

Briefing Note

Our ref 63026/01/JW/TW
Date 6 March 2026
To Kirklees Council
From Lichfields

Subject Proposed Lidl Store, St Luke's Hospital site, Blackmoorfoot Road, Crosland Moor, Huddersfield: Planning & Retail Statement Addendum

1.0 Introduction

- 1.1 This Planning & Retail Statement Addendum has been prepared by Lichfields on behalf of Lidl GB Ltd ("Lidl"). It accompanies a Section 73 application which seeks minor amendments to the approved development of land at Blackmoorfoot Road, Crosland Moor, Huddersfield, to provide a new Lidl foodstore, for which full planning permission was granted in August 2025 (ref. 2023/62/91405/W, hereafter the "2025 planning permission").
- 1.2 The application does not revisit the principle of development that has been established through the grant of the 2025 planning permission and instead seeks to make minor amendments to revise the levels strategy. This application is therefore submitted under section 73 of the Town and Country Planning Act 1990 (as amended) in order to vary the approved plans list, referenced by condition 2.
- 1.3 This addendum outlines the proposed scheme amendments and variations to planning conditions sought. It should be read alongside the Planning & Retail Statement dated April 2023 that accompanied the full planning application (see **Appendix 1**) and Updated Retail Assessment Summary dated December 2023 (see **Appendix 2**).
- 1.4 This addendum has the following sections:
- **Section 2.0** describes the application site and relevant planning history;
 - **Section 3.0** summarises the proposed scheme amendments;
 - **Section 4.0** outlines the variations to planning conditions sought;
 - **Section 5.0** assesses the scheme's compliance with the development plan;
 - **Section 6.0** addresses other material considerations relevant to the consideration of the application; and
 - **Section 7.0** provides a summary of the conclusions drawn.

2.0 Site Context

- 2.1 The application site is located to the south of Blackmoorfoot Road, in the Crosland Moor area on the south-western side of Huddersfield and covers around 0.72 ha. It falls within the wider former St Luke's Hospital site, which has been built-out as a residential-led development by Avant Homes, and which is being marketed as Fitzwilliam Grange. The residential development has now been completed and all units have been sold.

Figure 1 Site location



Source: Google Maps N.B. Red line shown indicatively

- 2.2 The site directly fronts onto Blackmoorfoot Road. The surrounding area is predominantly in residential use however there are a number of small commercial and retail units less than 100m to the east of the site on Blackmoorfoot Road. These commercial and retail units are designated as forming part of a Local Centre in the Kirklees Local Plan (Crosland Moor Local Centre). There is another cluster of commercial uses located around 400m to the west of the site on Blackmoorfoot Road, which is also designated as a Local Centre in the Local Plan ('Blackmoorfoot Road, Crosland Moor' Local Centre).
- 2.3 The former hospital site is allocated in the Kirklees Local Plan for mixed use development, with the allocation referring to both housing and retail uses (site ref. MXS1). The wider site has been brought forward for housing, so the development of a foodstore on the application site is entirely consistent with this allocation.

Accessibility

- 2.1 The site occupies an accessible location within a predominantly residential area. As noted above, the site lies less than 100m walking distance from the boundary of Crosland Moor Local Centre and is therefore an edge-of-centre site in policy terms. The site is conveniently accessible on foot from the surrounding residential areas, via a network of existing footways, and the proposed development also incorporates cycle parking spaces.
- 2.2 The nearest railway station is Lockwood, which is located around 800m to the south-east (approximately 10 minutes' walking distance). Lockwood station is on the Penistone line, with services running between Huddersfield and Sheffield. The site is also easily accessible by private car, with Blackmoorfoot Road joining the A62/Manchester Road, which connects Huddersfield with locations to the south-west, such as Linthwaite, Slaithwaite and Marsden.

Planning History

- 2.3 Table 1 summarises the recent planning history of the wider former hospital site.
- 2.4 Outline planning permission (with all matters reserved except for access) was granted in 2015 for a residential-led mixed use development of the site (ref. 2014/60/93099/W). An indicative masterplan submitted as part of this application showed a residential layout of c. 200 dwellings, two retail units (comprising 30,000 sqft and 12,000 sqft respectively) and a public house/restaurant.
- 2.5 Since the grant of outline permission, a number of applications for amendments to this permission (under Section 73) and for the approval of reserved matters have been approved, as detailed in Table 2.1. The residential element of the scheme, known as Fitzwilliam Grange, has now been built out by Avant Homes.
- 2.6 As outlined above, planning permission for the Lidl foodstore was granted in 2025. Given this application was made in 2023, it pre-dates the requirement in the Environment Act for mandatory biodiversity net gain.
- 2.7 Since the grant of planning permission, a number of applications to discharge conditions have been submitted, as outlined in Table 1.

Table 1 Planning History Summary

Ref.	Description	Type of application	Decision and date
2014/60/93099/W	Outline application for phased development comprising up to 200 dwellings with associated infrastructure and open space; retail units; accommodation for potential neighbourhood uses; restaurant/public house; and petrol filling station.	Outline planning application	Granted 01/12/15

Ref.	Description	Type of application	Decision and date
2016/70/91337/W	Removal of conditions 25 and 31 and variation of conditions 3, 6, 7, 8, 9, 10, 11, 15, 18, 19, 20, 21, 22, 23, 24, 26, 27, 30, 35, 36, 37, 40 and 41 on outline permission no. 2014/93099.	Application to remove or vary a condition (Section 73 application)	Granted 05/10/17
2018/70/93098/W	Variation of conditions 28, 33, 34 and 35 and removal of condition 31 on previous application 2016/91337.	Application to remove or vary a condition (Section 73 application)	Granted 09/08/19
2018/62/93200/W	Erection of 26 dwellings [N.B. this permission covers just part of the wider site, to the west of the application site].	Full planning application	Granted 09/08/19
2018/61/93201/W	Reserved matters application for residential development pursuant to outline permission 2018/93098.	Reserved matters approval	Granted 09/08/19
2019/61/93902/W	Reserved matters application for residential development pursuant to outline permission 2018/93098.	Reserved matters approval	Granted 16/08/22
2023/62/91405/W	Erection of foodstore (Class E) with associated access, parking, servicing area and landscaping	Full planning application	Granted 05/08/25
2025/64/92472/W	Erection of illuminated signs [display of Lidl signage on the approved store building]	Advertisement consent	Granted 04/11/25
2025/44/92535/W	Discharge of details reserved by conditions 9 (temporary drainage), 14 (oil/petrol interceptor), 15 (flood routing), 16, (drainage strategy), 19 (landscaping) on previous permission 2023/91405	Discharge of conditions	Split decision – conditions 14 and 19 discharged, conditions 9, 15, 16 not discharged. 07/01/26
2025/44/92676/W	Discharge of details reserved by conditions 12 (retaining walls), 17 (carbon emissions), 18 (crime mitigation strategy), 20 (noise assessment), 21 (materials), 23 (boundary treatments) and 32 (delivery noise management plan) of previous permission 2023/91405 for erection of	Discharge of conditions	Split decision, conditions 17, 18, 20, 21, 23 and 32 discharged, condition 12 not discharged.

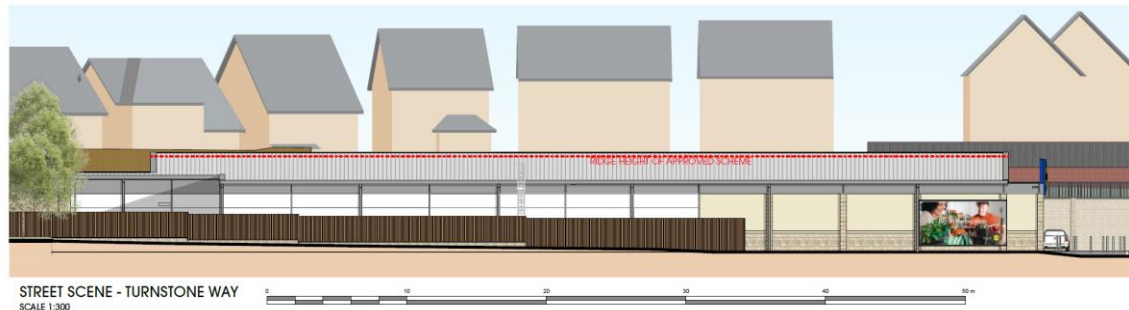
Ref.	Description	Type of application	Decision and date
	foodstore (Class E) with associated access, parking, servicing area and landscaping		02/02/26
2025/44/92379/W	Discharge of details reserved by condition 33 (EVC) on previous permission 2023/91405	Discharge of condition	Application being considered by Kirklees Council.
2025/44/92887/W	Discharge of details reserved by conditions 7 (Construction (Environmental) Management Plan), 8 (Construction Management Plan: Ecology), 10 (Phase 2 Site Investigation Report), 13 (Biodiversity Enhancement and Management Plan), 22 (Retaining Wall), 24 (Lighting) on previous permission 2023/91405	Discharge of conditions	Application being considered by Kirklees Council.

Source: Kirklees Council website. N.B. This table only includes applications for the discharge of conditions in relation to the Lidl foodstore development.

3.0 The Proposed S73 Amendments

- 3.1 This section summarises the proposed amendments to the scheme.
- 3.2 Lidl has undertaken a review of the overall layout and levels of the approved development following the grant of planning permission. This has revealed it is necessary to make a change to the site levels around the site access and in front of the store to enable the bellmouth at the site access to be adopted by the Local Highways Authority.
- 3.3 The amended proposals include raising the finished floor level (“FFL”) of the entire site by 300mm, as it has been determined that this is the most effective solution for site drainage. Figure 2 demonstrates that raising the FFL by 300mm has a minimal visual impact, particularly when considered against the overall excavation depth of up to 4.3m, which will reduce to 4.0m. The change is modest, especially given the store remains set down at a lower level than the surrounding residential development. Otherwise, the site layout will remain as approved – there are no changes proposed to the building footprint or position, or to the layout of the car park, landscaping, and pedestrian infrastructure.

Figure 2 Extract of proposed streetscene, with previously approved foodstore ridge height shown with red dashed line



Source: HTC Architects, drawing no. 2783 P1303

- 3.4 In addition to the change to levels, the only other amendment to the approved scheme is that four EV charging spaces are shown in the car park, an increase from the two shown on the approved drawing. This is in response to feedback received from KC Environmental Health in relation to the application to discharge condition 33 (EV charging) of the planning permission (ref. 2025/44/92379/W).
- 3.5 The revised development proposals are otherwise unchanged from the approved scheme (with the exception of the increase of electric vehicle parking bays), and comprise:
- a 2,000 sqm gross internal area / 1,331 sqm net (sales) Lidl foodstore;
 - 93 car parking spaces, including six disabled spaces, nine parent and child spaces, and four electric vehicle charging points;
 - vehicular and pedestrian access from Turnstone Way;
 - a servicing area to the eastern side of the store; and
 - a co-ordinated scheme of landscaping across the site.
- 3.6 The new Lidl store would be accommodated within the southwestern part of the site. The entrance to the store would be located on the northern corner of the building and would be linked to parking spaces in the northern and eastern parts of the site by dedicated pedestrian routes. Internally, the store would be modern in design, including a glazed shopfront, consistent with Lidl's corporate style. The elevations will include natural stone to match the materiality of the surrounding townscape.
- 3.7 For further details of overall design and layout of the proposed development, please refer to the Design and Access Statement which accompanies this application.

Environmental Impact Assessment

- 3.8 The proposed development does not fall within Schedule 1 the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). It also falls below all thresholds set out in Part 10(b) of Schedule 2 of the same Regulations which includes urban development projects of this nature. It is not located within an environmentally sensitive location, and its surroundings are characterised by built development that is similar in scale

and character to the proposed scheme. The proposed development is not likely to give rise to significant effects and does not constitute EIA development.

4.0 Planning conditions

4.1 This application seeks variations to the planning conditions imposed on the 2025 planning permission. The reasons for the proposed variations to conditions are as follows:

- 1 To allow the approved plans list referenced by condition 2 to be updated to include the revised drawings submitted with this application;
- 2 The timing trigger for condition 12, which relates to retaining walls, is proposed to be amended so that the condition is only required to be discharged prior to the construction of the new retaining walls. This change is required as Kirklees Council has requested an 'Approval in Principle' to discharge condition 12. The proposed variation is consistent with the approach agreed with the Council in relation to Lidl's proposed store on New Hey Road, which is being considered under application reference 2025/70/93378/W; and
- 3 Several of the conditions imposed on the 2025 planning permission have been discharged. As such, it is not necessary to reimpose all conditions in the form which they were originally presented (for example, some conditions could be re-worded as compliance conditions). Lidl intends to implement planning permission and make a material start on site as soon as possible. The development will provide a number of important benefits (as outlined in section 6.0 below, and at **Appendix 1**). Therefore, rewording those pre-commencement conditions which have already been discharged, to allow implementation and delivery of the scheme without delay, is in the public interest.

4.2 In the context of the above, Table 2 sets out the proposed amendments to conditions.

Table 2 Proposed variations to conditions imposed on the 2025 planning permission

Condition no.	Condition wording	Comments and proposed wording
2	The development hereby permitted shall be carried out in complete accordance with the plans and specifications schedule listed in this decision notice, except as may be specified in the conditions attached to this permission, which shall in all cases take precedence.	The plans and specifications schedule should be updated, as per the list of submitted plans in the covering letter.
12	Prior to development commencing, a scheme detailing locations and including cross sectional information together with the proposed design and construction details for all new retaining walls / building retaining walls adjacent to the existing / proposed highways shall be submitted to and approved in writing by	An application was made to discharge condition 12. Kirklees Council's Highways Structures team advised that the formal submission of an 'Approval in Principle' ("AIP") is required to discharge condition 12.

Condition no.	Condition wording	Comments and proposed wording
	the Local Planning Authority. Thereafter, the development shall be undertaken in accordance with the approved details, which shall thereafter be retained.	Condition 12 does not require the submission of details relating to the AIP process and on that basis it is considered that the information submitted to date should be sufficient to enable Officers to confirm the discharge of the condition. This notwithstanding, Lidl proposes an amendment to condition 12 to allow some initial works (which will not include works to the proposed retaining wall) to commence following the determination of the S73 application. In light of the above, it is proposed that condition 21 be amended as follows: “Prior to the construction of any new retaining walls development commencing, a scheme detailing locations and including cross sectional information together with the proposed design and construction details for all new retaining walls / building retaining walls adjacent to the existing / proposed highways shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be undertaken in accordance with the approved details, which shall thereafter be retained.”
17	Prior to above ground works commencing, details of insulation, on-site micro-generation, or other measures to be incorporated into the development to reduce carbon emissions associated with it shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be incorporated into the development during construction and shall thereafter be retained as such.	The Energy Efficiency Measures Statement, (ref. 25-4821) which details the energy efficiency, water reduction and waste reduction measures to be incorporated to the site, was discharged under reference 2025/44/92676/W, with a requirement for the approved measures to be installed and retained thereafter. There is no change to the energy strategy for the site as a result of the proposed S73 amendments. As such, condition 17 can be reworded as a compliance condition, requiring the measures approved by notice 2025/44/92676/W to be implemented and retained thereafter.

Condition no.	Condition wording	Comments and proposed wording
18	Prior to above ground works commencing, a Crime Mitigation Strategy shall be submitted to, and approved in writing by, the Local Planning authority. The strategy shall detail the development's measures to mitigate and protect from crime, giving due regard to boundary treatment, lighting, glazing specification, means of locking, alarms, and vehicle storage. Thereafter, the approved crime mitigation measures shall be implemented on site, prior to the development being occupied, and shall thereafter be retained.	A Crime Prevention Site Plan (ref. P422), which sets out the measures to prevent crime which will be incorporated to the development, was discharged under reference 2025/44/92676/W. There is no change to the crime prevention measures for the site as a result of the proposed S73 amendments. A revised crime prevention plan, reflecting the S73 site layout (drawing no 2783 P1408, rev. A), accompanies this application. As such, condition 18 can be reworded as a compliance condition, requiring the measures shown on the drawing to be implemented and retained thereafter.
19	Prior to above ground works commencing, notwithstanding the approved plans, full details of soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. This shall include: - Planting plans; - Written specifications of soil depths, cultivation and other operations associated with plant and grass establishment; - Schedules of plants noting species, planting sizes and proposed numbers/densities; - Assessment of landscaping impact on public sewer infrastructure; - Details of an implementation and maintenance programme for a minimum 5-year period; and - Details of phasing of soft landscaping works. All soft landscaping works shall be carried out in accordance with the approved details, approved implementation programme, phasing and British Standard BS 4428:1989 Code of Practice for General Landscape Operations. The developer shall complete the approved landscaping works and confirm this in	A Landscape Management Document which addresses the requirements of condition 19 has been submitted to and approved in writing by Kirklees Council under reference 2025/44/92535/W. There is no change to the landscape proposals or maintenance programme for the site as a result of the proposed S73 amendments. As such, condition 19 can be reworded as a compliance condition, requiring the measures approved by notice 2025/44/92676/W to be implemented and retained thereafter.

