

Rusholme Bus Depot, Wilmslow Road, Rusholme, M14 5LN

Planning & Retail Statement for
Lidl Great Britain Limited

April 2025
Our Ref: 24-00928



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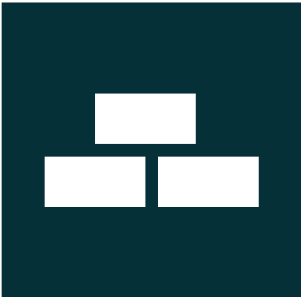
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Quality Assurance

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.

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

Signature: *Jake Challinor-Smith*
[Jake Challinor-Smith \(May 9, 2025 17:00 GMT+1\)](#)

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

Signature: *J. R. Harper*
[J. R. Harper \(May 9, 2025 17:05 GMT+1\)](#)

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 the former Rusholme Bus Depot, Wilmslow Road, Rusholme, M14 5LN. A Site Location Plan is attached at **Appendix 1**.
- 1.2 This application seeks full planning permission for the erection of a new Lidl foodstore (Use Class E) comprising 1,962 sq.m Gross Internal Area (GIA) with a net sales area of 1,334 sq.m; 91 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 Metric and Statement	Biodiverse Consulting
Landscape Plan	FDA
Energy Statement	DDA
Lighting Plan	Signify
Crime Impact Statement	GMP
Phase 1 and Phase 2	Remada
Heritage Statement	Durham University

- 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 0.66ha in size and is located to the east of Wilmslow Road (A6010). The site is bound by vacant land and commercial uses to the north, residential uses fronting Marcus Grove to the east, the car park and resident amenity space of Platt Court.
- 2.2 The area to the east and south of the site is predominantly residential in character. Platt Hall and Platt Fields Park is located to the west of the site beyond Wilmslow Road.
- 2.3 The closest designated retail centre is Rusholme District Centre, which is located immediately adjacent to the north of the site. Rusholme District Centre is predominantly commercial in nature.

ACCESS

- 2.4 The site is currently accessed via two vehicular access points off Wilmslow Road.

SITE CONSTRAINTS

- 2.5 The site does not contain any Listed or locally Listed Building. Grade II* Listed Platt Hall is located approximately 45m to the south west. The site is not located within a Conservation Area.
- 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.

PLANNING HISTORY

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

Reference	Description	Decision
F14846	Single-storey extension to form a sales/control building.	Approved 27 th January 1981
021699	Extension of existing Car Showroom/Retail sales to enclose the covered unenclosed end two bays of the existing building	Approved 25 th July 1984
021700	Change of use from Car Showrooms/Retail use to Fast Food restaurant with take-away facility	Approved 25 th July 1984
021701	Change of use from Car Showrooms /Retail use to offices	Approved 25 th July 1984
030295	Erection of a new petrol filling station control office with ancillary sales/accessories, and new pumps	Approved 9 th December 1987
042402	Installation of additional fuel storage tank	Approved 1 st February 1993
052709/FO/CENTL1/97	Installation of 27,000 litre fuel tank & pump after removal of existing pump and capping fuel tank to the rear of building on north elevation.	Approved 15 th September 1997
066785/FO/NORTH2/02	Revised application to form a part four storey part five storey building with 285 sq.m. of retail (A1) on ground floor, basement parking for 31 cars and six spaces on	Refused 18 th March 2004

Reference	Description	Decision
	ground floor and creation of 27 apartments with roof garden.	Appeal Allowed 24 th February 2005
105238/FO/2014/S1	Demolition of forecourt canopy and accommodation to form bus and car parking area, enclosed by 2 metre high railings along the front boundary of the site and associated landscaping.	Approved 1 st August 2014
137699/DEM/2023	Prior Approval application for the demolition of former bus depot.	Approved 22 nd November 2023

2.9 The above planning history confirms the most recent use of the site was as a bus depot Sui Generis use. The site previously housed a petrol filling station on the western part of the site fronting Wilmslow Road.

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:

- **Retail Policy** - the site is adjacent to the Rusholme District Centre, and therefore as an edge of centre site an application would need to address both the sequential and impact tests.
- **Design** - It was advised that the proposed development should be a high-end design response, and the design of the development should consider the sites location as the southern entrance to Rusholme District Centre.
- **Highways** – the site is in a sustainable location. It was agreed that a highways plan would be provided to the Council for the Local Highways Authority to review and provide comments subsequent to the meeting.

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 6,835 leaflets to surrounding addresses inviting people to view the proposals online, attend the public exhibition, and to provide feedback;
- A dedicated phone number for residents to register their comments; and,
- A Public Exhibition was held at Platt Lane Sports Complex, Yew Tree Road from 3pm to 7pm on Thursday 24th October 2024.

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 Lidl 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 91 car parking spaces.
- 4.2 The proposed Lidl store measures 1,962 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 south of the site, with the car park are directly to the north and west of the store building. The delivery bay will be located to the east of the site.
- 4.4 Vehicular access to the site will be from Wilmslow Road in the same location as the existing vehicular access. The proposed car park will provide a total of 91 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% 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;
- 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 10 February 2025, 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.

SUMMARY

- 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.

6 PLANNING POLICY CONTEXT

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) states that in addition to typical employment uses (B1-B8 Use Class) the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities.

- 6.23 **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.
- 6.24 **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.
- 6.25 **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.
- 6.26 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.
- 6.27 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.
- 6.28 **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.
- 6.29 **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.
- 6.30 **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.
- 6.31 **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.
- 6.32 **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.

- 6.33 **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.
- 6.34 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.
- 6.35 **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)

- 6.36 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.
- 6.37 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.
- 6.38 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.
- 6.39 **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.
- 6.40 **Policy JP-J 1 (Supporting Long-Term Economic Growth)** states a thriving, inclusive and productive economy will be sought in all boroughs.
- 6.41 **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.

OTHER MATERIAL CONSIDERATIONS

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

- 6.42 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.
- 6.43 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.

- 6.44 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.
- 6.45 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 SEQUENTIAL SITE ASSESSMENT

- 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 TOWN CENTRE HEALTH OVERVIEW

- 8.1 As part of the application, Rapleys has undertaken an assessment of the health of the designated centres falling within and around the 5-minute drive-time catchment of the proposed foodstore. The full catchment can be found at **Appendix 3**.
- 8.2 The Town Centre Health Check Assessment considers vacancy rates, diversity of uses, accessibility, crime rate and environmental quality to provide an indication of the overall health of each centre. The assessment relies on data collected during an in-person visit to each of the centres on 13th August 2024, as well as other key sources of information.
- 8.3 The full Health Check Assessments for each centre, which is informed by Manchester City Council's Core Strategy (2012), can be found at **Appendix 5**. An overview of the overall health of the centres can be found in the table below.

Centre	Overall Health
Rusholme District Centre	Very Good
Fallowfield District Centre	Very Good
Levenshulme District Centre	Very Good
Longsight District Centre	Very Good
Withington District Centre	Good
Dickenson Road/Anson Road (Longsight/Rusholme) Local Centre	Very Good
Princess Road/Claremont Road (Moss Side) Local Centre	Very Good
Claremont Road (Moss Side) Local Centre	Good

- 8.4 As demonstrated above, all of the centres have been assessed to be of at least good health, with a number of them demonstrating very good health.

RUSHOLME DISTRICT CENTRE

- 8.5 The southern boundary of Rusholme District Centre is adjacent to the application site.
- 8.6 A review, on Experian and CoStar (where available), of existing retail and commercial uses within the centre was undertaken, in addition, an in-person visit to the centre was conducted in August 2024. This assessment is summarised in Table 8.1 below.

Table 8.1: Diversity of Uses		
Category	#	%
Convenience	14	9%
Comparison	38	24%
Retail Services	22	14%
Leisure Services	76	48%
Financial and Business Services	7	4%
Other	0	0%
Vacant	3	2%
Total	160	100%

- 8.7 Rapleys Health Check Assessment identified a vacancy rate of 2% (3 units), which is significantly below the UK national average of 13.9% (Source: British Retail Consortium, July 2023).
- 8.8 There are 14 convenience units (9%) within Rusholme District Centre, with smaller convenience units comprising the centre's convenience offering.

- 8.9 Rusholme District Centre is highly accessible, and it is considered that the network of pavements and crossings over what are busy roads that serves the area are of a good standard. The centre also benefits from segregated cycle lanes in both directions. In terms of access by public transport, there are a number of bus stops in both directions within the boundaries of the centre providing a significant number of regular services to Manchester Piccadilly, and other destinations such as Disbury, Stockport, and Manchester Airport.
- 8.10 In terms of the assessment criteria, Rusholme District Centre has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits a good range of retail provision, from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Rusholme District Centre is in very good health.

FALLOWFIELD DISTRICT CENTRE

- 8.11 Fallowfield District Centre is located approximately 1km to the south of the site.
- 8.12 A review, on Experian and CoStar (where available), of existing retail and commercial uses within the centre was undertaken, in addition, an in-person visit to the centre was conducted in August 2024. This assessment is summarised in Table 8.2 below.

Table 8.2: Diversity of Uses		
Category	#	%
Convenience	5	8%
Comparison	3	5%
Retail Services	11	18%
Leisure Services	36	59%
Financial and Business Services	2	3%
Other	0	0%
Vacant	4	7%
Total	61	100%

- 8.13 Rapleys Health Check Assessment identified a vacancy rate of 7% (4 units), which is below the UK national average of 13.9% (Source: British Retail Consortium, July 2023).
- 8.14 There are 5 convenience units (8%) within Fallowfield District Centre, with a large Sainsbury's comprising the Centre's main convenience offering.
- 8.15 Fallowfield District Centre is highly accessible, and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to Manchester, Manchester Airport, and Didsbury.
- 8.16 In terms of the assessment criteria, Fallowfield District Centre has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits a good range of retail provision, from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Fallowfield District Centre is in very good health.

LEVENSHULME DISTRICT CENTRE

- 8.17 Levenshulme District Centre is located approximately 2km to the east of the site.
- 8.18 A review, on Experian and CoStar (where available), of existing retail and commercial uses within the centre was undertaken, in addition, an in-person visit to the centre was conducted in August 2024. This assessment is summarised in Table 8.3 below.

Table 8.3: Diversity of Uses		
Category	#	%
Convenience	22	9%
Comparison	43	18%
Retail Services	59	25%
Leisure Services	70	30%
Financial and Business Services	24	10%
Other	0	0%
Vacant	19	8%
Total	237	100%

- 8.19 Rapleys Health Check Assessment identified a vacancy rate of 8% (19 units), which is below the UK national average of 13.9% (Source: British Retail Consortium, July 2023).
- 8.20 There are 22 convenience units (9%) within Levenshulme District Centre, including a number of independent convenience retailers in addition to ASDA, Iceland, and Tesco.
- 8.21 Levenshulme District Centre is highly accessible and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to Hazel Grove, Stockport, Gorton, and Manchester. Levenshulme also benefits from a railway station with services including to Manchester Piccadilly, Blackpool north, Buxton, Hazel Grove, and Alderley Edge.
- 8.22 Levenshulme District Centre is a comparatively large District Centre and has a larger number and a good mix of retail uses, as well as activities in the leisure and financial services sectors. Given this it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Levenshulme District Centre is in very good health.

LONGSIGHT DISTRICT CENTRE

- 8.23 Longsight District centre is located approximately 1.4km east of the application site.
- 8.24 A review, on Experian and CoStar (where available), of existing retail and commercial uses within the centre was undertaken, in addition, an in-person visit to the centre was conducted in August 2024. This assessment is summarised in Table 8.4 below.

Table 8.4: Diversity of Uses		
Category	#	%
Convenience	10	10%
Comparison	34	34%
Retail Services	12	12%
Leisure Services	28	28%
Financial and Business Services	10	10%

Table 8.4: Diversity of Uses		
Other	0	0%
Vacant	7	7%
Total	101	100%

- 8.25 Rapleys Health Check Assessment identified a vacancy rate of 7% (7 units), which is below the UK national average of 13.9% (Source: British Retail Consortium, July 2023).
- 8.26 There are 10 convenience units (10%) within Longsight District Centre, including a Lidl, ASDA and Farmfoods.
- 8.27 Longsight District Centre is highly accessible and is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are frequent bus services to Manchester, Stockport, and Hazel Grove.
- 8.28 In terms of the assessment criteria Longsight District Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Longsight District Centre is in very good health.

WITHINGTON DISTRICT CENTRE

- 8.29 Withington District centre is located approximately 1.8km south of the application site.
- 8.30 A review, on Experian and CoStar (where available), of existing retail and commercial uses within the centre was undertaken, in addition, an in-person visit to the centre was conducted in August 2024. This assessment is summarised in Table 8.5 below.

Table 8.5: Diversity of Uses		
Category	#	%
Convenience	11	9%
Comparison	21	16%
Retail Services	32	25%
Leisure Services	39	30%
Financial and Business Services	12	9%
Other	1	1%
Vacant	12	9%
Total	128	100%

- 8.31 Rapleys Health Check Assessment identified a vacancy rate of 9% (12 units), which is below the UK national average of 13.9% (Source: British Retail Consortium, July 2023).
- 8.32 There are 11 convenience units (9%) within Withington District Centre, mostly comprised of small independent convenience retailers.
- 8.33 Withington District Centre is highly accessible and is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are very frequent bus services to Manchester City Centre, Didsbury and Stockport.
- 8.34 In terms of the assessment criteria Withington District Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Withington District Centre is in good health.

DICKENSON ROAD / ANSON ROAD (LONGSIGHT/RUSHOLME) LOCAL CENTRE

- 8.35 Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre is located approximately 580m east of the application site.
- 8.36 A review, on Experian and CoStar (where available), of existing retail and commercial uses within the centre was undertaken, in addition, an in-person visit to the centre was conducted in August 2024. This assessment is summarised in Table 8.6 below.

Table 8.6: Diversity of Uses		
Category	#	%
Convenience	2	9%
Comparison	3	13%
Retail Services	7	30%
Leisure Services	5	22%
Financial and Business Services	4	17%
Other	0	0%
Vacant	2	9%
Total	23	100%

- 8.37 Rapleys Health Check Assessment identified a vacancy rate of 9% (2 units), which is below the UK national average of 13.9% (Source: British Retail Consortium, July 2023).
- 8.38 There are only 2 convenience units (9%) within Dickenson Road / Anson Road Local Centre, comprised of small independent convenience retailers.
- 8.39 Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre has good accessibility and it is considered that the network of pavements and crossings that serves the area is of good standard. The centre also benefits from good accessibility via public transport. There are frequent bus services to Salford, Cheadle, and West Didsbury.
- 8.40 In terms of the assessment criteria Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre is in very good health.

