

RAPLEYS

Planning and Retail Statement for
Lidl Great Britain Limited

**550 MAULDETH ROAD WEST,
CHORLTON, M21 7AA**

November 2022

Our Ref: 22-00685



York House
York Street
Manchester M2 3BB

Contents

	Quality Assurance	1
1	Introduction.....	2
2	Site and Surroundings.....	4
3	Pre-Application Consultation	7
4	Proposed Development	9
5	The Lidl Operation	10
6	Planning Policy context	17
7	Sequential Site Assessment	21
8	Town Centre Health Overview	24
9	Retail Impact Assessment	32
10	Planning Assessment	41
11	Summary and Conclusions.....	48

Appendices

Appendix 1	Site Location Plan
Appendix 2	Catchment Plan
Appendix 3	Sequential Site Assessment
Appendix 4	Town Centre and Local Centre Health Checks
Appendix 5	Retailer Representation versus Catchment Area
Appendix 6	Retail Impact Tables
Appendix 7	Policy Analysis Table
Appendix 8	CGI

QUALITY ASSURANCE

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2008.

Created by:	Joshua Ambrus MPLAN MRTPI Joshua.ambrus@rapleys.com
Signature:	 J. Ambrus (Dec 1, 2022 09:20 GMT)
Checked by:	Jonathan Harper MA (Hons) MTCP MRTPI AssocRICS Jonathan.harper@rapleys.com
Signature:	 J. R. Harper (Dec 1, 2022 09:22 GMT)

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 Lidl foodstore (Use Class E) with associated car parking and landscaping at 550 Mauldeth Road West, Chorlton. 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 1,988 sq.m Gross Internal Area (GIA) with a net sales area of 1,360 sq.m; 85 car parking spaces (including 4 disabled, 9 parent & child spaces, 2 electric vehicle charging (EVC) spaces.
- 1.3 The proposal will provide increased competition and consumer choice and create additional local jobs, in addition to improving convenience shopping in the Chorlton area of Manchester.
- 1.4 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.
- 1.5 The 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	Space
Design and Access Statement	Space
Statement of Community Involvement	Rapleys
Planning and Retail Statement	Rapleys
Transport Statement	SCP
Travel Plan	SCP
Geo-Environmental Assessment Report	Brownfield Solutions
Flood Risk Assessment with Outline Drainage Strategy	Topping Engineers
Noise Impact Assessment	Miller Goodall
Air Quality Assessment	Miller Goodall
Ecological Survey	Enzygo
Landscape Plan	FDA
Lighting	Signify
Energy Statement	DDA
Crime Impact Statement	GMP
Heritage Impact Assessment	Purcell

- 1.6 The submission documents conclude that the proposed development is acceptable and should be supported in planning terms. Therefore, planning permission should be forthcoming.
- 1.7 Against this background, the content of this Statement has been set out as follows:
1. Introduction;

-
2. Site and Surroundings;
 3. Pre-Application Consultation;
 4. Proposed Development;
 5. The Lidl Operation;
 6. Planning Policy Context;
 7. Sequential Site Assessment;
 8. Retail Impact Assessment;
 9. Planning Assessment; and
 10. Summary and Conclusions.

2 SITE AND SURROUNDINGS

SITE

- 2.1 The site is approximately 0.7ha and is located to the north of Mauldeth Road West and east of Nell Lane. The site is bound by Mauldeth Road West to the south east, Nell Lane to the south west, Chorlton High School to the north and Mauldeth House office building and associated car park, and Hough End Hall to the west.
- 2.2 The site comprises the Lowry House office building located to the north of the site, with associated car parking to the south, east and north west. The existing vehicular site access is taken from Nell Lane.
- 2.3 The existing buildings present on site will be demolished. Through Planning Application Ref. 134169/DEM/2022 Manchester City Council confirmed Prior Approval for the demolition of Lowry House was not required on 22nd July 2022.

OWNERSHIP

- 2.4 The application site is currently owned by the applicants, Lidl.

SURROUNDINGS

- 2.5 The surrounding area contains a mix of uses. Beyond Mauldeth Road West to the east of the site, the area is predominantly residential in character. Chorlton Park is located to the south of the site beyond Nell Lane. The immediate surroundings of the site include Mauldeth House office building, the Grade II* Listed Hough End Hall, and Chorlton High School.

ACCESS

- 2.6 Vehicular access is to be taken off the existing access road from Nell Lane.
- 2.7 Footways are also available on both sides of Mauldeth Road West and Nell Lane with adequate street lighting also in place. The surrounding area benefits from a good level of pedestrian infrastructure.

SITE CONSTRAINTS

- 2.8 The site does not contain a Listed or Locally Listed building, however Hough End Hall, a Grade II* Listed Building is located immediately adjacent to the site.
- 2.9 The site is not located within or adjacent to a Conservation Area nor in close proximity to a Conservation Area.
- 2.10 Mauldeth House and 550 Mauldeth Road West are subject to an Article 4 Direction as part of the South Manchester Offices Direction which came into force on 1st May 2019.
- 2.11 The site is located within Flood Zone 1 and is least vulnerable to flooding as defined by the Environment Agency.

PLANNING HISTORY

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

Reference	Description	Decision	Decision Date
134169/DEM/2022	Prior Notification for the demolition of Lowry House	Approved	22 nd July 2022
127685/NMC/2020	Non-Material Change to alteration of cladding materials and introduction of louvres to windows approved under planning permission 126023/FO/2020	Approved	20 th August 2020
126023/FO/2020	Change of use from offices (Use Class B1) to a school (Use Class D1) for a temporary period (until 30 th September 2021) and external alterations to provide a new staircase to Lowry House (to enable the continued use as a temporary school).	Approved	27 th March 2020
120366/P4C/2018	Use as a state-funded school for the purposes of Class C.2 (a) Part 4 of Schedule 2 of the Order commencing 10 September 2018 until the permanent proposed premises at the Hough End Centre is ready for occupation.	Approved	18 th June 2018
087542/FO/2008/S1	Installation of 6 (no.) air conditioning units (ground level) enclosed by a new brick wall to north elevation	Approved	30 th September 2008
070520/FO/2004/S1	Construction of disabled access ramp	Approved	19 th April 2004
066447/FO/SOUTH1/02	Erection of replacement fencing 2.1m high welded mesh to site boundaries along Mauldeth Road West, Nell Lane and part of NW boundary	Approved	10 th December 2002
057415/FO/SOUTH1/99	Raising existing pedestrian access entrance wall and gate from 925mm to 1800mm	Approved	18 th October 1999
054248/FO/SOUTH2/98	Elevational alterations including new entrance canopy and construction of disabled access	Approved	18 th June 1998

-
- 2.13 The most recent use of Lowry House was for temporary Class D1 use (now Class F1) which expired in September 2021, the site therefore reverts to its previous Use Class of B1 which is now Use Class E (Commercial, Business and Service).

3 PRE-APPLICATION CONSULTATION

3.1 The National Planning Policy Framework (NPPF) outlines the need for effective consultation as part of the development process in association with the preparation of planning applications.

3.2 In this regard, the applicant undertook pre-application consultation with the Local Planning Authority (LPA) and local residents prior to submitting a planning application.

MANCHESTER CITY COUNCIL

3.3 Prior to submitting the planning application, the applicant undertook pre-application consultation with the LPA. This comprised a formal pre-application meeting between the applicant's development team and Jennifer Connor and David Lawless. The meeting took place on 6th April 2022. A further meeting took place with Jennifer Connor and Des Jones on Tuesday 12th July 2022.

3.4 At the meeting, the applicant's proposal was outlined to the Officer and discussions were held on numerous topics including site background, development proposals, the planning policy position, scope of the planning application, and timings for the applications submission.

3.5 Written advice in relation to design and heritage from Manchester City Council was provided on 12th October 2022.

3.6 Section 10 of this Statement addresses the points raised within the written pre-application response.

3.7 In addition, the planning application is supported with technical information and assessments that have been identified as necessary, in the pre-application feedback.

ENGAGEMENT WITH WARD COUNCILLORS

3.8 A meeting was held on Friday 22nd July 2022 between the applicant's development team and the three local Ward Councillors for the Chorlton Park Ward; Councillor Mandie Shilton Godwin, Councillor Joanna Midgley, and Councillor Dave Rawson.

3.9 At the meeting, the applicant's proposal was outlined, and discussions were held on numerous topics including site background, development proposals, the planning policy position, scope of the planning application, and timings for the applications submission.

ENGAGEMENT WITH THE LOCAL COMMUNITY

3.10 The applicant has also undertaken consultation with the local community within which the application is proposed. The community consultation comprised:

- The delivery of 10,044 leaflets to surrounding addresses inviting people to register their comments and thoughts online;
- A web page giving further details of the proposal and inviting feedback was set up;
- A Public Exhibition was held at Chorlton High School on 22nd September 2022, and
- A dedicated phone number for residents to register their comments.

3.11 The four-page A5 leaflets were printed in full colour and gave details of the proposed development, including a computer-generated visualisation of the finished store and the proposed site plan. The leaflets invited local residents to register their comments online.

-
- 3.12 At the public exhibition, the proposals were displayed on consultation banners, and the public were invited to provide their comments. Members of Lidl's development team, including highway consultants were in attendance to answer questions.
- 3.13 In total, 645 responses to the online survey were received with a further 55 written comments provided at the public exhibition. 63% (425) of respondents support the proposed development. 164 individuals expressed a lack of support for the proposed development in this location, while 13% (88 individuals) indicated that they were undecided.
- 3.14 Further details of the 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 scheme will be delivered;
 - The provision of 85 car parking spaces; and
 - Dedicated cycle parking stands.
- 4.2 The proposed Lidl store will be 1,988 sq.m Gross Internal Area (GIA) with a net sales area of 1,360 sq.m of which 1,088 sq.m (approx. 80% of net floor space) will be for convenience good sales. A figure of 272 sq.m (approx. 20% of net floor space) has been identified for comparison goods sales. This is considered to represent a robust gross/net breakdown for undertaking a retail assessment.
- 4.3 The new Lidl foodstore will be located to the north of the site with the car parking area directly in front of the store extending to the south. The delivery bay will be located to the north of the site adjacent to the north east elevation of the building.
- 4.4 Vehicular access to the Lidl foodstore will be from Nell Lane via the widening of the existing access road. HGV vehicles will continue down the existing access road to the rear of the store, whilst customers will access the car park to the front of the store. The proposed car park will provide a total of 85 car parking spaces with 9 Parent & Child spaces, 4 disabled spaces, 2 electric vehicle charging spaces, and 5 staff parking spaces.
- 4.5 The proposed new Lidl store, and the overall site, will have a clean and contemporary design featuring a glazed façade along its south west elevation facing Nell Lane which wraps around the front of the store. This will provide views through to Hough End Hall.
- 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 are a substantial presence in the convenience retail market, with over 900 stores currently trading in the UK. Lidl invested £1.5 billion in its UK expansion drive between 2017-2019, and are committing to investing a further £1.3 billion in 2021 and 2022. They are in the process of delivering around 60 new stores across the UK helping them to achieve their goal of 1000 stores by 2023. The Kantar Worldpanel Grocery Market Share data found that on 4 September 2022 Lidl was the sixth largest convenience retailer in Great Britain, with 7.1% of the market share.

DISCOUNT FORMAT

5.4 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.

5.5 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 will 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.

5.6 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.

5.7 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)."

5.8 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.)"

- 5.9 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 food stores 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.”

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

- 5.11 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.”

- 5.12 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.”

- 5.13 The different offer provided by discount food stores to the likes of Tesco and Sainsbury’s is now widely recognised and accepted.

LIMITED PRODUCT RANGE

- 5.14 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).

- 5.15 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.

- 5.16 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

- 5.17 Lidl stores also differ from other convenience retailers by not offering any of the following products or services:
- Fresh meat and fish counter;
 - Café / restaurant;
 - Delicatessen/cheese counter;
 - Hot food counter;
 - Home Delivery/click and collect;
 - Pharmacy;
 - Dry-cleaning service;
 - Post Office services;
 - Photographic shop; and
 - Mobile phone shop.
- 5.18 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.
- 5.19 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

- 5.20 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 (only open for 6 consecutive hours).
- 5.21 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

- 5.22 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 sq.m gross external area (GEA). This equates to a net sales area of approximately 1,300 sq.m Gross Internal Area. There are a number of reasons why this size of store is required. The minimum new store concept store size that is normally required by Lidl (unless there are unusual circumstances) is a single level store of circa 2,200 sq.m gross GEA. This equates to a net sales area of approximately 1,300 sq.m.

- 5.23 A single level store of c.2,200 sq.m 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.
- 5.24 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. Also, by placing bulky products on the sales floor, Lidl ensure easy access to these items for all customers.
- 5.25 It has been recognised by the Secretary of State and Planning Inspectors that a single level retail operation is essential to 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/04/1171310 & APP/G3110/A/05/1195688) 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.”*
- 5.26 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

- 5.27 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.
- 5.28 As stated above, many customers use Lidl stores to purchase part of their main grocery shop (i.e. basic staples), 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 or workplace 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

- 5.29 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.”

- 5.30 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 1 October 2022, pay rises for store and warehouse staff saw entry-level hourly rates rise to £10.90 (£11.95 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; and a 10% discount in Lidl stores
- 5.31 Lidl offer 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.
- 5.32 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

- 5.33 Lidl products are purchased throughout Europe and then packaged and distributed directly to the relevant Regional Distribution Centre (RDC), of which there are currently 13 in the UK, for onward distribution to its stores across the UK. The nearest RDC to Chorlton is Runcorn.
- 5.34 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. This provides all the necessary products for the store, including frozen and chilled goods, which are carried using individual temperature-controlled units that can be loaded on to the vehicle. This ensures minimum disruption by removing the need for noisy air conditioning units on the vehicle.
- 5.35 During deliveries, it is company policy that vehicle engines are switched off to reduce noise and disturbance. 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

- 5.36 Lidl implement a variety of measures to minimise the environmental impact of its stores and to contribute toward sustainability objectives, including:
- 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;
 - 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;

- 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;
- Lidl stores include highly efficient condensing boilers, which recover waste heat from the combustion process. All heating is regulated by sensors;
- Lidl stores use a manual dock leveller for deliveries, reducing noise emissions and energy use;
- 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;
- Water consumption is carefully monitored, and flow control devices and water meters are fitted in all stores; and
- 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.

5.37 Lidl also produce and implement Travel Plans to promote sustainable transport choices. A Travel Plan has been submitted as part of the application.

5.38 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

5.39 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.

5.40 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

5.41 The key trading characteristics that distinguish Lidl from the mainstream convenience retailers and smaller independent retailers are therefore as follows:

1. **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.
2. **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.

3. **Small store size and localised catchment** - Lidl stores do not draw customers from a wide area.
4. **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.

5.42 The above factors ensure that the trading impacts of new Lidl stores on existing retailers and centres are very limited.

5.43 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 (2021) (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 clear 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.
- 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 ensuring the vitality of town centres and sets the requirement for a sequential test to planning applications for main town centre uses that are in edge-of-centre locations.
- 6.6 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 encourage walking and cycling as well as active street frontages.
- 6.7 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.
- 6.8 Section 11 of the Framework (Making effective use of land) supports as much use as possible of previously developed land and vacant buildings for development such as retail.
- 6.9 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.

6.10 Section 14 of the Framework (Meeting the challenge of climate change, flooding and coastal change) highlights the importance of supporting minimising the reduction of emissions and encouraging the use of renewable and low carbon energy.

6.11 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 remediate contaminated land, where appropriate.

THE DEVELOPMENT PLAN

6.12 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).

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

6.13 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.

6.14 There are no specific policies within this document that are considered to be of direct relevance to the development proposed.

Manchester Core Strategy (2012)

6.15 The Core Strategy was adopted by Manchester City Council on 11th July 2012. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision. The key policies of relevance to this planning application are set out below.