Condition no.	Condition wording	Comments and proposed wording
	writing to the Local Planning Authority prior to the date agreed in the implementation programme. If within a period of five years from the date of the planting of any tree/hedge/shrub that tree/hedge/shrub, or any replacement, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree/hedge/shrub of the same species and size as that originally planted shall be planted in the same location as soon as reasonably possible and no later than the first available planting season, unless otherwise agreed in writing by the Local Planning Authority.	
20	Prior to the above ground works commencing, a further/addendum noise assessment report by a suitably competent person shall be submitted to and approved in writing by the Local Planning Authority. The report shall include: • An assessment of all noise emissions from the car parking area of the proposed development; • Details of existing background and predicted future noise levels at the boundary of the nearest noise sensitive premises; and • A written scheme of how the occupants of the above-mentioned noise sensitive premises will be protected from noise from the proposed development including details of all necessary noise attenuation. The development shall not be brought into use until all works comprised within the measures specified in the approved report have been carried out in full and such measures shall be thereafter retained.	A further noise assessment was submitted to and approved in writing by Kirklees Council under reference 2025/44/92676/W. This application is accompanied by an updated Noise Impact Assessment which assesses the revised proposal, and contains the details required by condition 20. As such, condition 20 can be reworded as a compliance condition requiring the development to be carried out in accordance with the measures set out in the updated Noise Impact Assessment.
21	Prior to their use, details of all the external facing materials shall be submitted to and approved in writing by	Details of proposed external materials have been submitted to and approved in

Condition no.	Condition wording	Comments and proposed wording
	the Local Planning Authority. The proposed details shall adhere to the information shown on plan ref. P210 rev. C. The development shall be completed using the approved materials, prior to the hereby approved building being brought into use.	writing by Kirklees Council under reference 2025/44/92676/W. There is no change to the external materials proposed for the site as a result of the proposed S73 amendments. As such, condition 21 can be reworded as a compliance condition, requiring the development to be completed using the materials approved by notice 2025/44/92676/W.
23	Prior to the installation of any boundary treatment and prior to the occupation of the building, a boundary treatment strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall include typical elevations for the boundary treatment(s) proposed, the colour and materials composition of the boundary treatments set out in approved plan P416 rev. E. The boundary treatments shall be installed in accordance with the approved boundary treatment scheme, prior to the development being brought into use, and shall thereafter be retained.	Details of boundary treatments have been submitted to and approved in writing by Kirklees Council under reference 2025/44/92676/W. This application is accompanied by a proposed boundary treatment plan (drawing no. 2783 P1406, rev. C) which essentially mirrors the information previously approved, with the only updates to bring the details in line with the proposed scheme. As such, condition 23 can be reworded as a compliance condition, requiring the development to be completed in accordance with the proposed boundary treatment plan (drawing no. 2783 P1406, rev. C).
32	Prior to the hereby approved development being brought into use, a Delivery Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail the control measures that will be taken to ensure that excessive noise does not arise from the deliveries and the actions that will be taken to prevent a loss of amenity. The approved Delivery Noise Management Plan shall thereafter be adhered to.	A Delivery Noise Management Plan has been submitted to and approved in writing by Kirklees Council under reference 2025/44/92676/W. This application is accompanied by an updated Noise Impact Assessment which includes a Delivery Noise Management Plan, which is consistent with the previously approved details. As such, condition 32 can be reworded as a compliance condition requiring the development to be carried out in accordance with the measures set out in the Delivery Noise Management Plan.

- 4.3 The 2025 planning permission was granted subject to a S106 agreement. Section 12, which relates to ‘future permissions’, confirms that references to ‘Application’, ‘Planning Permission’ etc. shall be deemed to include any application made pursuant to section 73. On this basis, no Deed of Variation to the S106 agreement is required should planning permission be granted under section 73.

5.0 Compliance with the Development Plan

- 5.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, this section considers the acceptability of the proposed development against the statutory development plan.
- 5.2 The adopted development plan for the site remains as out in the Planning & Retail Statement (**Appendix 1**).
- 5.3 The Officer’s Report to Planning Committee for the full planning application confirmed that *“the principle of the development is found to be acceptable”* (paragraph 11.2) and *“this application has been assessed against relevant policies in the development plan and other material considerations. It is considered that the development would constitute sustainable development and is therefore recommended for approval”* (paragraph 11.4).
- 5.4 This section 73 application proposes no change to the size, layout and position of the proposed foodstore. Therefore, the principle of the development, which has been established by the grant of planning permission, is unchanged by the revised levels strategy. The increase in the finished floor level of 300mm means the height of the building relative to the surrounding houses will increase marginally, as shown in Figure 2 above. The change is modest, especially given the store remains set down at a lower level than the surrounding residential development. The amended scheme will cause no harm to residential amenity.
- 5.5 The Planning & Retail Statement (**Appendix 1**) assessed the application proposals against the relevant national and local planning policy, including the sequential and impact tests. An Updated Retail Assessment Summary dated 1 December 2023 (**Appendix 2**) was submitted during the course of the planning application. The officer’s report confirmed that both the sequential and impact tests are satisfied.
- 5.6 In this context, the conclusions of the Planning & Retail Statement, and Officer’s Report, continue to apply to the revised scheme and the proposed development clearly complies with the development plan as a whole.

6.0 Other Material Considerations

- 6.1 Section 10 of the Planning & Retail Statement (**Appendix 1**) sets out other material considerations that are relevant to the consideration of the development. They establish that multiple benefits will result from the proposed scheme, across all three limbs of sustainable development as set out in the NPPF. These include:
- A sustainable development as per the NPPF, with economic, social and environmental benefits;
 - The redevelopment of a vacant, previously developed site in a sustainable location;

- Improved retail offer, which would make a significant contribution to meeting the food retail needs of the residential areas surrounding the site;
- The creation of up to 40 new jobs (FTE) once operational, alongside additional construction related jobs; and
- A scheme of landscaping across the site.

6.2 It is clear therefore that there are a number of important benefits that would be provided by the delivery of the scheme.

7.0 Conclusions

- 7.1 This Planning & Retail Statement Addendum has been prepared by Lichfields on behalf of Lidl GB Ltd to accompany a Section 73 application which seeks minor amendments to the approved development of land at Blackmoorfoot Road, Crosland Moor, Huddersfield, to provide a new Lidl foodstore, for which full planning permission was granted in August 2025 (ref. 2023/62/91405/W).
- 7.2 In summary, the amended proposals include raising the finished floor level of the entire site by 300mm. The drawings and technical reports submitted with this application illustrate that this change has a minimal impact. Otherwise, the site layout will remain as approved – there are no changes proposed to the building footprint or position, or to the layout of the car park, landscaping, and pedestrian infrastructure.
- 7.3 The revised scheme remains in accordance with the development plan, when considered as a whole, and there are other significant material considerations which weigh in favour of the application proposals. On this basis, and taking into account the provisions of paragraph 11 of the NPPF, it is considered that the application proposals should be approved without delay.

Appendix 1 Planning & Retail Statement (April 2023)

Celebrating
60
years

**Proposed Lidl Store, St Luke's
Hospital site, Blackmoorfoot Road,
Crosland Moor, Huddersfield**
Planning and Retail Statement

Lidl GB Ltd

28 April 2023

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Appendix 1 Study Area Plan

Appendix 2 Convenience Goods Impact Assessment – Main Scenario

1.0 Introduction

Scope of Report

- 1.1 This Planning and Retail Statement has been prepared by Lichfields on behalf of Lidl GB Ltd (“Lidl”). It accompanies a full planning application which proposes the development of land at Blackmoorfoot Road, Crosland Moor, Huddersfield, to provide a new Lidl foodstore. The description of development for this application is as follows:

“Erection of a foodstore (Use Class E) with associated access, parking, servicing area and landscaping.”

- 1.2 This Statement assesses the application proposals against the relevant national and local planning policy, including the sequential impact tests.

Application Submission

- 1.3 This Statement should be read alongside the following documents which have also been prepared to accompany the planning application submission:

- 1 Completed planning application forms and ownership certificates;
- 2 Plans and drawings, prepared by HTC and FDA Landscape (see covering letter for full list);
- 3 Design and Access Statement, prepared by Lichfields;
- 4 Transport Assessment, prepared by Bryan G Hall;
- 5 Travel Plan, prepared by Bryan G Hall;
- 6 Community Consultation Statement, prepared by Lichfields;
- 7 Rapid Health Impact Assessment, prepared by Lichfields;
- 8 Energy Usage and Sustainability Statement, prepared by DDA;
- 9 Preliminary Appraisal Report (Desktop Study), prepared by Sirius;
- 10 Flood Risk Assessment, prepared by Toppings;
- 11 Drainage Strategy, drainage calculations and maintenance schedule, prepared by Toppings;
- 12 Ecological Impact Assessment, prepared by Tyler Grange;
- 13 Noise Impact Assessment, prepared by ENS;
- 14 Air Quality Assessment, prepared by Wardell Armstrong;
- 15 Arboricultural Report and Impact Assessment, prepared by AWA; and
- 16 External Lighting Design Statement and Lighting Design Notes, prepared by DDA; and
- 17 Ventilation and Extraction Statement, prepared by DDA.

Structure of Report

1.4 This Planning and Retail Statement is structured as follows:

- Section 2.0 describes the application site, surrounding area and relevant planning history;
- Section 3.0 describes the proposed development;
- Section 4.0 summarises relevant national and local planning policy;
- Section 5.0 describes the local retail context and summarises existing centres and other existing provision within the area;
- Section 6.0 sets out the methodology used in the sequential site and impact assessments included in the report;
- Section 7.0 considers the application proposals in the context of the sequential approach to site selection;
- Section 8.0 addresses the potential impact of the proposed development;
- Section 9.0 considers the conformity of the proposals with the adopted Development Plan;
- Section 10.0 assesses the proposed development against the three pillars of sustainable development set out in national planning policy; and
- Section 11.0 provides a summary of the conclusions drawn.

2.0 Site Context

Site and Surroundings

- 2.1 The application site is located to the south of Blackmoorfoot Road, in the Crosland Moor area on the south-western side of Huddersfield and covers around 0.72 ha. It falls within the wider former St Luke's Hospital site, which is subject to residential-led development by Avant Homes, and which is being marketed as Fitzwilliam Grange.

Figure 2.1 Site location



Source: Google Maps N.B. Red line shown indicatively

- 2.2 The site directly fronts onto Blackmoorfoot Road. The surrounding area is predominantly in residential use however there are a number of small commercial and retail units less than 100m to the east of the site on Blackmoorfoot Road. These commercial and retail units are designated as forming part of a Local Centre in the Kirklees Local Plan (Crosland Moor Local Centre). There is another cluster of commercial uses located around 400m to the west of the site on Blackmoorfoot Road, which is also designated as a Local Centre in the Local Plan ('Blackmoorfoot Road, Crosland Moor' Local Centre).
- 2.3 The application site contains two trees which are subject to a TPO. These are both in the northern part of the site close to Blackmoorfoot Road and are shown in Figure 2.1.

Accessibility

- 2.4 The site occupies an accessible location within a predominantly residential area. As noted above, the site lies less than 100m walking distance from the boundary of Crosland Moor Local Centre and is therefore an edge-of-centre site in policy terms. The site is conveniently accessible on foot from the surrounding residential areas, via a network of existing footways, and the proposed development also incorporates cycle parking spaces.
- 2.5 The nearest railway station is Lockwood, which is located around 800m to the south-east (approximately 10 minutes' walking distance). Lockwood station is on the Penistone line, with services running between Huddersfield and Sheffield. The site is also easily accessible by private car, with Blackmoorfoot Road joining the A62/Manchester Road, which connects Huddersfield with locations to the south-west, such as Linthwaite, Slaithwaite and Marsden.

Planning History

- 2.6 Table 2.1 summarises the recent planning history of the wider former hospital site.
- 2.7 Outline planning permission (with all matters reserved except for access) was granted in 2015 for a residential-led mixed use development of the site (ref. 2014/60/93099/W). An indicative masterplan submitted as part of this application showed a residential layout of c. 200 dwellings, two retail units (comprising 30,000 sqft and 12,000 sqft respectively) and a public house/restaurant.
- 2.8 Since the grant of outline permission, a number of applications for amendments to this permission (under Section 73) and for the approval of reserved matters have been approved, as detailed in Table 2.1. The residential element of the scheme, known as Fitzwilliam Grange, has now been built out by Avant Homes. Whilst this application seeks a 'fresh' planning permission for the development of a Lidl foodstore on part of the wider site, as set out above, the principle of retail development on the site was established by the original outline planning permission.

Table 2.1 Planning History Summary

Ref.	Description	Type of application	Decision and date
2014/60/93099/W	Outline application for phased development comprising up to 200 dwellings with associated infrastructure and open space; retail units; accommodation for potential neighbourhood uses; restaurant/public house; and petrol filling station.	Outline planning application	Granted 01/12/15

Ref.	Description	Type of application	Decision and date
2016/70/91337/W	Removal of conditions 25 and 31 and variation of conditions 3, 6, 7, 8, 9, 10, 11, 15, 18, 19, 20, 21, 22, 23, 24, 26, 27, 30, 35, 36, 37, 40 and 41 on outline permission no. 2014/93099.	Application to remove or vary a condition (Section 73 application)	Granted 05/10/17
2018/70/93098/W	Variation of conditions 28, 33, 34 and 35 and removal of condition 31 on previous application 2016/91337.	Application to remove or vary a condition (Section 73 application)	Granted 09/08/19
2018/62/93200/W	Erection of 26 dwellings [N.B. this permission covers just part of the wider site, to the west of the application site].	Full planning application	Granted 09/08/19
2018/61/93201/W	Reserved matters application for residential development pursuant to outline permission 2018/93098.	Reserved matters approval	Granted 09/08/19
2019/61/93902/W	Reserved matters application for residential development pursuant to outline permission 2018/93098.	Reserved matters approval	Granted 16/08/22

Source: Kirklees Council Website. N.B. This table does not include applications for the discharge of planning conditions.

3.0 **The Proposed Development**

3.1 The description of development for the subject planning application is as follows:

“Erection of a foodstore (Use Class E) with associated access, parking, servicing area and landscaping.”

3.2 The proposals comprise the development of the following:

- a 1,902 sqm gross internal area / 1,241 sqm net (sales) Lidl foodstore;
- 90 car parking spaces, including six disabled spaces, nine parent and child spaces, and two electric vehicle charging points;
- vehicular and pedestrian access from Turnstone Way;
- a servicing area to the eastern side of the store; and
- a co-ordinated scheme of landscaping across the site.

3.3 The new Lidl store will be accommodated on the southern part of the site. The entrance to the store will be located at the northern corner of the building, adjacent to the trolley store, with vehicular access being taken from Turnstone Way, which provides the main access to the residential development from Blackmoorfoot Road. The development is described in more detail in the accompanying Design and Access Statement.

Environmental Impact Assessment

3.4 The proposed development does not fall within Schedule 1 the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). It also falls below all thresholds set out in Part 10(b) of Schedule 2 of the same Regulations which includes urban development projects of this nature. It is not located within an environmentally sensitive location and its surroundings are characterised by built development that is similar in scale and character to the proposed scheme. The proposed development is not likely to give rise to significant effects and does not constitute EIA development.

Lidl's Retail Operation

3.5 Lidl has been developing stores throughout the UK since 1994 and currently operates over 800 stores nationwide. Lidl offer high quality products at low prices, as a result of the company's cross-European bulk buying power, and its efficient approach to store format, staffing levels and management. The proposed new foodstore in Huddersfield forms part of the company's investment in its expansion across Great Britain.

3.6 There are a number of factors which help to limit the impact of Lidl stores on existing town centre shops. These include:

- the limited number of product lines that their stores carry, with customers tending to visit other shops to meet day-to-day convenience retail needs;
- the fact that Lidl stores do not incorporate specialist butchery or delicatessen counters; and

- the comparison (i.e. non-food) goods offer in their stores, which varies significantly from week to week, and changes on a twice weekly basis, thereby dispersing any possible impact across a range of sectors.

- 3.7 A typical Lidl store will offer circa 3,000 product lines and, although this may increase in future (up to c. 4,000), this is still significantly lower than the typical range of 20,000+ lines in a superstore operated by one of the big four convenience retailers. Subject to seasonal variation, Lidl stores dedicate around 20% of floorspace to the sale of 'comparison' goods (non-food) items, with the remaining floorspace being used for the sale of 'convenience' goods. Unlike other foodstore operators, they do not include in-store concessions or other ancillary facilities such as opticians, dry cleaners, bureaux de change, or cafes, which also helps to limit their impact upon existing town centres.
- 3.8 Lidl stores primarily seek to serve the immediate local community in which they are located, both in terms of their shopping function and also in terms of employment. Lidl stores create up to 40 (full time equivalent) jobs, with staff being drawn from their local community, so that they can offer both a friendly and familiar staffing service to customers. They are committed to attracting customers from the local communities in which their stores are located and offer a freephone taxi service in each of its stores to assist those who have mobility difficulties in visiting the store.