PRINCESS ROAD / CLAREMONT ROAD (MOSS SIDE) LOCAL CENTRE

- 8.41 Princess Road / Claremont Road (Moss Side) Local Centre is located approximately 1.36km west of the application site.
- 8.42 A review, on Experian and CoStar (where available), of existing retail and commercial uses within the centre was undertaken, in addition, an in-person visit to the centre was conducted in August 2024. This assessment is summarised in Table 8.7 below.

Table 8.7: Diversity of Uses		
Category	#	%
Convenience	8	12%
Comparison	17	25%
Retail Services	16	23%
Leisure Services	21	30%

Table 8.7: Diversity of Uses

Financial and Business Services	2	3%
Other	0	0%
Vacant	5	7%
Total	69	100%

8.43 Rapleys Health Check Assessment identified a vacancy rate of 7% (5 units), which is below the UK national average of 13.9% (Source: British Retail Consortium, July 2023).

8.44 There are only 8 convenience units (12%) within Princess Road / Claremont Road Local Centre, comprised of small independent convenience retailers.

8.45 Princess Road / Claremont Road (Moss Side) Local Centre has good accessibility and it is considered that the network of pavements and crossings that serves the area is of good standard. The centre also benefits from good accessibility via public transport. There are frequent bus services to Wythenshawe, Manchester Airport, and Manchester Piccadilly.

8.46 In terms of the assessment criteria Princess Road / Claremont Road (Moss Side) Local Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Princess Road / Claremont Road (Moss Side) Local Centre is in very good health.

CLAREMONT ROAD (MOSS SIDE) LOCAL CENTRE

8.47 Claremont Road (Moss Side) Local Centre is located approximately 1km west of the application site.

8.48 A review, on Experian and CoStar (where available), of existing retail and commercial uses within the centre was undertaken, in addition, an in-person visit to the centre was conducted in August 2024. This assessment is summarised in Table 8.8 below.

Table 8.8: Diversity of Uses

Category	#	%
Convenience	3	15%
Comparison	4	20%
Retail Services	1	5%
Leisure Services	9	45%
Financial and Business Services	0	0%
Other	0	0%
Vacant	3	15%
Total	20	100%

8.49 Rapleys Health Check Assessment identified a vacancy rate of 15% (5 units), which is slightly above the UK national average of 13.9% (Source: British Retail Consortium, July 2023).

8.50 There are only 3 convenience units (15%) within Claremont Road Local Centre, comprised of small independent convenience retailers.

8.51 Claremont Road (Moss Side) Local Centre has good accessibility and it is considered that the network of pavements that serves the area is of good standard. The centre also benefits from good accessibility via public transport. There are frequent bus services to Southern Cemetery, and Manchester Piccadilly.

8.52 In terms of the assessment criteria Claremont Road (Moss Side) Local Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and

viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Claremont Road (Moss Side) Local Centre is in good health.

9 RETAIL IMPACT ASSESSMENT

- 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.
- 9.2 This assessment draws on earlier sections of this statement. It takes into consideration the scale and type of food store Lidl propose (as set out in Section 4 - the proposed development and Section 5 - the nature of the Lidl food store operation). It also considers the site's immediately edge of centre location), and the existing distribution of convenience stores in the local area (both within and close to the south Manchester designated retail centres and the proposed store's catchment area.. Finally, it takes account of the requirements of national and local retail policy set out in Section 6 and summarised below.

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 Manchester City Core Strategy Policy C5 specifically refers to Rusholme and some of the other South Manchester Retail Centres. It supports the provision of additional retail development in Rusholme, albeit the Plan expected only moderate provision, and notes that this should complement the distinct commercial character of the centre. The importance of retaining and attracting shoppers and visitors to Rusholme is also expressed, with the need to improve the quality of the environment noted as a priority. The supporting text also recognises large scale main convenience store facilities are under-represented, in-centre constraints mean opportunities for new retail development are limited, that means edge of centre sites will be considered if they are well connected to the centre and if they support the Centre's commercial role and enhance parking facilities¹.
- 9.5 It is considered that the analysis set out within Policy C5 still stands, whilst this is now relatively historic, the issues / concerns now some 12 years on, are more acute.
- 9.6 Retaining and attracting shoppers and visitors remains key to improving the centre's health, and a key element of that (food store provision) remains under-provided. The proposed Lidl foodstore located on an immediately edge-of-centre site will help address these issues because the new store will improve and 'anchor' the shopping offer at the southern end of the mainly linear high street. Additionally, the provision of c90 car parking spaces will provide opportunity for those local residents that presently undertake car borne main food shopping trips further afield out of necessity, with the option of undertaking their food shop more locally, which in turn will generate the potential for linked trips into Rusholme Centre. This potential for 'clawback' of car borne weekly food shopping trips will be an important vitality and viability benefit for Rusholme District Centre, attracting as well as retaining shoppers.
- 9.7 In regard to retail impact, it is also noted that the Core Strategy refers to centres such as Hulme and Fallowfield being able to provide for the shopping needs of Rusholme residents², and that at the time (2012) the large anchor food store in Longsight was performing 'very strongly'. The large format food store in Fallowfield is noted and acknowledged to anchor that centre, with further potential for medium scale increase in convenience retailing in the Fallowfield/Rusholme area. The lack of a large anchor food store in Levenshulme is noted, with evidence to support a new medium sized store³.
- 9.8 Policy C9 does not implicitly require a retail impact assessment for edge of centre sites (the application site is edge-of-centre), and Policy C9 (out-of-centre development) clearly applies to out of centre proposals. However, as the Core Strategy is historic pre-dating national guidance that was updated most recently in December 2024, and the provisions of the NPPF therefore need to be considered.

¹ Para 10.33

² Policy C5

³ Para 10.42/45

- 9.9 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.
- 9.10 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.
- 9.11 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.
- 9.12 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 retail catchment (as applicable to the scale and nature of the scheme).
- 9.13 The NPPF at paragraph 95 goes on to state, "where an application... is likely to have a significant impact on one or more of the considerations in paragraph 94, it should be refused."
- 9.14 It is also very relevant to note that NPPF paragraph 90 outlines **that policies should retain and enhance existing markets and, where appropriate, re-introduce or create new ones** [Our emphasis]. As such, it is also incumbent on the decision-maker to consider the benefits of an additional discount food retailer in an area of the City likely to benefit from more of these types of stores, and as explained in the Core Strategy an area that was and remains under-provided with food stores.
- 9.15 Therefore, an assessment of retail impact which is proportionate to the Lidl proposal has been prepared. The main 'proportionate' response is in terms of estimating the turnover of the existing stores where benchmark turnovers have been applied (ie company averages).
- 9.16 In this impact assessment the trade diversion and trading impact (in percentage and financial terms) of the proposed store on the main food stores (and all the smaller stores in aggregate) at centre and store level has been estimated. Where there are 'standalone' main convenience stores within or close to the catchment area, these have also been considered, in addition to any planned and committed main convenience stores.

CATCHMENT AREA

- 9.17 As set out in Section 5 above, because Lidl stores have a comparatively limited retail offer and essentially provide a neighbourhood shopping facility, in densely populated inner urban location such as South Manchester, discount stores will typically serve a core catchment area (where the majority of customers and turnover will arise) corresponding to a five-minute drive-time (which broadly corresponds to a 10-15 minute walk time). A map illustrating the Rusholme Lidl proposal's five-minute catchment area and the district/local centres both within and adjacent to the catchment is provided overleaf.
- 9.18 The district/local centres considered in this assessment (both within and outside the catchment area) are as follows
- Rusholme District Centre (within)
 - Fallowfield District Centre (within)
 - Fallowfield Triangle Local Centre (within)

- Claremont Road Local Centre (within)
- Dickenson Road/ Anson Road Local Centre (within)
- Longsight District Centre (part within)
- Princess Road / Claremont Road Local Centre (part within)
- Levenshulme District Centre (beyond)
- Withington District Centre (beyond)

9.19 There are no known standalone main convenience stores located outside the district / local centres that need to be taken into account. However, trade diversion from the committed new Lidl that will be located at the out-of-centre, Fallowfield Retail Park has been accounted for. The location of this store is included on the map below.

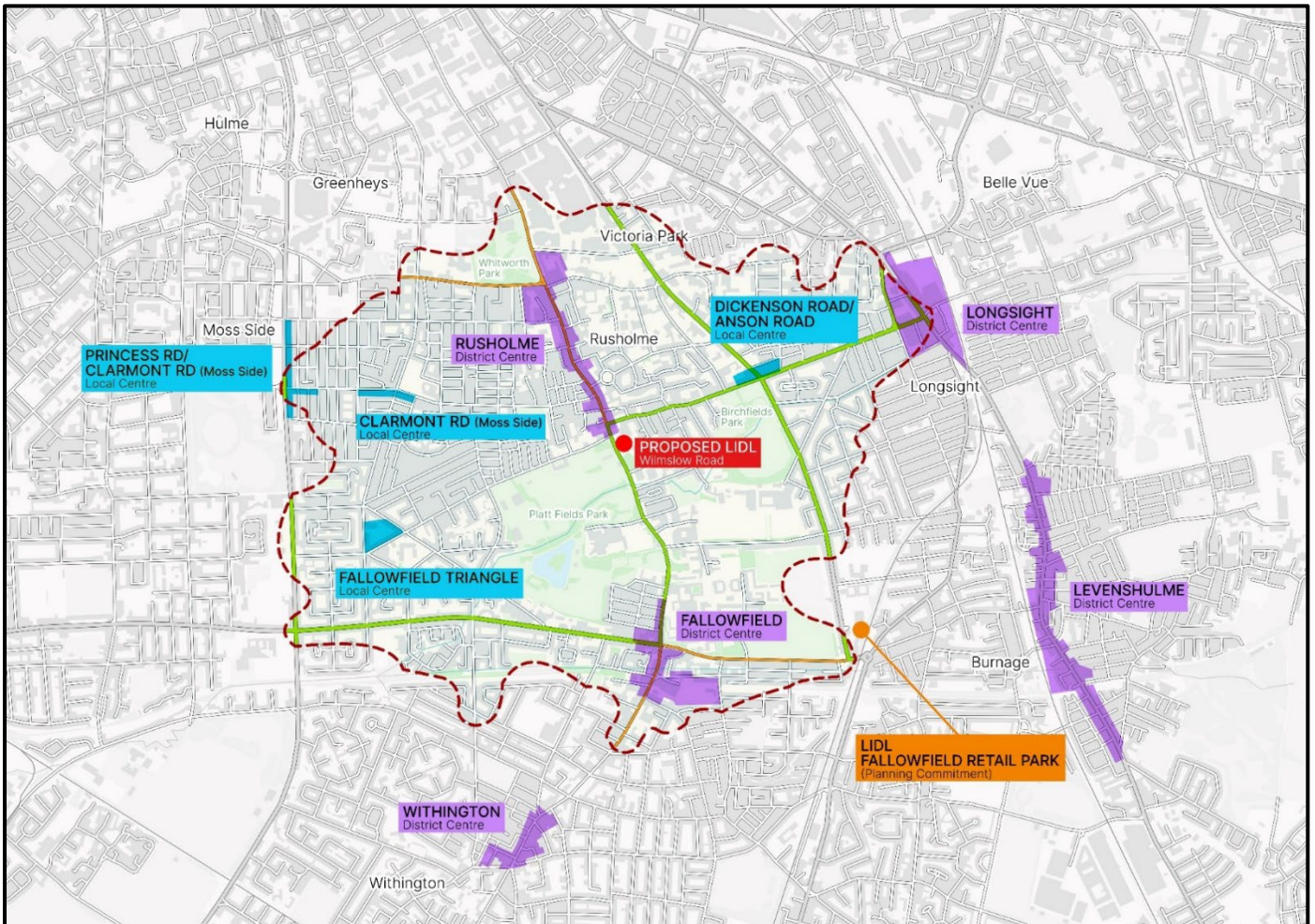


Figure 1. Proposed Lidl, Rusholme catchment area and district/local centres

- 9.20 What is evident from the 2012 Core Strategy, and is indeed still the case is that Rusholme is under-provided for large/medium sized convenience stores. The largest store is the 1,250 sq m gross Lidl at the very northern end of the centre and there are just two others of c1,000 sq m - the Manchester Superstore and Worldwide Foods, but these are very much specialist stores providing for the local community, and neither provide a standard food offer nor are they likely to experience much trade diversion to a new Lidl store located at the southern end of the centre, especially as Rusholme residents already have (and will continue to have as the store will be retained) a Lidl store to shop in.
- 9.21 An important point to reiterate is that Rusholme residents wishing to undertake a car borne main-food shopping trip cannot do so in their local centre at the present time and must therefore travel further afield. This present lack of food store with parking to allow main food shopping highlights a current qualitative as well as quantitative shopping deficiency in Rusholme.
- 9.22 The proposed Lidl store is appropriately located and provided with parking spaces to clawback those residents who are currently using other shopping destinations to undertake their main-food shop.

QUANTITATIVE IMPACT ASSESSMENT

9.23 The assessment draws on the health check assessments and the understanding of how a Lidl discount store trades and in particular an understanding of the type of stores that Lidl stores typically do/do not divert trade from. The method steps are as follows:

- Establish the total spend available within the five-minute drive time catchment area by identifying the catchment area population and the average per capita convenience and comparison goods spend for that population. This (and all subsequent calculations) is calculated for base year (2025) and design year (2030) at which point the store will have been trading for c24 months and when trading patterns settled down. All this data is sourced from the latest Experian Economics' Micromarketer (March 2025) which has a 2023 price base.
- Estimate the proposal's turnover based on company average benchmark sales density (sourced from data provider GlobalData and rebased to 2023);
- Calculate the available spend in the catchment area after accounting for the proposed Lidl;
- Calculate the benchmark (company average) turnovers for the existing stores within and immediately beyond the catchment area (using sales density data from GlobalData again rebased to 2023);
- Consider the 'no development' scenario i.e. what turnovers would be expected with no change to the existing store provision⁴;
- Assess the proposal's trade draw and diversion from existing (and committed) stores/centres. Based on our professional judgement, drawing on information from comparable schemes, and considering a series of factors such as the shopping offer, 'like-for-like' stores, stores with different customer bases, proximity and ease of access;
- Calculate the diversion, first for convenience and then comparison for each store and centre, and then total diversion in monetary and impact percentage terms; and
- Finally, consider the impact of the trade diversion on the existing stores and centres, in the context of each centre's health and the likely consequences for the vitality and viability of these centres.

9.24 Below we set out the summary analysis tables, while the full detailed tables are set out in **Appendix 6**.

POPULATION FORECASTS

9.25 Table 1 below sets out the population for 2025-30 within the proposed development's five-minute drivetime catchment area. This indicates quite fast growth of circa 4% in just five years to 2030.

Table 1: Population Forecasts						
	2025	2026	2027	2028	2029	2030
5-minute Drivetime	68,670	69,119	69,574	70,041	70,510	70,970

Source: Experian Location Analyst (Micromarketer) (March 2025)

Expenditure Per Capita, Growth Assumptions and Available Expenditure

9.26 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 2022 base year figures. Growth assumptions have been sourced from the latest Experian Retail Planner Briefing Note (February 2024).

