furthermore, the centre is accessible. However, the centre has an above average vacancy rate.

Overall, it is considered that Moston Lane (Harpurhey) Local Centre is generally in moderate health.

Worsley Avenue / Kenyon Lane Local Centre

Introduction

Worsley Avenue/Kenyon Lane Local Centre is located approximately 1.78km to the south-west of the proposed development site. The centre runs along both sides of Moston Lane.

Diversity of Uses

Table 1 below highlights the composition of Worsley Avenue/Kenyon Lane Local Centre, as assessed during a visit to the centre on Thursday 15th August 2024.

Table 1: Diversity of Uses		
Category	#	%
Convenience	21	19%
Comparison	14	13%
Retail Services	33	31%
Leisure Services	13	12%
Financial and Business Services	6	6%
Other	3	3%
Vacant	18	17%
Total	108	100%

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

The Local Centre comprises a good mix of uses, including convenience stores, cafés, takeaways, hairdressers and a Post Office, along with other uses appropriate to a centre of this nature. There is also a good split between national and independent operators.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 29%, which is above the national high street average for the UK, which was observed to be 13.9% in Q2 2023 (Source: British Retail Consortium, July 2023).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offering in the centre makes up 19% of the total number of units and includes a number of small convenience stores, butchers and bakeries.

ACCESSIBILITY

The centre is easily accessible by foot, with pavements and pedestrianised areas offering safe and convenient access for pedestrians. Bus stops are located along Moston Lane which provide regular services to various destinations in the surrounding area, enabling access by public transport. The surrounding road network and off-street car parking within the centre enables easy access by car. Cycle parking is also provided.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

According to the Police.UK Crime Map, there were zero crimes recorded within the centre over the past 12 months. However, this may be due to lack of recorded data rather than no crimes being

committed. Overall, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE ENVIRONMENTAL QUALITY

During a visit to Worsley Avenue/Kenyon Lane Local Centre on Tuesday 12th August 2024 the centre was judged to have the following positive and negative attributes: -

Positives

- + Pavements and shopfronts are generally well maintained;
- + Essential street furniture (such as bins and railings) are provided in the centre;
- + A small area of greenspace is located in the centre.

Negatives

- There is limited public space within the centre and no seating.

Overall, it is considered that the centre demonstrates a moderate level of environmental quality. There is a lack of street furniture and landscaping, however this is considered normal for a centre of this size.

CONCLUSION

Based on the above, the vitality and viability of Worsley Avenue/Kenyon Lane Local Centre is considered to be moderate, with a good mix of uses. Furthermore, the centre is very accessible and demonstrates a fairly good level of environmental quality.

Overall, it is considered that Worsley Avenue/Kenyon Lane Local Centre is in moderate health.

Newton Heath Local Centre

Introduction

Newton Heath Local Centre is located approximately 3.6km to the south west of the site and is located along Oldham Road and Old Church Street.

Diversity of Uses

Table 1 below highlights the composition of Newton Heath Local Centre, as assessed during a visit to the centre on Tuesday 12th November 2024.

Table 1: Diversity of Uses		
Category	#	%
Convenience	9	14%
Comparison	13	21%
Retail Services	7	11%
Leisure Services	12	19%
Financial and Business Services	10	16%
Other	7	11%
Vacant	5	8%
Total	63	100%

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

Newton Heath Local Centre currently accommodates local centre uses such as small convenience stores, betting shops, barbers, cafes and takeaways. There are nine convenience retail units in the centre. Comparison retailers are also limited to small independent shops and charity shops.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 8%, which is below the UK average high street vacancy rate, which was 13.9% in Q2 2023 (Source: British Retail Consortium, July 2023).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

In terms of retail, there is an Asda, Iceland and Lidl supermarket within the centre.

Comparison retailers are limited to local independent retailers. This low representation in national multiple retailers could be due to the limited size of available units within the centre, and the relative availability of suitable units within other nearby centres.

Overall, it is considered that this centre serves a more localised catchment.

ACCESSIBILITY

This centre benefits from wide pavements in front of the retail units along Old Church Street, with controlled crossing points. There are no cycle parking facilities in the centre but are available outside supermarkets for customer use, so accessibility via bicycle is limited.