4.0 **Planning Policy Context**

National Planning Policy Framework

- 4.1 The National Planning Policy Framework (NPPF, July 2021) sets out the Government's economic, environmental and social planning policies for England. At the heart of the NPPF is a presumption in favour of sustainable development. Sustainable development has overarching economic, social and environmental objectives (paragraph 8).
- 4.2 The NPPF confirms that significant weight should be placed on the need to support economic growth and productivity, taking into account both local needs and wider opportunities for development (paragraph 81). Paragraph 120 confirms that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.
- 4.3 Paragraph 86 of the NPPF makes clear that planning policies should promote the long-term vitality and viability of centres, by allowing them to grow and diversify, in a way that responds to rapid changes in the retail and leisure industries, allows a suitable mix of uses and reflects their distinctive characters. It also emphasises the importance of meeting needs for retail, leisure, office and other main town centre uses over a ten year period, and ensuring that this is not compromised by limited site availability.
- 4.4 Planning applications for main town centre uses (such as retail) which are not in a defined centre and are not in accordance with an up-to-date development plan should be subject to a sequential test (paragraph 87). Such uses should be located in town centres, followed by edge-of-centre locations and, only if suitable sites are not available, should out-of-centre sites be considered.
- 4.5 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 (paragraph 88).
- 4.6 Proposals for new retail and leisure uses outside of town centres, which are not in accordance with an up-to-date plan, should be subject to an impact assessment where the development is over a proportionate, locally set floorspace threshold (or over 2,500 sqm, where there is no such threshold). The impact assessment should consider:
- 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 the wider retail catchment (as applicable to the scale and nature of the scheme) (paragraph 90).

Planning Practice Guidance

- 4.7 Planning Practice Guidance ("PPG") supports the NPPF. It provides guidance on how to ensure the vitality of town centres and advocates a positive approach to meeting needs,

making clear that Local Planning Authorities should assess and plan to meet the needs of main town centre uses in full. The PPG notes that:

“It may not be possible to accommodate all forecasted needs in a town centre: there may be physical or other constraints which make it inappropriate to do so. In those circumstances, planning authorities should plan positively to identify the most appropriate alternative strategy for meeting the need for these main town centre uses, having regard to the sequential and impact tests.”

- 4.8 In relation to the sequential approach, the PPG requires local authorities to consider whether the identified need for main town centre uses can be accommodated on town centre sites. This should consider the suitability, availability and viability of sites, with particular regard to the nature of the need that is to be addressed.
- 4.9 In addition, the PPG states that the use of the sequential test should recognise that certain main town centre uses have particular market and locational requirements, which mean that they may only be accommodated in specific locations. It also recognises that, as promoting new development in town centre locations can be more expensive and complicated than elsewhere, local planning authorities need to be realistic and flexible in terms of their expectations.
- 4.10 In respect to the application of the impact test, the PPG sets out a number of steps which should be taken. These include establishing the state of existing centres and current shopping patterns, determining the appropriate time frame for assessing impact and considering a range of plausible scenarios. Where wider town centre developments or investments are in progress, the PPG recognises that it will be appropriate to assess the impact of applications on that investment.

The Development Plan

- 4.11 The current development plan for Kirklees comprises:
- 1 Kirklees Local Plan (“KLP”): Strategy and Policies (adopted February 2019);
 - 2 Kirklees Local Plan: Allocations and Designations (adopted February 2019); and
 - 3 Interactive Policies Map associated with the above.
- 4.12 The KLP sets the development requirements for the District over the plan period from 2013 - 2031, allocates land for development and identifies sites subject to relevant policies.
- 4.13 The KLP Policies Map identifies the site as part of a wider Mixed-Use allocation (site ref. MXS1 – ‘Land south of Blackmoorfoot Road, Crosland Moor, Huddersfield’). Policy LP67 states that for mixed use allocations *“Planning permission will be expected to be granted if proposals accord with the development principles set out in the relevant site boxes, relevant development plan policies and as shown on the Policies Map.”*
- 4.14 The ‘site box’ for the MXS1 site in the KLP Allocations and Designations document states the following:
- “Mixed use - housing and retail (additional retail and/or leisure beyond that already permitted (2014/93099 retail units open use class A1) would be subject to policy LP13)”*

- 4.15 The allocation states that the site has an “*indicative capacity*” of 200 dwellings. The implications of this designation for the consideration of this proposal are discussed in Section 9.0 of this Statement.
- 4.16 The Policies Map also confirms that the site is not located within a designated retail centre, although it is located close to Crosland Moor Local Centre (within 100m walking distance of the western boundary of the centre) and is therefore edge-of-centre in policy terms.
- 4.17 With regards to retail development, Policy LP13 states that main town centre uses shall be located within defined centres (comprising principal town centres, town centres, district centres, and local centres) - as shown on the Policies and Town Centre Maps, and detailed in the shopping centre hierarchy - and then in accordance with the sequential test. Policy LP13 also states that an impact assessment will be required for all out of centre retail proposals which would provide a floorspace greater than 500 sqm gross.
- 4.18 The KLP also contains a number of other policies which are relevant to the consideration of this application. These are summarised below and referred to, where relevant, in the remainder of the report:
- Policy LP1, which states that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF, working pro-actively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area;
 - Policy LP7, which states that to ensure the best use of land and buildings, proposals should encourage the efficient use of previously developed land in sustainable locations, provided that it is not of high environmental value;
 - Policy LP21, which requires that proposals demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all and where the residual cumulative impacts of development are not severe;
 - Policy LP22, which states that car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, the location of the development, local car ownership levels, and the type, mix and use of the development;
 - Policy LP24, which requires that proposals promote good design by ensuring, inter alia, that the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape. It also requires that they provide a high standard of amenity for future and neighbouring occupiers, and that they provide high levels of sustainability, proportionate to the proposal;
 - Policy LP27, which requires proposals to be supported by a Flood Risk Assessment in line with national planning policy, and to demonstrate that they will be safe throughout the lifetime of the development (taking account of climate change), as well as not increasing flood risk elsewhere;
 - Policy LP28, which supports the use of sustainable drainage systems (SuDS) and sets out that development will only be permitted where it can be demonstrated that the

necessary water supply and wastewater infrastructure is available, or can be accommodated, to meet the demand generated by the new development;

- Policy LP30, which states that development proposals will be required to result in no significant loss or harm to biodiversity in Kirklees, through avoidance, adequate mitigation or, as a last resort, compensatory measures; and
- Policy LP52, which requires that proposals which have the potential to increase pollution from noise, light, odour and other forms, must be accompanied by evidence to show that the impacts have been evaluated and measures have been incorporated to prevent or reduce the pollution, so as to ensure it does not reduce the quality of life and well-being of people to an unacceptable level or have unacceptable impacts on the environment.

Summary

- 4.19 The former hospital site is allocated in the KLP for mixed use development, with the allocation referring to both housing and retail uses. Whilst the wider site has been developed for housing, the proposed development of a foodstore on the application site itself accords with the adopted site allocation.
- 4.20 The revised NPPF confirms that significant weight should be placed on the need to support economic growth and seeks to encourage the re-use of previously developed sites. Policy LP1 also states that the Council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 4.21 The site is located on the edge of Crosland Moor Local Centre and conveniently accessible on foot from the surrounding residential areas. It was also subject to a previous planning permission for new mixed-use development, including retail. Notwithstanding this, however, and the site's allocation in the adopted plan, at the request of Council Officers, and in order to assist in the determination of the application, an assessment of the proposals in terms of the sequential and impact tests is provided in Sections 7.0 and 8.0.

5.0 Retail Context

Local Retail Hierarchy

- 5.1 Huddersfield is the largest town centre in Kirklees and serves both the town itself and other settlements in the surrounding area. It provides a range of retail, services and commercial uses which meet the needs of local residents, as well as acting as a focus for other important community facilities. Below Huddersfield, there are a number of other town centres in the local retail hierarchy which, whilst smaller, also help to meet the needs of their respective catchment areas. These centres include Dewsbury, Heckmondwike, Batley, Cleckheaton and Holmfirth.
- 5.2 In relation to south-west Huddersfield and the area surrounding the application site in particular, the largest centre is Milnsbridge, which is identified as a District Centre in the local plan. There are also a number of local centres, including Crosland Moor, Blackmoorfoot Road and Lockwood. These centres generally perform a more localised role, in catering for the day to day needs of surrounding residential areas, as well as some passing trade, and primarily comprise smaller and/or independent operators.
- 5.3 Existing convenience retail provision in this area is limited, with the only store of any significant size comprising the Aldi store in Milnsbridge. Food shopping patterns are therefore influenced by a range of medium and large sized foodstores located elsewhere, which draw a significant proportion of expenditure generated in south-west Huddersfield. Such stores include Tesco, Sainsbury's and Lidl stores, within/on the edge of Huddersfield Town Centre, as well as Aldi and Asda stores elsewhere in the town. There is also a range of retail warehouse uses at locations such as Leeds Road and Beck Road which attract a proportion of non-food spending from the area.

Existing Centres in the Primary Catchment Area

Milnsbridge District Centre

- 5.4 Milnsbridge District Centre is located approximately 2.5 km to the west of Huddersfield Town Centre and 1.6 km by road to the west of the application site. The centre helps to meet the day-to-day convenience retail and service needs of residents of the surrounding area and also attracts some passing trade, given its location just to the north of the A62 Manchester Road.
- 5.5 The centre spans the River Colne and is largely linear, focused on Market Street, which runs from north to south, with an Aldi foodstore located at the southern end. Market Street is characterised by stone-built terraced properties, with retail/commercial units, the majority of which are independent traders, at ground floor level. Table 5.1 summarises the results of a survey of the uses within the district centre undertaken by Lichfields.

Table 5.1 Use Types in Milnsbridge District Centre

Use type	Number of uses	Proportion of uses
Convenience goods retail	4	7.1%
Comparison goods retail	17	30.4%
Other non-retail services	13	23.2%
Financial/professional services	4	7.1%
Restaurants/café's	3	5.4%
Pubs/bars	0	0.0%
Fast/hot food takeaways	5	8.9%
Vacant	10	17.9%
Total	56	100%

Source: Lichfields Site Visit

- 5.6 As set out above, there are four convenience goods retail uses in Milnsbridge District Centre (representing just 7% of ground floor uses). The Aldi store of 960 sqm net floorspace is by far the largest such unit in the centre – and is currently trading very strongly, achieving a level of turnover which is almost three times Aldi's national company average - with the other uses comprising Hadfields the Bakery (a local chain), Milnsbridge News and Off-License, and KV Convenience (an off-license).
- 5.7 There are 17 comparison goods retailers operating in the centre (comprising just over 30% of the total), which primarily comprise independent operators, such as furniture/homewares shops, opticians and clothing shops. The most significant proportion of uses in the centre is services, which include a selection of hair and beauty salons, estate agents and other professional services, and a range of restaurants/café's and takeaways.
- 5.8 Based on the Lichfields survey, there are 10 vacant units in Milnsbridge. This represents around 18% of the total number of ground floor uses, which is slightly above the current Goad national average (around 14%). However, the majority of these units are small in scale (below 100 sqm net floorspace) and this vacancy rate is significantly influenced by a cluster of units at the northern end of Market Street, around the junction with Armitage Road/Savile Street.
- 5.9 Overall, Milnsbridge is an attractive centre, characterised by low rise, traditional stone buildings, and located within the setting of a railway viaduct and the River Colne. The streets, pavements and shopfronts throughout the centre are well maintained, and its designation within the Milnsbridge Conservation Area reflects its historic character. There are limited signs of any litter, vandalism or anti-social behaviour. At the time of Lichfields' site visit, the centre was relatively busy with both vehicular and pedestrian traffic.
- 5.10 The centre is conveniently accessible for pedestrians, via a network of footways which connect to the surrounding residential areas. There are also a number of bus stops in the centre, which are served by buses from the surrounding rural areas. Milnsbridge is well connected to the strategic road network, given its location just off the A62 (Manchester Road) and there is a large car park adjacent to the Aldi foodstore.
- 5.11 In summary, whilst the vacancy rate is slightly above the national average, Milnsbridge District Centre is an attractive centre which nevertheless performing well overall in its role in serving the surrounding residential areas. However, although it contains an Aldi

foodstore, which is currently trading strongly, the vast majority of other retail provision in the centre is small scale, and focused upon meeting day to day and specialist needs.

Crosland Moor Local Centre

- 5.12 As set out previously, Crosland Moor Local Centre is situated less than 100m to the east of the application site and c. 1.9 km to the south-west of Huddersfield Town Centre. It comprises a cluster of shops and other commercial uses dispersed along Blackmoorfoot Road, around and to the west of its junction with Park Road West, that meet the day to day needs of residents of the immediate surrounding area.
- 5.13 The centre contains a purpose-built shopping centre – Moorfield Shopping Centre - on Blackmoorfoot Road, which includes a Co-op convenience store of around 230 sqm net, a Boots pharmacy, the Crosland Moor Community Centre and a number of hot food takeaways. In addition to the Co-op, other convenience retail provision in the centre comprises Kaay News (an off-license) and European Mini Market, both of which are focused on meeting day to day shopping needs. As shown in Table 5.2, along with eight hot food takeaways, there are nine other service uses in the centre, including hairdressers, a dental surgery and a mechanic.
- 5.14 There were seven vacant units at the time of Lichfields' visit, representing 22.6% of ground floor uses. Whilst this is above the national average, the centre nevertheless provides a range of uses which meet the top-up and day-to-day shopping needs of its catchment, as well as catering for passing trade, given its location on Blackmoorfoot Road, a main road which connects the area with Huddersfield Town Centre.

Table 5.2 Use Types in Crosland Moor Local Centre

Use type	Number of uses	Proportion of uses
Convenience goods retail	3	9.7%
Comparison goods retail	4	12.9%
Other non-retail services	9	29.0%
Financial/professional services	0	0.0%
Restaurants/café's	0	0.0%
Pubs/bars	0	0.0%
Fast/hot food takeaways	8	25.8%
Vacant	7	22.6%
Total	31	100.0%

Source: Lichfields Site Visit

Blackmoorfoot Road Local Centre

- 5.15 This local centre is around 400m to the west of the application site and c. 2.6 km to the south-west of Huddersfield Town Centre. It is a small centre, with 13 terraced shop units clustered around the junction of Blackmoorfoot Road, Tom Lane and Dryclough Road. The centre contains four convenience retailers, including a Premier convenience store (including a Post Office), Hadfields the Bakery, Go Local Extra and Dryclough Grocery

Store. It also includes a number of service uses, including various hair salons and a hot food takeaway.

- 5.16 Existing uses in the centre are all small in size and cater for the day-to-day needs of residents of the surrounding area, as well as attracting some passing trade from those travelling along Blackmoorfoot Road on route to other destinations. There was just one vacant unit at the time of the Lichfields site visit, reflecting the fact that the centre is performing well in its current – albeit localised – role.

Table 5.3 Use Types in Blackmoorfoot Road, Crosland Moor Local Centre

Use type	Number of uses	Proportion of uses
Convenience goods retail	4	30.8%
Comparison goods retail	0	0.0%
Other non-retail services	6	46.2%
Financial/professional services	0	0.0%
Restaurants/cafés	0	0.0%
Pubs/bars	0	0.0%
Fast/hot food takeaways	2	15.4%
Vacant	1	7.7%
Total	13	100.0%

Source: Lichfields Site Visit

Thornton Lodge Local Centre

- 5.17 This local centre is around 1 km to the east of the application site and 1.1 km west of Huddersfield Town Centre. It is a T-shaped centre, comprising a range of uses (28 ground floor commercial units in total) clustered around the junction of Manchester Road and Thornton Lodge Road. At the time of Lichfields' site visit, there were just two convenience retailers in the centre which are both small-scale independent retailers – Kashmir Stores (a South Asian independent foodstore) and K Vape (a vape store).
- 5.18 As shown in Table 5.6, there are twelve comparison retailers in the centre, which include specialist/independent clothing, fabric, furniture and homewares stores. There are also various service uses in the centre, including hair salons and hot food takeaways. Whilst there are seven vacant units in the centre, and the convenience retail offer is limited to just two uses, it still contains a range of uses which help to meet the basic, day to day, needs of local residents in the surrounding areas – also attracting some passing trade as a result of its location on Manchester Road.

Table 5.4 Use Types in Thornton Lodge Local Centre

Use type	Number of uses	Proportion of uses
Convenience goods retail	2	7.1%
Comparison goods retail	12	42.9%
Other non-retail services	3	10.7%
Financial/professional services	3	10.7%
Restaurants/cafés	0	0.0%
Pubs/bars	0	0.0%
Fast/hot food takeaways	1	3.6%
Vacant	7	25.0%
Total	28	100.0%

Source: Lichfields Site Visit

Lockwood Local Centre

- 5.19 Lockwood Local Centre is located approximately 1 km to the south-east of the application site and c. 1.5 km to the south-west of Huddersfield Town Centre, as well as being just 150m east of Lockwood railway station. It comprises a range of uses located on Lockwood Road/Meltham Road, Bridge Street and Swan Lane, just north of the River Holme.
- 5.20 At the time of Lichfields' site visit, the centre contained six convenience retail uses. These comprised a Premier convenience store, Shakeal Mini Market/Off Licence, Cyrus Supermarket (specialising in European & Kurdish/Iranian foods), Mero's Mini Market, Hadfields the Bakery and Joshi (newsagents). There are thirteen comparison goods retailers in the centre, all of which are independent operators, including a kitchen showroom, a workwear store and an antique shop. The centre also contains ten fast/hot food takeaways, and a range of other services, such as Cryptic Escape Rooms, a tattoo studio, hairdressers/barbers and a dental practice.
- 5.21 There were ten vacant units at the time of Lichfields' visit, representing 18% of the total, which is slightly above the national average. However, the centre is generally attractive, predominantly containing stone-built properties. Given its location at the junction of Lockwood Road/Meltham Road with Swan Lane and Bridge Street, its benefits from passing trade generated from a large amount of vehicle traffic. Overall, whilst convenience retailing is small in scale and largely focused upon meeting top-up needs, the centre contains a range of uses which continues to perform an important role and function in serving the local area.