6.16 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.

6.17 Policy DM1 (Development Management) sets out the criteria for which development proposals should have regard to. This includes design, amenity, accessibility, and flood risk.

6.18 Policy C6 (South Manchester District Centres) states that across the area there is capacity for both further convenience and comparison retailing floorspace.

6.19 Policy C9 (Out-of-Centre Development) sets out that out of centre development will need to pass both the Sequential and Retail Impact Tests. A full retail impact assessment is required for proposals over 2,500 sq.m.

6.20 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.

-
- 6.21 Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) requires new development to reduce energy consumption through design and energy generating techniques.
 - 6.22 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 to be accompanied by an Energy Statement.
 - 6.23 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.
 - 6.24 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.
 - 6.25 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.
 - 6.26 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.
 - 6.27 Policy T1 (Sustainable Transport) states that the Council will support proposals which improve choice, promote regeneration, improve access, enhance pedestrian routes, and improve the cycle network.
 - 6.28 Policy T2 (Accessible Areas) of Opportunity and Need seeks to ensure new development is easily accessible by walking, cycling and public transport.

EMERGING PLANNING POLICY

Places for Everyone (formerly Greater Manchester Spatial Framework)

- 6.29 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. The plan is a joint Development Plan of the nine districts.
- 6.30 The Places for Everyone Plan has come forward as a result of the GMSF, which was intended to be a joint Development Plan, that would encompass all 10 Greater Manchester Authorities including Manchester City Council. However, on 3rd December 2020, Stockport Council voted against supporting the GMSF and subsequently withdrew from the GMSF process. On 11th December 2020, the GMCA resolved to progress a Joint Plan of the nine remaining authorities.
- 6.31 The Places for Everyone: Publication Plan was published for Regulation 19 public consultation on 9th August 2021 and subsequently submitted to the Secretary of State for Examination on 14th February 2022. Inspectors have now been appointed to examine the Plan and the examination hearings are currently taking place from 1st November 2022 to 30th March 2023.

-
- 6.32 There are no policies of relevance to the application site and the development proposed.
- 6.33 On the basis of the above, the Places for Everyone Development Plan can carry some weight in the decision making process at this point in time.

EVIDENCE BASE

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

- 6.34 Alyn Nicholls & Associates were commissioned by Manchester City Council to provide an update 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.
- 6.35 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.
- 6.36 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.
- 6.37 However, the findings of the above studies are considered out of date, as they are over 10 years old at the time of writing.

SUMMARY

- 6.38 From the foregoing commentary, the following conclusions are reached:
1. There is strong emphasis in planning being used in a positive manner to facilitate sustainable economic growth, and that planning should be operated to encourage and not act as an impediment to growth. Retail is classified as a form of economic development within the NPPF; and
 2. Planning policy is permissive of retail development outside of designated Town Centres if the sequential and impact tests are satisfactorily addressed.
 3. Policy advises that the scale and scope of retail assessments should be proportionate to the scale of development proposed.

7 SEQUENTIAL SITE ASSESSMENT

7.1 This section sets out the applicant's approach to the sequential site assessment taking into consideration the out-of-centre location of the site in retail planning terms, and the requirements of national and local retail policy.

7.2 The NPPF requires that the sequential approach to site selection should be applied to all development proposals for main Town Centre uses that are not in an identified centre and not in accordance with an up-to-date Development Plan. 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.

7.3 Accordingly, a sequential site assessment has been undertaken because the site occupies an out-of-centre location. The proposal is assessed against local and national policy requirements below.

Methodology

7.4 The National Planning Practice Guidance (NPPG) 'Ensuring the vitality of Town Centres' provides guidance on the application and interpretation of the sequential test. This includes the importance for scoping the remit of the sequential (and impact) assessment, for agreement between the applicant and Local Planning Authority (ref: ID 2b-015-20140306).

7.5 The NPPF further identifies those considerations (ref: ID 2b-010-20140306) 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 has 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.

7.6 Potentially sequentially preferable Town Centre sites within the agreed catchment area should be identified and considered in terms of their ability to accommodate the application proposal.

Catchment Area

7.7 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 drive-time from the chosen site. A catchment plan is included at **Appendix 2** for reference.

7.8 Drawing on this approach, the applicant has undertaken a sequential site assessment appropriate to the proposal's catchment area. This encompasses the following centres:

- Chorlton District Centre;
- Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre; and

- West Didsbury/Burton Road Local Centre.

7.9 These centres have been provided to Manchester City Council through pre-application discussions. No written feedback has been received at the time of writing.

Scope of Assessment

7.10 When addressing the sequential approach, both the applicant and Local Planning Authority 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 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 Dundee decision applies 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 judgments 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 On this basis, the following parameters have been identified, which reflect the development proposed 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 goods 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's Development Plan Documents was undertaken, along with a review of relevant online property databases, inter alia Nova Local, EGI, Co-Star Focus, in addition to a site visit to review potential sites.

7.18 Full detail of the sites assessed is included at **Appendix 3**.

7.19 From a comprehensive review of the above, there are no sequentially preferable sites which are both suitable and available to accommodate the broad type of development proposed through this planning application.

SUMMARY

7.20 As set out above, a 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 which are capable of accommodating the broad type of development proposed through this planning application, 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 new retail development which is not situated within a defined retail centre. The scheme complies with the requirement of paragraphs 87 and 88 of the NPPF.

8 TOWN CENTRE HEALTH OVERVIEW

8.1 The NPPG advises that a judgement as to whether the impacts from retail development are significant can only be reached in the context of understanding the current vitality and viability of any affected defined centres within or in close proximity to the catchment area of the proposal.

8.2 Accordingly, in September 2022 Rapleys undertook health check assessments of the defined retail centres located within and in close proximity to the catchment area of the proposed development. The assessment have had regard to the key indicators of 'health' contained in the NPPG. In-person visits to all centres were carried out to inform the assessments.

8.3 The assessments can be found at **Appendix 4**. Summaries are provided below.

CHORLTON DISTRICT CENTRE

8.4 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 September 2022. This assessment is summarised in Table 8.1 below.

Table 8.1. Diversity of Uses within Chorlton District Centre		
Category	#	%
Convenience	16	7%
Comparison	38	16%
Retail Services	57	24%
Leisure Services	95	40%
Financial and Business Services	9	4%
Vacant	22	9%
Total	238	100%

8.5 Rapleys Health Check Assessment identifies a vacancy rate of 9% (22 units), which is below the UK national average of 14.1% (Source: British Retail Consortium, April 2022).

8.6 Chorlton District Centre accommodates town centre uses including Restaurants, Takeaways, Hairdressers, Estate Agents, and retailers.

8.7 The convenience retailers include Co-op, Morrisons, Tesco Express, Quality Save, and M&S Simply Food. In addition, other national retailers represented include Holland & Barrett, William Hill, Barclays, Boots, McDonalds, and Papa Johns.

8.8 The Centre also benefits from good accessibility from public transport. There is a tram stop located within the Centre. There is a bus station located within the Centre boundary on Barlow Moor Road with frequent services to Piccadilly Gardens and The Trafford Centre. Additional bus stops within the centre provide services to Stockport, and Arrowfield Estate.

8.9 Overall, it is considered that the vitality and viability of Chorlton District Centre is good, with a good range of uses, good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Chorlton District Centre is in very good health.

DIDSBURY DISTRICT CENTRE

- 8.10 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 September 2022. This assessment is summarised in Table 8.2 below.

Table 1. Diversity of Uses within Didsbury District Centre		
Category	#	%
Convenience	13	10%
Comparison	25	20%
Retail Services	40	31%
Leisure Services	42	33%
Financial and Business Services	4	3%
Vacant	4	3%
Total	128	100%

- 8.11 Rapleys Health Check Assessment identifies a vacancy rate of 3% (4 units), which is substantially below the UK national average of 14.1% (Source: British Retail Consortium, April 2022).
- 8.12 Didsbury District Centre accommodates town centre uses including Restaurants, Takeaways, Hairdressers, Estate Agents, and retailers.
- 8.13 The convenience retailers include Aldi, Tesco Express, Londis, Co-op, and M&S Simply Food. National retailers include Domino's, Ladbroke's, Boots, Timpsons, Holland & Barrett, and Café Nero.
- 8.14 Didsbury 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. There is a tram stop located within the Centre. The Centre also benefits from good accessibility from public transport. Bus stops within the centre provide regular services to Piccadilly Gardens, The Trafford Centre, Altrincham, East Didsbury, Handforth Dean, Stockport, and North Reddish.
- 8.15 Overall, it is considered that the vitality and viability of Didsbury District Centre is good, with good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Didsbury District Centre is in very good health.

WITHINGTON DISTRICT CENTRE

- 8.16 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 September 2022. This assessment is summarised in Table 8.3 below.

Table 8.3. Diversity of Uses within Withington District Centre		
Category	#	%
Convenience	15	11%
Comparison	20	15%
Retail Services	43	32%
Leisure Services	34	25%

Financial and Business Services	10	7%
Other	2	1%
Vacant	12	9%
Total	136	100%

- 8.17 Rapleys Health Check Assessment identifies a vacancy rate of 9% (12 units), which is below the UK national average of 14.1% (Source: British Retail Consortium, April 2022).
- 8.18 Withington District centre accommodates town centre uses including hairdressers, beauty salon, estate agent, off-license, optician, solicitors, restaurant and takeaways. There are also convenience units within the centre.
- 8.19 The convenience offerings identified include a number of independent convenience retailers in addition to Co-Op and Sainsbury's Local.
- 8.20 Withington 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 frequent bus services to Didsbury, Reddish, Stockport, Middleton, and Manchester. Cycle lanes are marked in both directions.
- 8.21 Overall, it is considered that the vitality and viability of Withington District Centre is good, with good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Withington District Centre is in very good health.

FALLOWFIELD DISTRICT CENTRE

- 8.22 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 September 2022. This assessment is summarised in Table 8.1 below.

Table 8.4. Diversity of Uses within Fallowfield District Centre		
Category	#	%
Convenience	3	4%
Comparison	2	3%
Retail Services	10	14%
Leisure Services	34	48%
Financial and Business Services	8	11%
Other	3	4%
Vacant	11	15%
Total	71	100%

- 8.23 Rapleys Health Check Assessment identifies a vacancy rate of 15% (11 units), which is slightly above the UK national average of 14.1% (Source: British Retail Consortium, April 2022).
- 8.24 Fallowfield District Centre accommodates town centre uses such as bars and restaurants, barber shops, estate agents and pharmacy. There are also convenience units within the centre.

8.25 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.

8.26 Overall, it is considered that the vitality and viability of Fallowfield District Centre is good, with good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Fallowfield District Centre is in good health.

BARLOW MOOR RD/MAULDETH RD WEST (CHORLTON PARK) LOCAL CENTRE

8.27 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 September 2022. This assessment is summarised in Table 8.5 below.

Table 8.5. Diversity of Uses within Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre		
Category	#	%
Convenience	3	13%
Comparison	1	4%
Retail Services	5	21%
Leisure Services	10	42%
Financial and Business Services	2	8%
Vacant	3	13%
Total	24	100%

8.28 Rapleys Health Check Assessment identifies a vacancy rate of 13% (13 units), which is slightly below the UK national average of 14.1% (Source: British Retail Consortium, April 2022).

8.29 Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre accommodates town centre uses including Pharmacy, Takeaways, Post Office, Accountant, and barber. The convenience retailers include local convenience retailers.

8.30 Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local 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 from public transport. Bus stops within the centre provide regular services to The Trafford Centre, Stockport, and Withington. The Centre also benefits from the Barlow Moor Road Metrolink stop.

8.31 Overall, it is considered that the vitality and viability of Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local centre is good, with good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre is in good health.

BEECH RD/STOCKTON RD/CHORLTON GREEN (CHORLTON) LOCAL CENTRE

8.32 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 September 2022. This assessment is summarised in Table 8.6 below.

Table 8.6. Diversity of Uses within Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre.

Category	#	%
Convenience	2	5%
Comparison	12	28%
Retail Services	10	23%
Leisure Services	15	35%
Financial and Business Services	1	2%
Vacant	3	7%
Total	43	100%

- 8.33 Rapleys Health Check Assessment identifies a vacancy rate of 7% (3 units), which is below the UK national average of 14.1% (Source: British Retail Consortium, April 2022).
- 8.34 Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre accommodates town centre uses including Hairdresser, Takeaways, restaurants, Estate Agent, and jewellers. The convenience retailers include the Co-op and a local convenience retailer.
- 8.35 Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local 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 from public transport. Bus stops just outside the centre provide regular services to Piccadilly Gardens, Chorlton, and Withington.
- 8.36 Overall, it is considered that the vitality and viability of Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre is good, with good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre is in good health.

MERSEYBANK LOCAL CENTRE

- 8.37 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 September 2022. This assessment is summarised in Table 8.7 below.

Table 8.7. Diversity of Uses within Merseybank Local Centre.

Category	#	%
Convenience	2	15%
Comparison	2	15%
Retail Services	1	8%
Leisure Services	3	23%
Financial and Business Services	2	15%
Vacant	3	23%
Total	13	100%

- 8.38 Rapleys Health Check Assessment identifies a vacancy rate of 23% but this represents only 3 units in the context of there only being 13 units in the Centre in total. This is above the UK national average of 14.1% (Source: British Retail Consortium, April 2022).

- 8.39 Merseybank Local Centre accommodates town centre uses including a convenience store, pharmacy, takeaway and café. The convenience retailers include Go Local and Premier Convenience stores.
- 8.40 Merseybank Local Centre is highly accessible, 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 from public transport. Bus stops within the centre provide regular services to Chorlton.
- 8.41 Overall, it is considered that the vitality and viability of Merseybank Local Centre is good, with good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Merseybank Local centre is in good health.

WEST DIDSBURY/BURTON ROAD LOCAL CENTRE

- 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 September 2022. This assessment is summarised in Table 8.8 below.

Table 8.8. Diversity of Uses within West Didsbury / Burton Road Local Centre		
Category	#	%
Convenience	6	8%
Comparison	10	14%
Retail Services	13	18%
Leisure Services	38	54%
Financial and Business Services	0	0%
Vacant	4	6%
Total	71	100%

- 8.43 Rapleys Health Check Assessment identifies a vacancy rate of 13% (13 units), which is slightly below the UK national average of 14.1% (Source: British Retail Consortium, April 2022).
- 8.44 West Didsbury / Burton Road Local Centre accommodates town centre uses including Takeaways, Hairdressers, Beauty Salons, and restaurants. Convenience retailers within the centre include the Co-op and Tesco Express.
- 8.45 West Didsbury / Burton Road Local 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 from public transport. Bus stops within the centre provide regular services to Chorlton, Withington, and Piccadilly Gardens. The Centre is also served by the Burton Road Metrolink stop.
- 8.46 Overall, it is considered that the vitality and viability of West Didsbury / Burton Road Local Centre is good, with good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that West Didsbury / Burton Road Local Centre is in good health.

STRETFORD MALL

- 8.47 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 September 2022. This assessment is summarised in Table 8.9 below.

