

440 Hollinwood Avenue, Manchester, M40 0AE

Design & Access Statement for
Lidl Great Britain Limited

April 2025
Our Ref: 24-00930



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Quality Assurance

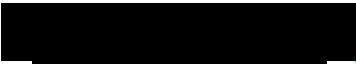
This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

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

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1 INTRODUCTION

- 1.1 This Design and Access Statement (DAS) 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 A DAS is a statutory requirement for major developments, or where the floor space created by the development exceeds 1,000 sq.m, as required by the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.3 This document sets out the design principles and concepts that have been applied to the development, demonstrating how the context of the development has been appraised and how the design of the development takes the context into account. Following this, the DAS explains the applicant’s approach to access and how Local Plan policies have been considered, and how specific factors which might affect the proposed development have been addressed.
- 1.4 The Design and Access 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 following sections will set out the points relevant to this proposal:
- 2. Assessment of the Site and its Context;
 - 3. Consultation with the Public and Local Authority;
 - 4. Planning Policy Context;
 - 5. Design Proposals;
 - 6. Access Considerations; and
 - 7. Conclusions.

2 ASSESSMENT OF THE SITE AND ITS CONTEXT

- 2.1 This section sets out the steps taken to appraise the physical context of the application site and its surroundings.

METHODOLOGY

- 2.2 A planning history and planning policy review was undertaken to understand the existing planning context of the site before considering the design approach to the development proposal.
- 2.3 A full analysis of the development proposal against national and local policy is provided in the accompanying Planning and Retail Statement.

APPLICATION SITE

- 2.4 The site is approximately 0.8ha 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.
- 2.5 The closest designated retail centre is Hollinwood Avenue/Greengate (Moston) Local Centre, which is located opposite the site on Hollinwood Avenue.

SITE CONSTRAINTS

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

PHOTO 1: VIEW OF THE SITE FROM HOLLINWOOD AVENUE.



PHOTO 2: AERIAL VIEW OF THE SITE



SURROUNDINGS

- 2.9 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.

ACCESS

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

PLANNING HISTORY

- 2.11 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

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

3 PUBLIC CONSULTATION

- 3.1 This section provides details of consultation undertaken in relation to the development proposal, and how the outcome of the consultation has informed the proposed development where relevant.

PRE-APPLICATION CONSULTATION

- 3.2 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
- 3.3 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

- 3.4 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.
- 3.5 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.
- 3.6 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

- 3.7 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, attend the public exhibition, and to provide feedback; and
 - A dedicated phone number for residents to register their comments.
- 3.8 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.
- 3.9 Further details of the proposed public consultation are provided in the Statement of Community Involvement that accompanies the planning application.

4 PLANNING POLICY CONTEXT

- 4.1 National planning policy is set out within the National Planning Policy Framework (2024) (NPPF), which is supplemented by the National Planning Practice Guidance (NPPG).
- 4.2 At the heart of the NPPF 2024 is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. This means that authorities should approve development proposals that comply with relevant policies without delay. Where there is an absence of relevant development plan policies or if the policies are out-of-date, planning permission should be granted 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.”*
- 4.3 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.
- 4.4 Policies at the local level that dictate development within Manchester City Council Local Authority Area are contained within Places for Everyone (2024), the Manchester Core Strategy (2012), the ‘Saved Policies’ of the Manchester Unitary Development Plan (UDP) (1995), Greater Manchester Joint Waste DPD (2012) and the Greater Manchester Joint Minerals DPD (2013).
- 4.5 The planning policies most pertinent to design and access in the Local Development Plan are outlined below.

Places for Everyone (2024)

- 4.6 **Policy JP-P1 (Sustainable Places)** outlines that development should be distinctive, with a clear identity that respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.
- 4.7 **Policy JP-C5 (Streets for All)** outlines that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.
- 4.8 **Policy JP-C6 (Walking and Cycling)** states that development creating safe, attractive and integrated walking and cycling infrastructure will be supported.

Manchester Core Strategy (2012)

- 4.9 **Policy CC9 (Design and Heritage)** outlines that the design of new buildings will need to be of the highest standard in terms of appearance and function.
- 4.10 **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.
- 4.11 **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.

4.12 **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.

4.13 It is considered that there are no policies contained within the UDP (1995) that are of relevance to this Design and Access Statement.

5 DESIGN PROPOSALS

- 5.1 This section evaluates the existing site context to inform the design and rationale for the proposed development at the site. It explains the design principles and concepts that have been applied to the design of the development in terms of use, amount, layout, scale, appearance, and landscaping.