Table 5.5 Use Types in Lockwood Local Centre

Use type	Number of uses	Proportion of uses
Convenience goods retail	6	10.5%
Comparison goods retail	13	22.8%
Other non-retail services	10	17.5%
Financial/professional services	0	0.0%
Restaurants/cafés	3	5.3%
Pubs/bars	5	8.8%
Fast/hot food takeaways	10	17.5%
Vacant	10	17.5%
Total	57	100.0%

Source: Lichfields Site Visit

Paddock Local Centre

- 5.22 Paddock Local Centre is located approximately 2.25 km from (and to the north of) the application site (by road) and contains a range of retail and service units located on the southern side of Church Street, to the east of the Church Street/Luck Lane/Clough Lane roundabout. It is an attractive centre, primarily comprising stone-built terraced shop units, facing existing housing built in the same style.
- 5.23 At the time of Lichfields' site visit, there were five convenience retailers in the centre, which included a Premier Express/Post Office, Hadfields the Bakery (a local chain), Zesty Vape and two small general stores. There are seven comparison goods retailers, all of which are smaller scale (and generally independent/specialist) operators, along with a range of service uses, which include a vet, a computer repair service, and several hair salons. Based on Lichfields' site visit, there are only three vacant units (representing around 9% of ground floor uses), indicating that the centre is performing well at the current time.

Table 5.6 Use Types in Paddock Local Centre

Use type	Number of uses	Proportion of uses
Convenience goods retail	5	14.7%
Comparison goods retail	7	20.6%
Other non-retail services	7	20.6%
Financial/professional services	1	2.9%
Restaurants/cafés	5	14.7%
Pubs/bars	0	0.0%
Fast/hot food takeaways	6	17.6%
Vacant	3	8.8%
Total	34	100.0%

Source: Lichfields Site Visit

Paddock Foot Local Centre

5.24 Paddock Foot Local Centre is situated around 1.75 km from (and to the north-east of) the application site and approximately 1.4 km west of Huddersfield Local Centre. The centre comprises a small cluster of commercial units on Church Street/Brow Road, around 300m to the east of Paddock Local Centre(above).

5.25 There are two convenience uses in the centre, which are both small-scale independent retailers – Paddock Superstore (a general store) and Paddock News - along with three comparison goods shops, including a pharmacy, a locksmith and Total Comfort (a furniture store). The centre also contains a number of services uses, including a hot food takeaway, accountants and a property agency. Whilst there are currently three vacant units in the centre, and convenience retailing is small in scale, it nevertheless contains a variety of uses which meet the basic needs of residents in the immediate surrounding area.

Table 5.7 Use Types in Paddock Foot, Huddersfield Local Centre

Use type	Number of uses	Proportion of uses
Convenience goods retail	2	12.5%
Comparison goods retail	3	18.8%
Other non-retail services	2	12.5%
Financial/professional services	3	18.8%
Restaurants/cafés	0	0.0%
Pubs/bars	0	0.0%
Fast/hot food takeaways	1	6.3%
Vacant	3	21.4%
Total	14	100.0%

Source: Lichfields Site Visit

Manchester Road/Longroyd Bridge Local Centre

5.26 This centre comprises a small cluster of units at the junction of Manchester Road and Longroyd Lane, around 1.4 km to the north-east of the application site and 0.9 km south-west of Huddersfield Town Centre. It contains a Wickes DIY store (of around 2,600 sqm gross) to the south of Manchester Road, along with a number of smaller units – which include small independent off-licence (Ezee Shop), along with a taxi service, an Indian restaurant and two hot food takeaways. Whilst there are three vacant units, and the convenience retail offer is very narrow, the centre contains a variety of uses which cater for both nearby residential areas and passing trade, given its location on a busy route to/from Huddersfield Town Centre.

Table 5.8 Use Types in Manchester Road/Longroad Bridge, Huddersfield Local Centre

Use type	Number of uses	Proportion of uses
Convenience goods retail	1	7.7%
Comparison goods retail	2	15.4%
Other non-retail services	2	15.4%
Financial/professional services	0	0.0%
Restaurants/cafés	2	15.4%
Pubs/bars	1	7.7%
Fast/hot food takeaways	2	15.4%
Vacant	3	23.1%
Total	13	100.0%

Source: Lichfields Site Visit

Newsome Local Centre

5.27 Newsome Local Centre is situated some 2.5 km from the application site and contains a range of uses which serve the residential area of the same name. It is an attractive centre, including a mixture of traditional stone-built and more modern properties, with well-presented shopfronts and is conveniently accessible on foot from these surrounding areas.

5.28 The centre contains four convenience uses, including a Premier convenience store, Hadfields Bakery, Newsome Village Store and Cloud Empire (a vape and sweet shop). There are just two comparison retailers in the centre – Rowlands Pharmacy and a charity shop, although there are a range of service uses, including two pubs/bars and three fast/hot food takeaways. Whilst there were four vacant units at the time of the site visit, and the centre is relatively remote from the application site at Crosland Moor, it appears to be performing well in its role in meeting the day to day needs of the immediate surrounding areas.

Table 5.9 Use Types in Newsome Local Centre

Use type	Number of uses	Proportion of uses
Convenience goods retail	4	17.4%
Comparison goods retail	2	8.7%
Other non-retail services	7	30.4%
Financial/professional services	1	4.3%
Restaurants/cafés	0	0.0%
Pubs/bars	2	8.7%
Fast/hot food takeaways	3	13.0%
Vacant	4	17.4%
Total	23	100.0%

Source: Lichfields Site Visit

Manchester Road (Milnsbridge) Local Centre

5.29 Manchester Road (Milnsbridge) Local Centre comprises a small cluster of units at the junction of Manchester Road and Morley Lane/Cowlersley Lane, approximately 1.3km west

of the application site. Of the six units, there is one convenience store (Mount Street Convenience Store), along with a pharmacy, a Chinese takeaway, a public house, funeral directors and a hypnotherapist. Whilst the centre only contains a limited number of uses, there are no vacant units, and it helps to meet the basic needs of the immediate surrounding areas.

Berry Brow Local Centre

- 5.30 Berry Brow Local Centre comprises a small cluster of commercial units on Waingate and Woodhead Road, around 3 km by road (and to the south of) the application site. These uses, which meet only the basic needs of residents in the Berry Brow area on the southern fringe of Huddersfield - with little significance beyond this area - include two convenience retailers (an off license and a general store), an Indian restaurant and the Berry Brow Liberal Club. They also include a hot food takeaway and two hair salons, and there is one vacant unit.

Other Existing Retail Provision

- 5.31 As stated above, Huddersfield Town Centre is the largest Centre within Kirklees. It is the principal focus for comparison retailing within the district, and contains a range of non-food shops, along with a number of foodstores, service uses, and various leisure, tourism, office and other commercial/community facilities.
- 5.32 Foodstore provision on the south-western side of Huddersfield is limited, as identified above, and the only store of any significance is the Aldi located in Milnsbridge District Centre. This comprises around 960 sqm net floorspace and is currently performing strongly. However, whilst there are no other large or medium-sized foodstores situated in this area, there are a number of stores located further afield, which have an influence upon shopping patterns in south-western Huddersfield – the vast majority of which are currently performing at levels either above or around their respective company average turnover levels. The main stores are listed in Table 5.10 below.

Table 5.10 Foodstores within the Study Area

Store	Distance from application site (by road)	Net sales floorspace (approx.)
Lidl, Castlegate, Manchester Road	2.0km	1,100 sqm
Sainsbury's, Market Street, Huddersfield Town Centre	2.3km	3,300 sqm
Sainsbury's, Southgate	2.9km	6,200 sqm
Tesco, Viaduct Street, Huddersfield Town Centre	2.9km	3,200 sqm
Aldi, Beck Road	3.3km	1,000 sqm
Lidl, Wakefield Road	3.3km	1,200 sqm
Aldi, New Hey Road (committed development)	3.5km	See below.
Asda, Bradford Road	5.6km	5,400 sqm

Committed and Proposed Developments

- 5.33 Planning permission was granted on 29 January 2020 for the development of a new Aldi foodstore on the Oakes Mill site, New Hey Road (ref. 2019/62/91656/W). This store recently opened and comprises 1,785 sqm gross area.
- 5.34 Planning permission was granted on 3 August 2022 for the mixed-use redevelopment of the former Kirklees College Site, to the north of Trinity Street and west of Huddersfield Town Centre (ref. 2018/62/92647/W). This development would include a new Lidl store of 1,911 sqm gross floorspace, which would replace the company's existing store at Castlegate.
- 5.35 Finally, on 2 March 2023, Kirklees Council's Strategic Planning Committee resolved to grant planning permission for the erection of a new Lidl foodstore at the former Spotted Cow Pub, New Hey Road, Oakes, Huddersfield, HD3 4BU (ref. 2021/94029). Once implemented, this store would comprise 2,061 sqm gross/1,100 sqm net floorspace.
- 5.36 The new Lidl stores approved on the former college site and at New Hey Road would complement any new store approved and implemented on the application site at Crosland Moor – which would serve a different catchment area, focused upon areas to the south-west of Huddersfield Town Centre.

Kirklees Retail Study

- 5.37 The Kirklees Retail Capacity Study Update (2016) was prepared by WYG on behalf of Kirklees Council. It provides an update of the 2014 study, in respect of the future need for new retail floorspace, using the same (2013) household shopping surveys undertaken as part of the 2014 work, although with slightly more recent base data and forecasts in respect of population and expenditure.
- 5.38 The study indicated that, cumulatively, convenience goods floorspace across Kirklees was trading at levels above company average (or anticipated benchmark levels) by £134.8m at 2016. A significant proportion of this overtrading was occurring in Zone 2, which includes the urban area to the north of Huddersfield town centre. However, based on the surveys undertaken in 2013, existing stores in Zone 1 (which covers the application site – and also includes the Tesco and Sainsbury's stores located within/on the edge of Huddersfield Town Centre) were achieving a level of turnover around £6m above their benchmark/expected level. Furthermore, the Aldi at Milnsbridge (within Zone 5 but in close proximity to Zone 1) in particular was identified as over-trading by around £7.5m.
- 5.39 Whilst the study concluded that developments committed at the time of the study would absorb any convenience goods expenditure capacity identified for new floorspace over the period to 2031 (£19.7m), such commitments included the new floorspace previously approved on the application site. This was forecast at the time to have a turnover of around £25.8m, which is significantly more than that of the new Lidl store now proposed on the site.
- 5.40 More generally, and as explained elsewhere in this report, the retail impact assessment summarised in this report has been based on new household shopping surveys. These provide a more up to date indication as to existing shopping patterns in the Huddersfield area and the current performance of existing stores.

Summary

- 5.41 Milnsbridge is the only District Centre on the south-western side of Huddersfield and, whilst it contains an existing Aldi store – which is currently achieving a level of turnover which is almost three times the company average – other existing provision within the centre is small scale. Similarly, although there are a number of defined local centres in the area of varying sizes, the vast majority of convenience retailing within such centres, again, comprises small scale and/or independent traders, meeting only the day to day needs of local residents within their respective catchments. Although the application site is located less than 100m walking distance from Crosland Moor Local Centre, the main convenience retail provision within this centre is a small Co-op supermarket, which caters for top-up needs and would not compete directly with the new Lidl store.
- 5.42 A number of other large and medium sized foodstores, located further afield, therefore have a significant influence over food and non-food shopping patterns across the south-western part of Huddersfield. These include Tesco, Sainsbury's and Lidl stores within/on the edge of Huddersfield Town Centre, along with other stores elsewhere operated Asda, Aldi and Lidl - the vast majority of which are currently performing at levels either above or around their respective company average turnover levels. Although planning permission has been granted for new Aldi and Lidl stores at New Hey Road and on the former college site, these stores would perform a different role and function – and serve different catchment areas – to the new Lidl store proposed at Crosland Moor.

6.0 Methodology

Defining a Study Area

6.1 This assessment is focused on stores and centres across the following six zones (also known as the Study Area), which are in turn based on those defined as part of the Council's Retail Capacity Study Update (2016):

- Zone 1 - Huddersfield Central;
- Zone 2 - Huddersfield North;
- Zone 3 - Elland and Brighouse;
- Zone 5 - Huddersfield West;
- Zone 6 - East Kirklees; and
- Zone 7 - South Kirklees.

6.2 Given the location of the subject site, the likelihood that the proposed new retail floorspace would draw the majority of its trade from the south-western side of Huddersfield, and the relatively limited range of retail provision serving this area, Zone 1 has been defined as the Primary Catchment Area (PCA) for the purposes of this assessment. Within this PCA, a five-minute drive-time isochrone from the application site has also been identified. This area represents the Core Catchment Area of the proposed new Lidl store and has informed the approach taken to addressing the sequential approach to site selection and impact test.

Sequential Site Assessment

6.3 The methodology adopted in identifying potential alternative sites in the context of the sequential approach has involved:

- consideration of sites allocated for development in the development plan;
- discussions with Officers at Kirklees Council;
- reviewing extant permissions and current applications for retail development; and
- identifying other sites or buildings with potential for development, through 'on the ground' surveys.

6.4 A comprehensive assessment has been made to establish the suitability and availability of identified sites to accommodate the development proposed on the application site.

6.5 As part of this, any potential alternative sites need to be able to accommodate new foodstore development of a similar scale and nature of that proposed by the subject application (with associated parking, servicing and landscaping requirements), taking into account the need for flexibility set out in the NPPF. Based on discussions with Lidl, it is understood that the minimum site size to accommodate such a development would be 0.6 ha, and that any store would need to be within the range of 1,672 sqm to 2,461 sqm gross (18,000 sqft to 26,500 sqft gross). Furthermore, any vacant units would need to be at least 90% of the size of the store proposed.

- 6.6 In addition, sites have been assessed against a number of other criteria, which have also been discussed with Lidl, and which include:
- whether the site lies within, or on the edge of, existing centres;
 - whether there are any development plan policies relevant to the sites identified;
 - whether the sites allow safe access and manoeuvring by customer vehicles;
 - whether the sites could accommodate adjacent surface level car parking, to allow customers to transfer food and other produce into their vehicles;
 - whether the sites can accommodate a dedicated service area to the rear of the store, along with associated deliveries and manoeuvres from heavy goods vehicles;
 - the need to accommodate a single-storey, open and unrestricted sales floor area which benefits from a generally level/flat topography (or has the ability to be developed as such);
 - whether there are any extant permissions for development on the sites identified, and details of any other proposals;
 - whether there are any land assembly issues (e.g. multiple ownership) which could constrain the potential for future development;
 - what the current land uses are at each site, and whether there is a requirement for their relocation;
 - whether the site is likely to be commercially attractive, including visual prominence and its ability to pick up passing trade; and
 - other potential constraints to development, for example conservation area or listed building status, tree preservation orders, topography, etc.

Impact Assessment

- 6.7 An assessment of the likely impact of the proposed Lidl foodstore has been undertaken, having regard to a quantitative assessment of the levels of trade diversion forecast upon existing stores and centres, based on household surveys of existing shopping patterns. This assessment uses the results of a telephone survey of household shopping patterns, undertaken by NEMS Market Research in July 2021, in association with the recently approved Lidl foodstore at New Hey Road, also in Huddersfield. The assessment also uses expenditure data and forecasts produced by NEMS, and the latest turnover density information provided by Global Data.
- 6.8 The approach taken as part of the assessment has been agreed with Officers at Kirklees Council and their retail planning consultants (Nexus).

Population and Expenditure

- 6.9 Levels of population within each zone of the defined Study Area, between 2020 and 2032, have been based on estimates obtained from Experian. As set out in Table 1 of Appendix 2, the population within the Study Area as a whole is forecast to increase from 307,679 in 2022 to 316,559 in 2032 (an increase of around 5,995 persons/2%). The population of Zone

1/the PCA in particular is forecast to increase by 894 persons (2%) over the same period, from 58,396 to 59,290.

- 6.10 Estimates of average convenience goods expenditure per capita in 2020 (in 2020 prices) in the Study Area zones have also been sourced from Experian. Forecasts set out in their Briefing Note 19 (January 2022) have been used, in order to project convenience goods expenditure forward over the period to 2032. This note takes into account the impact of the Covid-19 pandemic, and associated restrictions, upon the UK economy.
- 6.11 A proportion of expenditure per capita has been deducted to reflect expenditure via non-store retail sales (primarily internet purchases), also using information within the above Briefing Note. This excludes purchases made online which go through actual retail stores (for example click and collect) and therefore still generate a demand for physical retail floorspace.
- 6.12 In the context of the above, Table 3 in Appendix 2 illustrates forecast growth in total convenience goods expenditure across the Study Area, including within the PCA. This table illustrates that convenience goods expenditure within the Study Area as a whole will increase by around £9.7m (around 1%) between 2022 and 2032 across the Study Area, from £727.1m to £736.8m. Expenditure within the PCA is forecast to increase by around £1.2m over the same period, from £128.8m to £130.0m in 2032. These figures take into account both the forecast growth in population, and the slight reduction in spending per capita over the same period which, in turn, reflects the forecast increase in non-store retail sales (primarily internet shopping).