The centre is served by several bus stops along Oldham Road and Old Church Street. Newton Heath & Moston tram stop is located approximately 140m to the north of the centre on Dean Lane. Car parking provisions in the centre is limited as Old Church Street and Oldham Road has double yellow lines. Parking is available on side streets such as May Street and to the rear of the Asda and Iceland supermarkets.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

Based on data from the Police.uk website, there was two recorded crimes within the town centre over the past 12 months. The centre offers a safe environment with well-lit pavements and unobstructed pedestrian paths.

STATE OF THE CENTRE ENVIRONMENTAL QUALITY

During a visit to Newton Heath Local Centre on Tuesday 12th November 2024 the centre was judged to have the following positive and negative attributes: -

Positives

- + Well-maintained pavements and crossing facilities;
- + Generally well-maintained shopfronts and signage;
- + Limited graffiti or litter;
- + Some landscaping is located within the centre.

Negatives

- Limited street furniture;
- Limited public open space

It is considered that generally the environmentally quality of Newton Heath Local Centre is moderate.

CONCLUSION

Based on the above, the vitality and viability of Newton Heath Local Centre is considered to be good. The vacancy rate is below average, the accessibility is good, and the crime rate is low.

Overall, it is considered that Newton Heath Local Centre is in good health.

Failsworth Local Centre

Introduction

Failsworth Local Centre is located approximately 1.5km to the south-west of the site and is 4Km to the south of Oldham Town Centre. The centre is centred between Oldham Road and Ashton Road West.

Diversity of Uses

Table 1 below highlights the composition of Failsworth Local Centre, as assessed during a visit to the centre on Tuesday 12th November 2024.

Table 1: Diversity of Uses		
Category	#	%
Convenience	4	29%
Comparison	4	29%
Retail Services	3	21%
Leisure Services	1	7%
Financial and Business Services	0	0%
Other	0	0%
Vacant	0	0%
Total	14	100%

The vitality and viability of centres depend to a large extent on the quality and variety of retailers represented, with national retailers considered particularly important to attract shoppers. At the same time, independent shops play an important role in distinguishing a centre from its competitors.

The centre currently accommodates local retail centre uses such as small format convenience stores, a pharmacy and other comparison and retail services. There are 4 convenience retail units in the centre, including a large Tesco Extra and an Aldi supermarket.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 0%, which is significantly below the UK average high street vacancy rate, which was 13.9% in Q2 2023 (Source: British Retail Consortium, July 2023).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified are a Tesco Extra, Tesco Filling Station, Greggs (located within Tesco Extra), and an Aldi supermarket.

Comparison retailers are mainly local independent retailers. This low representation in national multiple retailers could be due to the limited size of available units within the centre, and the relative availability of suitable units within Oldham Town Centre and other nearby centres.

ACCESSIBILITY

The centre does not contain any pedestrianised areas, and the only controlled crossing points are located at Oldham Road and Sisson Street junction. Sission Street is a busy through road which creates difficulty for pedestrians to cross the street, subsequently creating a barrier to accessibility. Some zebra crossing points are located in Tesco Extra's car park, in which Session Road runs through.

There are some cycle parking facilities located outside Tesco Extra and Aldi, however these are for customer usage.

There are no bus stops along Sisson Street, however the centre is served by bus stops along Oldham Road to the north, and Ashton Road West to the south. Failsworth tram stop is located approximately 200m to the north of the centre. The centre has multiple car parking areas, with the largest parking area maintained by Tesco.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

Based on data from the Police.uk website, there is one recorded crime within the town centre over the past 12 months. However, this may be due to lack of recorded data rather than no crimes being committed. Overall, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE ENVIRONMENTAL QUALITY

During a visit to the Local Centre on Tuesday 12th November 2024 the centre was judged to have the following positive and negative attributes: -

Positives

- + Well-maintained pavements and shopfronts;
- + Some available street furniture;
- + Limited graffiti or litter.

Negatives

- There is limited public or green space.

It is considered that generally the environmentally quality of Failsworth Local Centre is moderate. Given that the centre is smaller and focuses on providing local facilities, it is considered that the lack of public space is to be expected.

CONCLUSION

Based on the above, it is considered that the vitality and viability of the centre is very good for a centre of this nature, with no vacant units. Furthermore, the centre is accessible and demonstrates a moderate level of environmental quality.

Overall, it is considered that Failsworth Local Centre is in good health.

Appendix 6

Retail Impact Tables



Table 1: Population Forecast for Drivetime Catchment.