9.27 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.

⁴ No development' takes a proportionate approach - assuming that all centres benefit from expenditure growth in convenience and comparison goods just as they have previously, and does not reflect future changes in the market / role of centres or take other factors into account such as new infrastructure.

9.28 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.

9.29 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 2 below summarise per person expenditure.

Table 2: Total Catchment Area Convenience Goods Expenditure (excl. SFT) (£m)

	2025	2026	2027	2028	2029	2030
Expenditure (£m)	£135.61	£136.21	£136.84	£137.46	£138.21	£139.13

Sources: population (Table 1) and per capita convenience goods expenditure (Table 1a Appendix)- both sourced from Experian Micromarketer (March 2025) 2023 Price Base Year.

9.30 Annual growth rates from Experian Retail Planner Briefing Note 21 (February 2024 Figure 1a)

9.31 Comparison goods total expenditure within the catchment area is of a similar order to that for convenience goods, but the increase between 2025 and 2030 is much faster at approaching 20%.

Table 3: Total Catchment Area Comparison Goods Expenditure (excl. SFT) (£m)

	2025	2026	2027	2028	2029	2030
Expenditure (£m)	£156.12	£160.93	£165.91	£171.02	£176.50	£183.18

Sources: as for Table 2 above

9.32 Table 2 and 3 therefore identify the quantum of total spend within the catchment area in the base and design years (2025 and 2030).

BASE TRADING POSITION – EXISTING STORE AND CENTRE TURNOVERS

9.33 Before the trade draw and impact of the proposed new Rusholme Lidl is considered the base 'no development' trading position of the convenience stores and centres within the core catchment and immediately beyond need to be established. This is done by first identifying all the convenience stores in the area using a mix of Goad Plan data and other primary research, identifying fascia, store type and floorspace.

9.34 In the tables that follow main convenience stores within each of the district/local centres are specified, and all of the other smaller stores are grouped together, in a collective referred to as the Local Stores.

9.35 The total turnover of each of these named stores and the Local Stores in aggregate – both the convenience and comparison goods is then estimated, albeit that the latter is usually a very minor part of the total turnover. The latest published benchmark company average turnovers (£/sq m per annum – referred to as sales densities) are utilised, based on data supplied by GlobalData (latest available December 2024), which is at a 2024e price base. All the figures and the detail of the calculations are set out at Appendix 6. The sales densities are adjusted to 2023 prices using data from Experian Retail Planner Briefing Note 21 (Appendix 4b, February 2024) in order to keep the price base consistent with the Experian expenditure data, which is based in 2023 prices.

9.36 The company average convenience goods sales densities range between c£7,000/sq m / pa up to over £15,500/sq m/pa, and are only available for the larger multiple operators, not the independents. For the independents a universal convenience goods sales density of £5,000 per sq m per annum, has been adopted.

- 9.37 The final step is then to estimate turnover in the base year (2025) and then the design year (2030). This is done by identifying the annual expenditure growth rates from data in the Experian Retail Planner Briefing Note 21 (February 2024 Figure 1a).
- 9.38 The outputs from this process are set out in Table 4 overleaf. This establishes the baseline 'no development' turnovers in the base and design years that will then be compared to the position after factoring in the trading impact of the proposed Lidl Rusholme.

Table 4: Baseline Trading Position (£m)

LOCATIONS	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)
CATCHMENT AREA						
RUSHOLME						
Lidl	£5.32	£0.79	£6.11	£5.32	£0.81	£6.12
Manchester Superstore	£4.88	£0.00	£4.88	£4.88	£0.00	£4.88
Worldwide Foods (Manchester)	£4.28	£0.00	£4.28	£4.28	£0.00	£4.28
Tesco Express	£5.77	£0.78	£6.55	£5.77	£0.80	£6.56
Local Stores	£8.39	£23.01	£31.41	£8.39	£23.36	£31.75
Sub-Total	£28.62	£24.59	£53.22	£28.62	£24.96	£53.59
FALLOWFIELD						
Sainsburys	£40.46	£6.20	£46.65	£40.46	£6.29	£46.75
Local Stores	£3.80	£8.15	£11.94	£3.80	£8.27	£12.06
Sub-Total	£44.25	£14.34	£58.60	£44.25	£14.56	£58.81
FALLOWFIELD TRIANGLE						
Aldi	£11.06	£1.63	£12.70	£11.06	£1.65	£12.72
Local Stores	£3.80	£2.42	£6.22	£3.80	£2.46	£6.25
Sub-Total	£14.86	£4.05	£18.91	£14.86	£4.11	£18.97
LONGSIGHT						
Asda	£34.72	£5.11	£39.83	£34.72	£5.18	£39.91
Lidl	£6.04	£0.90	£6.94	£6.04	£0.92	£6.95
Appna Continental	£5.23	£0.00	£5.23	£5.23	£0.00	£5.23
Local Stores	£8.51	£24.28	£32.79	£8.51	£24.64	£33.16
Sub-Total	£54.51	£30.29	£84.80	£54.51	£30.75	£85.25
DICKENSON ROAD / ANSON ROAD						
Local Stores	£0.40	£0.59	£0.99	£0.40	£0.60	£1.00
Sub-Total	£0.40	£0.59	£0.99	£0.40	£0.60	£1.00
CLAREMONT ROAD (MOSS SIDE)						
Local Stores	£0.60	£0.79	£1.39	£0.60	£0.80	£1.40
Sub-Total	£0.60	£0.79	£1.39	£0.60	£0.80	£1.40
PRINCESS RD / CLAREMONT RD (MOSS SIDE)						
Local Stores	£1.60	£3.36	£4.96	£1.60	£3.41	£5.01
Sub-Total	£1.60	£3.36	£4.96	£1.60	£3.41	£5.01
Catchment Area Total	£144.84	£78.02	£222.87	£144.84	£79.19	£224.04
BEYOND CATCHMENT AREA						
LEVENSHULME						
Tesco	£11.26	£1.53	£12.79	£11.26	£1.55	£12.81
Asda	£5.27	£0.78	£6.05	£5.27	£0.79	£6.06
Nadeem Super Store	£2.80	£0.00	£2.80	£2.80	£0.00	£2.80
Iceland	£3.46	£0.11	£3.57	£3.46	£0.11	£3.57
Local Stores	£10.11	£45.12	£55.23	£10.11	£45.80	£55.91
Sub-Total	£32.89	£47.54	£80.43	£32.89	£48.25	£81.14
WITHINGTON						
Co-Operative Food	£6.60	£1.25	£7.85	£6.60	£1.27	£7.87
Sainsburys Local	£3.35	£0.51	£3.86	£3.35	£0.52	£3.87
Local Stores	£5.03	£14.51	£19.55	£5.03	£14.73	£19.77
Sub-Total	£14.98	£16.27	£31.26	£14.98	£16.52	£31.50
Lidl, Fallowfield Retail Park (Permitted Store)	£8.60	£1.29	£9.89	£8.69	£1.49	£10.18
BEYOND CATCHMENT AREA TOTAL	£47.88	£63.81	£111.69	£47.88	£64.77	£112.64
Grand Total	£192.72	£141.83	£334.55	£192.72	£143.96	£336.68

Source: Appendix 6. Table 6.

- 9.39 The table is ordered firstly to show the centres closest to the proposal and then centres ‘radiating out’, and within each centre firstly the stores that derive the highest turnover and at the end the aggregate for all other Local Stores (all the small stores).
- 9.40 Levenshulme and Withington are included to consider any diversion from stores in those centres that are just beyond the five-minute catchment area. Lastly the table includes the consented Lidl commitment at the out-of-centre Fallowfield Retail Park.
- 9.41 The base position shows that in terms of convenience store turnover how poorly Rusholme performs compared to Fallowfield and Longsight, with both these centres anchored by large food stores with substantial car parks (Sainsburys and Asda).
- 9.42 Also noteworthy is that the larger named independents and the local stores/centres trade at comparatively low levels, and as we say elsewhere these stores/centres either provide walk-in top up shopping offers and/or specialist ethnic goods that are not going to compete for trade to any great extent with a mid-sized discount format convenience store.

PROPOSED NEW STORE TURNOVER

- 9.43 For the purposes of this assessment the turnover of the proposed new additional Rusholme Lidl store is based on published benchmark (company average) convenience and comparison goods sales densities (£ per sq.m). The published benchmarks for all retailers are sourced from GlobalData (December 2024 latest available) and this is supplied in a 2024e price base and are company averages. This is then adjusted to 2023 prices (using data from Experian Retail Planner Briefing Note 21 (February 2024) - Appendix 4b), to keep the price base consistent with Experian expenditure data that is at a 2023 price base.
- 9.44 The workings are set out at the Appendix, and the proposed Lidl store’s benchmark turnover estimate is summarised in the Table below.

Table 5: Proposed Lidl Rusholme – 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	1,016	£7,094	£7.21	£7.20	£7.27
Comparison	254	£4,288	£1.09	£1.08	£1.22
Total	1,270	-	£8.30	£8.28	£8.50

Source: Appendix 6. Table 6.

- 9.45 Whilst it is noted that new stores often trade at above company average, this is not always the case especially in areas of relatively low available expenditure, and while the Rusholme catchment area is densely populated it does have a comparatively low per capita expenditure. As such, benchmark turnover is deemed to be appropriate.

AVAILABLE SPEND AFTER ACCOUNTING FOR NEW STORE TURNOVER

- 9.46 Table 6 below shows the store's turnover, set against the available convenience spend within the catchment area.

Table 6: Available Convenience Goods Spend - Accounting for the proposed Development (£m)		
	2025	2030
Catchment Area Available Expenditure (£m)	£135.61	£139.13
Convenience Turnover of the Proposed Store (£m)	£7.20	£7.27
Percentage of Total Available Convenience Expenditure (%)	5%	5%
Expenditure Remaining (£m)	£128.41	£131.85

Source: Appendix 6. Table 5.

- 9.47 The table shows the new store's convenience goods turnover will be about 5% of the available convenience goods expenditure. Consequently, it is considered that there will be ample capacity to accommodate the proposed development.

TRADE DIVERSION & IMPACT

- 9.48 Having estimated the baseline trading position for the existing / committed stores / centres based on benchmark turnovers, and having estimated the turnover for the proposed new Lidl store in Rusholme again based on benchmark turnovers, trade diversion to the proposed store and the resultant turnover of the existing stores/centres and the impact of the trade diversion on the convenience goods trading of all the stores / centres is considered. Below at Table 7 a summary of outputs from this assessment is provided, with the detail, including the trade diversion in percentage terms set out in Appendix 6.
- 9.49 Table 7 overleaf identifies trade diversion and post-development turnover for each store / centre in monetary terms in the base and design years (the diversion percentages are shown in Appendix 6). Then the final two columns set out the impact percentages for each store / centre at base and design year.

Table 7: Trade Diversion & Impact Assessment

LOCATIONS	Proposed Lidl Store						Total Diversion /		Total Turnover		Impact (%)	
	Trade Diversion Pattern		2025		2030		2025	2030	2025	2030	2025	2030
	Convenience (%)	Comparison (%)	Convenience (£m)	Comparison (£m)	Convenience (£m)	Comparison (£m)	Conv. & Comparison Goods (£m)	Conv. & Comparison Goods (£m)	Total Post Development Turnover (£m)	Total Post Development Turnover (£m)	2025	2030
CATCHMENT AREA												
RUSHOLME												
Lidl	15.00%	10.00%	£1.08	£0.11	£1.09	£0.12	£1.19	£1.21	£4.92	£4.91	19.44%	19.82%
Manchester Superstore	3.00%	0.00%	£0.22	£0.00	£0.22	£0.00	£0.22	£0.22	£4.66	£4.66	4.43%	4.48%
Worldwide Foods (Manchester)	2.00%	0.00%	£0.14	£0.00	£0.15	£0.00	£0.14	£0.15	£4.13	£4.13	3.37%	3.40%
Tesco Express	5.00%	0.00%	£0.36	£0.00	£0.36	£0.00	£0.36	£0.36	£6.19	£6.20	5.50%	5.54%
Local Stores	2.00%	15.00%	£0.14	£0.16	£0.15	£0.18	£0.31	£0.33	£31.10	£31.42	0.97%	1.04%
Sub-Total	27.00%	25.00%	£1.94	£0.27	£1.96	£0.31	£2.21	£2.27	£51.00	£51.32	4.16%	4.24%
FALLOWFIELD												
Sainsburys	12.50%	10.00%	£0.90	£0.11	£0.91	£0.12	£1.01	£1.03	£45.65	£45.71	2.16%	2.21%
Local Stores	2.00%	10.00%	£0.14	£0.11	£0.15	£0.12	£0.25	£0.27	£11.69	£11.80	2.11%	2.22%
Sub-Total	14.50%	20.00%	£1.04	£0.22	£1.05	£0.24	£1.26	£1.30	£57.34	£57.51	2.15%	2.21%
FALLOWFIELD TRIANGLE												
Aldi	7.50%	1.00%	£0.54	£0.01	£0.55	£0.01	£0.55	£0.56	£12.14	£12.16	4.34%	4.38%
Local Stores	0.50%	0.00%	£0.04	£0.00	£0.04	£0.00	£0.04	£0.04	£6.18	£6.22	0.58%	0.58%
Sub-Total	8.00%	1.00%	£0.58	£0.01	£0.58	£0.01	£0.59	£0.59	£18.33	£18.38	3.10%	3.13%
LONGSIGHT												
Asda	10.00%	10.00%	£0.72	£0.11	£0.73	£0.12	£0.83	£0.85	£39.00	£39.06	2.08%	2.13%
Lidl	10.00%	10.00%	£0.72	£0.11	£0.73	£0.12	£0.83	£0.85	£6.11	£6.10	11.92%	12.22%
Appna Continental	0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£5.22	£5.22	0.34%	0.35%
Local Stores	0.25%	5.00%	£0.02	£0.05	£0.02	£0.06	£0.07	£0.08	£32.72	£33.08	0.22%	0.24%
Sub-Total	20.50%	25.00%	£1.48	£0.27	£1.49	£0.31	£1.75	£1.80	£83.05	£83.46	2.06%	2.11%
DICKENSON ROAD / ANSON ROAD												
Local Stores	0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£0.97	£0.98	2.36%	2.43%
Sub-Total	0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£0.97	£0.98	2.36%	2.43%
CLAREMONT ROAD (MOSS SIDE)												
Local Stores	0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£1.37	£1.38	1.29%	1.30%
Sub-Total	0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£1.37	£1.38	1.29%	1.30%
PRINCESS RD / CLAREMONT RD (MOSS SIDE)												
Local Stores	0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£4.94	£4.99	0.47%	0.49%
Sub-Total	0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£4.94	£4.99	0.47%	0.49%
Catchment Area Total	70.75%	72.00%	£5.09	£0.78	£5.15	£0.88	£5.87	£6.03	£217.00	£218.01	2.63%	2.69%
BEYOND CATCHMENT AREA												
LEVENSHULME												
Tesco	2.00%	1.00%	£0.14	£0.01	£0.15	£0.01	£0.15	£0.16	£12.64	£12.66	1.21%	1.23%
Asda	1.00%	1.00%	£0.07	£0.01	£0.07	£0.01	£0.08	£0.08	£5.96	£5.97	1.37%	1.40%
Nadeem Super Store	0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£2.78	£2.78	0.64%	0.65%
Iceland	0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£3.55	£3.55	0.50%	0.51%
Local Stores	0.00%	5.00%	£0.00	£0.05	£0.00	£0.06	£0.05	£0.06	£55.18	£55.85	0.10%	0.11%
Sub-Total	3.50%	7.00%	£0.25	£0.08	£0.25	£0.09	£0.33	£0.34	£80.10	£80.80	0.41%	0.42%
WITHINGTON												
Co-Operative Food	0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£7.82	£7.84	0.30%	0.31%
Sainsburys Local	0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£3.84	£3.85	0.47%	0.47%
Local Stores	0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£19.52	£19.74	0.12%	0.12%
Sub-Total	0.75%	1.00%	£0.05	£0.01	£0.05	£0.01	£0.06	£0.07	£31.19	£31.43	0.21%	0.21%
Lidl, Fallowfield Retail Park (Permitted Store)	15.00%	10.00%	£1.08	£0.11	£1.09	£0.12	£1.19	£1.21	£8.70	£8.96	12.01%	11.92%
BEYOND CATCHMENT AREA TOTAL	19.25%	18.00%	£1.39	£0.19	£1.40	£0.22	£1.58	£1.62	£120.00	£121.20		
Grand Total	90.00%	90.00%	£6.48	£0.97	£6.55	£1.10	£7.45	£7.65	£337.00	£339.21		
INFLOW (%/£M)												
	10.00%	10.00%	£0.72	£0.11	£0.73	£0.12						
OVERALL TOTAL (%/£M)												
	100.00%	100.00%	£7.20	£1.08	£7.27	£1.22						