Design Rationale

- 5.2 The scheme proposes the following:

- Construction of a new discount foodstore;
- Delivery of a high quality landscaping scheme;
- Provision of 106 car parking spaces, including 2 Electric Vehicle Charging spaces.

- 5.3 The design rationale of the proposal has been informed by the occupiers' operational requirements within the context of the site constraints and surrounding land uses.

Use

- 5.4 Policy advises that development proposals should aim to incorporate passive design measures through siting, design, layout and building orientation as well as ensuring that developments are designed to a high quality.

- 5.5 The proposed Lidl foodstore will be in Use Class E (retail). The store itself will include a sales area; warehouse delivery area; chiller room; bakery; manager's office; staff welfare facilities; and customer toilets.

- 5.6 The development also includes associated landscaping, cycle parking, a car park (106 spaces) and delivery bay.

- 5.7 Further details on the principle of development are set out in Section 10 of the accompanying Planning Statement. The statement concludes that the proposed retail use is acceptable in principle. The proposed redevelopment of the site is considered to accord fully with the aspirations set out in policies of the Manchester City Council Development Plan and the overarching principles of the NPPF.

Amount of Development

- 5.8 The site occupies approximately 0.8 ha. The proposal will deliver a retail foodstore. The foodstore will extend to 1,965 sq.m (GIA), with a net sales area of 1,334 sq.m.

- 5.9 As set out above, the site will accommodate a total of 106 car parking spaces, including 6 disabled, 9 parent and child spaces, and 2 electric vehicle charging spaces.

- 5.10 The amount of development proposed is considered to strike the right balance between making the most efficient use of the land whilst providing a high-quality foodstore. It is therefore considered to fully accord with Policies CC9, EN1, T1 and DM1 of the Manchester Core Strategy, as well as the aspirations set out in Paragraph 128 of the NPPF 2024.

Layout

- 5.11 The layout of the site is shown on the Proposed Site Plan (**Appendix 2**), which illustrates that the new store will be located to the north of the site. The car parking area is adjacent to the store extending east and south with servicing to the west of the store.

- 5.12 The layout as proposed aims to ensure that the design contributes positively to the street scene as it is set back from Hollinwood Avenue whilst fronting the road, providing openness and vibrancy as well as encouraging natural surveillance from increased activity around the store entrance and individuals using the car park.

- 5.13 Vehicular access to the store is proposed from the existing access from Hollinwood Avenue. The delivery bay is located to the west of the store. The entrance to the Lidl store will be on the southern elevation.

- 5.14 The proposed layout accords with Lidl's operational requirements and is designed to ensure good visibility into the site from the local highway network and effective functionality in terms of servicing.
- 5.15 Pedestrian access will be provided from Hollinwood Avenue. Cycle parking will be provided in a safe and accessible location near to the store entrance.
- 5.16 Overall, the proposed layout is intended to promote legibility and excellent natural surveillance to promote safety as well as positive visual amenity.
- 5.17 The layout of the development is logical, sympathetic and appropriate for the site and its setting. Therefore, it is considered to be in accordance with the policies of the Development Plan and the overarching principles of the NPPF.

Scale

- 5.18 The scale of the development is necessary and consistent with Lidl's latest operational requirement. The new development will comprise a contemporary building with a sloping roof complementing the surrounding land uses in terms of its height and bulk.
- 5.19 Further details of the scale of the development proposed are provided on the accompanying elevation plan.
- 5.20 The scale of the development is therefore considered to be in line with both the aspirations of Paragraph 128 of the NPPF 2024, and with Policies CC9, EN1, T1 and DM1 of the Manchester Core Strategy.

Appearance

- 5.21 Paragraphs 131 and 135 of the NPPF advise that the new development proposals should be visually attractive as a result of good architecture and that design of the built environment is a key aspect of sustainable development.
- 5.22 The new building is a predominantly single-storey building, of contemporary design, and features a single height glazed curtain walling in grey and full height facing red brick with insulated metal wall cladding panels in grey. The doors will be powder coated steel in grey. The building will have metal composite insulated roof panels with steel coping flashing along the perimeter in silver to match the cladding, and aluminium gutters and rainwater pipes. The roof of the store slopes slightly from south to north.
- 5.23 The new store will provide a dedicated in-store bakery along with welfare facilities for staff and customers. Further details of the appearance of the proposed development can be found on the accompanying elevation plan.
- 5.24 Due to the building's high specification, distinguished quality and contemporary design, it is considered that the proposed Lidl food store will enhance the surrounding area.
- 5.25 The proposed surface materials are as follows:
- Block paving to pedestrian routes, trolley bay, and store entrance.
- 5.26 Further details of surface treatment can be found in the accompanying proposed surfacing treatments site plan.
- 5.27 Overall, the proposed appearance of the building will improve the overall visual amenity of the existing locality and is therefore considered to fully accord with Policies CC9, EN1, T1 and DM1 of the Manchester Core Strategy, and the aspirations of Paragraph 131 of the NPPF 2024.