Table 8.9. Diversity of Uses within Stretford Mall		
Category	#	%
Convenience	6	7%
Comparison	25	28%
Retail Services	14	16%
Leisure Services	12	13%
Financial and Business Services	7	8%
Vacant	26	29%
Total	90	100%

- 8.48 Rapleys Health Check Assessment identifies a vacancy rate of 29% (26 units), which is above the UK national average of 14.1% (Source: British Retail Consortium, April 2022).
- 8.49 Stretford Mall is subject to a comprehensive redevelopment scheme as part of planning application 103844/HYB/21 for a mixed use development comprising up to 13,000 sqm of commercial, business and service floorspace (Use Class E); up to 2,800 sqm of public house or drinking establishment floorspace (Sui Generis); up to 720 sqm of learning and non-learning institutions (Use Class F1); up to 2,400 sqm for local community uses (Use Class F2); and up to 800 residential units (Use Class C3).
- 8.50 Stretford Mall accommodates town centre uses including newsagent, Beauty Salon, Takeaways, Optician, clothes retailers, and Cafe. The convenience retailers include Quality Save, Stretford General Store, Heron Foods, and Aldi. National retailers include Lloyds Bank, Card Factory, WH Smith, EE, Specsavers, and PureGym amongst others.
- 8.51 Stretford Mall 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 providing services to The Trafford Centre, Piccadilly Gardens, Flixton, Partington, Altrincham, and Gorton.
- 8.52 Stretford Mall benefits from good accessibility, and is proposed to be comprehensively redeveloped. The current state of Stretford Mall is considered to be mixed, given the relatively high level of vacant units within the Mall. However, parts of the Centre, such as the Aldi store appear to trade well.

FALLOWFIELD TRIANGLE LOCAL CENTRE

- 8.53 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 September 2022. This assessment is summarised in Table 8.10 below.

Table 8.10. Diversity of Uses within Fallowfield Triangle Local Centre		
Category	#	%

Convenience	6	15%
Comparison	6	15%
Retail Services	12	30%
Leisure Services	11	28%
Financial and Business Services	2	5%
Other	1	3%
Vacant	2	5%
Total	40	100%

- 8.54 Rapleys Health Check Assessment identifies a vacancy rate of 5% (2 units), which is substantially below the UK national average of 14.1% (Source: British Retail Consortium, April 2022).
- 8.55 Fallowfield Triangle Local Centre accommodates town centre uses such as takeaways, pharmacy, betting office, and estate agents. There are also convenience units within the centre.
- 8.56 The convenience offerings identified include a number of independent convenience retailers in addition to Aldi, Nisa Local, GoLocal Extra.
- 8.57 Fallowfield Triangle Local 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 Piccadilly Gardens and Moss Side.
- 8.58 The centre benefits from good accessibility, well-maintained streets, no graffiti and good street lighting. Given the above assessment, it is considered that Fallowfield Triangle Local Centre is in very good health.

SUMMARY

- 8.59 For the Health Check Assessments above, it is considered that the centres identified above, save for Stretford Mall are all in good health, and have good vitality and viability.
- 8.60 The health of Stretford Mall is considered to be mixed, owing to the high level of vacancy within the Mall. However, the centre is set to be comprehensively redeveloped and parts of the centre, such as the Aldi store, appear to be trading very well.

9 RETAIL IMPACT ASSESSMENT

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

9.2 The new Lidl foodstore (Use Class E) will be 1,988 sq.m gross internal area (GIA) with a net sales area of 1,360 sq.m. The Lidl foodstore will be accompanied by a total of 85 car parking spaces (including 6 disabled spaces, 9 Parent & Child spaces, and 2 electric vehicle charging (EVC) spaces. The development will also include adequate cycle parking and a trolley bay located adjacent to the entrance of the foodstore.

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*".

9.4 Development Plan 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 retail impact assessment will be required.

9.5 Furthermore, supporting policy text states that 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.

9.6 Paragraph 90 of the NPPF states that when assessing proposals for edge or out of centre retail development the following two tests should be satisfactorily addressed:

- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area.

9.7 In determining the development proposed, it is also important to recognise that NPPF paragraph 86 outlines that policies should where appropriate, seek to retain and enhance existing markets, and/or re-introduce or create new ones [Our emphasis]. As such, it is considered that it is also incumbent of the decision maker to materially consider the benefits of an additional discount food retailer in an area of the City with limited discount retailers.

9.8 Each retail test addressed below is therefore assessed on the basis set out above.

Catchment Area

9.9 A typical discount retail store will serve a compact 5-minute drive-time core catchment. This reflects the fact that Lidl stores provide a neighbourhood shopping facility reflecting their comparatively limited retail offer. On this basis, it is therefore considered that majority of customers of the new Lidl store will come from within this 5-minute catchment area. For reference, a copy of the proposal's catchment can be found at **Appendix 2**.

9.10 The assessment therefore takes account of the following centres, which either sit within or are located in close proximity to the catchment area:

- Chorlton District Centre;
- Didsbury District Centre;
- Withington District Centre;
- Fallowfield District Centre;
- Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre;
- Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre;
- Merseybank Local Centre;
- West Didsbury/Burton Road Local Centre;
- Stretford Mall; and
- Fallowfield Triangle Local Centre.

9.11 In addition to the above 5-minute catchment and corresponding retail centres, existing retailer representation needs to be considered. Accordingly, **Appendix 5** provides an overview of retailers within and on the proximity of Lidl's catchment.

9.12 **Appendix 5** demonstrates that there are no discount retailers within 5 minutes of proposal. Furthermore, Morrisons is the only main food store offering within the catchment area.

9.13 Other provision within the catchment comprises either specialist / independent retailers, such as the Unicorn or M & S Simply Food or local convenience stores. In addition to small scale convenience stores such as Co-ops and Tesco Express.

9.14 Residents wishing to access either discount food provision or alternative main-food shopping provision must therefore travel further afield.

9.15 In light of the above, the proposed Lidl store is appropriately placed to cater for the lack of discounter and main-food shopping destinations within a reasonable drivetime. There is considered to a qualitative deficiency of discount food retail within this location.

9.16 In consideration of all of the above, the retail impact analysis has therefore been provided in this context.

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

9.17 At the time of writing, Rapleys is aware of The Greater Manchester Pension Fund seeking a development partner to redevelop the Chorlton Cross Shopping Centre site in Chorlton District Centre into a residential-led mixed-use scheme.

9.18 This follows previous schemes which have sought to redevelop the centre that have not been progressed.

9.19 The sales particulars state that The Development Framework, produced in 2017, indicates a massing of 16,500 sq m (177,550 sq ft) of residential development including apartments and houses, and 2,000 sq m (21,520 sq ft) of retail accommodation split over a number of units.

9.20 The key principles of the Framework include:

- A development which delivers new residential units;
- Enhancing the District Centre retail core;

- Permeable development promoting strong pedestrian connections with the surrounding area;
- New residential amenities offering a mix of well-managed and maintained landscaped areas;
- Provide new and improved car parking to support residential and retail on site; and
- Superior Sustainability attributes.
- It is clear from the above, that the proposed planned investment within Chorlton is primarily residential lead, with proposed retail uses being of a different scale and format to the proposed Lidl foodstore. A discount food store does not form part of the plans set out within the Development Framework for the site.

9.21 Given the scale and format of proposed retail uses, it is considered that the proposed Lidl store will not directly compete with proposed investment plans within Chorlton District Centre. Consequently, it is considered that the Lidl proposal will not have any adverse impacts on future planned investment being brought forward within Chorlton District Centre.

9.22

9.23 In addition to the above, the planned investment at Chorlton District Centre will take a significant number of years to progress. Masterplan proposals were originally put forward in 2017, and - as we understand - no significant progress has been made in terms of formalising proposals towards the submission and approval of a planning application. In our view, the submission and planning approval process together with implementation of any proposal will take a number of years to realise. As such, it is considered that this planned investment is some distance away from being progressed and indeed, delivered.

9.24

9.25 Rapleys is not aware of any other existing, committed and planned investment (private or public) opportunities within any of the retail centres within the proposal's catchment area. Given this, it is considered that the proposal will not have any significant adverse impact on existing, committed and planned public and private investment in any centre or centres in the catchment area of the proposal.

QUANTITATIVE IMPACT ASSESSMENT

9.26 Further to the health of existing centres in the locality being established, an assessment of the impacts on existing centres / facilities has been undertaken on a commensurate basis. The steps that have been taken are as follows:

- Established the state of existing centres;
- Calculate the benchmarked (company average) turnovers for existing facilities within the proposed 5-minute drivetime;
- Examine the 'no development' scenario (which should not necessarily be based on the assumption that all centres are likely to benefit from expenditure growth in convenience and comparison goods and reflect both changes in the market or role of centres, as well as changes in the environment such as new infrastructure);
- Assess the proposal's turnover and trade draw (drawing on information from comparable schemes and carefully considering likely catchments and trade draw);
- Set out the likely impact of the proposal clearly, along with any associated assumptions or reasoning, including in respect of quantitative and qualitative issues; and

- Any conclusions should be proportionate: for example, it may be sufficient to give a broad indication of the proportion of the proposal's trade draw likely to be derived from different centres and facilities in the catchment area and the likely consequences for the vitality and viability of these centres.

9.27 With the above considerations in mind, this Statement's quantitative assessment is set out within a series of Tables in **Appendix 6** and the text below.

9.28 As outlined in Appendix 6, a price base of 2020 has been used for monetary figures. The base year for the economic assessment is 2022, with a forecast date of 2027. Where appropriate, population and expenditure growth data has been sourced from Experian Micromarketer and Experian Retail Planner Briefing Note 19 (January 2022). Where appropriate, proposed store turnovers are based on benchmarked sales density from GlobalData (December 2021). Sales densities have been adjusted to a 2020 price base.

9.29 Forecasts for each step of the assessment process are outlined below.

Population Forecasts

9.30 Table 1 at Appendix 6 sets out the population and population growth within the 5-minute drivetime catchment area for the proposed development. This information was sourced directly from Experian. Table 8.1 below summarises population forecasts between 2022 to 2027.

Table 8.1. Population Forecasts							
	2021	2022	2023	2024	2025	2026	2027
Catchment Area	31,107	31,151	31,177	31,195	31,210	31,213	31,198

Source: **Appendix 6** - Table 1.

Expenditure Per Capita & Growth Assumptions

9.31 The annual expenditure per capita for convenience and comparison goods is sourced from Experian (2022). As per Experian's reporting, this information has a base year of 2020. Per person growth assumptions for both convenience and comparison goods have been applied to the 2020 base year figures. Growth assumptions have been sourced from the latest Experian Retail Planner Briefing Note 19 (January 2022).

9.32 Growth assumptions take into account predicted annual growth in consumer convenience and comparison goods spending from the 2020 base year to the assessment's design year of 2027. An allowance (a percentage subtraction) for internet-based shopping expenditure (Special Forms of Trading [SFT]) has also been taken into account.

9.33 Internet (SFT) based per person expenditure is subtracted from the total per person expenditure on the basis that internet-based shopping transactions typically occur at locations outside the defined study area (warehouse/distribution centre-based sales that area posted to the consumer). The approach for subtracting SFT from per person spending is a tested and accepted methodology.

9.34 The assessment of available per person spend is fully outlined at Table 2a and 2b of **Appendix 6**. However, for the readers' assistance, Tables 8.2 and 8.3 below summarise per person expenditure.

Table 8.2. Convenience Expenditure Per Capita							
	2021	2022	2023	2024	2025	2026	2027
Expenditure	£2,367	£2,334	£2,329	£2,324	£2,321	£2,319	£2,319

Source: Appendix 6 - Table 2a. Excludes SFT.

Table 8.3. Comparison Expenditure Per Capita							
	2021	2022	2023	2024	2025	2026	2027
Expenditure	£2,678	£2,834	£2,883	£2,936	£2,990	£3,049	£3,113

Source: Appendix 6 - Table 2b. Excludes SFT.

Total Available Convenience and Comparison Goods Expenditure

- 9.35 The total available expenditure is the sum of per person spending multiplied by the population of each catchment area. Tables 8.4 and 8.5 below summarise the available convenience and comparison goods expenditure within the catchment area.

Table 8.4. Total Available Convenience Expenditure (without SFT) (£m)							
	2021	2022	2023	2024	2025	2026	2027
Expenditure	£73.62	£72.72	£72.62	£72.50	£72.45	£72.38	£72.34

Source: Appendix 6 - Table 3a. Excludes SFT.

Table 8.5. Total Available Comparison Expenditure (without SFT) (£m)							
	2021	2022	2023	2024	2025	2026	2027
Expenditure	£83.29	£88.30	£89.89	£91.60	£93.33	£95.17	£97.12

Source: Appendix 6 - Table 3b. Excludes SFT.

Proposed Store Turnover

- 9.36 For the purposes of this assessment, the turnover of the proposed Lidl store turnover is based on published benchmarked (company average) convenience and comparison goods sales densities (£ per sq.m). Published benchmarks are in 2021e Price base, and have been readjusted to 2020 prices, in order to keep the price base consistent with Experian data; which is formulated in 2020 prices.
- 9.37 Published sales densities are sourced from GlobalData (December 2021); which is the most up-to-date dataset at the time of writing. The use of the December 2021 GlobalData figures for retail assessments is now a standard practice for all Lidl planning applications across the country.
- 9.38 The proposal's benchmarked turnover is summarised within Table 8.6 below.

Table 8.6. Proposed Lidl Store Benchmarked Turnover						
	Total Net Sales Floorspace (sq.m)	Benchmark Turnover (£/sq.m)	Total Store Turnover 2020 (£m)	Total Store Turnover 2021 (£m)	Total Store Turnover 2022 (£m)	Total Store Turnover 2027 (£m)
Convenience	1,088	£8,739	£9.51	£8.61	£8.85	£9.02
Comparison	272	£4,761	£1.29	£1.29	£1.39	£1.55
Total	1,339	-	£10.80	£9.91	£10.23	£10.57

Source: *Appendix 6 - Table 4.*

- 9.39 The proposal's benchmarked turnover is based on an average of Lidl's sales density across its entire portfolio of stores. As such, it is important to note, as part of the material consideration of the proposal, that some stores will trade below the benchmark whilst others will trade above the benchmark.

TRADE DIVERSION & IMPACT

- 9.40 The full quantitative trade diversion patterns and projected impact as a result of the development proposed is provided within Table 6 at Appendix 6. However, for readers' assistance, the percentage impact for each centre as a whole, are also summarised within Table 8.7 below.

Table 8.7. Trade Diversion and Impact Assessment (£m) (%)				
	Diversion (£m)		Impact (%)	
	2022	2027	2022	2027
Chorlton District Centre	£2.66	£2.76	4.18%	4.01%
Didsbury District Centre	£1.49	£1.54	4.33%	4.17%
Withington District Centre	£0.29	£0.30	1.19%	1.16%
Fallowfield District Centre	£1.04	£1.07	2.57%	2.54%
Barlow Moor/ Mauldeth Road West	£0.27	£0.27	5.56%	5.37%
Beech Road/ Stockton Road/ Chorlton Green	£0.15	£0.16	2.61%	2.45%
West Didsbury, Burton Road	£0.24	£0.24	2.37%	2.29%
Merseybank	£0	£0	0.00%	0.00%
Stretford Mall	£1.32	£1.36	2.56%	2.43%
Fallowfield Triangle	£1.01	£1.04	7.44%	7.31%

Edge/ Out of Centre/ Outside Catchment Locations	£0.75	£0.77	0.44%	0.43%
Inflow	£1.02	£1.04		

Source: *Appendix 6 - Table 5.*

- 9.41 Table 8.8 summarises anticipated monetary impact on the most affect stores within the proposal's catchment area.