Source: Appendix 6. Table 7.

9.50 In retail impact test terms, it is an established principle that retailers tend to compete with other comparable retailers offering a similar range of goods, and of similar scale. 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.

9.51 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.

- 9.52 Table 7 above, shows that circa. 71% of the proposed store's convenience and comparison goods turnover will be generated from within its catchment area. Circa. 19% will be diverted from stores on the edge proposal's catchment, with 15% coming from the permitted Lidl foodstore within Fallowfield Retail Park. This permitted Lidl store is just on the edge of the proposal's catchment and is of a comparable retail offer. As, it is envisaged that a good proportion of the proposal's trade will come from this store.
- 9.53 Considering trade diversion and resultant impact on Rusholme District Centre, £2.21m (2025) will be diverted from this centre, resulting in an overall impact of 4.16%. Within the exception of the existing Lidl store, no one convenience goods retailer will be impacted upon by more than 5.50% (2025). Overall and on balance, it is considered that the proposal will not have any significant adverse impacts on the vitality and viability of this District Centre.
- 9.54 Table 7 above shows the highest trade diversion on an individual store in Rusholme, will be on the existing Lidl, experiencing a trade diversion of £1.19m (2025). Impact on this store will be just under 20% of benchmarked turnover. Whilst the impact on this store appears high, this store could be overtrading. Additionally, this store is of a differing format to that proposed, offering no car parking and a more limited range of goods. As such, this store potentially functions more as a basket and top-up shopping destination, as opposed to a car borne main-food shop. Furthermore, Lidl have confirmed that it is their intention to continue to trade both stores concurrently.
- 9.55 Notwithstanding the above, any potential trade away from the existing in-centre Lidl store, is a business decision by the applicant. A decision to trade two stores that provide for two differing shopping trips within the same catchment area.
- 9.56 Trade draw from Fallowfield District Centre will be £1.26m (2025), resulting in an impact of just 2.15%. The only comparable retailer in this centre is Sainsbury's. Trade diversion from this store will be £1.01m (2025), resulting in an impact of just 2.16% on this store. Overall, it is considered that the level trade draw and impact on Fallowfield District Centre will not have any significant adverse impacts on the viability of and vitality of this centre.
- 9.57 Regarding Longsight District Centre, £1.75m (2025) will be diverted from this centre, with the largest diversions from the Asda and Lidl stores. Overall impact on this centre will be just 2.06% (2025). As such, it is considered that there will be no significant adverse impacts on the vitality and viability of this centre.
- 9.58 Trade draw from Levenshulme and Withington District Centres will be minimal as these centres are beyond the proposal's catchment area; and have limited convenience goods offering. Overall, £.033m (2025) will be diverted from Levenshulme District Centre, and £0.06m (2025) from Withington District Centre. Impact on these centres will be 0.41% and 0.21% respectively. As such, it is considered that the proposed development will not have any significant adverse impacts on the vitality and viability of Levenshulme and Withington District Centres.
- 9.59 Minimal trade diversion will occur from Fallowfield Triangle Local Centre. This centre has an Aldi store, from which £0.59m (2025) of trade will be drawn from. Impact on this store will be 7.5%, with overall impact on the centre as whole falling to 3.10%. It is considered that there will be no significant adverse impacts on the vitality and viability of this centre.
- 9.60 Furthermore, a small amount of trade will be drawn from the Local Centres of Dickenson Road, Claremount Road, and Princess Road. These centres do not have any comparable retailers and primary cater for smaller top-up shopping trips. As such, just £0.02m (2025) from be diverted from each centre. Dickenson Roal will be impacted upon by 2.36%; Claremount Road by 1.29%; and Princess Road by 0.47%. Given the low levels of impact, it is considered that there will be no significant adverse impact on the vitality and viability of these centres, as a result of the development proposed.
- 9.61 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 policies set out within this assessment.

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

- 9.62 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 catchment area of the proposal which the Lidl development would have a significant adverse impact upon.
- 9.63 Accordingly, the development is therefore considered to be fully compliant with this criterion of Paragraph 94 of the NPPF and Development Plan Policies.

SUMMARY

- 9.64 The above assessment is undertaken in line with paragraph 94 of the NPPF that requires proposals in edge or out of centres locations to undertake and satisfy the retail impact tests. This being impact on existing, committed and planned public and private investment, and impact on town centre vitality and viability, including local consumer choice and trade in the town centre and wider retail catchment (as applicable to the scale and nature of the scheme).
- 9.65 This assessment has not identified any existing, committed or planned public and private investment in any centre considered, and therefore the policy test is satisfied. Indeed, the Lidl proposal itself constitutes private investment that will support and help sustain the health of Rusholme District Centre thereby boosting the vitality and viability of that centre.
- 9.66 The assessment of quantitative and qualitative impact has been based on benchmark turnovers rather than a household survey, which is considered to be a level of detail proportionate to the scale of the Lidl Rusholme proposal, and is also transparent in its method, its other data sources and the assumptions made. The assessment demonstrates that the proposal will not have a significant adverse impact on the vitality and viability of any defined district or local centres, with the closest two centres - Rusholme and Fallowfield Triangle highest but still experiencing impact below 10%.
- 9.67 The proposal, that will anchor the southern end of the high street and provide c91 car parking spaces will deliver many benefits for local residents, including an improved range and choice of convenience goods shopping (expanding local consumer choice), the chance to undertake a car borne main food shop trip locally reducing the need to travel further afield, reduced journey times and new employment opportunities.
- 9.68 It is concluded that the development proposed fully complies with the requirements of Development Plan Policy C5 that states edge of centre sites will be considered if they are well connected to the centre and if they support the Centre's commercial role and enhance parking facilities. Clearly the proposal location satisfies this policy given the site abuts the southern end of Rusholme District Centre and provides c91 car parking spaces.
- 9.69 In summary, and for the reasons set out above, we consider that the proposal fully accords with the NPPF and the Development Plan.

10 PLANNING ASSESSMENT

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;
- Retail Policy Issues;
- Economic Benefits;
- Transportation and Highways;
- Design and Layout;
- Heritage;
- Noise;
- Air Quality;
- Flood Risk and Drainage;
- Landscaping;
- Ecology and Biodiversity;
- Contaminated Land; 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 Sui Generis use. The site is also a disused brownfield site which is located at the southern entrance to the District Centre.

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.

RETAIL POLICY ISSUES

10.6 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.

10.7 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.

10.8 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.

10.9 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.

10.10 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.

- 10.11 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.
- 10.12 The proposed development would enable the provision of a 1,962 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.
- 10.13 In respect of retail impact, the assessment demonstrates that the development will not give rise to any significant adverse impacts on defined retail centres.
- 10.14 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.
- 10.15 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.
- 10.16 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.
- 10.17 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

- 10.18 It should be acknowledged that a typical Lidl foodstore will provide around 40 FTE 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.
- 10.19 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.

- 10.20 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.
- 10.21 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.
- 10.22 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.
- 10.23 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

- 10.24 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.
- 10.25 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 very good level of accessibility from sustainable transport options, reflecting one of the overarching aims of the NPPF.
- 10.26 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.
- 10.27 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

- 10.28 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.
- 10.29 The store is proposed to be located to the south of the site, with the car park are directly to the north and west of the store building. The delivery bay will be located to the east of the site.
- 10.30 Vehicular access to the site will be from Wilmslow Road in the same location as the existing vehicular access. The proposed car park will provide a total of 91 car parking spaces with 9 for Parent & Child, 2 electric vehicle charging spaces, and 6 being built to disabled standard.
- 10.31 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.
- 10.32 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.

- 10.33 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 north to south.
- 10.34 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.

HERITAGE

- 10.35 The site lies approximately 45m north east of the Grade II* listed Platt Hall. A Heritage Statement has been prepared by Durham University which accompanies the application.
- 10.36 The Heritage Statement concludes that the effect of the proposed development on Platt Hall and its setting is considered to be negligible.
- 10.37 On this basis, it is considered that the proposed development would not have an adverse impact upon the surrounding heritage assets, and is in accordance with Core Strategy Policies CC9 and EN3.

NOISE

- 10.38 A Noise Assessment has been prepared by Miller Goodall to assess the noise impacts of the proposed development and any associated operations.
- 10.39 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.
- 10.40 The Noise Assessment concludes that with the proposed mitigation, the cumulative impact of noise from the proposed development would result in a low impact for the daytime and night-time hours. 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.
- 10.41 Please refer to the accompanying Noise Assessment which provides further details and analysis.
- 10.42 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

- 10.43 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.
- 10.44 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.
- 10.45 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.
- 10.46 The proposed development is not expected to have a significant impact on local air quality.
- 10.47 The proposed development is therefore compliant with Policy EN16 of the Core Strategy and the overarching principles outlined in the NPPF.

FLOOD RISK ASSESSMENT

- 10.48 A Flood Risk Assessment and Drainage Strategy prepared by Cora IHT is submitted in support of the planning application.

- 10.49 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.
- 10.50 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.
- 10.51 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

- 10.52 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.
- 10.53 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.
- 10.54 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

- 10.55 An Ecological Impact Assessment, prepared by Biodiverse Consulting is submitted in support of the application.
- 10.56 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.
- 10.57 The accompanying Biodiversity Statement confirms that the proposed development will result in a net change of 0.23 habitat units and a 490.89% net gain in habitat units. Therefore, the proposed development will result in a significant improvement in the biodiversity on site.
- 10.58 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.

CONTAMINATED LAND

- 10.59 A Phase 2 Ground Investigation Report has been prepared by Remada.
- 10.60 The ground conditions at the site are not prohibitive to the development proposed being delivered. As such, the proposal is considered to comply with Policy EN18 of the Core Strategy and the principles outlined in the NPPF.

ENERGY AND SUSTAINABILITY

- 10.61 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.

- 10.62 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.
- 10.63 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.
- 10.64 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.
- 10.65 '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.
- 10.66 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.
- 10.67 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

- 10.68 The application site is a brownfield site within the urban area of Rusholme which has been vacant for a period of time. The principle of development should therefore be supported.
- 10.69 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.
- 10.70 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 Rusholme and Rusholme District Centre.
- 10.71 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.
- 10.72 Significant benefits will be delivered by the development proposed and it meets the three components of sustainable development set out within the NPPF.
- 10.73 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 SUMMARY AND CONCLUSIONS

- 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 Rusholme, 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 Rusholme 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.