Landscaping

- 5.28 Paragraph 135 of the NPPF advises that planning proposals should be visually attractive and be complemented by result of appropriate landscaping.
- 5.29 The application is supported by a Landscape Plan, prepared by FDA.
- 5.30 The proposed development has undergone a considered and detailed landscaping design in order to assist the development assimilating into the surrounding area and to enhance the appearance and visual amenity of the site.
- 5.31 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 considered to be of a high standard in line with Policy objectives.
- 5.32 The landscaping approach is considered appropriate to the proposed use and character of the development.
- 5.33 The proposed development of the site is considered to accord fully with the aspirations set out in Paragraph 135 of the NPPF 2024, and Policies CC9, EN1, T1 and DM1 of the Manchester Core Strategy.

Secure by Design

- 5.34 Paragraph 135 of the NPPF advises that proposals should create safe and accessible environments without crime and disorder, and the fear of crime.
- 5.35 The proposed development has been designed in such a way to minimise anti-social behaviour and crime.

6 ACCESS CONSIDERATIONS

- 6.1 This section outlines how the issues have been addressed regarding access to the proposed development. In particular, this section addresses the following points as listed in the Town and Country Planning (Development Management Procedure) (England) Order 2015. Accordingly, the section:
- Explains the policy adopted to access, and how the policies relating to access in relevant local development documents have been taken into account;
 - States what, if any, consultation has been undertaken on the issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
 - Explains how specific issues that might affect access to the development have been addressed.

6.2 Each of these points will be addressed in turn.

PLANNING POLICY CONTEXT

6.3 The NPPF advises that the transport system should be balanced in favour of schemes that promote sustainable transport modes, to provide people with a real choice about how they travel. The document further advises that encouragement should be given to development solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should therefore support schemes that seek to encourage and facilitate the use of sustainable modes of transport.

6.4 All developments that generate a significant amount of movement should be supported by a Transport Statement or Transport Assessment. Decisions should take account of whether:

- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site;
- Safe and suitable access to the site can be achieved for all people; and
- Whether improvements can be undertaken within the transport network that effectively limit any significant impact of the development. Development should only be prevented or refused on transport grounds where residual cumulative impacts of the development are severe.

6.5 When promoting developments, Paragraph 115 of the Framework states that “*it should be ensured that:*

- Appropriate opportunities to promote sustainable transport modes are taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

6.6 Explaining further, Paragraph 116 says that “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*”

6.7 In the same character (paragraph 117), it is advocated that “*within this context, planning applications for development should:*

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layout that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug and other ultra-low emission vehicles in safe, accessible and convenient locations.”

- 6.8 In the adopted Development Plan for Oldham Council, Policy 5 (Promoting Accessibility and Sustainable Transport Choices) of the JCSDMP 2011 sets out the Council's position in relation to accessibility. The policies aim to promote a sustainable and improved transport system which is safe, reliable, and convenient. The policies also require development proposals to contribute to encouraging more sustainable travel behaviour by ensuring that travel needs can be met by non-car modes.