Table 8.8. Trade Diversion and Impact Assessment - Individual Foodstores (£m) (%)				
	Diversion (£m)		Impact (%)	
	2022	2027	2022	2027
Morrisons, Chorlton	£1.42	£1.46	10.23%	10.18%
Co-op, Chorlton	£0.27	£0.27	7.45%	7.32%
M&S Foodhall, Chorlton	£0.22	£0.23	7.07%	6.94%
Tesco Express, Chorlton	£0.31	£0.32	7.66%	7.55%
Aldi, Didsbury	£1.04	£1.07	11.81%	11.79%
Sainsbury's, Fallowfield DC	£1.02	£1.06	2.94%	2.91%
Aldi, Stretford Mall	£1.21	£1.25	9.09%	9.05%
Aldi, Fallowfield Triangle	£0.91	£0.94	10.20%	10.16%

Source: *Appendix 6 - Table 5.*

- 9.42 Tables 8.7 and 8.8 above clearly demonstrate that the proposed development, would not have a detrimental impact on the vitality and viability of any of the identified centres or major retailers within the catchment area.
- 9.43 When considering the impact of the development proposal 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. To this end, in relation to Chorlton District Centre, (the closest District Centre), it is anticipated that the proposed development will divert £2.66m in 2022 and £2.76m in 2027, equating to an impact of 4.18% and 4.01% (2022 & 2027) on Chorlton District Centre. However, this must be viewed in the context of Chorlton District Centre being in good health and being a vital and viable centre. As such, it is not considered that this would constitute a significant adverse impact. The on-going trading position of the stores within the centre is highly unlikely to be threatened in any way by the introduction of of the proposed Lidl store into the shopping system. I
- 9.44 The proposal's largest impact on any one centre will be on Fallowfield Triangle Local Centre, with an overall impact of 7.31% (2027) on this centre. This centre, outside the proposal's catchment, contains a small Aldi foodstore, and a limited range of small convenience stores. In total, it is envisaged that £1.04m (2027) will be diverted from this centre as a whole. Of this £1.04m diversion, £0.94m will be from the Aldi, resulting in a 10.16% impact on this store.

Overall, and on balance, it is considered that the predicted impact on this centre will not cause any significant adverse impact on the viability and vitality of Fallowfield Triangle Local Centre. It is envisaged that the Aldi stores in Didsbury & Stretford Mall, given their size and location within larger retail centres are more likely to draw more of their customer base from the proposed Lidl store's catchment. As such, it is more likely that trade draw from these locations (Didsbury & Stretford Mall) will be greater than the trade drawn from the Aldi within Fallowfield Triangle Local Centre.

- 9.45 Barlow Moor/ Mauldeth Road West Local Centre is the nearest centre to the development proposed. This centre contains a small Co-op and small local independent convenience retailers, predominantly catering from walk-in basket trade. As such, it is considered that trade draw from this centre will be limited, as existing facilities do not cater for the same type of food retail offering provided by a Lidl store.
- 9.46 Notwithstanding the above, given the close proximity of Barlow Moor/ Mauldeth Road West Local Centre to the proposed development, it is predicted that £0.27m (2027) - all from the Co-op - will be diverted always from this centre; resulting in a 5.37% impact on this centre. Individual impact on the Co-op will be less than 8%. Overall, it is considered that the Co-op and local independents will continue to cater for top-up walk-in shopping trips, alongside the proposal's main-food shopping trips. Consequently, it is considered that there will be no significant adverse impact on the vitality and viability of this local centre.
- 9.47 The development proposed will have a 4.17% (2027) impact on Didsbury District Centre, diverting £1.54m from this centre. However, £1.07m diverted from this centre will be from the Aldi store, resulting in an individual impact on this store of 11.79%.
- 9.48 It is not envisaged that that the proposed level of trade diversion from Didsbury District Centre will have a significant adverse impact on the vitality and viability of the centre, which is in a good state of health. The centre is well located on major arterial routes between West Didsbury, Parris Wood and Withington. As such, it is considered that Didsbury has a large catchment area, with enough residents and available spend to more than support existing retailers and the proposed Lidl foodstore.
- 9.49 Turning to the remaining centres in the catchment, it is predicted that the proposed development impact will be no more than 2.6% (2027) on any one centre. Most of these centres consist of small and/or independent convenience and comparison stores which will not directly compete with the proposed store. These stores tend to have a more localised catchment limited to short walking distances, and/or a customer base that a discount foodstore will not directly compete against. On this basis, it is considered that the level of impact arising from the proposed development will not have a significant adverse impact on any one centre.
- 9.50 It is important to recognise that some medium to large foodstores outside the proposal's core 5-minute catchment are in edge-of-centre and out-of-centre locations have little or no planning policy protection within the Development Plan. These foodstores include the Aldi, Lidl and Tesco in Stretford, and the Asda on Princess Road. These stores, due to their size, distance from, road network layout, and retail offer, will to some extent compete with the development proposed. As such, it is reasonable to assume that healthy proportion of the proposal's trade draw will be from these locations.
- 9.51 Accordingly, a significant proportion of the proposal's trade, £0.76m, will be drawn from stores within the Stretford area, and from the Asda on Princess Road. Quantitative impact on

these locations will be no more than 0.43%. Consequently, there will be no significant adverse impacts on these locations.

- 9.52 Based on all of the above considerations, it is deemed that the development fully complies with the requirements of Development Plan Policies CR4A and EC5, and paragraph 90 of the NPPF.

SUMMARY

- 9.53 In summary, it has been demonstrated within the above analysis and commensurate assessment above that the application proposal will not have a significant adverse impact on the vitality and viability of any defined retail centre. No one centre will be impacted upon by more than 7.31% (2027).
- 9.54 The proposal will deliver many benefits for the local residents, including an improved range and choice of convenience goods, increased employment opportunities, and reduced journey times.
- 9.55 The proposal will not have any significant adverse impact on existing, committed and planned public and private investment in any centre or centres in the catchment area of the proposal.
- 9.56 It is considered that the development proposed fully complies with the requirements of Development Plan Policy C9. Policy C9 outlines that new retail proposals will only be acceptable where it is demonstrated that a retail proposal would not have significant adverse impacts on any one centre within the retail hierarchy.
- 9.57 In summary, and for the reasons set out above, it is considered that the proposals are in accordance with the NPPF, NPPG, and all retail related Development Plan policies.

10 PLANNING ASSESSMENT

10.1 A comparison table of the proposal against the relevant planning policy is provided in **Appendix 7**. However, 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 are as follows:

- Principle of Development;
- Retail Policy Issues;
- Economic Benefits;
- Heritage;
- Transport and Highways;
- Design and Layout;
- Impact on Neighbour Amenity;
- Noise;
- Flood Risk and Drainage;
- Air Quality;
- Landscaping;
- Ecology;
- Contaminated Land;
- Secured by Design; and
- Sustainability.

PRINCIPLE OF DEVELOPMENT

10.2 The proposed development seeks to provide a new Lidl foodstore (Class E). The site is a brownfield site which is currently occupied by the vacant Lowry House building. Therefore, the redevelopment of the site should be supported in principle.

10.3 In retail planning terms, the site is considered 'out-of-centre' and will therefore be subject to the two retail tests.

10.4 The most recent use of Lowry House was for temporary Class D1 use (now Class F1) which expired in September 2021, the site is therefore reverts to its previous Use Class of B1 which is now Use Class E (Commercial, Business and Service).

10.5 The proposed development is also in Class E, and therefore is an appropriate development in this location subject to the relevant development control considerations.

10.6 Furthermore, it was confirmed in July 2022 by Planning Application Ref. 134169/DEM/2022 that prior approval for the demolition of the building is not required. As such, the principle of the existing building being lost has therefore, been accepted by Manchester City Council.

10.7 As set out above, the proposed development is located within a sustainable location.

10.8 Therefore, subject to demonstrating compliance with the retail planning tests, the proposed development is acceptable, subject to relevant development management policies being addressed appropriately.

RETAIL POLICY ISSUES

10.9 The site is in an 'out-of-centre' location in retail policy terms. As such, there are two main retail policy issues for the development to address relating to the need for a sequential and impact test.

-
- 10.10 Paragraph 87 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.
- 10.11 Paragraph 88 of the NPPF confirms 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. 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.
- 10.12 Paragraph 90 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.
- 10.13 The application is supported by a commensurate retail assessment which considers the impact of the proposed new Lidl foodstore which is a main Town Centre use (as defined by the NPPF). The assessment provides a commensurate 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.
- 10.14 The sequential assessment set out in this Statement has demonstrated that there are no sequentially preferable sites within, or on the edge of the identified centres within the catchment which could accommodate the scale and form of development for which permission is sought.
- 10.15 The proposal would enable the provision of a 2,011 sq.m (Use Class E) discount foodstore which cannot be readily accommodated within a nearby Town Centre, and which will also enhance the sustainability of this out-of-centre location. 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 out-of-centre location is considered appropriate to accommodate a discount food retailer.
- 10.16 It has been demonstrated in Sections 7, 8 and 9 of this statement that the proposed development complies with relevant policy requirements and should therefore be deemed accepted in accordance with national and local policies.

ECONOMIC BENEFITS

- 10.17 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.
- 10.18 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 81 of the NPPF stipulates planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.
- 10.19 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.

10.20 The development proposal in itself, represents a significant economic investment by Lidl and will provide around 40 job positions once opened, which will be principally taken by local residents.

10.21 As 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 of Fallowfield 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 in addition to store assistants and cashiers.

HERITAGE

10.22 Policy EN3 (Heritage throughout the City) states that new developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

10.23 A Heritage Impact Assessment has been completed by Purcell. It concludes that the existing building on site (Lowry House) is detrimental to the setting of Hough End Hall and therefore, there will be no direct harm from the demolition and loss of the existing building.

10.24 The replacement structure will be on a similar footprint to the existing Lowry House but will be considerably lower in height and massing. The proposed building is also set slightly further away from Hough End Hall. This reduction in height and slight set back will afford slightly better views of the building from the access road and from Mauldeth Road West. The car parking will take the place of an existing car park and this element and the wider landscape will result in no impact on the significance of the site.

10.25 The Heritage Impact Assessment concludes that the overall impact of the scheme to the heritage significance of the site and associated Hough End Hall is low beneficial through a reduction in massing and small increase in views of the buildings.

10.26 On this basis, the scheme is considered to accord with Policy EN3 and the overarching principles of the NPPF relating to safeguarding amenity.

TRANSPORT AND HIGHWAYS

10.27 A Transport Statement and Travel Plan have been prepared by SCP. The Transport Assessment fully appraises the existing transportation conditions and the likely impact of the proposed development.

10.28 These documents concluded that the proposed scheme would not result in a material change in conditions on the local highways. Supplementary to this, the transport network benefits from a good level of accessibility from sustainable transport options, reflecting one of the overarching aims of the NPPF.

10.29 The accompanying Transport Assessment and Travel Plan provide more details on the access and transport credentials of the proposed development, however for ease of reference 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:

- The scheme proposes a total of 85 car parking spaces, including 4 disabled, 9 parent and child spaces, and 2 electric vehicle charging spaces;
- Pedestrians will be able to access the store from the vehicular access as well as via dedicated pedestrian access points;
- The site is clearly accessible by all non-car modes;
- The assessment shows that there is sufficient capacity on the network to accommodate the proposed development; and
- Personal injury accident data has been obtained. Road safety does not present a material concern in the context of the proposed development.

10.30 It has therefore been demonstrated that the proposal is compliant with Policies T1 and T2 of the Development Plan and the overarching principles of the NPPF.

DESIGN AND LAYOUT

10.31 A Design and Access Statement prepared by Space Architects 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.

10.32 The new Lidl foodstore will be located to the north of the site with the car parking area directly in front of the store extending to the south. The delivery bay will be located to the north of the site adjacent to the north east elevation of the building. The layout as proposed aims to attract pass-by-trade, which is essential to Lidl's business model.

10.33 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.

10.34 Further to preapplication comments received from Manchester City Council, the proposed design of the building has been updated in terms of its architectural form, supported by the choice of material recommended in the pre-app. The building will be designed to a high standard using high quality contemporary materials. The building is a single storey building, of contemporary design, with a glazed facade that wraps around the front of the store which is a bespoke addition that gives a view through to Hough End Hall, providing a stronger relationship between the sites setting. A CGI of the proposed development is included at **Appendix 8**.

10.35 Overall, the layout and materials used are considered to be in appropriate for the surrounding whilst being in accordance with Lidl's operational requirements as well as adhering to the relevant national and local policies.

10.36 The redevelopment of the site represents significant betterment when set against the current building present on the site.

IMPACT ON NEIGHBOUR AMENITY

10.37 The surrounding area contains a mix of uses. Beyond Mauldeth Road West to the south of the site, the area is predominantly residential in character. Chorlton Park is located to the west of the site beyond Nell Lane. The immediate surroundings of the site include Mauldeth House office building, the Grade II* Listed Hough End Hall, and Chorlton High School.

-
- 10.38 It should be noted that the site has previously been in commercial use. Notwithstanding, the proposed layout has been designed in such a way that the proposed development is not considered to adversely impact the amenity of existing or future occupiers within the vicinity.
- 10.39 On this basis, the scheme is considered to accord with the overarching principles of the NPPF relating to safeguarding amenity.

NOISE

- 10.40 A Noise Assessment has been undertaken by Miller Goodall in support of the planning application. The report assesses the noise impact of the proposed development and any associated operations.
- 10.41 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.
- 10.42 The assessment concluded that, with the proposed 2.5m barrier included, the impact of associated noise from the proposed development would result in a low impact for the daytime and significant adverse impact for the night-time for both the closest noise sensitive receptors. It is therefore recommended that delivery hours are restricted to 07:30-20:00hrs Monday to Saturday (including bank holidays) and 09:00 - 17:00hrs on Sunday.
- 10.43 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.
- 10.44 Please refer to the accompanying Noise Assessment which provides further details and analysis.

FLOOD RISK AND DRAINAGE

- 10.45 Policy EN14 (Flood Risk) states that development should be directed towards sites with little or no risk of flooding; this should take account of all sources of flooding.
- 10.46 A Flood Risk Assessment with Outline Drainage Strategy prepared by Topping Engineers accompanies the planning application in support of the proposed development. The report confirms that the site is located in Flood Zone 1.
- 10.47 The report demonstrates that the proposed development is not at significant flood risk, and in compliance with the requirements of National Planning Policy Framework, and subject to the mitigation measures proposed, the development could proceed without being subject to significant flood risk. Moreover, the development will not increase flood risk to the wider catchment area as a result of suitable management of surface water runoff discharging from the site.
- 10.48 The Flood Risk Assessment is considered to be commensurate with the development proposals.
- 10.49 On this basis, it is considered that the proposal complies with Policy EN14 of the Development Plan and the overarching principles of the NPPF.

AIR QUALITY

- 10.50 Policy EN16 (Air Quality) states the Council will seek to improve the air quality within Manchester.
- 10.51 An Air Quality Assessment has been prepared by Miller Goodall Ltd to assess the impacts of the proposed development and any associated operations on air quality.
- 10.52 The Air Quality Assessment 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.
- 10.53 The AQA concludes that the air quality changes to existing sensitive receptors are predicted to be negligible and not significant. The proposed development is not expected to have a significant impact on local air quality. There is, therefore, no reason for this application to be refused on the grounds of air quality.
- 10.54 It is considered that the proposed development is in accordance with Local Policy EN17 and the overarching principles of the NPPF regarding air quality.

LANDSCAPE

- 10.55 The application is supported by a Landscape Plan, prepared by FDA Landscape.
- 10.56 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.
- 10.57 Therefore, it is considered that the landscaping scheme proposed accords with the Development Plan, and the overarching principles of the NPPF regarding landscaping.

ECOLOGY

- 10.58 Policy EN15 (Biodiversity and Geological Conservation) states that the Council will seek to maintain or enhance sites of biodiversity and geological value.
- 10.59 An Ecological Appraisal has been prepared by Enzygo in support of the planning application.
- 10.60 The assessment has confirmed the site provides opportunity to incorporate appropriate measures to mitigate any potential impacts to ecological features and to demonstrate 'biodiversity net gain in accordance with NPPF and local planning policy. As such, no significant residual impact can be expected which would prevent a positive determination of the planning application in ecological terms.
- 10.61 On this basis, the proposal is considered to comply with Policy EN15 of the Development Plan, and the overarching principles of the NPPF.

CONTAMINATED LAND

- 10.62 Policy EN18 (Contaminated Land and Ground Stability) sets the requirements for development proposed on contaminated land.