Floorspace and Turnover of Existing Retail Floorspace

- 6.13 Net retail floorspace data for existing stores and centres within and immediately beyond the PCA has been obtained from a range of sources, including information provided by the Valuation Office Agency (VOA) website, the previous Kirklees Retail Study, and the Oxford Retail Consultants (ORC) Storepoint directory. This floorspace data relates to the proportion of stores dedicated to the sale of convenience goods, in order to undertake a 'goods-based' quantitative analysis.
- 6.14 The convenience goods turnover of the main centres and stores in the PCA, as well as other relevant stores within the wider Study Area, originating from within the Study Area, has been estimated using the results of the telephone survey of household shopping patterns undertaken by NEMS in June and July 2021. Nexus were provided with a copy of the survey questionnaire and amendments were made in order to address comments made, including in relation to the wording of relevant questions and inclusion of notes to ensure correct coding of responses to questions in relation to food shopping patterns.
- 6.15 A total of 700 no. surveys were undertaken across the six zones within the Study Area. The results of the questions asking where people undertook their main and top-up food and grocery shopping - both the last time, and the time before last, in line with the question wording requested by Nexus - have been weighted and combined to estimate existing convenience goods shopping patterns across the study area.
- 6.16 The resultant shopping patterns - which were, in turn, based on the 'weighted' version of the survey results, which have been adjusted take into account the demographic profile of the respondents - have then been applied to the total quantum of convenience goods

expenditure within each zone, in order to provide an estimate of the turnover of the main stores and centres within/immediately beyond the PCA.

- 6.17 As part of these turnover estimates, an allowance for inflow of convenience goods expenditure into the Study Area, from residents living outside of this area, has also been made. This takes into account spending at facilities within the Study Area by those visiting friends and family, people on holiday in the area, those working (but not living) in the area, and people passing through the area on route to destinations further afield.

Floorspace and Turnover of New Aldi Store on Oakes Mill Site

- 6.18 In forecasting the turnover of the new Aldi store, which has recently opened on the Oakes Mill site, in 2027, it has been assumed that:

- the 1,785 sqm gross store would have a net sales area of 1,315 sqm;
- around 80% of this net sales area (1,052 sqm) would be used for convenience goods sales; and
- the convenience goods sales areas will achieve a convenience goods turnover to floorspace ratio of £11,061 per sqm (in 2020 prices), based on Aldi's latest company average, again using the latest (2022) information from Global Data (adjusted to a 2020 price base, and allowing for growth in turnover efficiency over the period to 2027 – based on rates set out in Experian's latest Retail Planner Briefing Note).

- 6.19 Table 6 (a) illustrates that it is therefore forecast that the new Aldi store achieves a total convenience goods turnover of £11.6m. Table 6 (b) illustrates that 25% of this turnover is from the PCA/Zone 1 equating to £2.9m, with 70% (£8.1m) originating from the other Study Area zones, and the remaining 5% (£0.6m) coming from beyond the Study Area. These assumptions reflect a range of factors, including the scale, nature and accessibility of the committed Aldi store, as well as its location within Zone 5.

Floorspace and Turnover of Committed Lidl Store at Trinity Street

- 6.20 As explained earlier, the Council approved the mixed-use redevelopment of the former Kirklees College Site, at Trinity Street, in August 2022 (ref. 2018/62/92647/W). This development will include (amongst other elements) a new Lidl foodstore of 1,911 sqm gross/1,256 sqm net, which would replace the company's existing store at Castlegate.

- 6.21 At the request of Nexus, and notwithstanding the fact that this store would serve a different catchment area to that at Crosland Moor, it has been factored-in to this assessment as a commitment. In order to forecast the additional turnover which would be generated by this new/replacement store, and as requested by with Nexus, it has been assumed that:

- all of the convenience goods turnover estimated to be generated by the existing Lidl store at Castlegate in 2027 (post-implementation of the new Aldi at New Hey Road), equating to £9.1m, would be transferred to the new store at Trinity Street; and
- the additional net convenience goods sales area which would be provided within the new store, over and above that within the existing (453 sqm net), would achieve a level of turnover in line with the latest Lidl company average (£8,856 per sqm), as sourced from Global Data (converted to 2020 prices and adjusted for turnover efficiency growth to 2027).

6.22 Based on the above, as illustrated in Table 8 (a) in Appendix 2, it is forecast that the new Lidl store at Trinity Street will achieve a total convenience goods turnover of £13.1m - which represents an increase of £4.0m on top of that achieved by the existing store at Castlegate. Table 8 (b) assumes that, in line with the existing store, the new store will draw around 60% of its turnover from the PCA (equating to £7.9m - or an increase of £2.4m), with around 30% being drawn from the other survey zones and 10% from beyond the Study Area.

6.23 It is standard practice to assume that proposed new foodstores achieve a level of convenience goods turnover which is in line with the company average turnover to floorspace ratio. The assumption that the convenience goods floorspace within the proposed new Lidl store would achieve a level of turnover which is around £4.0m above the company average is therefore a cautious one and could over-state the potential additional turnover which would be generated by this development in practice. Notwithstanding this, however, and in order to assist the determination of the application, the assessment of impact has been undertaken on this basis.

Floorspace and Turnover of Committed Lidl Store at New Hey Road

6.24 Kirklees Council's Strategic Planning Committee resolved to grant planning permission for the erection of a new Lidl foodstore on the site of the former Spotted Cow Pub, New Hey Road, Huddersfield, on 2 March 2023. In forecasting the turnover of this new, it has been assumed that:

- the 2,061 sqm gross store would have a net floorspace of 1,100 sqm, taking into account the details of this scheme;
- 80% of this net sales area (880 sqm) would be used for convenience goods sales; and
- the convenience goods sales areas will achieve a convenience goods turnover to floorspace ratio of £8,856 per sqm (in 2020 prices), based on the company average of Lidl, again sourced from the latest (2022) Global Data information (allowing for turnover efficiency growth).

6.25 In this context, and as illustrated in Table 10 (a) at Appendix 2, it is forecast that the proposed Lidl foodstore would achieve a total convenience goods turnover of £7.8m. Table 10 (b) illustrates that 15% of this turnover would be from the PCA – reflecting the location of the New Hey Road site in Zone 5 - equating to £1.2m, with 80% of the turnover (£6.3m) coming from other zones, and the remaining 5% (£0.4m) from beyond this area.

Floorspace and Turnover of Proposed New Store at Crosland Moor

6.26 In forecasting the turnover of the proposed Lidl foodstore, it has been assumed that:

- the 1,902 sqm gross store would have a sales area of 1,241 sqm net floorspace;
- 80% of this net sales area (993 sqm) would be used for convenience goods sales; and
- the convenience goods sales areas will achieve a convenience goods turnover to floorspace ratio of £8,856 per sqm (in 2020 prices), based on the company average of Lidl - again sourced from the latest (2022) Global Data information (allowing for turnover efficiency growth over the period to 2027).

- 6.27 As illustrated in Table 12 (a) at Appendix 2, it is forecast that the proposed store would achieve a total convenience goods turnover of £8.8m. Table 12 (b) illustrates that it is estimated that 70% of this turnover would be drawn from the PCA, equating to £6.2m. It is estimated that 25% of the turnover (£2.2m) would come from other zones within the wider Study Area, with the remaining 5% (£0.4m) from beyond this area.

Retail Impact

- 6.28 An assessment of the impact of the proposed Lidl store has been undertaken, when considered in isolation, and alongside both the new Aldi facility on the Oakes Mill site, the committed new/replacement Lidl store on the former Kirklees College site, and new Lidl store at New Hey Road. This has regard to a quantitative assessment of the levels of trade diversion forecast upon existing stores and centres as a result of the committed and proposed stores.
- 6.29 It also considers the impact of the proposed Lidl store upon planned investment in centres and upon the vitality and viability of existing centres, taking into account consumer choice. In particular, it considers impact over the period of five years from the base year of the assessment (i.e. up to 2027 - the Design Year), in line with the NPPF and PPG. This quantitative assessment is based upon levels of population and retail expenditure within the defined Study Area, as set out above. It is based upon an assessment of the likely origin of the turnover of the proposed new retail floorspace, and the likely trade draw from existing facilities, as well as that of committed developments.
- 6.30 The estimation of the origin of the turnover of the committed and proposed developments reflects their scale, nature and accessibility, as well as the existence and accessibility of the main competing facilities. The assessment of impact then takes into account the extent to which the new retail floorspace would draw trade from the other retailers, located both within and beyond the PCA. This has regard to the location and characteristics of competing facilities, and the nature of the retail offer in these stores, compared with that which would be on offer at the proposed development (including the extent to which existing facilities cater for main and/or top-up food shopping).

7.0 Sequential Site Assessment

Policy Context

- 7.1 As set out in Section 4.0 of this statement, the NPPF requires that a sequential approach to site selection is applied to proposals for new main town centre uses (such as retail) which are not located within an existing centre. Paragraph 87 of the NPPF confirms that sites should be considered in the following order:
- town centre sites; then
 - edge-of-centre locations, with preference given to accessible sites that are well-connected to the town centre; and then
 - out-of-centre sites, with preference given to accessible sites which are well-connected to the town centre.
- 7.2 Annex 2 of the NPPF confirms that, for retail purposes, 'edge-of-centre' applies to a location that is well connected to, and within 300m of, the Primary Shopping Area (PSA). The application site is located less than 100m on foot from Crosland Moor Local Centre, as defined in the local plan. The site therefore occupies an edge-of-centre location in NPPF terms, and has potential to generate linked trips with existing facilities within the above centre.
- 7.3 On the basis of the site's edge-of-centre location, only in-centre sites would be sequentially preferable to the application proposals. However, in order to be robust, this sequential site assessment has also considered potential alternative sites located on the edge of existing centres, in terms of their suitability and availability to accommodate the proposed development.
- 7.4 Taking into account the extent of a five-minute (off-peak) drive-time from the application site (the Core Catchment Area), as well as discussions with the Council's retail planning advisors (Nexus), sites within/on the edge of the following centres have been considered as part of this assessment:
- Milnsbridge District Centre;
 - Crosland Moor Local Centre;
 - Blackmoorfoot Road Local Centre;
 - Thornton Lodge, Huddersfield Local Centre;
 - Lockwood Local Centre;
 - Paddock Local Centre;
 - Paddock Foot, Huddersfield Local Centre;
 - Manchester Road/Longroyd Bridge Local Centre;
 - Newsome Local Centre;
 - Manchester Road/Mount Street, Milnsbridge; and
 - Berry Brow Local Centre.

- 7.5 Several of these Local Centres are very small - for example, Berry Brow, Manchester Road/Longroyd Bridge and Manchester Road (Milnsbridge), and therefore would be unlikely to be able to accommodate new retail development performing a similar role and function to that proposed. Both Berry Brow and Newsome Local Centres are also located on the fringe of the urban area in south-west Huddersfield – outwith the Core Catchment Area - and any new retail development in these locations would not be able to serve the same catchment area as the proposed Lidl store. Notwithstanding this, however, in order to adopt a cautious approach, sites within and on the edge of all of the above centres have been considered.
- 7.6 The NPPF states that applicants and local authorities should demonstrate flexibility on issues such as format and scale. In this context, where alternative sites are to be considered, their suitability should be assessed in terms of their physical capability to accommodate the form of development proposed in the application, having demonstrated flexibility. This approach is consistent with recent High Court decisions.

Assessment of Potential Alternative Sites

- 7.7 As set out in Section 6.0, a visit to the above centres and a review of the adopted development plan have been carried out in order to identify potential alternative sites. Those potential sites which have been identified are assessed below, in terms of their suitability and availability to accommodate new foodstore development which is broadly similar to that proposed in the subject planning application.

Land between Market Street and Dowker Street, Milnsbridge

- 7.8 This site comprises around 0.5 hectare and lies to the east of Market Street, adjacent to the boundary of Milnsbridge District Centre and, as such, is an edge-of-centre site in policy terms. The site comprises vacant and overgrown land, with some hardstanding, and is bordered by existing shop units to the west, and a number of residential properties to the north. The site also lies within the Milnsbridge Conservation Area and the River Colne Corridor, which forms part of the Strategic Green Infrastructure Network in Kirklees, which covers a large area of western Huddersfield. The site is not subject to a land use allocation in the KLP Allocations and Designations document.

Figure 7.1 Land between Market Street and Dowker Street



Source: Lichfields

- 7.9 Planning permission was granted in November 2012 for the erection of 31 dwellings and two apartments on the site (ref. 2011/62/90822/W1). Alongside this, Conservation Area consent was granted for the demolition of factory premises on this site (ref. 2011/69/90823/W1). Based on Google Earth aerial imagery, the site appears to have been cleared sometime between 2011 and 2016. Although an application for the discharge of several conditions attached to permission. ref. 2011/62/90822/W1 was approved in 2015, no new build works have commenced on the site.
- 7.10 Notwithstanding this, however, given that the site is edge-of-centre in policy terms, it is not sequentially preferable to the application site, which lies on the edge of Crosland Moor Local Centre. Furthermore, the site is not large enough to accommodate the proposed foodstore, alongside the associated servicing and car parking areas. On this basis, the site is not suitable to accommodate the proposed development.

50 Market Street, Milnsbridge

- 7.11 This two-storey building lies on the corner of Market Street and George Street, within the boundary of Milnsbridge District Centre, and also within the Milnsbridge Conservation Area. The building was formerly occupied by Lloyds Bank but, at the time of Lichfields' site visit, was being advertised as having been sold by agents ADM Residential.

Figure 7.2 50 Market Street, Milnsbridge



Source: Lichfields

- 7.12 A prior approval application was made by ABM Developments Ltd on 3 February 2023 for the change of use of the ground floor commercial space into two apartments. Whilst this application is yet to be determined, this appears to reflect the current owner's intention to convert the premises into residential accommodation.
- 7.13 Furthermore, and notwithstanding this, the existing building (which has a total footprint of around 120 sqm) is too small to accommodate a foodstore of the scale proposed at the Crosland Moor site. Given its small size, even if the existing building were to be demolished, the site would not be able to accommodate the proposed foodstore, as well as the parking and servicing areas required by Lidl. On this basis, and given that the building has recently been sold, and approval is being sought for conversion to residential accommodation, the site is neither suitable nor available for the proposed development.

Former car wash site, Market Street, Milnsbridge

- 7.14 This site lies on the south-western side of Market Street, adjacent to the boundary of Milnsbridge District Centre at its southern end, and is therefore an edge-of-centre site in policy terms. The site lies within the Milnsbridge Conservation Area and has previously been used as a car wash although, at the time of Lichfields' site visit, it was vacant.

Figure 7.3 Ex-car wash site, Market Street, Milnsbridge



Source: Lichfields

- 7.15 Given its edge of centre location, the site is not sequentially preferable to the application site. Furthermore, it has an area of around 0.1 ha and is therefore too small to accommodate the proposed development. It is therefore not suitable.

Land at Hart Street, Newsome

- 7.16 This site comprises land located to the north of Newsome Local Centre, in between Hart Street, Naomi Road and Newsome Road, and comprises around 0.7 ha. At the time of Lichfields' visit the site was vacant and undeveloped, also including two mill ponds. As the site is located outwith the local centre boundary, and indeed separated from existing shops and services on Church Lane by residential uses, it is an edge-of-centre site in retail policy terms. It is therefore not sequentially preferable to the application site, which is also situated in an edge of centre location.

Figure 7.4 Land at Hart Street, Newsome



Source: Lichfields

- 7.17 Outline planning permission was granted on appeal in August 2017 for development of 22 residential units¹ and an application for reserved matters pursuant to that outline planning permission was granted in December 2021.² Since then, various applications to discharge conditions have been submitted to Kirklees Council. It therefore appears likely that the site will come forward for residential development.
- 7.18 In addition, this site is around 2.5 km from the application site by road, and any foodstore development in this location could not serve the same catchment area as the proposed Lidl store, given its location on the fringes (and indeed slightly beyond) the core catchment area of the proposed foodstore. Notwithstanding the fact that the site is not sequentially preferable to the application site, it is also therefore neither suitable nor available for the proposed development.

Newsome Mill, Newsome

- 7.19 Newsome Mill is located to the west of Ruth Street, and immediately to the north of Newsome Local Centre, and has a site area of around 1.1 ha. The site contains the ruins of Newsome Mill, including a clock tower and other structures, as well as surrounding open land. As an edge of centre site, it is not sequentially preferable to the application site, which is also edge of centre.
- 7.20 Newsome Mill is Grade II listed by Historic England. The site is also allocated within the KLP Allocations and Designations document for housing, with an indicative capacity of 69 dwellings (ref. HS43). The allocation states that the significance and appearance of the Listed Newsome Mills will need to be respected, and that details of how conversion will be

¹ Appeal ref. APP/Z4718/W/17/3173711, LPA ref. 2016/60/91479/E.

² LPA ref. 2021/61/91638/W.

achieved will need to be considered. The allocation also states that the site is in private ownership.