Year	2024	2025	2026	2027	2028	2029	2030
Catchment Area	42,503	42,591	42,689	42,793	42,901	43,038	43,187

Notes

Figures Provided by Experian Micromarketer (March 2025)

Table 2a: Convenience Expenditure Per Capita

	2023	2024	2025	2026	2027	2028	2029	2030
Expenditure (£) (with SFT)	£2,712	£2,663	£2,642	£2,626	£2,618	£2,610	£2,602	£2,595
Expenditure (£) (minus SFT)	£2,576	£2,527	£2,505	£2,484	£2,474	£2,462	£2,452	£2,439
SFT Expenditure (£)	£136	£136	£137	£142	£144	£149	£151	£156

Table 2b: Comparison Expenditure Per Capita

	2023	2024	2025	2026	2027	2028	2029	2030
Expenditure (£) (with SFT)	£3,712	£3,675	£3,679	£3,726	£3,820	£3,915	£4,013	£4,113
Expenditure (£) (minus SFT)	£2,855	£2,804	£2,792	£2,817	£2,872	£2,928	£2,986	£3,048
SFT Expenditure (£)	£857	£871	£887	£909	£947	£987	£1,027	£1,065

Assumptions Regarding Available Expenditure on Convenience Goods

Year	2023	2024	2025	2026	2027	2028	2029	2030
Growth in Expenditure (%)		-1.80%	-0.80%	-0.60%	-0.30%	-0.30%	-0.30%	-0.30%
Non store spend (SFT) (%)	5.00%	5.10%	5.20%	5.40%	5.50%	5.70%	5.80%	6.00%

Assumptions Regarding Available Expenditure on Comparison Goods

Year	2023	2024	2025	2026	2027	2028	2029	2030
Growth in Expenditure (%)		-1.00%	0.10%	1.30%	2.50%	2.50%	2.50%	2.50%
Non store spend (SFT) (%)	23.10%	23.70%	24.10%	24.40%	24.80%	25.20%	25.60%	25.90%

Notes

2023 Price Base Year Convenience Expenditure - Experian Micromarketer (April 2025)

Growth Rates - Experian Retail Planner Briefing Note 22 (March 2025) - Figure 1a

Table 3a: Total Convenience Goods Expenditure

Year	2024	2025	2026	2027	2028	2029	2030
Expenditure (£m) (with SFT)	£113.19	£112.52	£112.10	£112.04	£111.98	£112.00	£112.06
Expenditure (£m) (minus SFT)	£107.42	£106.67	£106.05	£105.88	£105.60	£105.51	£105.33
SFT Expenditure (£m)	£5.77	£5.85	£6.05	£6.16	£6.38	£6.50	£6.72

Notes

Source - Tables 1 & 2

Table 3b: Total Comparison Goods Expenditure

Year	2024	2025	2026	2027	2028	2029	2030
Expenditure (£m) (with SFT)	£156.19	£156.67	£159.08	£163.45	£167.96	£172.71	£177.64
Expenditure (£m) (minus SFT)	£119.18	£118.92	£120.26	£122.91	£125.63	£128.49	£131.63
SFT Expenditure (£m)	£37.02	£37.76	£38.81	£40.54	£42.33	£44.21	£46.01

Notes

Source - Rapleys LLP Tables 1 & 2

Table 4a: Turnover of Proposed Lidl Store

	Gross Floorspace (sq.m)	Total Net Sales Floorspace (sq.m)	Benchmark Turnover (£/sq.m)	Total Store Turnover 2023 (£m)	Total Store Turnover 2025 (£m)	Total Store Turnover 2030 (£m)
Convenience	-	1,068	£7,169	£7.66	£7.47	£7.47
Comparison	-	267	£4,328	£1.16	£1.16	£1.29
Total	1,986	1,335	-	£8.81	£8.63	£8.76

Assumptions Regarding Sales Density Growth Rate

	2024	2025	2026	2027	2028	2029	2030
Convenience Growth Rate (%)	-2.3%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Comparison Growth Rate (%)	-0.1%	0.4%	1.6%	2.3%	2.3%	2.3%	2.3%