-
- 10.63 A Phase 2 Ground Investigation has been prepared by Brownfield Solutions.
- 10.64 The Investigation concludes that testing of made ground did not reveal any exceedances of heavy metals, petroleum hydrocarbons, BTEX or MTBE compounds and no asbestos was identified in any of the six samples tested. The Investigation sets out the proposed remedial strategy for the site.
- 10.65 On this basis, the proposal is considered to comply with Policy EN18 of the Development Plan, and the overarching principles of the NPPF.

SUSTAINABILITY

- 10.66 Lidl undertakes a variety of sustainability measures as standard procedure in the operation of their stores. These measures minimise the environmental impact of the store and are set out within Section 5 of this Statement. the application is also supported by an Environmental Standards Statement with accompanying Energy Analysis.
- 10.67 As set out, Lidl stores are designed, built and operated to industry leading standards and the company is constantly looking for new and creative ways of reducing energy consumptions and emissions.
- 10.68 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.

SECURE BY DESIGN

- 10.69 The proposed development has been designed in such a way to minimise anti-social behaviour and crime, and a Crime Impact Statement has been prepared alongside the planning application. The recommendations of the Crime Impact Statement have been considered and followed where possible. They have been considered both in the context of security, Lidl’s operational requirements, and ongoing maintenance.
- 10.70 Considering the above, the proposal accords with the overarching principles of both local and national policy regarding secure by design.

SUMMARY

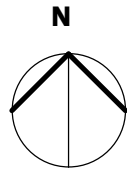
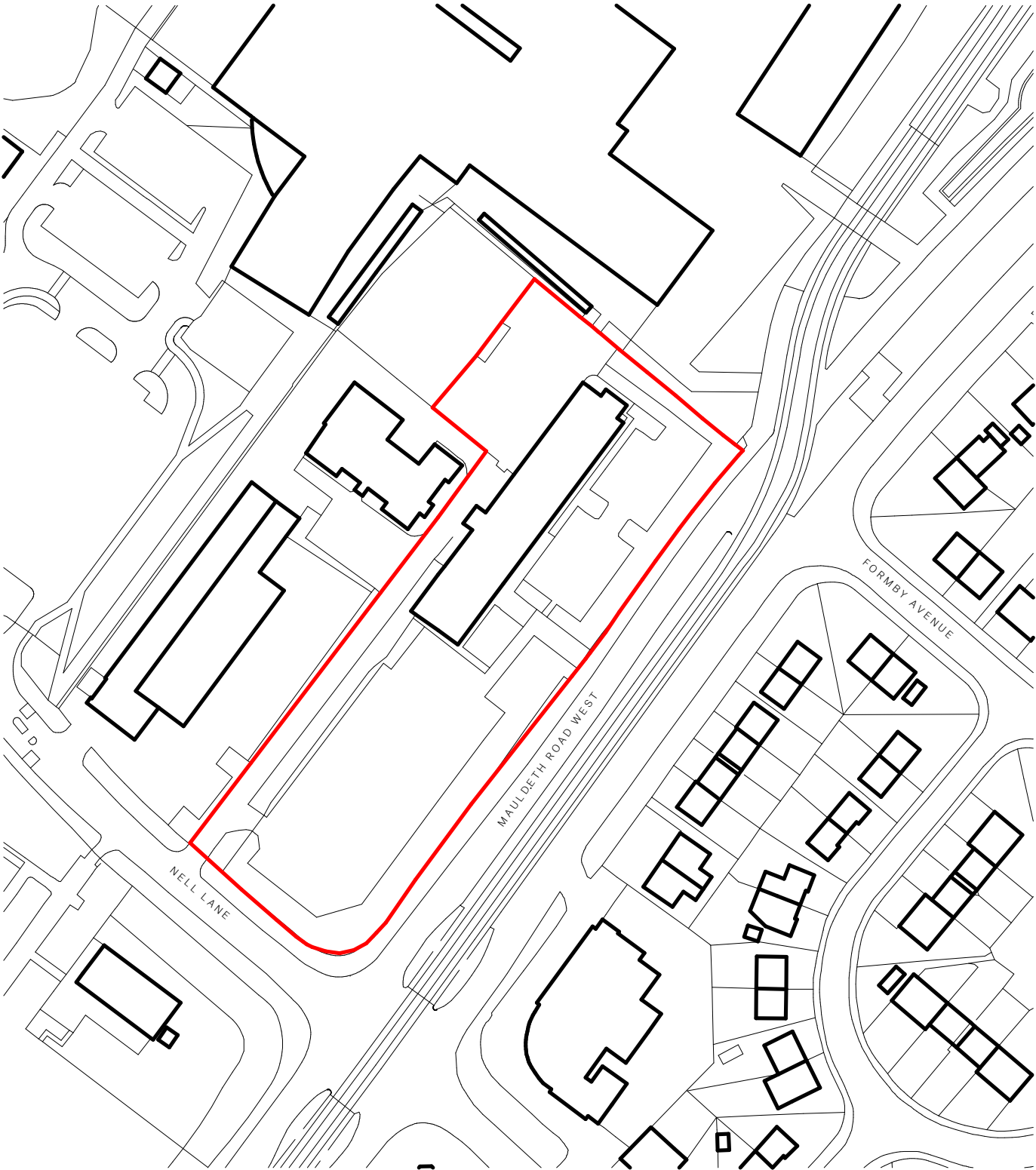
- 10.71 The proposed development is located within a sustainable location. The principle of redevelopment should therefore be supported.
- 10.72 The redevelopment of the site into a new Lidl foodstore will also guarantee the regeneration of the site creating around 40 new jobs, significantly boosting the local economy.
- 10.73 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.
- 10.74 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 will allow for the redevelopment of a vacant brownfield site and will provide a new discount foodstore for the residents in the area;
 - The proposal will improve customer choice and enhance the shopping experience for shoppers in the southern part of Manchester and the neighbouring areas, and will promote sustainable travel patterns;
 - The proposals full comply with both the sequential and retail impact tests requirements set out within local policy the NPPF;
 - The proposed building will provide a clean and contemporary design that will be complimentary to the visual character of the surrounding area;
 - There will be a positive economic impact as a result of new employment and increased earnings in the local area; and
 - New 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 as set out within the NPPF and the Development Plan. Therefore, the application should be fully supported.

Appendix 1

SITE LOCATION PLAN



Store Specification

N/A

Drawing Purpose

PLANNING

This drawing has been prepared for the sole purpose of forming part of a planning application, and should not be used for any other purpose.



SPACE

Spaceworks, Benton Park Road, Newcastle upon Tyne, NE7 7LX
T: +44 (0)844 800 6660
www.spacearchitects.co.uk

Project

Lowry House - Mauldeth Road West

Drawing Title

Site Location Plan

Project No.

08474

Drawing No.

XX-XX-DR-A-90001

Status

S3

Rev.

P01

Scale at A3

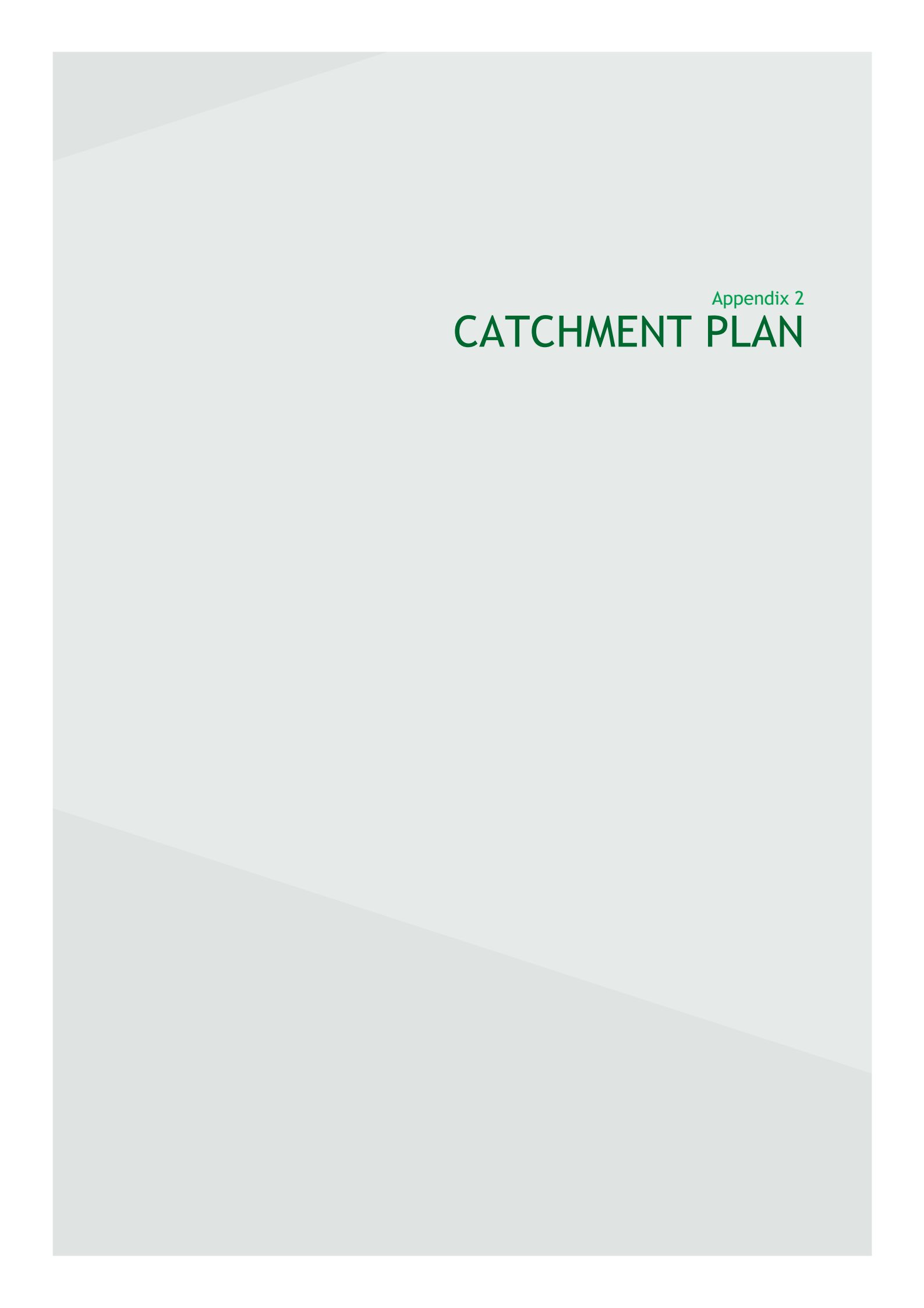
1:1250

File Reference:

08474-SPACE-XX-XX-DR-A-90001-S3-P01

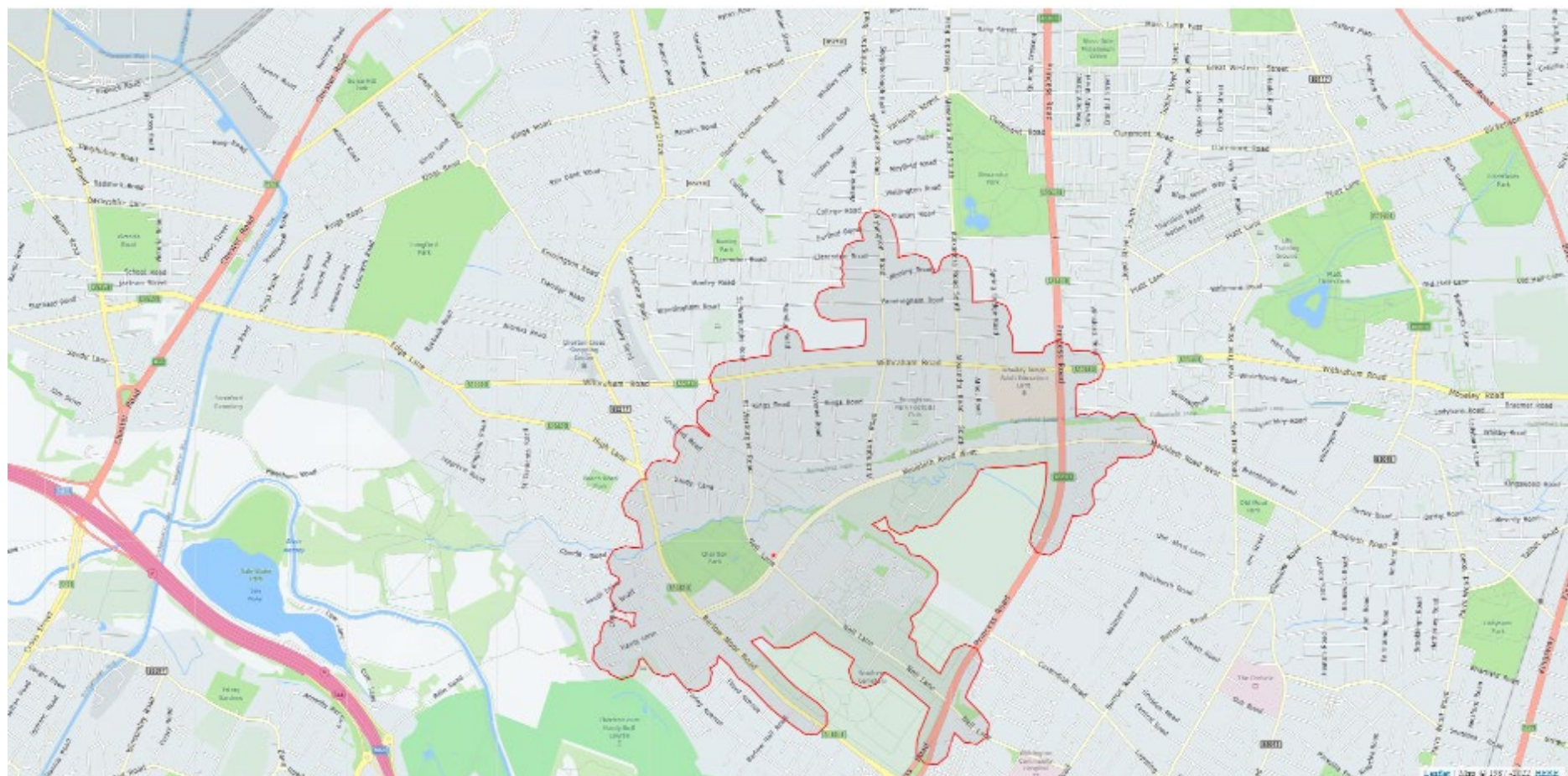
This drawing is Copyright - Check all dimensions on site - Inform originator of any discrepancies - Work to figured dimensions only - Do not scale





Appendix 2

CATCHMENT PLAN



Appendix 3

SEQUENTIAL SITE ASSESSMENT

SEQUENTIAL SITE ASSESSMENT

Erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping.

November 2022

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 550 Mauldeth Road West, Chorlton.

Alternative In-Centre and Edge-of-Centre opportunities in the following centres have been considered as part of the Sequential Site Assessment:

- Chorlton District Centre;
- Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre; and
- West Didsbury/Burton Road Local Centre.

Site 1 – Chorlton Cross Shopping Centre

Image



Site Description	The site extends to 1.3 ha and currently comprises the Chorlton Cross Shopping Centre which contains 23 retail units, Graeme House office building, and a surface car park.
Site Context	The site is located to the north of Wilbraham Road (A6010), to the west of Barlow Moor Road (B5217), and south of Nicolas Road. The site is bisected by Manchester Road. Adjacent uses to the site include Chorlton Medical centre, residential properties fronting Oswald Road, and commercial uses fronting Wilbraham Road.
Policy Position	The site is designated within Chorlton District Centre within the adopted Development for Manchester. For the purposes of the sequential test, the site is considered to be an in centre location.
Planning History	The identified planning history of the site relates to minor applications associated with the retail use of the Centre.