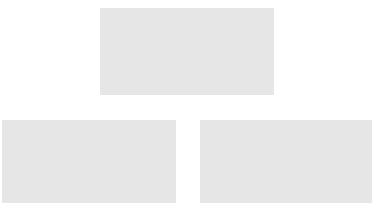
Site Location Plan



Proposed Site Layout



5 Minute Drivetime Catchment Map



Sequential Site Assessment

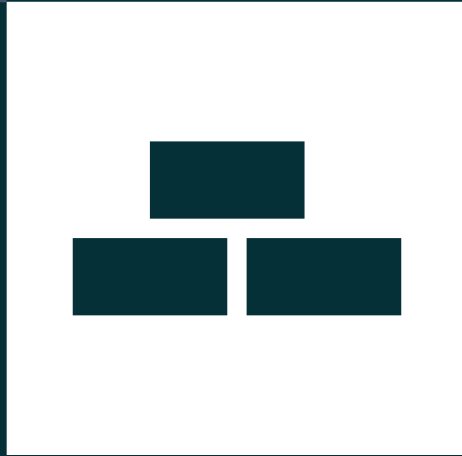


Town Centre Health Check Assessment



Retail Impact Tables



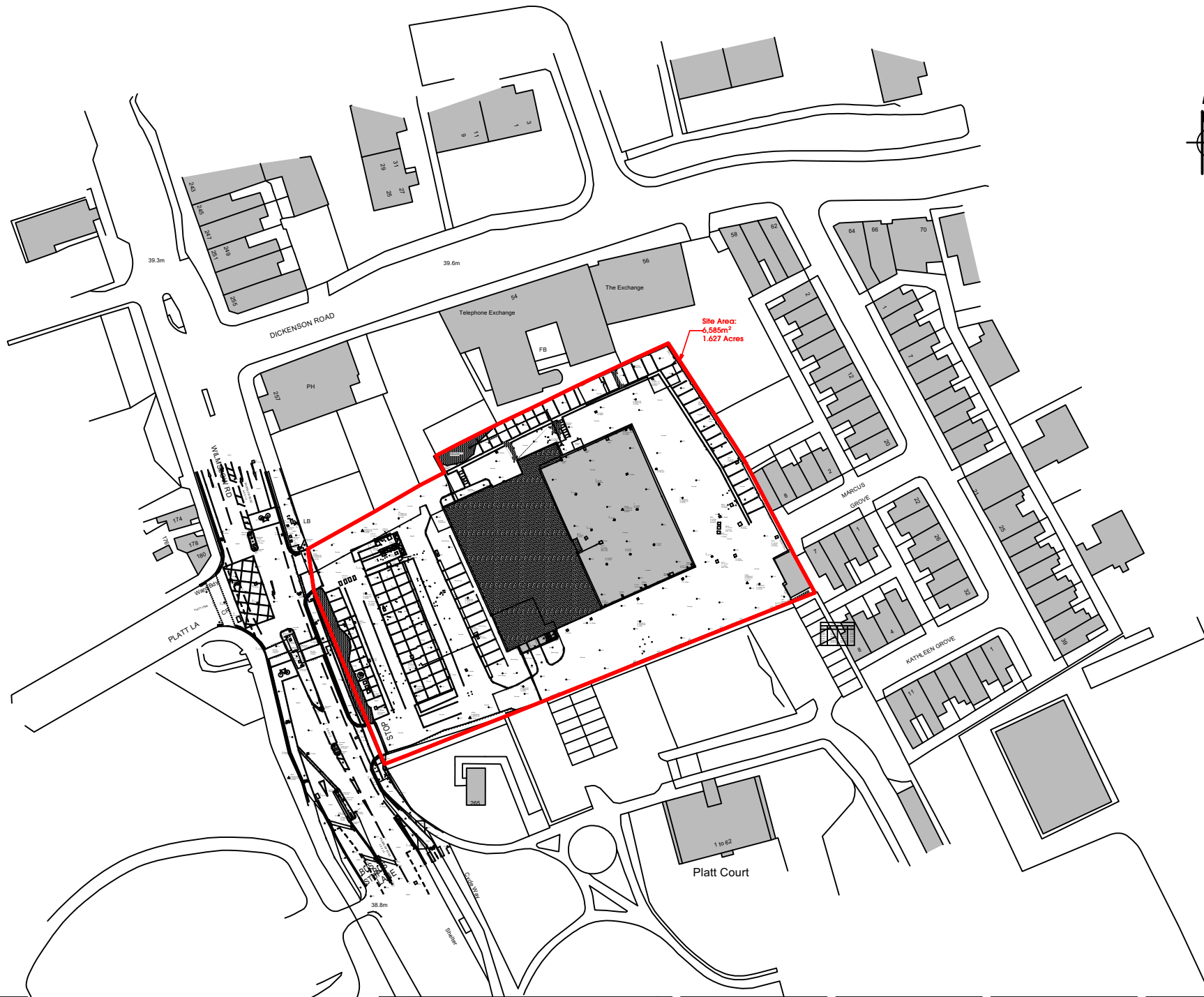


For further details contact:
Jake Challinor-Smith
j.challinorsmith@rapleys.com
York House York Street
Manchester M2 3BB

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Registration No: OC308311. Registered Office at Unit 3a, The Incubator, The Boulevard,
Enterprise Campus, Alconbury Weald, Huntingdon, PE28 4XA. Regulated by RICS.

Site Location Plan





Site Area:
6,585m²
1.627 Acres

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DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

client



Lidl GB Ltd

project

Wilmslow Rd, Rusholme

drawing title

Site Location Plan

date

August 2024

status

Planning

scale

1:1250 @A4

drawn

JBH checked MH

job no. 2594 dwg no. P401

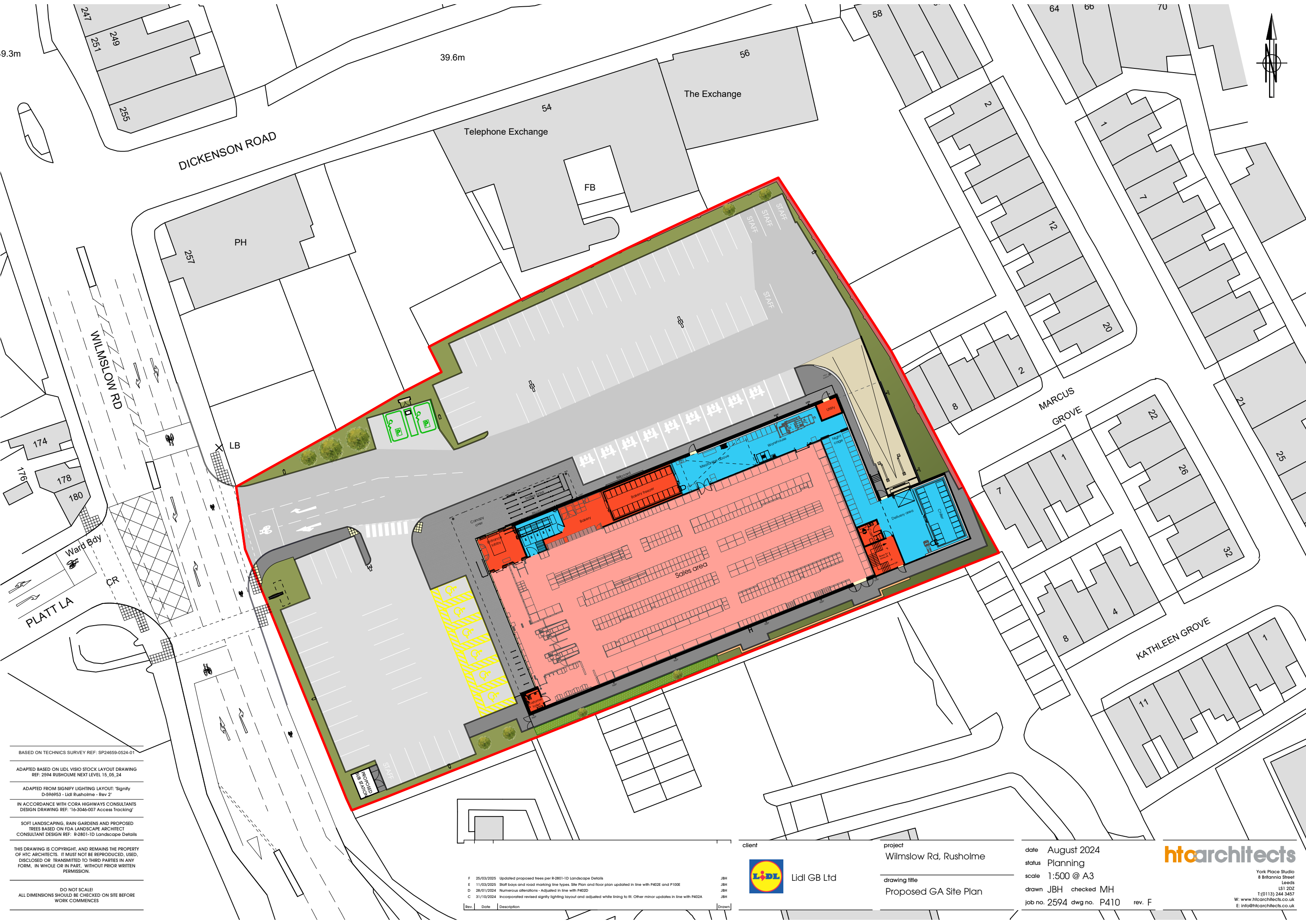
rev.

htcarchitects

York Place Studio
8 Bateman Street
Leeds
LS1 2DZ
T: 0113 244 3467
W: www.htcarchitects.co.uk
E: info@htcarchitects.co.uk

Proposed Site Layout





BASED ON TECHNICS SURVEY REF: SP24659-0524-01

ADAPTED BASED ON LIDL VISIO STOCK LAYOUT DRAWING REF: 2594 RUSHOLME NEXT LEVEL 15_05_24

ADAPTED FROM SIGNIFY LIGHTING LAYOUT: 'Signify D-596953 - Lidl Rusholme - Rev 2'

IN ACCORDANCE WITH CORA HIGHWAYS CONSULTANTS DESIGN DRAWING REF: '16-3046-007 Access Tracking'

SOFT LANDSCAPING, RAIN GARDENS AND PROPOSED TREES BASED ON FDA LANDSCAPE ARCHITECT CONSULTANT DESIGN REF: R-2801-1D Landscape Details

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F	25/03/2025	Updated proposed trees per R-2801-1D Landscape Details	JBH
E	11/03/2025	Staff boys and road marking line types, Site Plan and floor plan updated in line with P402E and P100E	JBH
D	28/01/2024	Numerous alterations - Adjusted in line with P402D	JBH
C	31/10/2024	Incorporated revised signifi lighting layout and adjusted white lining to fit. Other minor updates in line with P402A	JBH
Rev.	Date	Description	Drawn

client
 Lidl GB Ltd

project
Wilmslow Rd, Rusholme

drawing title
Proposed GA Site Plan

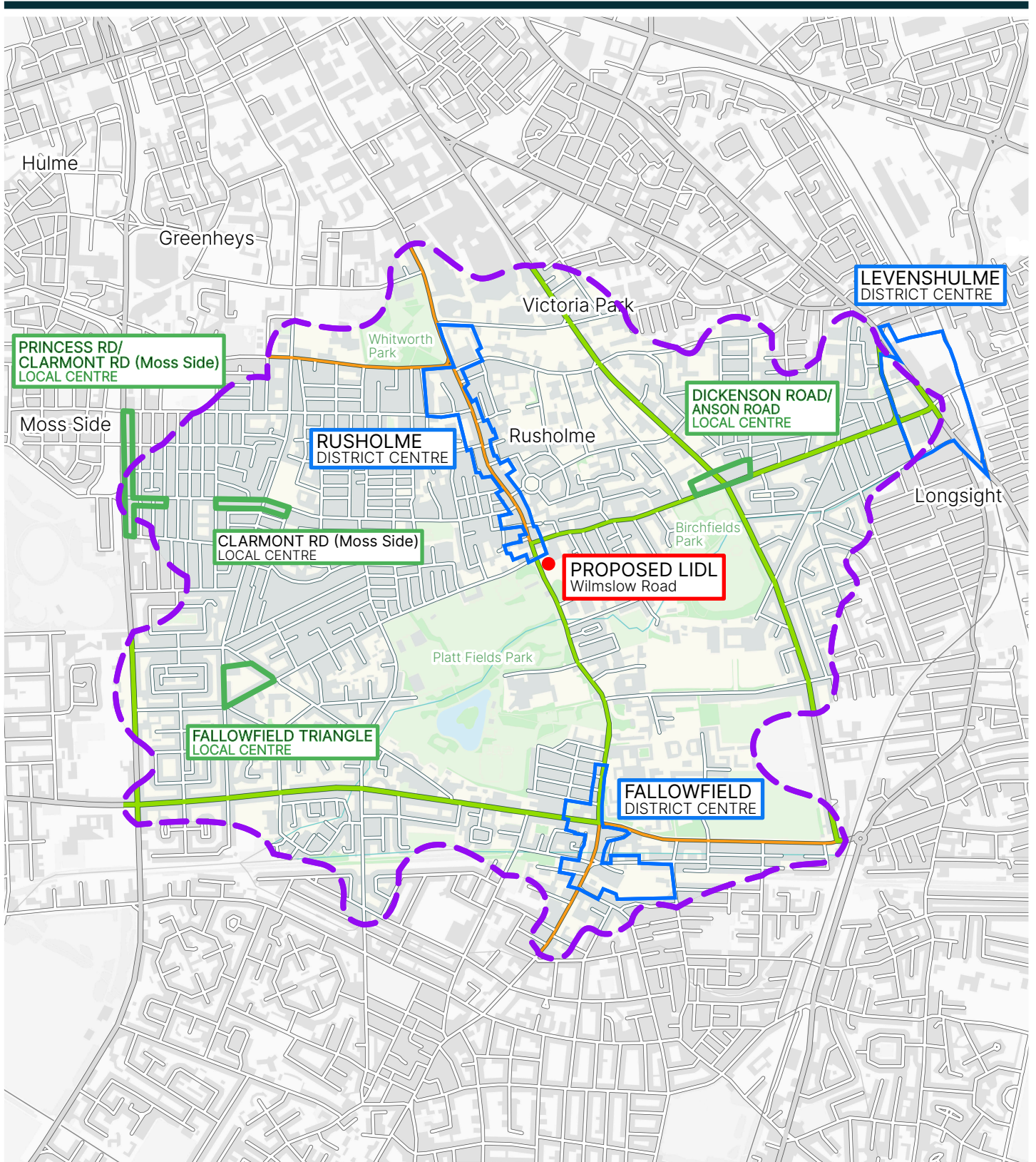
date August 2024
status Planning
scale 1:500 @ A3
drawn JBH checked MH
job no. 2594 dwg no. P410 rev. F

htcarchitects

York Place Studio
8 Britannia Street
Leeds
LS1 2DZ
T: (0113) 244 3457
W: www.htcarchitects.co.uk
E: info@htcarchitects.co.uk

5 Minute Drivetime Catchment Map





5 MINUTE CATCHMENT PLAN

Wilmslow Road
RUSHOLME
M14 5LN



Scale @ A4 : 1:20,000

Plan No. : RAP_CP01

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Sequential Site Assessment



SEQUENTIAL ASSESSMENT April 2025

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 the former bus depot, Wilmslow Road, Rusholme.

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:

- Rusholme District Centre;
- Longsight District Centre;
- Fallowfield District Centre;
- Princess Rd/Claremont Rd (Moss Side) Local Centre;
- Claremont Rd (Moss Side) Local Centre; and
- Dickenson Rd/Anson Rd (Longsight/Rusholme) Local Centre.

Land to the south of Hathersage Road



Site Description

The site is approximately 1.31ha in size and is currently vacant. The site was formerly Manchester Metropolitan University's Elizabeth Gaskell Campus.

Site Context

The site is located to the south of Hathersage Road at its junction with Anson Road (A34). The site is bound by Hathersage Road to the north, Anson Road and residential properties to the east, residential properties fronting Oxford Place to the south, and residential properties to the west. Manchester Royal Infirmary is located to the north of the site.

Policy Position

The site is considered to be in an edge-of-centre location, as it is located approximately 260m from Rusholme District Centre.

The site is not allocated for any particular purpose in the adopted Development Plan for Manchester, although part of the site to the south is within the Victoria Park Conservation Area.

Planning History

The most recent planning history for the site includes the following:

- 110687/FO/2015/N2 - Erection of a part two, three and four storey building to form hospital (Class C2) together with parking, landscaping and use of existing buildings as ancillary office accommodation following demolition of existing buildings and structures. Approved 4th February 2016.
- 114471/FO/2016 - Erection of a part two, part three storey building to form hospital (Class C2) together with parking, landscaping and change of use of existing buildings (Shepherd's House and Brook House) to form ancillary office accommodation (Class B1) following demolition of other existing buildings and structures. Approved 6th March 2017.