Table 4b: Planning Commitment (Oldham MBC) - Lidl Store, Hollinwood

FUL/353109/24	Gross Floorspace (sq.m)	Total Net Sales Floorspace (sq.m)	Benchmark Turnover (£/sq.m)	Total Store Turnover 2023 (£m)	Total Store Turnover 2025 (£m)	Total Store Turnover 2030 (£m)
Convenience	-	1,060	£7,169	£7.60	£7.42	£7.42
Comparison	-	265	£4,328	£1.15	£1.15	£1.28
Total	1,986	1,325	-	£8.75	£8.57	£8.70

Note

Taken from planning application reference

Table 5a: Available Convenience Expenditure within Catchment

	2025	2030
Catchment Area Available Expenditure (£m)	£107.42	£105.51
Convenience Turnover of the Proposed Store (£m)	£7.47	£7.47
Percentage of Total Available Convenience Expenditure (%)	7%	7%
Expenditure Remaining (£m)	£99.95	£98.04

Table 5b: Available Comparison Expenditure within Catchment

	2025	2030
Catchment Area Available Expenditure (£m)	£119.18	£128.49
Comparison Turnover of the Proposed Store (£m)	£1.16	£1.29
Percentage of Total Available Convenience Expenditure (%)	1.0%	1.0%
Expenditure Remaining (£m)	£118.02	£127.20

Table 5c: Available Convenience and Comparison within Catchment

	2025	2030
Catchment Area Available Expenditure (£m)	£226.60	£234.00
Turnover of the Proposed Store (£m)	£8.63	£8.76
Percentage of Total Available Expenditure (%)	3.81%	3.74%
Expenditure Remaining (£m)	£217.96	£225.24

Notes

Available expenditure excludes SFT

Tables 3 & 4

Table 6: Existing Stores Benchmark Turnovers (£m)

WITHIN CATCHMENT LOCATIONS		Conv. Net sales £per sqm	Comp. Net sales £per sqm	Conv sales area sqm	Comp sales area sqm	Convenience Turnover 2023 (£m)	Comparison Turnover 2023 (£m)	Convenience Turnover 2025 (£m)	Comparison Turnover 2025 (£m)	Convenience & Comparison Turnover 2025 (£m)	Convenience Turnover 2030 (£m)	Comparison Turnover 2030 (£m)	Convenience & Comparison Turnover 2030 (£m)
Morrisons, Poplar Street, Fallsworth		£11,082	£5,046	3,244	1,747	£35.95	£8.82	£35.95	£8.84	£44.79	£35.95	£9.84	£45.79
Morrisons, Tweeddale Way, Chadderton, Oldham		£11,082	£5,046	3,300	2,200	£36.57	£11.10	£36.57	£11.13	£47.71	£36.57	£12.39	£48.96
Lidl Jardine Way, Chadderton		£7,169	£4,328	1,092	273	£7.83	£1.18	£7.83	£1.19	£9.01	£7.83	£1.32	£9.15
Costco, Broadway, Chadderton		£5,000	£5,000	3,421	3,421	£17.11	£17.11	£17.11	£17.16	£34.26	£17.11	£19.09	£36.20
Other Convenience Stores		£5,000	£3,000	250	50	£1.25	£0.15	£1.25	£0.15	£1.40	£1.25	£0.17	£1.42
Other Comparison Stores		£3,500	£3,500	-	200	£0.00	£0.70	£0.00	£0.70	£0.70	£0.00	£0.78	£0.78
ALL TOTALS				11,307	7,891	£98.70	£39.05	£98.70	£39.17	£137.87	£98.70	£43.59	£142.29
LOCATIONS OUTSIDE THE PROPOSAL'S CATHMENT AREA													
Fallsworth Centre (Oldham LPA)													
Tesco Extra, Ashton Road West		£16,272	£8,934	2,514	1,676	£40.91	£14.97	£40.91	£15.02	£55.93	£40.91	£16.71	£57.62
Local Convenience Stores		£5,000	£5,000	120	-	£0.60	£0.00	£0.60	£0.00	£0.60	£0.60	£0.00	£0.60
Local Comparison Stores		£3,500	£3,500	-	666	£0.00	£2.33	£0.00	£2.34	£2.34	£0.00	£2.60	£2.60
Sub-Total				2,634	2,342	£41.51	£17.30	£41.51	£17.36	£58.86	£41.51	£19.31	£60.82
Newton Heath Centre (Manchester City Council)													
Asda, Old Church Street		£11,201	£6,650	707	125	£7.92	£0.83	£7.92	£0.83	£8.75	£7.92	£0.93	£8.85
Farmfoods, Oldham Road		£5,000	£3,000	1,170	62	£5.85	£0.18	£5.85	£0.19	£6.04	£5.85	£0.21	£6.06
Isleland, Old Church Street		£7,219	£1,328	737	39	£5.32	£0.05	£5.32	£0.05	£5.37	£5.32	£0.06	£5.38
Lidl, Old Church Street		£7,169	£4,328	582	146	£4.18	£0.63	£4.18	£0.63	£4.81	£4.18	£0.70	£4.88
Other Convenience & Comparison Stores		£5,000	£3,000	552	-	£2.76	£0.00	£2.76	£0.00	£2.76	£2.76	£0.00	£2.76
Sub-Total				3,749	371	£26.03	£1.70	£26.03	£1.70	£27.73	£26.03	£1.89	£27.92
OTHER LOCATIONS/ EDGE & OUT OF CENTRE													
Lidl, Upper Conran St, Manchester		£7,169	£4,328	1,252	313	£8.98	£1.35	£8.98	£1.36	£10.33	£8.98	£1.51	£10.49
Planning Commitment: Lidl Hollinwood		£7,169	£4,328	1,060	265	£7.60	£1.15	£7.60	£1.15	£8.75	£7.60	£1.28	£8.88
Aldi, Sisson Street		£15,538	£9,241	989	247	£15.37	£2.28	£15.37	£2.29	£17.66	£15.37	£2.55	£17.91
Aldi, Victoria Avenue East		£15,538	£9,241	1,065	266	£16.55	£2.46	£16.55	£2.47	£19.01	£16.55	£2.74	£19.29
Aldi, Lydia Becker Way, Chadderton		£15,538	£9,241	1,155	289	£17.95	£2.67	£17.95	£2.68	£20.63	£17.95	£2.98	£20.93
Tesco Extra, Victoria Avenue		£16,272	£8,934	1,601	862	£26.05	£7.70	£26.05	£7.72	£33.78	£26.05	£8.60	£34.65
Other Convenience & Comparison Stores		£5,000	£3,000	200	200	£1.00	£0.60	£1.00	£0.60	£1.60	£1.00	£0.67	£1.67
Other Locations Sub-Total				7,322	2,442	£93.49	£18.21	£93.49	£18.27	£111.76	£93.49	£20.33	£113.82
ALL TOTALS				25,012	13,046	£259.73	£76.27	£259.73	£76.50	£336.23	£259.73	£85.12	£344.85