The Greater Manchester Pension Fund is seeking a development partner to redevelop the site into a residential-led mixed-use scheme. This follows previous redevelopment schemes which have not been progressed. The sales particulars state that The Development Framework, produced in 2017, indicates a massing of 16,500 sq m (177,550 sq ft) of residential development including apartments and houses, and 2,000 sq m (21,520 sq ft) of retail accommodation split over a number of units.

The key principles of the Framework include:

- A development which delivers new residential units;
- Enhancing the District Centre retail core;
- Permeable development promoting strong pedestrian connections with the surrounding area;
- New residential amenities offering a mix of well-managed and maintained landscaped areas;
- Provide new and improved car parking to support residential and retail on site; and
- Superior Sustainability attributes.

Suitability

The site as a whole would clearly be of sufficient size to accommodate the proposed development, on the basis of the existing buildings being demolished as the current retail units are not of a sufficient size or layout to accommodate the development. The site also has a prominent road frontage.

However, the site is proposed for a medium density residential led mixed use scheme, with the sales particulars stating residential uses should be 16,500 sq.m, with retail uses only 2,000 sq.m. The proposed Lidl foodstore would utilise almost all of this floorspace as a single unit. A discount food store does not form part of the plans set out within the Development Framework for the site.

The indicative layout drawings do not suggest any surface car parking, which is a minimum requirement of a discount retailer.

The site is proposed for a comprehensive regeneration scheme, and does not currently benefit from a planning consent, therefore the exact quantum of uses and the development as a whole have not been determined.

For the reasons given above, it is not considered the site is suitable for the development proposed.

Availability

The site is being actively marketed and therefore could be considered to be available for the proposed development. However, the site is being marketed for a residential led mixed use development opportunity, which is a comprehensive regeneration scheme, and does not have planning permission. The sales particulars also indicate there are a number of existing tenants benefiting from a lease beyond 2022 and renewal discussions are going.

Therefore, vacant possession of the site is unlikely to be achieved in short order. Furthermore, a comprehensive residential-led regeneration scheme is likely to take a significant number of years to progress and bring forward. The existing tenants would need to be managed / re-located, a plan for the site would need to be defined, a planning application would need to be submitted and approved, and the development itself would need to be constructed before an available retail unit could be provided for occupation.

	Therefore, the site is not considered to be available in a reasonable period of time for the proposed development.
Conclusions	For the reasons set out above, the site is not considered to be suitable or reasonably available.

Site 2 – Land south of Nell Lane and West of Elizabeth Slinger Road

Image



Site Description	The site is approximately 0.85 ha in size and currently comprises a surface car park associated with Withington Community Hospital, and also site of the West Didsbury Makers Market.
Site Context	The site is located to the south of Nell Lane and east of Elizabeth Slinger Road. To the east of the site is Withington Community Hospital with associated car parking and to the south is Buccleuch Lodge Day Hospital. The existing vehicular access to the site is from Nell Lane.
Policy Position	The site is not allocated for any particular purpose in the adopted Development Plan for Manchester. For the purposes of the sequential test, the site is considered to be edge of centre with respect of West Didsbury/Burton Road Local Centre.
Planning History	The sites planning history relates to its use as Withington Community Hospital through application 065936/OO/SOUTH2/02 and 068633/MO/2003/S2 approved October 2003. An outline application for housing was approved in December 2001. No recent applications are identified which relate to the individual car park site.
Suitability	The site is of sufficient size to accommodate the proposed development, but the proposed development is likely to lead to the loss of landscaping and a significant amount of car parking associated with Withington Community Hospital.
Availability	The site forms part of the grounds and associated car parking of Withington Community Hospital and therefore it is not considered that the site is available for the development proposed.
Conclusions	For the reasons set out above, the site is not considered to be suitable or reasonably available.

Site 3 – Land to the north of Fielden Road and west of Burton Road

Image	
Site Description	The site is approximately 0.5 ha and currently comprises vacant land.
Site Context	The site is located to the north of Fielden Road, and to the west of Burton Road. Immediately to the north of the site is Withington Community Hospital. The immediate area to the south and east are predominantly residential in character.
Policy Position	The site is not allocated for any particular purpose in the adopted Development Plan for Manchester. For the purposes of the sequential test, the site is considered to be edge of centre with respect of West Didsbury/Burton Road Local Centre.
Planning History	The sites planning history relates to its use as Withington Community Hospital through application 065936/OO/SOUTH2/02 and 068633/MO/2003/S2 approved October 2003. An outline application for an office building was withdrawn in July 2000 (059115/OO/SOUTH2/00), and an outline application for housing was approved in December 2001. No recent applications are identified which relate to the individual car park site.
Suitability	The site is of insufficient size to accommodate the proposed development, and vehicular access to the site would possibly result in the removal of mature trees.
Availability	The site forms part of the demise of Withington Community Hospital and is not actively marketed, therefore is not considered to be available for the development proposed.
Conclusions	For the reasons set out above, the site is not considered to be suitable or reasonably available.

Site 4 – Chorlton Sports and Social Club

Image



Site Description	The site is approximately 2 ha and currently comprises the Chorlton Sports and Social Club and associated playing fields.
Site Context	The site is located to the south of Hardy Lane, and is bound by residential properties fronting Hardy Lane to the north, residential properties fronting Darley Avenue to the east, residential properties fronting Fitton Avenue to the south, and Chorlton-cum-Hardy Golf Club to the west.
Policy Position	The site is not allocated for any particular purpose in the adopted Development Plan for Manchester. For the purposes of the sequential test, the site is considered to be edge of centre with respect of Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre.
Planning History	The identified planning history relates to the sites use as a sports club and the temporary use of part of the car park for a park and ride scheme.
Suitability	The site does not benefit from a prominent road frontage and also has a constrained vehicular access route from Hardy Lane. The proposed development would also result in the loss of playing fields/sports provision which would not be supported in planning policy terms. Therefore, the site is not considered suitable for the proposed development.
Availability	The site comprises the Chorlton Sports and Social Club and associated playing fields, is not actively marketed and therefore is not considered to be available for the development proposed.
Conclusions	For the reasons set out above, the site is not considered to be suitable or reasonably available.

Site 5 – Land to the west of Princess Road

Image



Site Description	The site is approximately 1 ha and currently comprises vacant land and surface car parking.
Site Context	The site is located to the east of Princess Road, south of Sir William Siemens House, and north of Spire Manchester Hospital. The surrounding area to the east contains a mix of education and residential uses.
Policy Position	Saved UDP Policy DB12b allocates Didsbury Technology Park for further business development. For the purposes of the sequential test, the site is an out of centre site.
Planning History	An application submitted by Bruntwood Works for the Erection of a six storey commercial office building (Use Class E(c)(i,ii,iii), Use Class E (g)(i,ii)), with ancillary cafe on ground floor (Use Class E(b)) and roof mounted Solar PV array ; together with the Erection of three storey decked car park (Sui Generis) together with landscaping, highway works, and other associated works was validated in October 2022.
Suitability	The site is of sufficient size to accommodate the proposed layout, and has a flat topography. The site, however, does not have a prominent road frontage given the surrounding buildings and landscaping adjacent to Princess Road.
Availability	The site has a pending planning application which has only recently been submitted, therefore it is not considered that the site is available for the development proposed.
Conclusions	For the reasons set out above, the site is not considered to be suitable or reasonably available.

Appendix 4

TOWN CENTRE AND LOCAL CENTRE HEALTH CHECKS

CHORLTON DISTRICT CENTRE

September 2022

This Health Check Assessment provides an audit of the vitality and viability of Chorlton District Centre. 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.

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).

INTRODUCTION

The site is located approximately 530m south east of Chorlton District Centre.

DIVERSITY OF USES

Table 1 below highlights the composition of Chorlton District Centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Chorlton District Centre		
Category	#	%
Convenience	16	7%
Comparison	38	16%
Retail Services	57	24%
Leisure Services	95	40%
Financial and Business Services	9	4%
Vacant	22	9%
Total	238	100%

Source: Based on Rapleys' Health Check Survey and CoStar Information.

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.

Chorlton District Centre accommodates town centre uses including Restaurants, Takeaways, Hairdressers, Estate Agents, and retailers.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 9%, which is below the national average 14.1% (Source: British Retail Consortium, April 2022).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience retailers include Co-op, Morrisons, Tesco Express, Quality Save, and M&S Simply Food. In addition, other national retailers represented include Holland & Barrett, William Hill, Barclays, Boots, McDonalds, and Papa Johns.

ACCESSIBILITY

Chorlton 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 from public transport. There is a tram stop located within the Centre. There is a bus station located within the Centre boundary on Barlow Moor Road with frequent services to Piccadilly Gardens and The Trafford Centre. Additional bus stops within the centre provide services to Stockport, and Arrowfield Estate.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

According to the Police.uk Crime Map, there were 4 crimes reported in the previous 12 months. Offences included theft and violence and sexual offences.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

The area is free from litter, the shopfronts, roads and pavements are generally well maintained, and there is sufficient street lighting throughout the centre.

CONCLUSION

In terms of the assessment criteria Chorlton 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 from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Chorlton District Centre is in very good health.

DIDSBURY DISTRICT CENTRE

September 2022

This Health Check Assessment provides an audit of the vitality and viability of Didsbury District Centre. 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.

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).

INTRODUCTION

The site is located approximately 2.8km north west of Didsbury District Centre.

DIVERSITY OF USES

Table 1 below highlights the composition of Didsbury District Centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Didsbury District Centre		
Category	#	%
Convenience	13	10%
Comparison	25	20%
Retail Services	40	31%
Leisure Services	42	33%
Financial and Business Services	4	3%
Vacant	4	3%
Total	128	100%

Source: Based on Rapleys' Health Check Survey and CoStar Information.

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.

Didsbury District Centre accommodates town centre uses including Restaurants, Takeaways, Hairdressers, Estate Agents, and retailers.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 3%, which is substantially below the national average 14.1% (Source: British Retail Consortium, April 2022).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience retailers include Aldi, Tesco Express, Londis, Co-op, and M&S Simply Food. National retailers include Domino's, Ladbrokes, Boots, Timpssons, Holland & Barrett, and Café Nero.

ACCESSIBILITY

Didsbury 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. There is a tram stop located within the Centre. The Centre also benefits from good accessibility from public transport. Bus stops within the centre provide regular services to Piccadilly Gardens, The Trafford Centre, Altrincham, East Didsbury, Handforth Dean, Stockport, and North Reddish.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

There was no data available at the time of writing from the Police.uk Crime Map. However, there was sufficient street lighting in the area, and no evidence of criminal damage.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

The area is free from litter, the shopfronts, roads and pavements are generally well maintained, and there is sufficient street lighting throughout the centre.

CONCLUSION

In terms of the assessment criteria Didsbury 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 from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Didsbury District Centre is in very good health.

FALLOWFIELD DISTRICT CENTRE

September 2022

This Health Check Assessment provides an audit of the vitality and viability of Fallowfield District Centre. 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.

The adopted Development Plan for Manchester City Council consists of the Core Strategy 2012-2027 adopted in July 2012. The detailed boundary of the centre can be found on the Local Plan Policy Map, which supports the Local Plan.

INTRODUCTION

Fallowfield District Centre is located approximately 1km east of the application site. The centre is linear in formation.

DIVERSITY OF USES

Table 1 below highlights the composition of Fallowfield District Centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Fallowfield District Centre		
Category	#	%
Convenience	3	4%
Comparison	2	3%
Retail Services	10	14%
Leisure Services	34	48%
Financial and Business Services	8	11%
Other	3	4%
Vacant	11	15%
Total	71	100%

Source: Experian GOAD Plan August 2020. Rapleys desktop review. CoStar database review.

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.

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

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 15%, slightly above the national average of 13.7% (Source: Retail Gazette, 29 January 2021). Vacant unit sizes range from 80 - 420 sq.m (Gross); whilst a majority of vacant units (7) are under 100 sq.m.

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include Sainsbury's and other independent convenience retailers.

COMMERCIAL RENTS

The CoStar analytical tool, estimates that the 2020 Q4 market rents are around £19 per square foot.

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 OCCURANCE OF CRIME

Fallowfield District centre falls within the Greater Manchester Police area. The police.uk website crime map shows that there were three crimes reported in August 2020 which included criminal damage and arson and violence. At the time of writing there were no other figures available. Overall, it is considered that this centre does not suffer from abnormal levels of crime.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

The area is free from litter, the shopfronts, roads and pavements are well maintained, and there is sufficient street lighting throughout the centre, and there is no evidence of graffiti in the area.

CONCLUSION

In terms of the assessment criteria, Fallowfield District Centre presents higher than average vacant units but 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.

BARLOW MOOR RD/MAULDETH RD WEST (CHORLTON PARK) LOCAL CENTRE

September 2022

This Health Check Assessment provides an audit of the vitality and viability of Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local centre. 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.

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).

INTRODUCTION

The site is located approximately 385m north east of Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local centre.

DIVERSITY OF USES

Table 1 below highlights the composition of Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre

Category	#	%
Convenience	3	13%
Comparison	1	4%
Retail Services	5	21%
Leisure Services	10	42%
Financial and Business Services	2	8%
Vacant	3	13%
Total	24	100%

Source: Based on Rapleys' Health Check Survey and CoStar Information.

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.

Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre accommodates town centre uses including Pharmacy, Takeaways, Post Office, Accountant, and barber.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 13%, which is slightly below the national average 14.1% (Source: British Retail Consortium, April 2022).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience retailers include local convenience retailers.

ACCESSIBILITY

Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local 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 from public transport. Bus stops within the centre provide regular services to The Trafford Centre, Stockport, and Withington. The Centre also benefits from the Barlow Moor Road Metrolink stop.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

According to the Police.uk Crime Map, there were 4 crimes reported in the previous 12 months. Offences included theft and violence and sexual offences.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

The area is free from litter, the shopfronts, roads and pavements are generally well maintained, and there is sufficient street lighting throughout the centre.

CONCLUSION

In terms of the assessment criteria Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local 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 from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre is in very good health.

BEECH RD/STOCKTON RD/CHORLTON GREEN (CHORLTON) LOCAL CENTRE

September 2022

This Health Check Assessment provides an audit of the vitality and viability of Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre. 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.

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).

INTRODUCTION

The site is located approximately 970m south east of Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre.

DIVERSITY OF USES

Table 1 below highlights the composition of Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre., as assessed by Rapleys.

Table 1. Diversity of Uses within Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre.

Category	#	%
Convenience	2	5%
Comparison	12	28%
Retail Services	10	23%
Leisure Services	15	35%
Financial and Business Services	1	2%
Vacant	3	7%
Total	43	100%

Source: Based on Rapleys' Health Check Survey and CoStar Information.

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.

Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local Centre accommodates town centre uses including Hairdresser, Takeaways, restaurants, Estate Agent, and jewellers.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 7%, which is below the national average 14.1% (Source: British Retail Consortium, April 2022).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience retailers include the Co-op and a local convenience retailer.

ACCESSIBILITY

Beech Rd/Stockton Rd/Chorlton Green (Chorlton) Local 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 from public transport. Bus stops just outside the centre provide regular services to Piccadilly Gardens, Chorlton, and Withington.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

According to the Police.uk Crime Map, there was only one crime reported in the previous 12 months. This offence related to violence and sexual offences.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

The area is free from litter, the shopfronts, roads and pavements are generally well maintained, and there is sufficient street lighting throughout the centre.

CONCLUSION

In terms of the assessment criteria Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local 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 from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Barlow Moor Rd/Mauldeth Rd West (Chorlton Park) Local Centre is in very good health.

MERSEYBANK LOCAL CENTRE

September 2022

This Health Check Assessment provides an audit of the vitality and viability of Merseybank Local Centre. 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.

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).

INTRODUCTION

The site is located approximately 1.3km north of Merseybank Local Centre.

DIVERSITY OF USES

Table 1 below highlights the composition of Merseybank Local Centre., as assessed by Rapleys.

Table 1. Diversity of Uses within Merseybank Local Centre.