- 7.21 As with land at Hart Street, this site is located around c. 2.5 km by road from the application site by road, on the fringe of the urban area, and would not serve the same catchment area as the proposed foodstore. It may be difficult to accommodate the proposed development on the site in a way in which the significance of the surviving mill structures would be preserved. Furthermore, and in highways terms, given that Ruth Street and Hart Street are both residential streets, it is not clear whether a suitable access could be achieved which allows for both customer and delivery/servicing vehicles. On this basis, as well as not being sequentially preferable, the site is not considered suitable for the proposed development.

Former Shine On car wash, Lockwood Road, Lockwood

- 7.22 This site is located on the southern side of Lockwood Road, within the defined boundary of Lockwood Local Centre, and comprises a vacant car wash. However, this site occupies an area of less than 0.1 ha. On this basis, it clearly could accommodate the proposed foodstore and associated parking/servicing and, is therefore not suitable for the proposed development.

Figure 7.5 Ex Shine One car wash, Lockwood Road, Lockwood



Source: Lichfields

Site North of Longroyd Lane, Manchester Road

- 7.23 This site comprises vacant land (temporarily used for car parking/storage) and derelict buildings and is being used for car parking. It is bounded by Longroyd Lane to south, the 'Splash' car wash to the west and the Springwood Footpath to the north. The site is just to the west of the boundary of Manchester Road/Longroyd Bridge Local Centre, and therefore

is edge-of-centre in policy terms. As such, it is not sequentially preferable to the application site, which is also edge of centre.

Figure 7.6 Site north of Longroyd Lane, Manchester Road



Source: Lichfields

- 7.24 Although the site measures a total of 0.6 ha, this includes a sloping wooded area in the northern part, which is unlikely to be suitable for development. The previously developed part of the site, adjacent to Longroyd Lane, measures around 0.3 ha, which is not of sufficient size to be able to accommodate the proposed foodstore and associated car parking and servicing areas. On this basis, aside from the fact that this site is not sequentially preferable, it is not considered suitable to accommodate the proposed development.

Paddock Civic Youth Centre, Beech Street

- 7.25 Paddock Civic Youth Centre is located on Beech Street, around 75m walking distance to the east of Paddock Local Centre. The building appears to be vacant and in a state of disrepair, and indeed the Yorkshire Live website reported that the Youth Centre was to close in 2017.

Figure 7.7 Paddock Civic Youth Centre, Beech Street



Source: Lichfields

- 7.26 The site comprises an edge-of-centre location in policy terms and is not sequentially preferable to the application site at Crosland Moor. Furthermore, the existing building is not of a sufficient size to accommodate the proposed foodstore, even before consideration is given to the associated parking and servicing areas. Similarly, even if the building were to be demolished, the site area of c. 0.2 ha is too small to accommodate the proposed development.
- 7.27 On this basis, the former Paddock Civic Youth Centre site is clearly not suitable to accommodate the proposed development.

Vacant units

- 7.28 Consideration has also been given to whether there are any currently vacant units within Milnsbridge District Centre, as well as the defined local centres set out above, which have potential to accommodate the proposed development. However, based on Lichfields' site visits, there are no such vacant units within the various centres with any realistic potential. Any such units are small in scale (with the vast majority being below 200 sqm) and/or dispersed across the centres, with no realistic scope for amalgamation to accommodate new food retail floorspace of a scale even approaching that proposed at Crosland Moor.

Summary

- 7.29 This section has considered potential alternative opportunities within and on the edge of existing centres – including Milnsbridge District Centre and defined local centres within/immediately beyond the Core Catchment Area - in terms of their potential to accommodate the proposed development. However, there are currently limited opportunities for any significant new development within these centres, due to the built-up

nature of the centres and surrounding residential areas. Of those sites which have been identified, none are both sequentially preferable, and suitable and available, to accommodate the proposed development.

- 7.30 As such, there are no sequentially preferable alternative sites which could accommodate the proposed development, and the subject application is therefore considered to be compliant with the sequential approach to site selection as set out in the NPPF.

8.0 Impact

8.1 The NPPF requires that proposals for new retail and leisure uses in excess of 2,500 sqm, which are not located within an existing centre, and not in accordance with an up to date development plan, should include an assessment of:

- 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.

8.2 The proposed new Lidl foodstore would comprise less than 2,500 sqm gross and the site is subject to an allocation in the adopted development plan for mixed use development, including retail. Furthermore, planning permission was previously granted on the site for housing-led development, which also included a retail element (with 3,716 sqm/40,000 sqft gross retail floorspace being shown on the indicative masterplan). Notwithstanding this, however, in order to assist in the determination, and as requested by Council Officers, an assessment of the subject application proposals against the above issues is set out below.

Investment in Centres

8.3 The application proposals would represent significant new investment on the edge of Crosland Moor Local Centre. Furthermore, it is not considered that the proposed new Lidl store at Crosland Moor would have any adverse impact upon the ability to bring forward investment in this or any other existing centres, either within or beyond the PCA. This conclusion reflects a number of factors, including the fact that:

- as demonstrated above, there are no other more sequentially preferable sites, located within centres on the south-western side of Huddersfield, which are suitable and available to accommodate the proposed development;
- the proposed new foodstore at Crosland Moor is of a different (and more significant) scale to the majority of opportunities for new development/redevelopment and units with scope for refurbishment/re-occupation which do exist within existing centres in this area;
- there is no other planned investment in any of the centres in south-west Huddersfield which could be affected by the proposed development;
- although there is a new Lidl store committed as part of a wider mixed-use application on the former Kirklees College site at Trinity Street - which would replace their existing Castlegate facility - this would be in addition to any new Lidl store at Crosland Moor (and therefore serve a different catchment area, focused upon areas to the north and immediate west of Huddersfield Town Centre);
- whilst the Council has approved plans for a series of new cultural facilities and public spaces in the town centre, including a public square, the refurbishment of the market to accommodate a food hall, and the creation of a new library, the uses proposed are such that they would not compete with the new foodstore in any way;

- any other schemes which are coming forward or being promoted in other centres in the wider area, are more distant from the application site and/or serve different catchment areas and are highly unlikely to be affected by the current proposals.

8.4 In the absence of any sequentially preferable opportunities which are suitable and available (including within either Crosland Moor or Blackmoorfoot Road Local Centres), the subject application proposals represent significant investment in an edge-of-centre site, which will result in significant benefits for the local area. This conclusion is reflected, in part, in the fact that the Council has previously approved new retail uses as part of the housing-led mixed-use redevelopment of the application site.

Vitality and Viability

Trade and Turnover

8.5 Table 15 at Appendix 2 summarises the trade diversion impacts which are forecast to result from the proposed new Lidl store at Crosland Moor, both when considered in isolation, and when considered alongside other committed retail developments.

8.6 This table shows that the most significant impacts are forecast to be upon other existing and committed discount foodstores. These include Aldi in Milnsbridge District Centre, the committed Lidl store at Trinity Street, and the committed Lidl store at New Hey Road (all within the range 3%-5%).

8.7 However, the existing Aldi in Milnsbridge is currently trading strongly, and is estimated to be achieving a level of convenience goods turnover which is over three times the Aldi company average. There is no prospect that the overall viability of this store would be materially affected by the proposed development. Indeed, even allowing for the cumulative impact of the proposals, when considered alongside the other committed/proposed stores set out above (estimated to be around 20%), it is still forecast to achieve a turnover which is around 235% of the company average.

8.8 Although the committed Lidl stores at Trinity Street and New Hey Road are situated in edge-of-centre locations, Lidl are planning to bring these stores forward in full knowledge of their parallel proposals at Crosland Moor. This reflects their view that these stores would all serve different, and complementary, catchment areas – areas which are already under-served in terms of discount foodstore provision. Indeed, Lidl would not be promoting all three stores if there was a prospect that their viability could be undermined.

8.9 The impacts upon convenience retail provision within Crosland Moor and Blackmoorfoot Road Local Centres are forecast to be around 4% and 3% respectively (with the cumulative impacts being slightly higher, at 6% and 4% respectively). This reflects the fact that, whilst these are the two closest defined centres to the application site – which actually lies on the edge of the former – existing provision within these centres comprises small scale stores which meet day to day/top-up and specialist needs. Such provision would not be in direct competition with the new Lidl store and would continue to meet these needs, should the proposed store be approved and implemented. Uses within both centres – and particularly Crosland Moor, which lies within 100m walking distance from the application site – could also benefit from additional linked trips and spin-off trade from those visiting the foodstore.

- 8.10 The next highest impact is forecast to be upon the existing Lidl store at Wakefield Road (around 3%), with those upon the existing Aldi stores at The Ringway Centre and New Hey Road both being around 2%. The cumulative impacts upon these existing stores are higher, at 7% and 9% respectively, taking into account the effects of other committed/proposed discount foodstore schemes. However, both of these stores are achieving levels of convenience goods turnover which are significantly above the company average (by around 80% and 170% respectively) and impacts of these low levels would not have any material impact upon the viability of either the stores themselves or the wider centres. Furthermore, whilst the latter is situated just to the south of Hillhouse Local Centre, it has no visual relationship with that centre.
- 8.11 The impact upon stores within other local centres in the Core Catchment Area is forecast to be around 2% (3% cumulatively), with those upon stores within/on the edge of Huddersfield Town Centre – including Tesco at Viaduct Street and the Sainsbury's stores at Southgate and Market Street – forecast to be around 1% (3%-5% cumulatively). All other impacts as a result of the proposed development are forecast to be below 1%. At these levels, there is no prospect that the proposed development would have any significant impact upon the vitality and viability of either any individual stores or defined centres, within or outside of the catchment area. This is not least given that all of these stores would continue to trade at levels which are either above or around their company average turnovers, even after implementation of committed and proposed developments.
- 8.12 The cumulative impact upon Sainsbury's at Salendine Nook Local Centre, when taking into account committed and other proposed foodstore developments in the area, is higher, at around 14%. However, the vast majority of this trade diversion would be generated by the other committed and proposed discount foodstores, with the impact resulting from the proposed Lidl store at Crosland Moor forecast to be just 0.5%. Furthermore, on the basis of our recent visits, this store is currently performing strongly, and indeed, the household surveys undertaken in July 2021 as part of this assessment indicate that the store is trading strongly and achieving a turnover to floorspace ratio which is almost 40% above Sainsbury's national company average.
- 8.13 Even when considered cumulatively, a trade diversion of this order would not therefore result in any significant adverse impact upon its overall viability, as the store would continue to trade at a level which is above Sainsbury's national company average. Furthermore, as set out above, this store would continue to meet the day to day and top-up food retail needs of its immediate catchment area, serving a different sector to the committed and proposed new Lidl facilities.

Enhancing Consumer Choice

- 8.14 As explained in Section 5.0, whilst there is an Aldi store at Milnsbridge District Centre, there are no other foodstores of any significant size located on the south-western side of Huddersfield. Provision within other existing defined centres in the area comprises a number of small convenience stores - including Co-op at Crosland Moor and Premier at Blackmoorfoot Road - as well as various other smaller, and primarily independent traders, which meet day to day top-up and more specialist needs.
- 8.15 Although there is a range of medium and large-sized foodstore located either in or on the edge of Huddersfield Town Centre – including those occupied by Tesco, Sainsbury's and

Lidl – there are no such stores which are conveniently accessible to residents in south-west Huddersfield, including areas such as Crosland Moor and Lockwood. Furthermore, and as set out above, the existing Lidl store at Castlegate, to the south of the town centre, is subject to separate proposals for its relocation to a site at Trinity Street, to the west of the centre.

- 8.16 The proposed new store would enhance the existing range and choice of provision serving this area, including that meeting main/weekly food shopping needs, and reduce the need to travel, including by car, to existing stores further afield. In doing so, it would complement, rather than compete directly with, provision within existing defined centres. As set out above, such provision includes smaller facilities which meet day to day/top-up and/or specialist shopping needs. The new store would also help to encourage linked trips with existing facilities within Crosland Moor Local Centre which, as set out above, serve a different sector of the market to the new Lidl facility.
- 8.17 Whilst the new Lidl store would compete with the Aldi store at Milnsbridge, as explained further below, this facility is trading strongly at the current time, estimated to be achieving a level of turnover which is over three times the company average. The vitality and viability of neither this store or the wider centre – which contains only a limited number of other, smaller, convenience goods retailers - would not be affected to any material extent by the proposed development.
- 8.18 Similarly, although stores within/on the edge of Huddersfield Town Centre would also experience some trade diversion, such diversion would be spread across these various stores, none of which – with the exception of Lidl at Castlegate – would compete directly with the new store at Crosland Moor. Such facilities are all, in any event, performing at levels either around or above the company average turnover. Furthermore, this existing Lidl store is subject to current proposals – supported by the Council – to relocate to Trinity Street, to which Lidl remain committed, irrespective of the outcome of the subject application at Crosland Moor.
- 8.19 The potential impact of the proposed new Lidl store upon the vitality and viability of existing centres should also be viewed in the context of a number of other factors. These include:
- the fact that the majority of uses within Huddersfield Town Centre and existing centres in south-west Huddersfield, including the large proportion of service and other leisure and community uses, would remain unaffected by the development.
 - as explained in Section 3.0 of this Statement, unlike other foodstore operators, Lidl does not include in-store concessions or other ancillary facilities such as opticians, dry cleaners, bureaux de change or cafes, which helps to limit the impact upon existing centres;
 - the more personal service and often longer opening hours offered by many smaller traders, along with the pass-by trade which they are likely to pick up as a result of their proximity to both existing residential areas and other existing shops and services; and
 - as explained further below, the fact that any diversion of trade will be spread across a range of stores in the surrounding areas - including those both within and outside of existing defined centres - reflecting the significant proportion of spending which is currently leaking out of the PCA to such facilities.

- 8.20 In the context of the above, it is not considered that the development proposed would be likely to result in any significant adverse impacts, in terms of town centre vitality and viability and, in practice, would have a significant positive impact in terms of enhancing local consumer choice in the south-west Huddersfield area. This reflects the conclusions of the Council in previously granting planning permission for mixed use development, including retail floorspace, on the wider site.

Summary

- 8.21 The application site is allocated in the adopted development plan for mixed-use development, including retail, and has been subject to a previous planning permission, which included a significant quantum of retail floorspace. Notwithstanding this, however, this section of the report has demonstrated that the proposed new foodstore would not have any significant adverse impact, either upon investment in centres or the vitality and viability of such centres.
- 8.22 There is no investment within or on the edge of existing centres on the south-western side of Huddersfield which could be directly affected by the new Lidl store - and any investment which is planned/ or committed in other centres, further afield, would perform a different role and function to that proposed at Crosland Moor. Furthermore, any trade diversion generated by the new store would be spread across a range of existing and committed stores and centres, most of which are located outwith south-west Huddersfield.
- 8.23 The only existing store of any significant size within the Core Catchment Area is the Aldi store at Milnsbridge, which is currently trading very strongly and, along with other larger and medium-sized stores located in the surrounding area, could comfortably withstand the level of trade diversion forecast. The vast majority of convenience retail uses within centres in south-west Huddersfield are small scale, meeting day to day top-up and specialist needs, and would not compete with the proposed new Lidl store. As such, the new store would significantly enhance the existing range of provision serving the area.

9.0 Compliance with the Development Plan

- 9.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act, this section considers the acceptability of the proposed development against the statutory development plan.

Principle of Development

- 9.2 The site is part of a wider mixed-use allocation (site ref. MXS1) for housing and retail uses. The wider site has been brought forward for housing, so the development of a foodstore on the application site is entirely consistent with this allocation.
- 9.3 As noted in section 2.0, outline planning permission 2014/60/93099/W (as amended) granted permission for new retail floorspace. Condition 29 of the most recent section 73 decision (ref. 2018/70/93098/W) confirms that the permission allows for gross retail floorspace of up to 5,388 sqm to be provided on the site. The accompanying S106 agreement dated 8 August 2019 sets out that the land currently shown as 'commercial land' on the application drawing ref. 1835.100 (i.e. the application site) is to be actively marketed for residential development for a minimum period of three years from the date of the agreement, with the stipulation that any future residential development on the site must provide a policy compliant affordable housing scheme. That three-year period has now elapsed.
- 9.4 Although this is a fresh planning application and the conditions attached to the lapsed outline permission do not apply, the proposed Lidl foodstore has a gross internal area of 1,902 sqm, which is well below (less than half) the limit specified by condition 29 attached to 2018/70/93098/W.
- 9.5 To date, only the residential element of the outline scheme has been brought forward for reserved matters approval. However, the development of a foodstore on the site would be in accordance with both the KLP site allocation (ref. MXS1) and the outline planning permission that was granted for the wider site.
- 9.6 KLP Policy LP13 seeks to direct main town centre uses to defined centres. Crosland Moor Local Centre is a defined Local Centre in the KLP. Policy LP13 also states that "*Centres shall provide a mix of uses to serve the local community, businesses and visitors to the district*". In this context, whilst the application site comprises an edge-of-centre location in policy terms, it is located on the edge of (and less than 100m walk from) Crosland Moor Local Centre. It has also been demonstrated in Section 7.0 that there are no sequentially preferable sites (i.e. within or on the edge of this or any other existing centres) which are suitable and available to accommodate the proposed development.
- 9.7 The proposed foodstore would enhance the range and choice of existing foodstore provision available to the local community on the south-western side of Huddersfield. It has also been demonstrated in Section 8.0 that the proposed Lidl store would not have any significant adverse impact upon existing centres, including Crosland Moor Local Centre, in terms of either planned investment or vitality and viability.