Notes

Benchmark Turnover for named stores - Sourced from GlobalData (December 2024). Price Base Adjusted from 2024e to 2023. Experian Retail Planner Briefing Note 22 (March 2025) - Appendix 4b

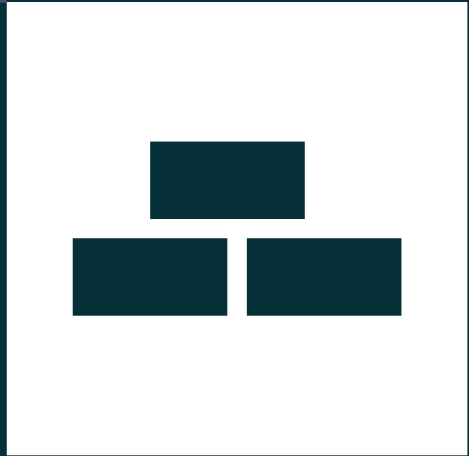
Adjusted for Density Growth - Experian Retail Planner Briefing Note 22 (March 2025) - Figure 4a & 4b

Assessment years: Base year - 2025. Design year - 2030

Net Floorpace taken from Experian GOAD, Decision Notice, VOA and estimated by Rapleys

Assumptions Regarding Sales Density Growth Rate

	2024	2025	2026	2027	2028 - 2030
Convenience Growth Rate (%)	-2.3%	-0.1%	0.0%	0.0%	0.0%
Comparison Growth Rate (%)	-0.1%	0.4%	1.6%	2.3%	2.3%



Rapleys LLP is registered as a Limited Liability Partnership in England and Wales.
Registration No: OC308311. Registered Office at Unit 3a, The Incubator, The Boulevard,
Enterprise Campus, Alconbury Weald, Huntingdon, PE28 4XA. Regulated by RICS.