ACCOUNT OF POLICY

- 6.9 From a review of national and local planning policy, it is clear that the provision of safe and adequate access to the site, and sustainable transport is important in the context of the development proposed. The proposal ensures that these aims are met in a number of ways.
- 6.10 The planning application is accompanied by a Transport Assessment and Travel Plan, prepared by Cora IHT.
- 6.11 The Transport Assessment has reviewed the accessibility options by different modes of transport and confirmed that the site has good levels of accessibility on foot, by cycle and by public transport. Pedestrian access provision into the site will be of a high standard to encourage customers and residents to access the site by foot from the surrounding residential areas.
- 6.12 In addition, the Transport Assessment has reviewed potential traffic generated by the proposal and reviewed the proposed parking provision requirements.
- 6.13 The Transport Assessment concludes that the proposed development will not result in any adverse impact on the safety or capacity of the local highway network:
- The scheme provides a total of 106 car parking spaces, including 9 parent and child parking spaces, 6 accessible parking spaces, and 2 EVC parking spaces.
 - 6 cycle parking hoops will also be provided for customers on the store's north-western elevation beside the accessible parking spaces;
 - There will be sufficient parking to accommodate even the busiest periods of the year;
 - The site will be accessed off Hollinwood Avenue which allow deliveries to satisfactorily enter, service, turn and exit the site in a forward gear;
 - The site is accessible by all non-car modes of transport; and,
 - The assessments show that there is sufficient capacity on the network to accommodate the proposed development.
- 6.14 The Travel Plan identifies the existing transport facilities at the development site and sets out a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 6.15 In light of the above, it is considered that the proposed site layout provides safe and efficient movement for all users. The site is positioned in an accessible location which promotes access by sustainable transport, including public transport, walking and cycling. This is in accordance with national and local planning policy.

SUMMARY

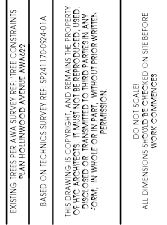
- 6.16 It is considered that the proposed development has taken full account of both national and local planning policy to ensure safe access for all and an appropriate level of parking at the site.

7 SUMMARY AND CONCLUSIONS

- 7.1 The DAS has been prepared by Rapleys on behalf of Lidl in support of a full planning application for the erection of a new discount food store (Use Class E) with associated car parking and landscaping at 440 Hollinwood Avenue, Moston, Manchester.
- 7.2 The DAS has provided the design principles and concepts that have been applied to the development proposals and outlined how issues relating to access for the development have been addressed. In particular, the document sets out the following:
- The scale and layout of the proposal is appropriate in the local context;
 - The proposed parking provision is sufficient;
 - The development proposes a high quality design that has been informed by the site constraints and surrounding area, along with Lidl's operational requirements; and
 - The proposal will improve and enhance the visual amenity of the site whilst ensuring a good standard of amenity for existing and future occupiers.
- 7.3 The design rationale has been informed by the location of the site, Lidl's operational requirements, and how the site relates to its surrounding land uses. It is considered the proposed use, amount of development, layout, scale and appearance are acceptable in design terms and the proposals will deliver a contemporary design which will enhance the visual appearance of the site and the surrounding area.
- 7.4 National and local planning policy as well as feedback received during the pre-application consultation have been fully taken into account in the development of the site design. Overall, the proposed scheme will enhance the site, delivering and providing safe access for all users in accordance with the relevant design and access policy guidance.

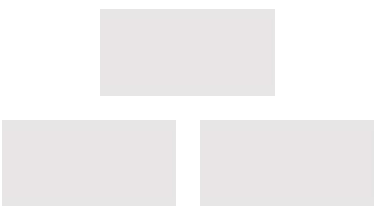
Site Location Plan

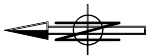




Appendix 02

Proposed Site Layout





EXISTING SITE AREA SURVEY REF: SP24/175/024/01A

BASED ON TECHNICAL SURVEY REF: SP24/175/024/01A

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ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE

WORK COMMENCES

D 24/03/2024: Initial design and site plan. All dimensions are approximate. All dimensions are subject to change without notice.

C 14/03/2024: Updated design and site plan. All dimensions are approximate. All dimensions are subject to change without notice.

B 27/01/2024: Updated design and site plan. All dimensions are approximate. All dimensions are subject to change without notice.

A 14/03/2024: Updated design and site plan. All dimensions are approximate. All dimensions are subject to change without notice.

Rev: 1.00

Drawn: JBH

Checked: MH

Client



Lidl GB Ltd

Project

Hollinwood Ave, Manchester

Date: September 2024

Status: Planning

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Checked: MH

Job no: 3607

Drawn no: P408

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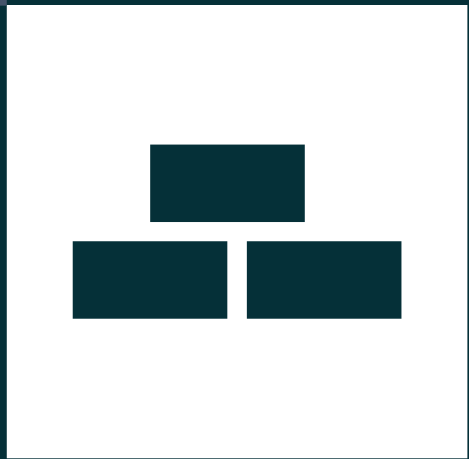
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