Both applications were submitted on behalf of Nuffield Health, and it is understood that the project has been put on hold due to market conditions. The applications have now expired.

Suitability

The site is of sufficient size to accommodate the proposed development, and benefits from a main road frontage. However, the site is located only approximately 330m from the existing Lidl store at 3-4 Wilmslow Road, Rusholme.

Availability

The site is the proposed location of a private hospital and is believed to be in the ownership of Nuffield Health. It is understood that Nuffield Health are informally seeking offers, and therefore the site is potentially available.

Conclusion

The site area is large enough to accommodate the proposed development and is potentially available. However, this site is located approximately 260m from Rusholme District Centre, and the application site is located adjacent to Rusholme District Centre.

Therefore, this site is not sequentially preferable.

Hardy's Well Site, Wilmslow Road, Rusholme



Site Description

The site is approximately 0.2ha and is currently in use as a surface car park following the demolition of the former Hardy's Well Public House.

Site Context

The site is located to the east of Wilmslow Road and south of Dickenson Road. The site is bound by Dickenson Road to the north, commercial uses to the east, the former Rusholme Bus Depot to the south, and Wilmslow Road to the west.

Policy Position

The site is considered to be in an in-centre location, as it is located within the Rusholme District Centre boundary.

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

Planning History

The majority of the site's planning history relates to its former use as a public house. An application (119100/FO/2018) for the erection of a part two, part three, part four and part five storey building to provide 8 ground floor A1 retail / A2 financial and professional services at ground floor and 35no. apartments above with associated access, parking and landscaping arrangements was withdrawn on 14th June 2021.

Suitability

The site is not of sufficient size to accommodate the proposed development.

Availability

The site is currently in use as a surface car park and has previously been put forward for a residential led development. At the time of the assessment, Rapleys are not aware of any intentions from the landowner to sell the site within a reasonable time period.

Conclusion

The site is not large enough to accommodate the proposed development, and is understood to not be available. Therefore, this is not a suitable site to accommodate the proposed development.

Land at Stone Place, Wilmslow Road, Rusholme



Site Description

The site is approximately 0.43ha and is currently in use as a vehicle repair shop.

Site Context

The site is located to the west of Wilmslow Road. It is bound by Wilmslow Road Medical Centre and residential properties to the north, Wilmslow Road to the east, commercial uses to the south, and residential uses to the west. The existing vehicular access is taken from Wilmslow Road.

Policy Position

The site is considered to be in an in-centre location, as it is located within the Rusholme District Centre boundary.

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

Planning History

There have been no recent applications which are relevant to determining the suitability or availability of the site.

Suitability

The site is not of sufficient size to accommodate the proposed development. The site also shares access via Stone Place with Wilmslow Road Medical Centre.

Availability

The site is occupied and in operation as a vehicle repair shop. At the time of the assessment, Rapleys are not aware of any intentions from the landowner to sell the site within a reasonable time period.

Conclusion

The site is not large enough to accommodate the proposed development, and is understood to not be available. Therefore, this is not a suitable site to accommodate the proposed development.

Land to the rear of The Firs Villas, Chancellors Way



Site Description

The site extends to 0.72ha and currently comprises a field bound by mature trees along its western, southern and eastern boundaries.

Site Context

The site is located is circa. 200m east of Fallowfield District Centre.

The site fronts onto Moseley Road to the south, Chancellors Way to the east, and Whitworth Lane to the west. The site is bound by a large building known as The Firs, to the north. The site appears to form part of the grounds to this building. The Firs is also Grade II Listed.

There is currently no direct vehicular access to the site. However, access could potentially be created off Chancellors Way or Whitworth Lane.

Policy Position

For the purposes of the sequential test the site is considered to be an edge-of-centre location.

The site is not allocated for any particular uses, nor is it protected in terms of Local Plan Policies.

However, the site does form part of the grounds to a Grade II listed building and is therefore protected by Core Strategy Policy EN3 (Heritage); policy which seeks to protect the character and setting of existing heritage assets.

Planning History

There have been no recent applications which are relevant to determining the suitability or availability of the site.

Suitability

Whilst the site is of a suitable size to accommodate the development proposed, it does form part of the grounds of a Grade II Listed building. In this regard, the development proposed is considered unlikely to be compliant with Policy EN3, as there is likely to be an adverse impact on the character and setting of this heritage asset. As such, the site is discounted as a suitable alternative.

Availability

At the time of the assessment, Rapleys are not aware of any intentions from the landowner to sell the site within a reasonable time period.

Conclusion

The site contains a Grade II Listed Building, and is understood to not be available. Therefore, this is not a suitable site to accommodate the proposed development.

Land off Mabfield Road, Fallowfield



Site Description

The site extends to 0.95ha and currently comprises public playing pitches.

Site Context

To the east and south the site is bound by a public footpath, whilst to the west the site is bound a public skate park and BMX track. An access road towards a public car park fronts onto the site's northern boundary.

The site forms part of Platt Fields open space.

Vehicular access can be had via Mabfield Road, which is a narrow residential road with parking on both sides. This road has limited scope for widening, as terrace housing fronts directly onto it on both sides.

Policy Position

For the purposes of the sequential test the site is considered to be an edge-of-centre location.

The site, as public open space, is subject to Core Strategy Policy EN10 (Safeguarding Open Space, Sport and Recreational Facilities). Policy seeks to retain and improve existing spaces. Proposals on these spaces need to re-provide an off-site equivalent or better replacement; or alternatively proposals need to demonstrate that there is a surplus of open space within the area.

Planning History

There have been no recent applications which are relevant to determining the suitability or availability of the site.

Suitability

The site could potentially accommodate the proposed development in pure floorspace terms. However, the site is public open space. The development proposed is unlikely to be policy compliant unless a suitable alternative site for the re-provision of open space can be found in the locality.

It is considered that this is unlikely to occur as the Fallowfield area is primarily a low-density residential area surrounded by sports and recreational playing fields already occupied by sports, educational and leisure uses. As such, there are no available alternative sites to re-provide lost open space, as a result of the proposal.

In addition, it is considered that the existing road network would not adequately accommodate the potential level of vehicular traffic associated with the proposed development.

Furthermore, it is considered that this site lacks main road frontage and prominence which is one of the most crucial operational requirements to ensure a viable proposition for any retail operator.

For the reasons set out above, it is considered that the site is unsuitable for the development proposed.

Availability

At the time of the assessment, Rapleys are not aware of any intentions from the landowner to sell the site within a reasonable time period.

Conclusion

The site is large enough to accommodate the proposed development, however it is public open space and does not have a main road frontage. Therefore, this is not a suitable site to accommodate the proposed development.

Town Centre Health Check Assessment



HEALTHCHECKS AUGUST 2024

Introduction

These Health Check Assessments provide an audit of the vitality and viability of the identified centres. It is based on the key Health Check Indicators Assessment set out in the Planning Practice Guidance [Town Centres and Retail] (PPG) (Para 006, Ref: 2b-006-20190722). Whilst these are not explicitly referenced in the NPPF, the practice guidance on impact and the sequential approach continues to apply.

The PPG advises that the likely impact of new development needs to be examined against the current vitality and viability of existing centres based on a series of key indicators, and that the Health Check Assessment criteria continue to be applied as best practice.

Planning Policy Position

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). The detailed boundary of the centre can be found on the Local Plan Policy Map, which supports the Local Plan.

Health Check Indicators

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 health checks focus on the following key indicators:

- Diversity of Uses;
- Proportion Of Vacant Street Level Property;
- Retailer Representation And Intentions To Change Representation;
- Accessibility;
- Perception Of Safety And Occurrence Of Crime; and
- State Of The Centre And Environmental Quality.

Centres

Lidl stores serve a relatively compact catchment area and provide a local neighbourhood shopping facility. Lidl's locational strategy for stores in urban areas is to serve an area that broadly equates to a 0-5 minute drivetime from the site, due to its limited retail offer. The 5 minute drive time catchment is included at **Appendix 3** of the Planning and Retail Statement.

The following centres have been identified for assessment:

- Rusholme District Centre;
- Fallowfield District Centre;
- Levenshulme District Centre;
- Longsight District Centre;
- Withington District Centre;
- Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre;
- Princess Road / Claremont Road (Moss Side) Local Centre; and
- Claremont Road (Moss Side) Local Centre.

Figure 1 below shows the site (yellow star) in relation to the above District and Local Centres.

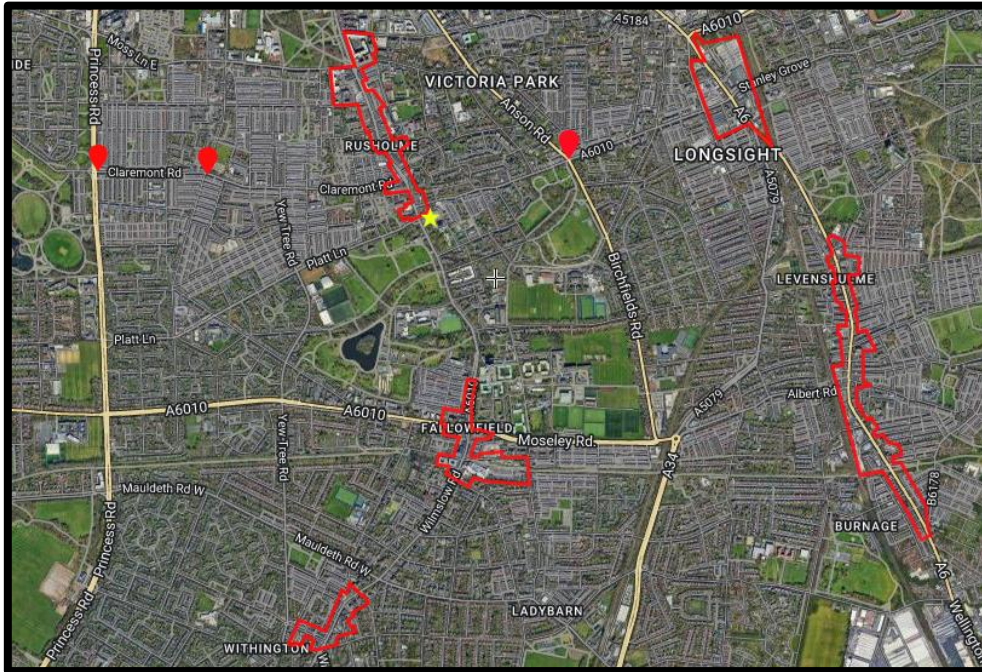


Figure 1. The site of the proposed development shown in relation to the identified District and Local Centres

RUSHOLME DISTRICT CENTRE
August 2024

INTRODUCTION

The District Centre is linear in formation along Wilmslow Road and extends approximately one km from Platt Lane in the south to Hathersage Road in the north. The southern boundary (Platt Lane) of the District Centre is immediately adjacent to the application site.

DIVERSITY OF USES

Table 1 below highlights the composition of the District Centre, as assessed by Rapleys in August 2024.

Table 1. Diversity of Uses within Rusholme District Centre.		
Category	Number of Units	%
Convenience	14	9%
Comparison	38	24%
Retail Services	22	14%
Leisure Services	76	48%
Financial and Business Services	7	4%
Vacant	3	2%
Total	160	100%

Source: Based on Health Check Survey and EGi Radius information.

Rusholme District Centre accommodates town centre uses such as bars and restaurants, barber shops, estate agents and pharmacies. There are also convenience and comparison goods retail stores.

It is considered that the centre primarily functions as a leisure services destination (48% of all units), as opposed to a retail led centre (23% of all units).

PROPORTION OF VACANCY STREET LEVEL PROPERTY

Table 1 above indicates that at the time of visit, the centre had a vacancy rate of 2%, which is significantly below the national average of 13.9% (British Retail Consortium, July 2023). The vacant units identified are small units and accordingly these units by virtue of their size and location from each other, cannot reasonably accommodate the development proposed.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

In terms of convenience retails, the centre contains a Lidl, Morrisons Daily, Tesco, Londis, and independent convenience retailers such as Worldwide Foods and the Manchester Superstore. The majority of the convenience goods stores are clustered at the northern end of the District Centre on Oxford Road close to the hospital and University campuses. The only larger convenience store at the southern end of the District Centre is the Manchester Superstore that provides specialist convenience goods. Comparison retailers are almost entirely made up of independent retailers with a lack of national comparison retailers. The largest number of units within the centre are for leisure uses (i.e., cafes, restaurants, takeaways, gyms).

ACCESSIBILITY

Rusholme District Centre is highly accessible, and it is considered that the network of pavements and crossings over what are busy roads that serves the area are of a good standard. The centre also benefits from segregated cycle lanes in both directions. In terms of access by public transport, there are a number of bus stops in both

directions within the boundaries of the centre providing a significant number of regular services to Manchester Piccadilly, and other destinations such as Disbury, Stockport, and Manchester Airport.

PERCEPTION OF SAFETY AND OCCURRENCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map. However, the centre appears to offer a safe environment with well-lit pavements, unobstructed pedestrian paths through the centre, and street level activity on both sides of the Wilmslow Road.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

A visit to the centre was undertaken on 13th August 2024, which found the pavements and shopfronts to be well-maintained, free from litter, there is good street lighting throughout the centre, and no evidence of a graffiti problem in the area.

CONCLUSION

In terms of the assessment criteria, Rusholme District Centre has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits a good range of retail provision, from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Rusholme District Centre is in very good health.

FALLOWFIELD DISTRICT CENTRE
August 2024

INTRODUCTION

Fallowfield District Centre is located approximately one kilometre to the south of the application site. The centre is linear in formation located either side of Wilmslow Road, extending from Egerton Road in the south to Wilbraham Road/Mosely Road in the north.

DIVERSITY OF USES

Table 1 below highlights the composition of the District Centre, as assessed by Rapleys in August 2024.

Table 1. Diversity of Uses within Fallowfield District Centre.		
Category	Number of Units	%
Convenience	5	8%
Comparison	3	5%
Retail Services	11	18%
Leisure Services	36	59%
Financial and Business Services	2	3%
Vacant	4	7%
Total	61	100%

Source: Based on Rapleys’ Health Check Survey and EGi Radius information.

Fallowfield District Centre accommodates town centre uses such as bars and restaurants, barber shops, estate agents and pharmacy. There are comparatively few convenience and comparison units within the centre.

The centre primarily functions as a leisure services destination, as opposed to a retail led centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates that at the time of visit, the centre had a vacancy rate of 7%, which is below the national average of 13.9% (British Retail Consortium, July 2023). Most of the vacant units are small units and spread out across the entirety of the centre. Accordingly, most of these units by virtue of their size and location from each other, cannot reasonably accommodate the development proposed.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

In terms of convenience retailers, the centre is anchored by a Sainsbury’s foodstore, and a number of supporting local convenience retailers. The centre has a limited number of comparison retailers, whilst 59% of all units are for leisure uses (i.e., cafes, restaurants, takeaways).