Category	#	%
Convenience	2	15%
Comparison	2	15%
Retail Services	1	8%
Leisure Services	3	23%
Financial and Business Services	2	15%
Vacant	3	23%
Total	13	100%

Source: Based on Rapleys' Health Check Survey and CoStar Information.

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.

Merseybank Local Centre accommodates town centre uses including a convenience store, pharmacy, takeaway and café.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Rapleys Health Check Assessment identifies a vacancy rate of 23% but this represents only 3 units in the context of there only being 13 units in the Centre in total. This is above the UK national average of 14.1% (Source: British Retail Consortium, April 2022).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience retailers include Go Local and Premier Convenience stores.

ACCESSIBILITY

Merseybank Local Centre is highly accessible, 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 from public transport. Bus stops within the centre provide regular services to Chorlton.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

According to the Police.uk Crime Map, there were 4 crimes reported in the previous 12 months. Offences included theft and violence and sexual offences.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

The area is free from litter, the shopfronts, roads and pavements are generally well maintained, and there is sufficient street lighting throughout the centre.

CONCLUSION

In terms of the assessment criteria Merseybank Local 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 from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that Merseybank Local Centre is in very good health.

WEST DIDSBURY / BURTON ROAD DISTRICT CENTRE

September 2022

This Health Check Assessment provides an audit of the vitality and viability of West Didsbury / Burton Road Local Centre. 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.

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).

INTRODUCTION

The site is located approximately 1.75km north west of West Didsbury / Burton Road Local Centre.

DIVERSITY OF USES

Table 1 below highlights the composition of West Didsbury / Burton Road Local Centre, as assessed by Rapleys.

Table 1. Diversity of Uses within West Didsbury / Burton Road Local Centre

Category	#	%
Convenience	6	8%
Comparison	10	14%
Retail Services	13	18%
Leisure Services	38	54%
Financial and Business Services	0	0%
Vacant	4	6%
Total	71	100%

Source: Based on Rapleys' Health Check Survey and CoStar Information.

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.

West Didsbury / Burton Road Local Centre accommodates town centre uses including Takeaways, Hairdressers, Beauty Salons, and restaurants.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 6%, which is substantially below the national average 14.1% (Source: British Retail Consortium, April 2022).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience retailers include Tesco Express, Co-op, and independent convenience retailers.

ACCESSIBILITY

West Didsbury / Burton Road Local 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 from public transport. Bus stops within the centre provide regular services to Chorlton, Withington, and Piccadilly Gardens. The Centre is also served by the Burton Road Metrolink stop.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

There was no data available at the time of writing from the Police.uk Crime Map. However, there was sufficient street lighting in the area, and no evidence of criminal damage.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

The area is free from litter, the shopfronts, roads and pavements are generally well maintained, and there is sufficient street lighting throughout the centre.

CONCLUSION

In terms of the assessment criteria West Didsbury / Burton Road Local 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 from good accessibility, well-maintained streets, and good street lighting. Given the above assessment, it is considered that West Didsbury / Burton Road Local Centre is in very good health.

STRETFORD MALL

September 2022

This Health Check Assessment provides an audit of the vitality and viability of Stretford Mall. 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.

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).

INTRODUCTION

The site is located approximately 3km south east of Stretford Mall.

DIVERSITY OF USES

Table 1 below highlights the composition of Stretford Mall, as assessed by Rapleys.

Table 1. Diversity of Uses within Stretford Mall		
Category	#	%
Convenience	6	7%
Comparison	25	28%
Retail Services	14	16%
Leisure Services	12	13%
Financial and Business Services	7	8%
Vacant	26	29%
Total	90	100%

Source: Based on Rapleys' Health Check Survey and CoStar Information.

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.

Stretford Mall accommodates town centre uses including newsagent, Beauty Salon, Takeaways, Optician, clothes retailers, and Cafe.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 26%, which is above the national average 14.1% (Source: British Retail Consortium, April 2022). Stretford Mall is subject to a comprehensive redevelopment scheme as part of planning application 103844/HYB/21 for a mixed use development comprising up to 13,000 sqm of commercial, business and service floorspace (Use Class E); up to 2,800 sqm of public house or drinking establishment floorspace (Sui Generis); up to 720 sqm of learning and non-learning institutions (Use Class F1); up to 2,400 sqm for local community uses (Use Class F2); and up to 800 residential units (Use Class C3).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience retailers include Quality Save, Stretford General Store, Heron Foods, and Aldi. National retailers include Lloyds Bank, Card Factory, WH Smith, EE, Specsavers, and PureGym amongst others.

ACCESSIBILITY

Stretford Mall 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 from public transport. Bus stops within the centre provide regular services to Chorlton, Withington, and Piccadilly Gardens. The Centre is also served by the Burton Road Metrolink stop.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

There was no data available at the time of writing from the Police.uk Crime Map. However, there was sufficient street lighting in the area, and most of the centre benefitted from natural surveillance.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

The area is free from litter, the shopfronts, roads and pavements are generally well maintained, and there is sufficient street lighting throughout the centre.

CONCLUSION

In terms of the assessment criteria Stretford Mall benefits from good accessibility, and is proposed to be comprehensively redeveloped. The current state of Stretford Mall is considered to be mixed, given the relatively high level of vacant units within the Mall. However, parts of the Centre, such as the Aldi store appear to trade well.

FALLOWFIELD TRIANGLE LOCAL CENTRE

September 2022

This Health Check Assessment provides an audit of the vitality and viability of Fallowfield Triangle Local Centre. 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.

The adopted Development Plan for Manchester City Council consists of the Core Strategy 2012-2027 adopted in July 2012.

INTRODUCTION

Fallowfield Triangle Local Centre is located approximately 2.13km north east of the application site.

DIVERSITY OF USES

Table 1 below highlights the composition of Fallowfield Triangle Local Centre, as assessed by Rapleys.

Table 1. Diversity of Uses within Fallowfield Triangle Local Centre		
Category	#	%
Convenience	6	15%
Comparison	6	15%
Retail Services	12	30%
Leisure Services	11	28%
Financial and Business Services	2	5%
Other	1	3%
Vacant	2	5%
Total	40	100%

Source: Rapleys desktop review. CoStar database review.

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.

Fallowfield Triangle Local Centre accommodates town centre uses such as takeaways, pharmacy, betting office, and estate agents. There are also convenience units within the centre.

PROPORTION OF VACANT STREET LEVEL PROPERTY

Table 1 above indicates a vacancy rate of 5%, below the national average of 13.7% (Source: Retail Gazette, 29 January 2021).

RETAILER REPRESENTATION AND INTENTIONS TO CHANGE REPRESENTATION

The convenience offerings identified include a number of independent convenience retailers in addition to Aldi, Nisa Local, GoLocal Extra.

ACCESSIBILITY

Fallowfield Triangle Local 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 Piccadilly Gardens and Moss Side.

PERCEPTION OF SAFETY AND OCCURANCE OF CRIME

The centre falls within the Greater Manchester Police area. The police.uk website crime map shows that there were four crimes reported in 2020 which included arson and criminal damage, and violence. It is not considered that this centre suffers from abnormal levels of crime.

STATE OF THE CENTRE AND ENVIRONMENTAL QUALITY

The area is free from litter, the shopfronts, roads and pavements are generally well maintained, and there is sufficient street lighting throughout the centre, and there is no evidence of graffiti in the area.

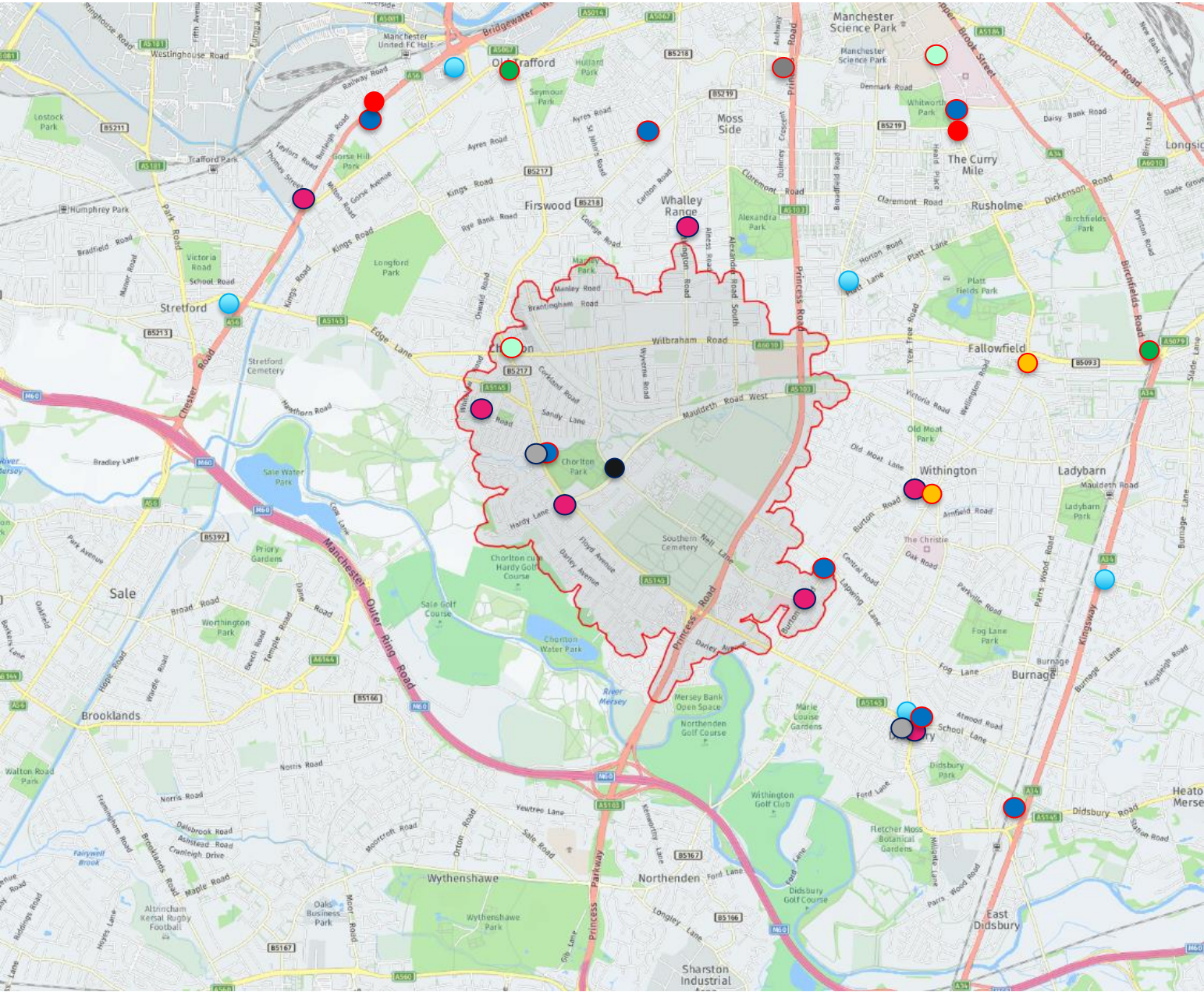
CONCLUSION

In terms of the assessment criteria Fallowfield Triangle Local Centre presents below 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, no graffiti and good street lighting. Given the above assessment, it is considered that Fallowfield Triangle Local Centre is in very good health.

Appendix 5

RETAILER REPRESENTATION VERSUS CATCHMENT AREA

Retail Representation versus Catchment Area



- Aldi
- Lidl
- Sainsbury's / Sainsbury's Local
- Iceland
- Tesco / Tesco Express
- Morrisons
- Asda
- Proposal Site
- Co-op
- M&S Simply Food

 5-minute drivetime catchment

Appendix 6

RETAIL IMPACT TABLES

Table 1: Population Forecast for 5 Minute Drive Time Catchment

Year	2021	2022	2023	2024	2025	2026	2027
Catchment Area	31,107	31,151	31,177	31,195	31,210	31,213	31,198

Notes

Figures Provided by Experian Micromarketer (July 2022)

Table 2a: Convenience Expenditure Per Capita

Year	2020	2021	2022	2023	2024	2025	2026	2027
Expenditure (£) (with SFT)	£2,623	£2,526	£2,475	£2,478	£2,480	£2,483	£2,485	£2,488
Expenditure (£) (minus SFT)	£2,481	£2,367	£2,334	£2,329	£2,324	£2,321	£2,319	£2,319
SFT Expenditure (£)	£142	£159	£141	£149	£156	£161	167	169

Table 2b: Comparison Expenditure Per Capita

Study Area Zone	2020	2021	2022	2023	2024	2025	2026	2027
Expenditure (£) (with SFT)	£3,580	£3,648	£3,725	£3,829	£3,936	£4,046	£4,160	£4,276
Expenditure (£) (minus SFT)	£2,664	£2,678	£2,834	£2,883	£2,936	£2,990	£3,049	£3,113
SFT Expenditure (£)	£916	£970	£890	£946	£1,000	£1,056	£1,111	£1,163

Assumptions Regarding Available Expenditure on Convenience Goods

Year	2020	2021	2022	2023	2024	2025	2026	2027
Growth in Expenditure (%)		-3.70%	-2.00%	0.10%	0.10%	0.10%	0.10%	0.10%
Non store spend (SFT) (%)	5.40%	6.30%	5.70%	6.00%	6.30%	6.50%	6.70%	6.80%

Assumptions Regarding Available Expenditure on Comparison Goods

	2020	2021	2022	2023	2024	2025	2026	2027
Growth in Expenditure (%)		1.90%	2.10%	2.80%	2.80%	2.80%	2.80%	2.80%
Non store spend (SFT) (%)	25.60%	26.60%	23.90%	24.70%	25.40%	26.10%	26.70%	27.20%

Notes

2020 Base Year Convenience Expenditure - Experian Micromarketer (June 2022)

Growth Rates - Experian Retail Planner Briefing Note 19 (January 2022) - Figure 1a

Special Forms of Trading (SFT) - Experian Retail Planner Briefing Note 19 (January 2022) - Appendix 3

Table 3a: Total Convenience Goods Expenditure

Year	2021	2022	2023	2024	2025	2026	2027
Expenditure (£m) (with SFT)	£78.57	£77.11	£77.25	£77.38	£77.49	£77.58	£77.62
Expenditure (£m) (minus SFT)	£73.62	£72.72	£72.62	£72.50	£72.45	£72.38	£72.34
SFT Expenditure (£m)	£4.95	£4.40	£4.64	£4.87	£5.04	£5.20	£5.28

Notes

Source - Rapleys LLP Tables 1 & 2

Table 3b: Total Comparison Goods Expenditure

Year	2021	2022	2023	2024	2025	2026	2027
Expenditure (£m) (with SFT)	£113.48	£116.03	£119.37	£122.79	£126.29	£129.83	£133.41
Expenditure (£m) (minus SFT)	£83.29	£88.30	£89.89	£91.60	£93.33	£95.17	£97.12
SFT Expenditure (£m)	£30.19	£27.73	£29.49	£31.19	£32.96	£34.67	£36.29

Notes

Source - Rapleys LLP Tables 1 & 2

Table 4: Turnover of Proposed Lidl Store

	Total Net Sales Floorspace (sq.m)	Benchmark Turnover (£/sq.m)	Total Store Turnover 2020 (£m)	Total Store Turnover 2021 (£m)	Total Store Turnover 2022 (£m)	Total Store Turnover 2027 (£m)
Convenience	1,088	£8,739	£9.51	£8.61	£8.85	£9.02
Comparison	272	£4,761	£1.29	£1.29	£1.39	£1.55
Total	1,360	-	£10.80	£9.91	£10.23	£10.57

Assumptions Regarding Sales Density Growth Rate

	2021	2022	2023	2024	2025	2026	2027
Convenience Growth Rate (%)	-9.4%	2.7%	1.6%	0.1%	0.1%	0.1%	0.1%
Comparison Growth Rate (%)	-0.2%	7.2%	2.3%	2.2%	2.2%	2.2%	2.2%