- 9.8 Overall, whilst the site is not located within a centre, the proposals relate to an edge of centre site and would enhance the range of provision serving visitors to Crosland Moor LC, and therefore be consistent with the wider objectives of Policy LP13.

Transport and Highways

- 9.9 KLP Policy LP21 sets out that proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. New development will normally be permitted where safe and suitable access to the site can be achieved for all users and where the residual cumulative impacts of development are not severe.
- 9.10 In this context, and as set out in more detail in the accompanying Transport Assessment (TA) and Travel Plan, the proposed development would provide safe and convenient access for pedestrians, cyclists and public transport users, as well as those travelling by car. The TA also confirms that any additional traffic which would be generated by the proposals could be safely accommodated on the existing road network.
- 9.11 KLP Policy LP22 also requires that the number of parking spaces for all new development should reflect the level of public transport accessibility, expected car usage on the site, and the location and type of development. In this context, the TA demonstrates that the level of parking proposed takes into account these factors and provides an appropriate balance between promoting sustainable modes of transport and also catering for expected car usage. The proposals would therefore be in accordance with the relevant provisions of these policies.

Design and Landscape

- 9.12 Policy LP24 states that proposals should promote good design by ensuring, inter alia, the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape. The proposed development scheme has been designed to respect its context both in terms of design and materiality. It is designed to a high standard, both in terms of aesthetic value and environmental sustainability. The architectural design is modern but utilises an appropriate colour palette and mix of materials that reflect the appearance of the traditional materials found in the wider area.
- 9.13 The proposals incorporate high levels of sustainability through a wide range of design features as discussed in Section 10.0.
- 9.14 KLP Policy LP 30 requires development proposals to result in no significant loss or harm to biodiversity. The revised proposals incorporate a landscaping scheme which includes new tree planting. The proposed landscaping will soften the impact of development and ensure it sits well within the setting.
- 9.15 The proposal is considered to fully accord with the provisions of KLP Policy LP24. Further details on the proposed design and architectural rationale can be found in the accompanying Design and Access Statement.

Flood Risk and Drainage

- 9.16 KLP Policy LP 27 requires that proposals are accompanied by an appropriate site-specific Flood Risk Assessment in line with national planning policy. In this context, a Flood Risk Assessment (FRA) accompanies this application and confirms that, according to the Environment Agency's Flood Map for Planning, the proposed development is located within Flood Zone 1, where it is assessed to be at a Very Low/Negligible risk of flooding from rivers and/or the sea.
- 9.17 Whilst the site is in an area of high risk of flooding from overland surface water flows, the proposed development will not interfere with the route of any overland flows, aside from ensuring they do not enter the Lidl store. The FRA demonstrates that the proposal will be safe throughout the lifetime of the development (taking account of climate change), and that it would not increase flood risk elsewhere.
- 9.18 Policy LP28 supports the use of sustainable drainage systems (SuDS) and sets out that development will only be permitted where it can be demonstrated that the necessary water supply and wastewater infrastructure is available, or can be accommodated, to meet the demand generated by the new development. The accompanying FRA sets out that whilst the uses of SuDS systems on this site was not deemed suitable, the water drainage system will connect with the existing network. The foul water drainage will also connect to the existing combined sewer manhole near the southern boundary of the site. The proposals therefore satisfy the requirements of these policies.

Sustainability

- 9.19 KLP Policy LP24 states that proposals should promote good design by ensuring high levels of sustainability, including by providing charging points to encourage the use of electric and low emission vehicles. The proposed development will include one rapid 50kW charging point which is capable of charging two cars at once and is equipped with multiple connections to suit different makes of vehicle.
- 9.20 KLP Policy LP52 seeks to protect and enhance environmental quality and sets out that the impacts of noise, light, odour and other forms of pollution should be evaluated, and pollution should be prevented or reduced. This application is accompanied by a Noise Assessment and Air Quality Impact Assessment, which demonstrate that the proposals will not result in any unacceptable impacts in terms of pollution, and that suitable mitigation measures have been incorporated as appropriate.

Summary

- 9.21 This section of the report has considered the conformity of the proposals with the relevant policies of the adopted development plan covering the application site - including those relating to site allocation, retail uses, transport, design, flooding/drainage, sustainability and other matters.
- 9.22 The proposed development of a foodstore is in accordance with site allocation MXS1, which allocates the site for residential and retail uses. Having regard to the analysis of these policies, as set out above, it is concluded that the proposals are in accordance with the

development plan, comprising the KLP 'Strategy and Policies' and 'Allocations and Designations' documents, when considered as a whole.

- 9.23 This conclusion should be considered in the context of the Cornwall case, where it was held that a proposal can be found to be in accordance with the development plan as a whole when a proposal is in conflict with an individual policy or policies.³ In this context, and taking into account the provisions of paragraph 11 of the NPPF, it is considered that the application proposals should be approved without delay.

³ Cornwall Council v Corbett [2020] EWCA Civ 508.

10.0 **Other Material Considerations**

10.1 Paragraph 218 of the NPPF states that its policies are material considerations which should be taken into account in the determination of planning applications. At the heart of the NPPF is a presumption in favour of sustainable development, and paragraph 8 explains that there are three dimensions to sustainability:

- an economic objective;
- a social objective; and
- an environmental objective.

10.2 This section considers how the application proposals will contribute to the building of a strong, responsive and competitive economy that supports vibrant and healthy communities and contributes to the protection and enhancement of the natural and built environment.

Economic Contribution

10.3 National planning policy requires LPAs to positively and proactively encourage sustainable economic growth and that significant weight should be placed on the need to support economic growth and productivity.

10.4 In this context, the proposed new foodstore will provide a source of employment for the surrounding areas. Based upon information from Lidl, it is estimated that the new foodstore would create up to 40 (full time equivalent) jobs, with staff being drawn from their local community, so that they can offer both a friendly and familiar staffing service to customers. These figures relate to gross employment, and do not take into account either any potential displacement of existing employment or any employment multiplier impacts, including any indirect or induced employment that could be supported. This includes employment which will be generated through spending in the local economy by those employed at the new store, and through the use of local firms/suppliers by the proposed foodstore.

10.5 The subject application proposals represent a significant investment in the local area and would also generate new employment during the construction phase, a proportion of which will be captured at the local level, as well as related spin-off jobs. The proposed development will therefore result in a boost to local employment and the local economy – indeed, this proposal forms part of a significant development programme by Lidl which will deliver hundreds of new jobs and millions of pounds of investment in West Yorkshire. On a broader scale, Lidl is also committed to sourcing British products, wherever possible, and has committed to investing over £15 billion in the British food and farming economy over the next five years, in order to help create jobs, build business and enable further investment.

10.6 In addition, the NPPF requires that local authorities promote the vitality and viability of existing town centres. Against this background, it has been demonstrated, in Section 8.0, that the proposed development would not have any significant adverse impact upon existing centres - and indeed would represent significant investment on an edge-of-centre

site which would generate additional linked trips with existing facilities within nearby Local Centres. It has also been demonstrated that there are no sequentially preferable opportunities within existing centres which are suitable and available to accommodate the proposed development.

- 10.7 In the context of the above, it is clear that the proposed development would have a significant positive impact in economic terms.

Social Contribution

- 10.8 The NPPF seeks to support strong, vibrant and healthy communities by, amongst other things, fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing.
- 10.9 Retail employment has become increasingly important in recent years, and this has been further highlighted by the loss of other service-sector jobs caused by the coronavirus pandemic. The positions created within the proposed new foodstore would include those in management, checkouts, customer service, restocking, security and cleaners. Such opportunities can represent a good route into employment and represent a stepping-stone towards other forms of employment and increasing skill levels.
- 10.10 In 2015, Lidl became the first British supermarket to adopt the Living Wage, as recommended by the Living Wage Foundation, directly benefitting over 50% of its workforce. Additionally, Lidl does not offer zero hours contracts, and offers long-term prospects and a progressive environment for local people to grow and develop. Lidl's work with graduates and undergraduates has seen it recognised in *The Times*' Top 100 Graduate Employers list.
- 10.11 The proposed development would also enhance the range and choice of existing foodstore provision available on the south-western side of Huddersfield, where existing provision is currently limited. Indeed, such provision primarily comprising smaller and/or independent stores, which meet day to day needs, with the only store of any significant size being the Aldi facility at Milnsbridge. In doing so, it would reduce the need for local residents to travel to similar stores located further afield.

Environmental Contribution

- 10.12 As required by the NPPF, proposed new developments should contribute to, protect and enhance the natural and built environment.
- 10.13 In this context, the application site is considered to represent a sustainable location for the proposed development, due to its previously developer nature and its close proximity to both existing residential areas and committed new housing. The proposed development would provide safe and convenient access for pedestrians, cyclists and public transport users, as well as those travelling by car.
- 10.14 The proposed development will feature an attractive modern store design, including a glazed shop front set within a landscaped site, which provides a positive response to the setting. Indeed, the proposed soft landscaping will help to create a safe and inviting development which integrates well with its surrounding.

- 10.15 Furthermore, the proposals seek to ensure that there would be no significant adverse impact upon the amenity of neighbouring residential properties. The accompanying noise assessment demonstrates that, with the recommended mitigation measures in place, including provision of an acoustic barrier around the plant area and restriction of deliveries to daytime hours, the noise resulting from the development would have a low noise impact.
- 10.16 The accompanying Arboricultural Assessment demonstrates that the majority of trees which are proposed to be removed in order to accommodate the development are of lower value and therefore their removal will have limited negative arboricultural impact. The trees selected for retention will provide an important element of green infrastructure, provide visual amenity and complement the new development. Furthermore, the proposed retention of higher quality trees, along with new tree planting, will help to mitigate the loss of others and, indeed, improve the tree cover on the site in overall terms.
- 10.17 An Ecological Impact Assessment has also been prepared to accompany the application. This confirms that the site is predominantly bare ground/hardstanding, which are both of negligible ecological importance. The development would lead to a net loss of biodiversity value, as set out in the Assessment. As such, a contribution will be required to support biodiversity enhancements off-site. The Assessment makes recommendations for features which would contribute to enhancing biodiversity within the site, including the installation of bird and bat boxes.
- 10.18 Lidl is committed to achieving low energy sustainable development through both the day-to-day running of its stores and designing sustainability initiatives within its buildings. As a group, Lidl operates a corporate environmental policy which represents a conscious effort to reduce carbon emissions through store design and operating procedures.
- 10.19 Key features which will be implemented in respect of the proposed new store are as follows:
- 1 The store will be heated using a refrigeration waste heat recovery system. This form of renewable energy recovers waste heat from the food chilling equipment and is used to provide heating to the main sales area, warehouses and offices area. The use of this system will reduce carbon dioxide emissions by 26%;
 - 2 Temperature levels within the store will be controlled by a Building Management System (BMS) and will vary throughout the store dependent on the use of each area;
 - 3 Low energy lighting design, using highly efficient LED luminaires, will be used throughout the store;
 - 4 All lighting will be connected to the BMS. The lighting within the sales area will be controlled by timers linked to the opening times of the store which means that lighting is not left on unnecessarily. The sales area uses full lighting during trading hours and cuts back to one third lighting before and after trading hours to allow for the stocking of the store. Occupancy lighting controls will be used on non-retail areas;
 - 5 BMS and LUX sensors also power the external lighting. This means that lights are only on during dark hours and ensures that they do not remain on later than one hour after the store closes;
 - 6 Water consumption is carefully monitored and there are sensors on the taps in the toilets in order to minimise usage and prevent wastage from them being left on;

- 7 Lidl use '4 fan' chiller condenser units, which are externally mounted. These units are designed to omit very little noise and be as environmentally responsible as possible;
- 8 The chilled food cabinets incorporate night blinds which trap the chilled air and reduce overnight energy consumption and Lidl refrigeration plant has low carbon emissions ratings and operates without the need for chlorofluorocarbons;
- 9 Lidl undertake careful planning of store stock levels, stock availability and deliveries to the foodstore to ensure unnecessary journeys are avoided and the maximum amount of products possible are delivered per litre of fuel used. In addition, Lidl will optimise each delivery by returning all waste to the distribution depot on the lorry's return journey, and there are no separate waste collections made their stores;
- 10 An Integrated Waste Management Policy, which complies with relevant legislation and minimises the impact of the foodstore on the environment, will be used with high packaging recoverability as a result of Lidl's efficient delivery and stocking system. Lidl will install waste handling equipment, such as a plastic/cardboard baler, into the store;
- 11 Lidl install manually operated 'dock levelling' plates within new stores which are used in conjunction with a sloped loading ramp. These 'dock levelling' plates replace hydraulic scissor lifts, which were previously used by Lidl, and have significantly lower energy consumption levels; and
- 12 A 180kWp solar PV system will be installed onto the roof of the new Lidl foodstore and will generate approximately 25% of the store's electricity requirements per year, reducing carbon emissions by at least 44 tonnes per year. The solar PV panels will be installed flush onto the store's roof and are also non-reflective to avoid glare.

10.20 As a result of all of the above, the building is likely to achieve a high standard of energy efficiency and performs well in excess of Part L minimum requirements.

10.21 Lidl is a zero waste to landfill business, which means that it reduces, reuses and recycles as much as possible. As part of this, all of Lidl's cardboard and clear plastic wrap is recycled, and this equates to approximately 115,000 tonnes every year. Additionally, Lidl now purchases 100% of its electricity from renewable sources.

10.22 The proposed development will include one rapid 50kW charging point which is capable of charging two cars at once and is equipped with multiple connections to suit different makes of vehicle. Typical fast chargers take 3-4 hours to charge a small electric vehicle, whereas the 50kW rapid charger proposed at the site will charge the same car from flat in 30 minutes. It is considered that the proposed rapid EVC point is the most appropriate form of charging point for the development, given the speed of charging it can provide and the average time spent by customers at Lidl stores.