ACCESSIBILITY

Fallowfield District Centre is highly accessible, and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to Manchester, Manchester Airport, and Didsbury.

PERCEPTION OF SAFETY AND OCCURRENCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map. However, the centre appears to offer a safe environment with well-lit pavements, unobstructed pedestrian paths through the centre, and street level activity on both sides of the Wilmslow Road.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

A visit to the centre was undertaken on 13th August 2024. At the time of the visit pavements and shopfronts were observed to be well-maintained, free from litter, there is sufficient street lighting throughout the centre, and there is no evidence of a large amount of graffiti in the area.

CONCLUSION

In terms of the assessment criteria, Fallowfield District Centre has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits a good range of retail provision, from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Fallowfield District Centre is in very good health.

LEVENSHULME DISTRICT CENTRE
August 2024

INTRODUCTION

Levenshulme District Centre is located approximately 2km east of the application site. The centre is linear in formation extending along Stockport Road (A6).

DIVERSITY OF USES

Table 1 below highlights the composition of the District Centre, as assessed by Rapleys in August 2024.

Table 1. Diversity of Uses within Levenshulme District Centre		
Category	Number of Units	%
Convenience	22	9%
Comparison	43	18%
Retail Services	59	25%
Leisure Services	70	30%
Financial and Business Services	24	10%
Vacant	19	8%
Total	237	100%

Source: Based on Health Check Survey and EGi Radius information.

Levenshulme District Centre accommodates town centre uses including restaurants and takeaways, hairdressers, opticians, estate agent, and public houses. The centre is the largest locally and has a broader mix of activities with just over a quarter of all units being convenience or comparison.

The centre provides a wide range of functions, and has a stronger retail/retail services function (accounting for over half of all units)compared with the other south Manchester centres assessed in this report.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates that at the time of visit, the centre had a vacancy rate of 8%, which is below the national average of 13.9% (British Retail Consortium, July 2023). Most of the vacant units are small units and spread out across the entirety of the centre. Accordingly, most of these units by virtue of their size and location from each other, cannot reasonably accommodate the development proposed.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include a number of independent convenience retailers in addition to ASDA, Iceland, and Tesco. Comparison retailers to independent comparison retailers, whilst 30% of all units are for leisure uses (i.e., cafes, restaurants, takeaways).

ACCESSIBILITY

Levenshulme District Centre is highly accessible and it is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are a number of bus stops in both directions with frequent services to

Hazel Grove, Stockport, Gorton, and Manchester. Levenshulme also benefits from a railway station with services including to Manchester Piccadilly, Blackpool north, Buxton, Hazel Grove, and Alderley Edge.

PERCEPTION OF SAFETY AND OCCURRENCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map. However, the centre appears to offer a safe environment with well-lit pavements and unobstructed pedestrian paths through the centre.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

A visit to the centre was undertaken on 13th August 2024. At the time of the visit pavements and shopfronts were observed to be well-maintained, free from litter, there is sufficient street lighting throughout the centre, and there is no evidence of a large amount of graffiti in the area.

CONCLUSION

Levenshulme District Centre is a comparatively large District Centre and has a larger number and a good mix of retail uses, as well as activities in the leisure and financial services sectors. Given this we consider that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Levenshulme District Centre is in very good health.

LONGSIGHT DISTRICT CENTRE
August 2024

INTRODUCTION

Longsight District centre is located approximately 1.4km east of the application site. The centre is linear in formation along Stockport Road (A6).

DIVERSITY OF USES

Table 1 below highlights the composition of units within the centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Longsight District Centre		
Category	Number of Units	%
Convenience	10	10%
Comparison	34	34%
Retail Services	12	12%
Leisure Services	28	28%
Financial and Business Services	10	10%
Vacant	7	7%
Total	101	100%

Source: Based on Rapleys’ Health Check Survey and EGi Radius information.

Longsight District Centre accommodates town centre uses including hairdressers, takeaway, chemist, betting shops, optician, Post Office. There are also convenience units within the centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

The vacancy rate is identified as 7% (7 units) from Rapleys Health Check Survey, which is lower than the national average of 13.9% (Source: British Retail Consortium, July 2023). Most of the vacant units are small units and spread out across the entirety of the centre. Accordingly, most of these units by virtue of their size and location from each other, cannot reasonably accommodate the development proposed.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include a number of independent convenience retailers in addition to Lidl, Farmfoods, and ASDA. Although the highest number of units are for comparison retailers, these are almost entirely made up of independent retailers with a lack of national comparison retailers.

ACCESSIBILITY

Longsight District Centre is highly accessible and is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are frequent bus services to Manchester, Stockport, and Hazel Grove.

PERCEPTION OF SAFETY AND OCCURRENCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map. However, 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

A visit to the centre was undertaken on 13th August 2024. At the time of the visit pavements and shopfronts were observed to be well-maintained, free from litter, there is sufficient street lighting throughout the centre, and there is no evidence of a large amount of graffiti in the area.

CONCLUSION

In terms of the assessment criteria Longsight District Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Longsight District Centre is in very good health.

WITHINGTON DISTRICT CENTRE
August 2024

INTRODUCTION

Withington District centre is located approximately 1.8km south of the application site. The centre is linear in formation along Wilmslow Road.

DIVERSITY OF USES

Table 1 below highlights the composition of units within the centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Withington District Centre		
Category	Number of Units	%
Convenience	11	9%
Comparison	21	16%
Retail Services	32	25%
Leisure Services	39	30%
Financial and Business Services	12	9%
Other	1	1%
Vacant	12	9%
Total	128	100%

Source: Based on Rapleys’ Health Check Survey and EGi Radius information.

Longsight District Centre accommodates town centre uses including hairdressers, takeaways, a chemist, betting shops, and opticians. There are also convenience units within the centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

The vacancy rate is identified as 9% (12 units) from Rapleys Health Check Survey, which is lower than the national average of 13.9% (Source: British Retail Consortium, July 2023). Most of the vacant units are small units and spread out across the entirety of the centre. Accordingly, most of these units by virtue of their size and location from each other, cannot reasonably accommodate the development proposed.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include a number of small independent convenience retailers, in addition to a Sainsbury’s Local. The highest number of units are leisure service units. The centre is mainly used for leisure uses such as takeaways and drinking establishments, rather than for convenience.

ACCESSIBILITY

Withington District Centre is highly accessible and is considered that the network of pavements and crossings that serves the area is of good standard with crossings across busy roads. The centre also benefits from good accessibility via public transport. There are very frequent bus services to Manchester City Centre, Didsbury and Stockport.

PERCEPTION OF SAFETY AND OCCURRENCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map. However, 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

A visit to the centre was undertaken on 13th August 2024. At the time of the visit pavements and shopfronts were observed to be well-maintained, free from litter, there is sufficient street lighting throughout the centre. There was some evidence of graffiti in the area, however there was also a good amount of street art.

CONCLUSION

In terms of the assessment criteria Withington District Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Withington District Centre is in good health.

DICKENSON ROAD / ANSON ROAD (LONGSIGHT/RUSHOLME) LOCAL CENTRE
August 2024

INTRODUCTION

Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre is located approximately 580m east of the application site. The centre is linear in formation along Dickenson Road.

DIVERSITY OF USES

Table 1 below highlights the composition of units within the centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre		
Category	Number of Units	%
Convenience	2	9%
Comparison	3	13%
Retail Services	7	30%
Leisure Services	5	22%
Financial and Business Services	4	17%
Vacant	2	9%
Total	101	100%

Source: Based on Rapleys' Health Check Survey and EGi Radius information.

Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre accommodates town centre uses including takeaway, travel agent, solicitor, and restaurant. There are also convenience units within the centre.

The majority of units are retail services and leisure services retailers.

PROPORTION OF VACANT STREET LEVEL PROPERTY

The vacancy rate is identified as 9% from Rapleys Health Check Survey, which is lower than the national average of 13.9% (Source: British Retail Consortium, July 2023). This only represents 2 units within the centre. Accordingly, by virtue of their size and location, cannot reasonably accommodate the development proposed.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include independent convenience retailers. Comparison retailers are limited to independent comparison retailers with no national retailers present.

ACCESSIBILITY

Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre has good accessibility and it is considered that the network of pavements and crossings that serves the area is of good standard. The centre also benefits from good accessibility via public transport. There are frequent bus services to Salford, Cheadle, and West Didsbury.

PERCEPTION OF SAFETY AND OCCURRENCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map. However, 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

A visit to the centre was undertaken on 13th August 2024. At the time of the visit pavements and shopfronts were observed to be well-maintained and there is sufficient street lighting throughout the centre, and there is no evidence of a large amount of graffiti in the area. There was, however, a noticeable amount of litter within the centre.

CONCLUSION

In terms of the assessment criteria Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Dickenson Road / Anson Road (Longsight/Rusholme) Local Centre is in very good health.

PRINCESS ROAD / CLAREMONT ROAD (MOSS SIDE) LOCAL CENTRE
August 2024

INTRODUCTION

Princess Road / Claremont Road (Moss Side) Local Centre is located approximately 1.36km west of the application site. The centre is situated along the east side of Princess Road, and extends to the south side of Claremont Road.

DIVERSITY OF USES

Table 1 below highlights the composition of units within the centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Princess Road / Claremont Road (Moss Side) Local Centre		
Category	Number of Units	%
Convenience	8	12%
Comparison	17	25%
Retail Services	16	23%
Leisure Services	21	30%
Financial and Business Services	2	3%
Vacant	5	7%
Total	69	100%

Source: Based on Rapleys' Health Check Survey and EGi Radius information.

Princess Road / Claremont Road (Moss Side) Local Centre accommodates town centre uses including takeaway, travel agent, cafe, and restaurants. There are also convenience units within the centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

The vacancy rate is identified as 7% from Rapleys Health Check Survey, which is lower than the national average of 13.9% (Source: British Retail Consortium, July 2023). This only represents 5 units within the centre. Accordingly, by virtue of their size and location, cannot reasonably accommodate the development proposed.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include independent convenience retailers. Comparison retailers are limited to independent comparison retailers. The majority of units are retail services and leisure services retailers. National retailer Timpsons is present within the centre.

ACCESSIBILITY

Princess Road / Claremont Road (Moss Side) Local Centre has good accessibility and it is considered that the network of pavements and crossings that serves the area is of good standard. The centre also benefits from good accessibility via public transport. There are frequent bus services to Wythenshawe, Manchester Airport, and Manchester Piccadilly.

PERCEPTION OF SAFETY AND OCCURRENCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map. However, 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

A visit to the centre was undertaken on 13th August 2024. At the time of the visit pavements and shopfronts were observed to be well-maintained and there is sufficient street lighting throughout the centre, and there is no evidence of a large amount of graffiti in the area.

CONCLUSION

In terms of the assessment criteria Princess Road / Claremont Road (Moss Side) Local Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Princess Road / Claremont Road (Moss Side) Local Centre is in very good health.

CLAREMONT ROAD (MOSS SIDE) LOCAL CENTRE
August 2024

INTRODUCTION

Claremont Road (Moss Side) Local Centre is located approximately 1km west of the application site. The centre is situated along the south side of Claremont Road.

DIVERSITY OF USES

Table 1 below highlights the composition of units within the centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Claremont Road (Moss Side) Local Centre		
Category	Number of Units	%
Convenience	3	15%
Comparison	4	20%
Retail Services	1	5%
Leisure Services	9	45%
Financial and Business Services	0	0%
Vacant	3	15%
Total	20	100%

Source: Based on Rapleys’ Health Check Survey and EGi Radius information.

Claremont Road (Moss Side) Local Centre accommodates town centre uses including takeaway, convenience store, and cafe. There are also convenience units within the centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

The vacancy rate is identified as 15% from Rapleys Health Check Survey, which is higher than the national average of 13.9% (Source: British Retail Consortium, July 2023) but due to the low number of units in the centre, this only represents 3 units. Accordingly, by virtue of their size and location, cannot reasonably accommodate the development proposed.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include independent convenience retailers. Comparison retailers are limited to independent comparison retailers. The majority of units are leisure services retailers. National retailer Betfred is present within the centre.

ACCESSIBILITY

Claremont Road (Moss Side) Local Centre has good accessibility and it is considered that the network of pavements that serves the area is of good standard. The centre also benefits from good accessibility via public transport. There are frequent bus services to Southern Cemetery, and Manchester Piccadilly.

PERCEPTION OF SAFETY AND OCCURRENCE OF CRIME

At the time of this review there was no up to date information from the Police.uk Crime Map. However, 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

A visit to the centre was undertaken on 13th August 2024. At the time of the visit pavements and shopfronts were observed to be well-maintained and there is sufficient street lighting throughout the centre, and there is no evidence of a large amount of graffiti in the area.

CONCLUSION

In terms of the assessment criteria Claremont Road (Moss Side) Local Centre presents lower than average vacant units and has a good mix of retail uses, given this, it is considered that the vitality and viability of the centre is good. The centre benefits from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Claremont Road (Moss Side) Local Centre is in good health.