Notes

Benchmark Turnover - Sourced from GlobalData (December 2021)

Adjusted for Density Growth and 2020 Price base - Experian Retail Planner Briefing Note 19 (January 2022) - Figure 4a & 4b

Table 5: Trade Draw Assessment & Impact Assessment

							Trade Diversion		Trade Diversion 2022		Trade Diversion 2027		Total Diversion		Impact (%)		Post-development Turnover (€m)	
	Pre-Development Conv. Turnover 2022 (€m)	Pre-Development Comp. Turnover 2022 (€m)	Pre-Development Conv. & Comp. Turnover 2022 (€m)	Pre-Development Conv. Turnover 2027 (€m)	Pre-Development Comp. Turnover 2027 (€m)	Pre-Development Conv. & Comp. Turnover 2027 (€m)	Convenience (%)	Comparison (%)	Convenience (€m)	Comparison (€m)	Convenience (€m)	Comparison (€m)	2022	2027	2022	2027	Conv. & Comp. Total - 2022	Conv. & Comp. Total - 2027
Chorlton District Centre																		
Co-op	£2.88	£0.68	£3.56	£2.94	£0.76	£3.70	3.00%	0.00%	£0.27	£0.00	£0.27	£0.00	£0.27	£0.27	7.45%	7.32%	£3.30	£3.43
M&S Foodhall	£2.54	£0.59	£3.13	£2.59	£0.66	£3.25	2.50%	0.00%	£0.22	£0.00	£0.23	£0.00	£0.22	£0.23	7.07%	6.94%	£2.91	£3.02
Morrisons	£11.69	£2.19	£13.89	£11.93	£2.45	£14.38	14.50%	10.00%	£1.28	£0.14	£1.31	£0.15	£1.42	£1.46	10.23%	10.18%	£12.47	£12.91
Tesco Express	£3.44	£0.61	£4.04	£3.50	£0.68	£4.18	3.50%	0.00%	£0.31	£0.00	£0.32	£0.00	£0.31	£0.32	7.66%	7.55%	£3.73	£3.87
Other Shops	£2.33	£36.73	£39.06	£2.38	£40.99	£43.37	1.00%	25.50%	£0.09	£0.35	£0.09	£0.39	£0.44	£0.48	1.13%	1.12%	£38.62	£42.88
Total	£22.88	£40.80	£63.68	£23.34	£45.53	£68.87	24.50%	35.50%	£2.17	£0.49	£2.21	£0.55	£2.66	£2.76	4.18%	4.01%	£61.02	£66.11
Didsbury District Centre																		
Aldi	£7.29	£1.49	£8.78	£7.44	£1.66	£9.10	10.00%	11.00%	£0.88	£0.15	£0.90	£0.17	£1.04	£1.07	11.81%	11.79%	£7.74	£8.03
Co-op	£2.53	£0.79	£3.32	£2.58	£0.89	£3.47	1.50%	0.00%	£0.13	£0.00	£0.14	£0.00	£0.13	£0.14	3.99%	3.90%	£3.19	£3.33
M&S Simply Food	£1.49	£0.35	£1.83	£1.52	£0.39	£1.90	1.00%	0.00%	£0.09	£0.00	£0.09	£0.00	£0.09	£0.09	4.83%	4.74%	£1.74	£1.81
Tesco Express	£2.67	£0.47	£3.14	£2.72	£0.53	£3.25	1.50%	0.00%	£0.13	£0.00	£0.14	£0.00	£0.13	£0.14	4.22%	4.16%	£3.01	£3.12
Other Shops	£1.97	£15.40	£17.37	£2.01	£17.19	£19.20	1.00%	1.00%	£0.09	£0.01	£0.09	£0.02	£0.10	£0.11	0.59%	0.55%	£17.27	£19.09
Total	£15.95	£18.50	£34.45	£16.27	£20.65	£36.92	15.00%	12.00%	£1.33	£0.17	£1.35	£0.19	£1.49	£1.54	4.33%	4.17%	£32.96	£35.38
Withington District Centre																		
Co-op	£5.89	£1.38	£7.27	£6.01	£1.55	£7.55	1.50%	0.00%	£0.13	£0.00	£0.14	£0.00	£0.13	£0.14	1.82%	1.79%	£7.14	£7.42
Sainsbury's Local	£2.65	£0.52	£3.16	£2.70	£0.58	£3.28	1.00%	0.00%	£0.09	£0.00	£0.09	£0.00	£0.09	£0.09	2.80%	2.75%	£3.07	£3.19
Other Shops	£3.04	£10.95	£13.99	£3.10	£12.22	£15.32	0.00%	5.00%	£0.00	£0.07	£0.00	£0.08	£0.07	£0.08	0.50%	0.50%	£13.92	£15.24
Total	£11.57	£12.85	£24.42	£11.81	£14.34	£26.15	2.50%	5.00%	£0.22	£0.07	£0.23	£0.08	£0.29	£0.30	1.19%	1.16%	£24.13	£25.84
Fallowfield District Centre																		
Sainsbury's	£26.14	£8.64	£34.78	£26.67	£9.64	£36.31	10.00%	10.00%	£0.88	£0.14	£0.90	£0.15	£1.02	£1.06	2.94%	2.91%	£33.76	£35.25
Other Shops	£2.07	£3.47	£5.55	£2.12	£3.88	£5.99	0.00%	1.00%	£0.00	£0.01	£0.00	£0.02	£0.01	£0.02	0.25%	0.26%	£5.53	£5.98
Total	£28.21	£12.11	£40.33	£28.78	£13.52	£42.30	10.00%	11.00%	£0.88	£0.15	£0.90	£0.17	£1.04	£1.07	2.57%	2.54%	£39.29	£41.23
Barlow Moor/ Mauldeth Road West																		
Co-op	£2.75	£0.65	£3.39	£2.80	£0.72	£3.52	3.00%	0.00%	£0.27	£0.00	£0.27	£0.00	£0.27	£0.27	7.82%	7.68%	£3.13	£3.25
Other Shops	£0.25	£1.13	£1.38	£0.26	£1.26	£1.52	0.00%	0.00%	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	0.00%	0.00%	£1.38	£1.52
Total	£3.00	£1.77	£4.77	£3.06	£1.98	£5.04	3.00%	0.00%	£0.27	£0.00	£0.27	£0.00	£0.27	£0.27	5.56%	5.37%	£4.51	£4.77
Beech Road/ Stockton Road/ Chorlton Green																		
Co-op	£1.64	£0.38	£2.02	£1.67	£0.43	£2.10	1.75%	0.00%	£0.15	£0.00	£0.16	£0.00	£0.15	£0.16	7.66%	7.53%	£1.87	£1.94
Other Shops	£0.23	£3.69	£3.92	£0.24	£4.11	£4.35	0.00%	0.00%	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	0.00%	0.00%	£3.92	£4.35
Total	£1.87	£4.07	£5.94	£1.91	£4.54	£6.45	1.75%	0.00%	£0.15	£0.00	£0.16	£0.00	£0.15	£0.16	2.61%	2.45%	£5.79	£6.29
West Didsbury, Burton Road																		
Co-op	£3.19	£0.75	£3.94	£3.25	£0.84	£4.09	2.00%	0.00%	£0.18	£0.00	£0.18	£0.00	£0.18	£0.18	4.49%	4.41%	£3.76	£3.91
Tesco Express	£1.26	£0.22	£1.48	£1.28	£0.25	£1.53	0.50%	0.00%	£0.04	£0.00	£0.05	£0.00	£0.04	£0.05	2.99%	2.95%	£1.44	£1.49
Other Shops	£0.99	£3.49	£4.48	£1.01	£3.90	£4.90	0.00%	1.00%	£0.00	£0.01	£0.00	£0.02	£0.01	£0.02	0.31%	0.32%	£4.47	£4.89
Total	£5.43	£4.47	£9.90	£5.54	£4.98	£10.53	2.50%	1.00%	£0.22	£0.01	£0.23	£0.02	£0.24	£0.24	2.37%	2.29%	£9.66	£10.29
Merseybank Local Centre																		
Local Stores	£0.80	£0.64	£1.44	£0.82	£0.71	£1.53	0.00%	0.00%	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	0.00%	0.00%	£1.44	£1.53
Total	£0.80	£0.64	£1.44	£0.82	£0.71	£1.53	0.00%	0.00%	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00	0.00%	0.00%	£1.44	£1.53
Stretford Mall																		
Aldi	£11.10	£2.27	£13.36	£11.32	£2.53	£13.85	12.00%	11.00%	£1.06	£0.15	£1.08	£0.17	£1.21	£1.25	9.09%	9.05%	£12.15	£12.60
Heron Foods	£1.29	£0.07	£1.35	£1.31	£0.08	£1.39	1.00%	0.00%	£0.09	£0.00	£0.09	£0.00	£0.09	£0.09	6.53%	6.50%	£1.27	£1.30
Other Shops	£2.91	£33.80	£36.71	£2.97	£37.72	£40.69	0.00%	1.00%	£0.00	£0.01	£0.00	£0.02	£0.01	£0.02	0.04%	0.04%	£36.69	£40.67
Total	£15.29	£36.13	£51.42	£15.60	£40.32	£55.92	13.00%	12.00%	£1.15	£0.17	£1.17	£0.19	£1.32	£1.36	2.56%	2.43%	£50.11	£54.57
Fallowfield Triangle																		
Aldi, Lloyd Street, Fallowfield	£7.38	£1.51	£8.89	£7.53	£1.68	£9.21	9.00%	8.00%	£0.80	£0.11	£0.81	£0.12	£0.91	£0.94	10.20%	10.16%	£7.98	£8.28
Other Stores	£1.95	£2.73	£4.68	£1.99	£3.05	£5.03	1.00%	1.00%	£0.09	£0.01	£0.09	£0.02	£0.10	£0.11	2.19%	2.10%	£4.58	£4.93
Total	£9.33	£4.24	£13.57	£9.52	£4.73	£14.25	10.00%	9.00%	£0.88	£0.12	£0.90	£0.14	£1.01	£1.04	7.44%	7.31%	£12.56	£13.20
Edge/ Out of Centre/ Outside Catchment Locations																		
Aldi, White City Retail Park, Stretford	£11.30	£2.31	£13.61	£11.53	£2.58	£14.10	1.75%	1.25%	£0.15	£0.02	£0.16	£0.02	£0.17	£0.18	1.27%	1.26%	£13.43	£13.92
Asda, Princess Road, Manchester	£39.13	£12.47	£51.60	£39.91	£13.92	£53.83	1.75%	1.25%	£0.15	£0.02	£0.16	£0.02	£0.17	£0.18	0.33%	0.33%	£51.43	£53.65
Lidl, Chester Road, Stretford	£8.86	£1.39	£10.25	£9.04	£1.55	£10.59	1.75%	1.25%	£0.15	£0.02	£0.16	£0.02	£0.17	£0.18	1.68%	1.67%	£10.08	£10.42
Tesco, Chester Road, Stretford	£64.38	£30.41	£94.79	£65.67	£33.93	£99.61	1.25%	0.75%	£0.11	£0.01	£0.11	£0.01	£0.12	£0.12	0.13%	0.12%	£94.67	£99.48
Other Stores (1)	£1.30	£0.37	£1.67	£1.32	£0.42	£1.74	1.25%	0.00%	£0.11	£0.00	£0.11	£0.00	£0.11	£0.11			£1.56	£1.63
Total	£124.97	£66.95	£171.92	£127.48	£52.40	£179.87	7.75%	4.90%	£0.69	£0.06	£0.70	£0.07	£0.75	£0.77	0.44%	0.43%	£171.17	£179.11
ALL TOTALS	£239.32	£182.53	£421.85	£244.12	£203.71	£447.83	90.00%	90.00%	£7.96	£1.25	£8.12	£1.39	£9.21	£9.51				
							Inflow (%) (€m)	10.00%	10.00%	£0.88	£0.14	£0.90	£0.15	£1.02	£1.04			
							Total (%) (€m)	100.00%	100.00%	£8.85	£1.39	£9.02	£1.55	£10.23	£10.55			

Appendix 7

POLICY ANALYSIS TABLE

Policy	Proposed Development
Policy EC9 (South Manchester) - District Centres of Chorlton, Didsbury, Fallowfield, Levenshulme and Withington. These will be suitable for mixed use development providing local needs and services.	Both the retail tests, sequential assessment and retail impact assessment have been undertaken.
Policy C1 (Centre Hierarchy) - Development of town centre uses will be prioritised in the centres.	The sequential site approach has demonstrated that there are no sequentially preferable sites which are suitable and available with respect to identified centres within the catchment which could accommodate the scale and form of development for which permission is sought.
Policy C6 (South Manchester District Centres - Chorlton, Didsbury, Fallowfield, Levenshulme and Withington) - states that across the area there is capacity for both further convenience and comparison retailing floorspace.	The commensurate retail impact assessment confirms that the proposed development would not result in any significant adverse impact on the vitality and viability of any other centre within the catchment area.
Policy C9 (Out-of-centre development) - Sets the requirement for a retail sequential approach and the local retail impact assessment	The application is accompanied by a Transport Assessment and Travel Plan, prepared by SCP.
Policy T1 (Sustainable Transport) - The Council will support development proposals which encourage a modal shift away from car travel to public transport, cycling and walking.	The Transport Assessment has demonstrated that the impact of the proposed development on the local highway network can be easily and safely accommodated. The proposed development will not result in any adverse impact that could be classified as severe in the context of paragraph 109 of the NPPF.
Policy T2 (Accessible areas of opportunity and need) - The Council will ensure new development is easily accessible. New development should provide appropriate parking facilities.	The Travel Plan sets out a range of measures for implementation to reduce overall car usage and promote the use of sustainable transport modes.
Policy EN1 (Design principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design.	The application is accompanied by a Design and Access Statement, prepared by Space Architects.
Policy EN8 (adaption to Climate Change) - All new development will be expected to be adaptable to climate change.	The report confirms that the design rationale was informed by Lidl's operational requirements within the context of the site constraints and surrounding land uses. The report also demonstrates that the proposal has been designed to a high standard using high quality materials. The proposed development adopts a contemporary design that is also considered to be in keeping with the locality. The development will result in significant betterment when compared to the existing building present at the site.
Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function.	The application is accompanied by a Landscape Details Plan, prepared by FDA Landscape. Overall, the proposed landscaping will represent an enhancement to the visual amenity of the location by providing 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.
Policy EN14 (Flood Risk) - Development should be directed towards sites with little or no risk of flooding; this should take account of all sources of flooding.	A Flood Risk Assessment with Outline Drainage Strategy prepared by Topping Engineers accompanies the planning application in support of the proposed development. The report confirms that the site is located in Flood Zone 1.
Policy EN15 (Biodiversity and Geological Conservation) - The Council will seek to maintain or enhance sites of biodiversity and geological value.	The application is accompanied by an Ecological Appraisal, prepared by Enzygo. The assessment has confirmed the site provides opportunity to incorporate appropriate measures to mitigate any potential impacts to ecological features and to demonstrate 'biodiversity net gain in accordance with NPPF and local planning policy.
Policy EN16 (Air Quality) - The Council will seek to improve the air quality within Manchester.	An Air Quality Assessment has been prepared by Miller Goodall Ltd to assess the impacts of the proposed development and any associated operations on air quality. The AQA concludes that the impact of emissions from traffic associated with the proposed development on local air quality at relevant receptors close to the road network surrounding the site is negligible.
Policy EN18 (Contaminated Land and Ground Stability) - sets the requirements for development proposed on contaminated land.	A Phase 2 Ground Investigation has been prepared by Brownfield Solutions which confirms that there are no land contamination constraints which would prevent the site's redevelopment.

Appendix 8

CGI