Retail Impact Tables

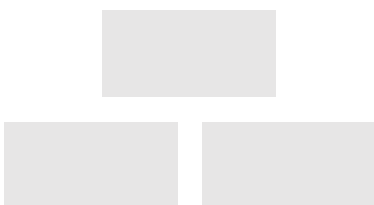


Table 1: Population Forecast for 5 Minute Drive Time Catchment

Year	2024	2025	2026	2027	2028	2029	2030
Catchment Area	68,670	69,119	69,574	70,041	70,510	70,970	71,441

Notes

Figures Provided by Experian Location Analyst (Micromarketer) (March 2025)

Table 2a: Catchment Area Per capita Convenience Expenditure

	2023	2024	2025	2026	2027	2028	2029	2030
Expenditure (£) (with SFT)	£2,093	£2,083	£2,078	£2,078	£2,078	£2,078	£2,078	£2,078
Expenditure (£) (minus SFT)	£1,995	£1,974	£1,962	£1,958	£1,954	£1,950	£1,947	£1,947
SFT Expenditure (£)	£98	£108	£116	£121	£125	£129	£131	£131

Table 2b: Catchment Area Per capita Comparison Expenditure

	2023	2024	2025	2026	2027	2028	2029	2030
Expenditure (£) (with SFT)	£2,988	£2,952	£3,032	£3,126	£3,223	£3,323	£3,426	£3,532
Expenditure (£) (minus SFT)	£2,307	£2,235	£2,259	£2,313	£2,369	£2,426	£2,487	£2,564
SFT Expenditure (£)	£681	£717	£773	£813	£854	£897	£939	£968

Assumptions Regarding Available Expenditure on Convenience Goods

Year	2023	2024	2025	2026	2027	2028	2029	2030
Growth in Expenditure (%)		-0.50%	-0.20%	0.00%	0.00%	0.00%	0.00%	0.00%
Non store spend (SFT) (%)	4.70%	5.20%	5.60%	5.80%	6.00%	6.20%	6.30%	6.30%

Assumptions Regarding Available Expenditure on Comparison Goods

Year	2023	2024	2025	2026	2027	2028	2029	2030
Growth in Expenditure (%)		-1.20%	2.70%	3.10%	3.10%	3.10%	3.10%	3.10%
Non store spend (SFT) (%)	22.80%	24.30%	25.50%	26.00%	26.50%	27.00%	27.40%	27.40%

Notes

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

Growth Rates - Experian Retail Planner Briefing Note 21 (February 2024) - Figure 1a

Special Forms of Trading (SFT) - Experian Retail Planner Briefing Note 21 (February 2024) - Appendix 3

Table 3a: Total Convenience Goods Expenditure

Year	2024	2025	2026	2027	2028	2029	2030
Expenditure (£m) (with SFT)	£143.01	£143.65	£144.60	£145.57	£146.55	£147.50	£148.48
Expenditure (£m) (minus SFT)	£135.57	£135.61	£136.21	£136.84	£137.46	£138.21	£139.13
SFT Expenditure (£m)	£7.44	£8.04	£8.39	£8.73	£9.09	£9.29	£9.35

Notes

Source - Tables 1 & 2

Table 3b: Total Comparison Goods Expenditure

Year	2024	2025	2026	2027	2028	2029	2030
Expenditure (£m) (with SFT)	£202.72	£209.56	£217.48	£225.72	£234.28	£243.12	£252.32
Expenditure (£m) (minus SFT)	£153.46	£156.12	£160.93	£165.91	£171.02	£176.50	£183.18
SFT Expenditure (£m)	£49.26	£53.44	£56.54	£59.82	£63.26	£66.61	£69.14

Notes

Source - Rapleys LLP Tables 1 & 2

Table 4: Proposed Lidl Foodstore Turnover

Proposed Foodstore					
	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	1,016	£7,094	£7.21	£7.20	£7.27
Comparison	254	£4,288	£1.09	£1.08	£1.22
Total	1,270	-	£8.30	£8.28	£8.50

Assumptions Regarding Sales Density Growth Rate

	2024	2025	2026	2027	2028	2029	2030
Convenience Growth Rate (%)	-0.1%	0.0%	0.2%	0.2%	0.2%	0.2%	0.2%
Comparison Growth Rate (%)	-2.6%	1.5%	2.6%	2.6%	2.6%	2.6%	2.6%

Notes

Benchmark Turnover - Sourced from GlobalData (December 2024). Price Base Adjusted from 2043e to 2023. Experian Retail Planner Briefing Note 21 (February 2024) - Appendix 4b

Adjusted for Density Growth - Experian Retail Planner Briefing Note 21 (February 2024) - Figure 4a & 4b

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

Table 5a: Available Convenience Expenditure within Catchment

	2025	2030
Catchment Area Available Expenditure (£m)	£135.61	£139.13
Convenience Turnover of the Proposed Store (£m)	£7.20	£7.27
Percentage of Total Available Convenience Expenditure (%)	5%	5%
Expenditure Remaining (£m)	£128.41	£131.85

Table 5b: Available Comparison Expenditure within Catchment

	2025	2030
Catchment Area Available Expenditure (£m)	£156.12	£183.18
Comparison Turnover of the Proposed Store (£m)	£1.08	£1.22
Percentage of Total Available Convenience Expenditure (%)	1%	1%
Expenditure Remaining (£m)	£155.04	£181.96

Table 5c: Available Convenience and Comparison within Catchment

	2025	2030
Catchment Area Available Expenditure (£m)	£291.73	£322.31
Turnover of the Proposed Store (£m)	£8.28	£8.50
Percentage of Total Available Expenditure (%)	3%	3%
Expenditure Remaining (£m)	£283.45	£313.81

Notes

Available expenditure excludes SFT

Tables 3 & 4

Table 6: Existing Stores Benchmark Turnovers (£m)

LOCATIONS	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)
CATCHMENT AREA						
RUSHOLME						
Lidl	£5.32	£0.79	£6.11	£5.32	£0.81	£6.12
Manchester Superstore	£4.88	£0.00	£4.88	£4.88	£0.00	£4.88
Worldwide Foods (Manchester)	£4.28	£0.00	£4.28	£4.28	£0.00	£4.28
Tesco Express	£5.77	£0.78	£6.55	£5.77	£0.80	£6.56
Local Stores	£8.39	£23.01	£31.41	£8.39	£23.36	£31.75
Sub-Total	£28.62	£24.59	£53.22	£28.62	£24.96	£53.59
FALLOWFIELD						
Sainsburys	£40.46	£6.20	£46.65	£40.46	£6.29	£46.75
Local Stores	£3.80	£8.15	£11.94	£3.80	£8.27	£12.06
Sub-Total	£44.25	£14.34	£58.60	£44.25	£14.56	£58.81
FALLOWFIELD TRIANGLE						
Aldi	£11.06	£1.63	£12.70	£11.06	£1.65	£12.72
Local Stores	£3.80	£2.42	£6.22	£3.80	£2.46	£6.25
Sub-Total	£14.86	£4.05	£18.91	£14.86	£4.11	£18.97
LONGSIGHT						
Asda	£34.72	£5.11	£39.83	£34.72	£5.18	£39.91
Lidl	£6.04	£0.90	£6.94	£6.04	£0.92	£6.95
Appna Continental	£5.23	£0.00	£5.23	£5.23	£0.00	£5.23
Local Stores	£8.51	£24.28	£32.79	£8.51	£24.64	£33.16
Sub-Total	£54.51	£30.29	£84.80	£54.51	£30.75	£85.25
DICKENSON ROAD / ANSON ROAD						
Local Stores	£0.40	£0.59	£0.99	£0.40	£0.60	£1.00
Sub-Total	£0.40	£0.59	£0.99	£0.40	£0.60	£1.00
CLAREMONT ROAD (MOSS SIDE)						
Local Stores	£0.60	£0.79	£1.39	£0.60	£0.80	£1.40
Sub-Total	£0.60	£0.79	£1.39	£0.60	£0.80	£1.40
PRINCESS RD / CLAREMONT RD (MOSS SIDE)						
Local Stores	£1.60	£3.36	£4.96	£1.60	£3.41	£5.01
Sub-Total	£1.60	£3.36	£4.96	£1.60	£3.41	£5.01
Catchment Area Total	£144.84	£78.02	£222.87	£144.84	£79.19	£224.04
BEYOND CATCHMENT AREA						
LEVENSHULME						
Tesco	£11.26	£1.53	£12.79	£11.26	£1.55	£12.81
Asda	£5.27	£0.78	£6.05	£5.27	£0.79	£6.06
Nadeem Super Store	£2.80	£0.00	£2.80	£2.80	£0.00	£2.80
Iceland	£3.46	£0.11	£3.57	£3.46	£0.11	£3.57
Local Stores	£10.11	£45.12	£55.23	£10.11	£45.80	£55.91
Sub-Total	£32.89	£47.54	£80.43	£32.89	£48.25	£81.14
WITHINGTON						
Co-Operative Food	£6.60	£1.25	£7.85	£6.60	£1.27	£7.87
Sainsburys Local	£3.35	£0.51	£3.86	£3.35	£0.52	£3.87
Local Stores	£5.03	£14.51	£19.55	£5.03	£14.73	£19.77
Sub-Total	£14.98	£16.27	£31.26	£14.98	£16.52	£31.50
Lidl, Fallowfield Retail Park (Permitted Store)	£8.60	£1.29	£9.89	£8.69	£1.49	£10.18
BEYOND CATCHMENT AREA TOTAL	£47.88	£63.81	£111.69	£47.88	£64.77	£112.64
Grand Total	£192.72	£141.83	£334.55	£192.72	£143.96	£336.68

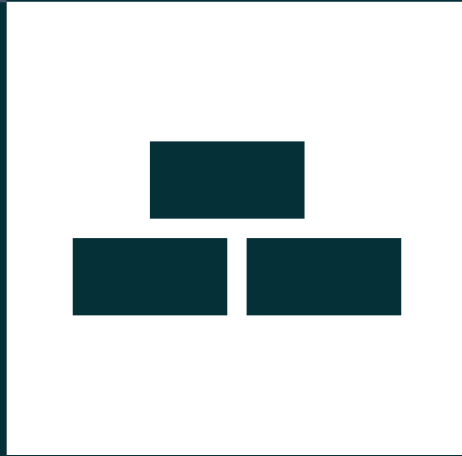
Notes
Benchmark Turnover - Sourced from GlobalData (December 2024). Price Base Adjusted from 2043e to 2023. Experian Retail Planner Briefing Note 21 (February 2024) - Appendix 4b
Adjusted for Density Growth - Experian Retail Planner Briefing Note 21 (February 2024) - Figure 4a & 4b
Assessment years: Base year - 2025, Design year - 2030
Gross Floorspace taken from Experian GOAD and VOA.

Assumptions Regarding Sales Density Growth Rate	2025	2026	2027	2028	2029	2030
Convenience Growth Rate (%)	0.0%	0.2%	0.2%	0.2%	0.2%	0.2%
Comparison Growth Rate (%)	1.5%	2.6%	2.6%	2.6%	2.6%	2.6%

Table 7: Trade Diversion & Impact Patterns (£m) (%)

Proposed Lidl Store						Total Diversion /		Total Turnover		Impact (%)	
Trade Diversion Pattern		2025		2030		2025	2030	2025	2030	2025	2030
Convenience (%)	Comparison (%)	Convenience (£m)	Comparison (£m)	Convenience (£m)	Comparison (£m)	Conv. & Comparison Goods (£m)	Conv. & Comparison Goods (£m)	Total Post Development Turnover (£m)	Total Post Development Turnover (£m)		
RUSHOLME											
15.00%	10.00%	£1.08	£0.11	£1.09	£0.12	£1.19	£1.21	£4.92	£4.91	19.44%	19.82%
3.00%	0.00%	£0.22	£0.00	£0.22	£0.00	£0.22	£0.22	£4.66	£4.66	4.43%	4.48%
2.00%	0.00%	£0.14	£0.00	£0.15	£0.00	£0.14	£0.15	£4.13	£4.13	3.37%	3.40%
5.00%	0.00%	£0.36	£0.00	£0.36	£0.00	£0.36	£0.36	£6.19	£6.20	5.50%	5.54%
2.00%	15.00%	£0.14	£0.16	£0.15	£0.18	£0.31	£0.33	£31.10	£31.42	0.97%	1.04%
27.00%	25.00%	£1.84	£0.27	£1.96	£0.31	£2.21	£2.27	£51.00	£51.32	4.16%	4.24%
12.50%	10.00%	£0.90	£0.11	£0.91	£0.12	£1.01	£1.03	£45.65	£45.71	2.16%	2.21%
2.00%	10.00%	£0.14	£0.11	£0.15	£0.12	£0.25	£0.27	£11.69	£11.80	2.11%	2.22%
14.50%	20.00%	£1.04	£0.22	£1.05	£0.24	£1.26	£1.30	£67.34	£67.51	2.15%	2.21%
FALLOWFIELD TRIANGLE											
7.50%	1.00%	£0.54	£0.01	£0.55	£0.01	£0.55	£0.56	£12.14	£12.16	4.34%	4.38%
0.50%	0.00%	£0.04	£0.00	£0.04	£0.00	£0.04	£0.04	£6.18	£6.22	0.58%	0.58%
8.00%	1.00%	£0.58	£0.01	£0.58	£0.01	£0.59	£0.59	£18.33	£18.38	3.10%	3.13%
LONGSIGHT											
10.00%	10.00%	£0.72	£0.11	£0.73	£0.12	£0.83	£0.85	£39.00	£39.06	2.08%	2.13%
10.00%	10.00%	£0.72	£0.11	£0.73	£0.12	£0.83	£0.85	£6.11	£6.10	11.92%	12.22%
0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£5.22	£5.22	0.34%	0.35%
0.25%	5.00%	£0.02	£0.05	£0.02	£0.06	£0.07	£0.08	£32.72	£33.08	0.22%	0.24%
20.50%	25.00%	£1.48	£0.27	£1.49	£0.31	£1.75	£1.80	£83.05	£83.46	2.06%	2.11%
DICKENSON ROAD / ANSON ROAD											
0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£0.97	£0.98	2.36%	2.43%
0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£0.97	£0.98	2.36%	2.43%
CLAREMONT ROAD (MOSS SIDE)											
0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£1.37	£1.38	1.29%	1.30%
0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£1.37	£1.38	1.29%	1.30%
PRINCESS RD / CLAREMONT RD (MOSS SIDE)											
0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£4.94	£4.99	0.47%	0.49%
0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£4.94	£4.99	0.47%	0.49%
70.75%	72.00%	£5.09	£0.78	£5.15	£0.88	£5.87	£6.03	£217.00	£218.01	2.63%	2.69%
BEYOND CATCHMENT AREA											
LEVENSHULME											
2.00%	1.00%	£0.14	£0.01	£0.15	£0.01	£0.15	£0.16	£12.64	£12.66	1.21%	1.23%
1.00%	1.00%	£0.07	£0.01	£0.07	£0.01	£0.08	£0.08	£5.96	£5.97	1.37%	1.40%
0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£2.78	£2.78	0.64%	0.65%
0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£3.55	£3.55	0.50%	0.51%
0.00%	5.00%	£0.00	£0.05	£0.00	£0.06	£0.05	£0.06	£55.18	£55.85	0.10%	0.11%
3.50%	7.00%	£0.25	£0.08	£0.25	£0.09	£0.33	£0.34	£80.10	£80.80	0.41%	0.42%
0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£7.82	£7.84	0.30%	0.31%
0.25%	0.00%	£0.02	£0.00	£0.02	£0.00	£0.02	£0.02	£3.84	£3.85	0.47%	0.47%
0.25%	0.50%	£0.02	£0.01	£0.02	£0.01	£0.02	£0.02	£19.52	£19.74	0.12%	0.12%
0.75%	1.00%	£0.05	£0.01	£0.05	£0.01	£0.06	£0.07	£31.19	£31.43	0.21%	0.21%
15.00%	10.00%	£1.08	£0.11	£1.09	£0.12	£1.19	£1.21	£8.70	£8.96	12.01%	11.92%
19.25%	18.00%	£1.39	£0.19	£1.40	£0.22	£1.58	£1.62	£120.00	£121.20		
90.00%	90.00%	£6.48	£0.97	£6.55	£1.10	£7.46	£7.65	£337.00	£339.21		

INFLOW (%/£M)	10.0%	10.0%	£0.72	£0.11	£0.73	£0.12
OVERALL TOTAL (%/£M)	100.0%	100.0%	£7.20	£1.08	£7.27	£1.22



For further details contact:
Jake Challinor-Smith
j.challinorsmith@rapleys.com
York House York Street
Manchester M2 3BB

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