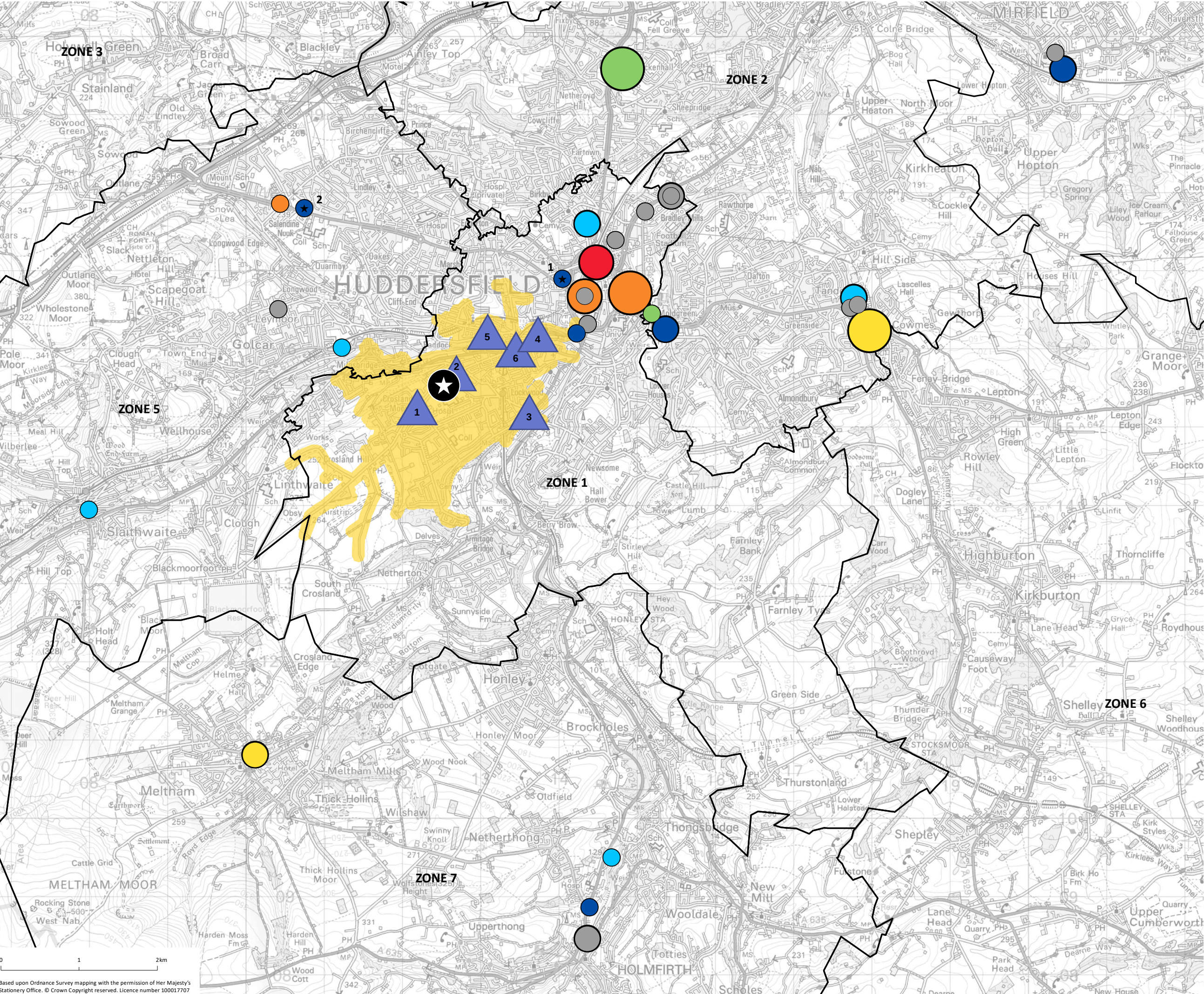
11.0 Conclusions

- 11.1 This Planning and Retail Statement has been prepared by Lichfields on behalf of Lidl GB Ltd to accompany a full planning application for a new Lidl foodstore, along with associated access, parking, servicing and landscaping, on land to the south of Blackmoorfoot Road, Crosland Moor, Huddersfield. The statement assesses the application proposals against the relevant national and local planning policy, including the sequential and impact tests.
- 11.2 In relation to the sequential test, potential alternative opportunities within and on the edge of existing centres have been considered in terms of their potential to accommodate the proposed development. However, there are currently limited opportunities for any significant new development within these centres and, of those sites which have been identified, none are both sequentially preferable, and suitable and available, to accommodate the proposed development. As such, the subject application is compliant with the sequential approach to site selection set out in the NPPF and adopted development plan.
- 11.3 It has also been demonstrated that the proposed development would not result in any significant adverse impact, either upon investment in centres, or town centre vitality and viability. This reflects a number of factors, including the fact that:
- there is no investment within or on the edge of existing centres on the south-western side of Huddersfield which could be directly affected by the new Lidl store;
 - any investment which is planned/ or committed in other centres, further afield, would perform a different role and function to that proposed at Blackmoorfoot Road;
 - any trade diversion generated by the new store would be spread across a range of existing and committed stores and centres, most of which are located outwith south-west Huddersfield;
 - the existing only store of any significant size within the Core Catchment Area is the Aldi facility at Milnsbridge, which is currently trading very strongly and, along with other larger and medium-sized stores located outwith this area, could comfortably withstand the level of trade diversion forecast; and
 - the vast majority of convenience retail uses within centres in south-west Huddersfield are small scale, meeting day to day top-up and specialist needs, and would not compete with the proposed new Lidl.
- 11.4 In addition, it has also been demonstrated that the proposals would result in a number of other important benefits. The scheme relates to a previously developed site in an edge-of-centre location, which is conveniently accessible by non-car modes, and would provide a range of sustainability features within the new store. It will also involve the creation of up to 40 new jobs (FTE) once operational, alongside additional construction related jobs, and enhance existing consumer choice in the area, and reducing the need to travel to other foodstores outside of the local area (including by car).
- 11.5 The application site is considered to represent a sustainable location for the proposed development, due to its proximity to surrounding residential areas. The proposed development would provide safe and convenient access for pedestrians, cyclists and public

transport users, as well as those travelling by car. Two electric vehicle charging points will be provided, with ducting installed to allow for increased provision in future if required. The scheme will also make efficient and appropriate use of a previously developed site.

- 11.6 Lidl is committed to achieving low energy sustainable development through both the day-to-day running of its stores and designing sustainability initiatives within its buildings. As a group, Lidl operates a corporate environmental policy which represents a conscious effort to reduce carbon emissions through store design and operating procedures. The proposed development includes a co-ordinated scheme of landscaping across the site.
- 11.7 Taking into account the above, as well as an analysis of other relevant policies, it has been concluded that the proposals are in accordance with the development plan, when considered as a whole. On this basis and taking into account the provisions of paragraph 11 of the NPPF, it is considered that the application proposals should be approved without delay.

Appendix 1 Study Area Plan



Key

★

Lidl Application Site

5 minute off-peak drivetime from site

Survey Zone

Existing Foodstores

Operator:

Aldi

Asda

Lidl

Morrisons

Sainsbury's

Tesco

Other

Net Sales Area (SQM):

>4,000

2,000 - 4,000

1,000 - 1,999

500 - 999

★

Proposed Lidl

1. Trinity Street

2. New Hey Road

Local Centre

1. Blackmoorfoot Road Local Centre

2. Crosland Moor Local Centre

3. Lockwood Local Centre

4. Manchester Road/Longroyd Lane Local Centre

5. Paddock Foot Local Centre

6. Thornton Lodge Local Centre

LICHFIELDS

Project	Lidl, Blackmoorfoot Road
Title	Survey Zones & Existing Provision
Client	Lidl UK GmbH
Date	22.11.2021
Scale	1 : 45,000 @ A3
Drawn by	MAR
Drg. No	GIS\LF\63026\01-03

GIS Reference: S:\LF Jobs\LF63026 - Lidl, Blackmoorfoot Road\LF63026 - Lidl, Blackmoorfoot Road - Survey Zones & Existing Provision - 22.11.2021.mxd

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Appendix 2 Convenience Goods Impact Assessment – Main Scenario

PROPOSED LIDL FOODSTORE, ST LUKES HOSPITAL SITE, HUDDERSFIELD

CONVENIENCE GOODS RETAIL IMPACT ASSESSMENT

Table 1: Population of Study Area

Zone	2020	2022	2027	2032	Growth 2022-2027		Growth 2022-2032	
					Persons	%	Persons	%
Zone 1 - Huddersfield Central (Primary Catchment Area)	57,969	58,396	58,830	59,290	434	0.7%	894	1.5%
Zone 5 - Huddersfield West	55,998	56,470	57,073	57,492	603	1.1%	1,022	1.8%
Zone 2 - Huddersfield North	60,927	61,421	62,147	62,762	726	1.2%	1,341	2.2%
Zone 7 - South Kirklees	37,692	37,964	38,419	38,819	455	1.2%	855	2.3%
Zone 6 - East Kirklees	44,959	45,433	46,234	46,802	801	1.8%	1,369	3.0%
Zone 3 - Elland and Brighouse	50,134	50,880	51,198	51,394	318	0.6%	514	1.0%
Total (Study Area)	307,679	310,564	313,901	316,559	3,337	1.1%	5,995	1.9%

Notes:

1. Population of each zone projected forward over the period 2020-2032 using Experian data

Table 2: Available Convenience Goods Expenditure Per Capita 2020-2032 (2020 prices)

	2020	2022	2027	2032	Growth 2022-2027	Growth 2022-2032
					%	%
Zone 1 - Huddersfield Central (Primary Catchment Area)	2344	2205	2190	2192	-0.7%	-0.6%
Zone 5 - Huddersfield West	2521	2372	2356	2357	-0.7%	-0.6%
Zone 2 - Huddersfield North	2413	2270	2255	2257	-0.7%	-0.6%
Zone 7 - South Kirklees	2593	2439	2423	2425	-0.7%	-0.6%
Zone 6 - East Kirklees	2584	2431	2415	2417	-0.7%	-0.6%
Zone 3 - Elland and Brighouse	2548	2397	2381	2382	-0.7%	-0.6%

Notes:

1. Base convenience goods expenditure per capita at 2020 sourced from Experian Software (in 2020 prices)
2. Deduction made to reflect Special Forms of Trading (SFT), based on Experian Briefing Note 19 (January 2022)
3. Base expenditure projected forward on the Experian's forecast annual growth rates (Experian Briefing Note 19 January 2022)

Table 3 : Total Convenience Goods Expenditure Per Capita 2022 - 2032 (2020 prices)

Retail Expenditure Type	2022	2027	2032	Growth 2022-2027	Growth 2022-2032
				%	%
Zone 1 - Huddersfield Central (Primary Catchment Area)	128.763	128.838	129.964	0.1%	0.9%
Zone 5 - Huddersfield West	133.947	134.464	135.509	0.4%	1.2%
Zone 2 - Huddersfield North	139.426	140.141	141.654	0.5%	1.6%
Zone 7 - South Kirklees	92.594	93.089	94.136	0.5%	1.7%
Zone 6 - East Kirklees	110.448	111.655	113.120	1.1%	2.4%
Zone 3 - Elland and Brighouse	121.959	121.902	122.421	0.0%	0.4%
Total	727.137	730.090	736.803	0.4%	1.3%

Notes:

1. Total available expenditure is the product of applying population forecasts in Table 1 to expenditure per capita forecasts set out in Table 2

Table 4: Convenience Goods Market Shares and Expenditure Flows within the Study Area in 2022 (2020 prices)

Centre/Location	Floorspace (sqm)	Zone 1 - Huddersfield Central (Primary Catchment Area)		Sub-Total (Other Zones)		Total (Study Area)		Beyond the PCA	Total Turnover	
		(%)	(£m)	(%)	(£m)	(%)	(£m)	(£m)	(£m)	(£/sqm)
Primary Catchment Area										
Crosland Moor Local Centre	203	4.1%	5.279	0.1%	0.844	0.8%	6.123	0.322	6.445	31750
Blackmoorfoot Road Local Centre	277	1.1%	1.416	0.0%	0.000	0.2%	1.416	0.075	1.491	5382
Other Local Centres, Core Catchment Area	560	2.4%	3.090	0.0%	0.000	0.4%	3.090	0.163	3.253	5809
Aldi, The Ringway Centre	750	4.8%	6.181	2.2%	12.876	2.6%	19.057	2.117	21.174	28233
Lidl, Castlegate	552	4.5%	5.794	0.5%	2.766	1.2%	8.560	0.951	9.511	17231
Tesco, Viaduct Street	2,084	8.1%	10.430	2.5%	14.905	3.5%	25.335	2.815	28.150	13508
Sainsbury's, Southgate	4,572	11.3%	14.550	7.4%	44.127	8.1%	58.678	6.520	65.197	14260
Sainsbury's, Market Street	2,257	3.6%	4.635	3.5%	21.043	3.5%	25.679	2.853	28.532	12642
Other Stores/Centres, Zone 1		16.2%	20.860	4.6%	27.756	6.7%	48.615	2.559	51.174	
Sub-Total (Zone 1)	11,255	56.1%	72.236	20.8%	124.318	27.0%	196.554	18.375	214.928	
Aldi, Milnsbridge	791	4.5%	5.794	3.1%	18.701	3.4%	24.495	1.289	25.784	32597
Sainsbury's, Salendine Nook Local Centre	590	0.1%	0.129	1.7%	10.422	1.5%	10.551	0.555	11.106	18823
Lidl, Wakefield Road	846	2.5%	3.219	1.4%	8.197	1.6%	11.416	1.268	12.685	14994
Asda, Bradford Road	2,687	5.7%	7.340	6.5%	38.970	6.4%	46.309	5.145	51.455	19150
Other Stores (Zones 2-3 & 5-7)		28.7%	36.955	56.8%	339.682	51.8%	376.637			
Sub-Total (Zones 2-3 & 5-7)		41.5%	53.437	69.5%	415.972	64.6%	469.409			
Other Stores (Beyond the Study Area)		2.4%	3.090	9.7%	58.084	8.4%	61.174			
Total		100.0%	128.763	100.0%	598.374	100.0%	727.137			

Notes

1. Expenditure flows based on NEMS household shopping surveys undertaken in June/July 2021
2. Total convenience goods expenditure within the Study Area at 2022 sourced from Table 3
3. Net convenience goods floorspace based on Lichfields site visits in October 2022, ORC Storepoint database and WYG Kirklees Retail Capacity Study

Table 5: Convenience Goods Market Shares and Expenditure Flows within the Study Area in 2027 (2020 prices)

Centre/Location	Floorspace (sqm)	Zone 1 - Huddersfield Central (Primary Catchment Area)		Sub-Total (Other Zones)		Total (Study Area)		Beyond the PCA	Total Turnover	
		(%)	(£m)	(%)	(£m)	(%)	(£m)		(£m)	(£/sqm)
Primary Catchment Area										
Crosland Moor Local Centre	203	4.1%	5.282	0.1%	0.848	0.8%	6.130	0.323	6.453	31787
Blackmoorfoot Road Local Centre	277	1.1%	1.417	0.0%	0.000	0.2%	1.417	0.075	1.492	5386
Other Local Centres, Core Catchment Area	560	2.4%	3.092	0.0%	0.000	0.4%	3.092	0.163	3.255	5812
Aldi, The Ringway Centre	750	4.8%	6.184	2.2%	12.938	2.6%	19.123	2.125	21.247	28330
Lidl, Castlegate	552	4.5%	5.798	0.5%	2.779	1.2%	8.577	0.953	9.530	17264
Tesco, Viaduct Street	2,084	8.1%	10.436	2.5%	14.977	3.5%	25.413	2.824	28.237	13549
Sainsbury's, Southgate	4,572	11.3%	14.559	7.4%	44.340	8.1%	58.898	6.544	65.443	14314
Sainsbury's, Market Street	2,257	3.6%	4.638	3.5%	21.145	3.5%	25.783	2.865	28.647	12693
Other Stores/Centres, Zone 1		16.2%	20.872	4.6%	27.889	6.7%	48.761	2.566	51.327	
Sub-Total (Zone 1)	11,255	56.1%	72.278	20.8%	124.916	27.0%	197.194	18.437	215.630	
Aldi, Milnsbridge District Centre	791	4.5%	5.798	3.1%	18.791	3.4%	24.588	1.294	25.883	32721
Sainsbury's, Salendine Nook Local Centre	590	0.1%	0.129	1.7%	10.472	1.5%	10.601	0.558	11.159	18913
Lidl, Wakefield Road	846	2.5%	3.221	1.4%	8.237	1.6%	11.458	1.273	12.731	15048
Asda, Bradford Road	2,687	5.7%	7.344	6.5%	39.157	6.4%	46.501	5.167	51.668	19229
Other Stores (Zones 2-3 & 5-7)		28.7%	36.976	56.8%	341.317	51.8%	378.293			
Sub-Total (Zones 2-3 & 5-7)		41.5%	53.468	69.5%	417.973	64.6%	471.441			
Other Stores (Beyond the Study Area)		2.4%	3.092	9.7%	58.363	8.4%	61.456			
Total		100.0%	128.838	100.0%	601.252	100.0%	730.090			

Notes

1. Expenditure flows based on NEMS household shopping surveys undertaken in June/July 2021
2. Total convenience goods expenditure within the Study Area at 2027 sourced from Table 3
3. Net convenience goods floorspace based on Lichfields site visits in October 2022, ORC Storepoint database and WYG Kirklees Retail Capacity Study

Table 6 (a): Forecast Turnover of the Committed Aldi Foodstore, New Hey Road, in 2027 (2020 prices)

Gross Floorspace (sqm)	1,785
Net Floorspace (all goods) (sqm)	1,315
Net Floorspace (convenience goods) (sqm)	1,052
Turnover to Floorspace ratio	11,061
Total Turnover £m	11.636

Table 6 (b): Forecast Trade Draw of the Committed Aldi Foodstore, New Hey Road, in 2027 (2020 prices)

	Trade Drawn (%)	Trade drawn (£m)	Penetration Rate (%)
Zone 1 (Primary Catchment Area)	25.0%	2.909	2.3%
Other Zones	70.0%	8.145	1.4%
Beyond the Study Area	5.0%	0.582	
Total	100.0%	11.636	

Notes

1. Gross and net floorspace details sourced from Aldi
2. Assumes that 80% of net area will be used for the sale of convenience goods
3. Aldi turnover to floorspace ratio sourced from Global Data (2022), allowing for convenience/comparison goods split and VAT, converted to 2020 price base and allowing for turnover efficiency growth (based on Experian's Briefing Note 20, February 2023)
4. Proportions of trade drawn from within and beyond PCA based on scale, nature and accessibility of existing and proposed provision

Table 7: Convenience Goods Market Shares and Expenditure Flows within the Study Area in 2027 - with Committed Aldi Store (2020 prices)

Centre/Location	Floorspace (sqm)	Zone 1 - Huddersfield Central (Primary Catchment Area)		Sub-Total (Other Zones)		Total (Study Area)		Beyond the PCA	Total Turnover	
		(%)	(£m)	(%)	(£m)	(%)	(£m)	(£m)	(£m)	(£/sqm)
Primary Catchment Area										
Crosland Moor Local Centre	203	4.1%	5.250	0.1%	0.844	0.8%	6.094	0.322	6.416	31606
Blackmoorfoot Road Local Centre	277	1.1%	1.409	0.0%	0.000	0.2%	1.409	0.074	1.483	5354
Other Local Centres, Core Catchment Area	560	2.4%	3.073	0.0%	0.000	0.4%	3.073	0.162	3.236	5778
Aldi, The Ringway Centre	750	4.5%	5.794	2.1%	12.370	2.5%	18.164	2.056	20.220	26960
Lidl, Castlegate	552	4.2%	5.474	0.4%	2.671	1.1%	8.145	0.926	9.071	16433
Tesco, Viaduct Street	2,084	8.0%	10.259	2.5%	14.800	3.4%	25.058	2.799	27.858	13367
Sainsbury's, Southgate	4,572	11.0%	14.214	7.3%	43.609	7.9%	57.823	6.465	64.289	14061
Sainsbury's, Market Street	2,257	3.5%	4.486	3.4%	20.662	3.4%	25.148	2.817	27.965	12390
Other Stores/Centres, Zone 1		16.1%	20.745	4.6%	27.771	6.6%	48.517	2.558	51.075	
Sub-Total (Zone 1)	11,255	54.9%	70.705	20.4%	122.727	26.5%	193.432	18.180	211.613	
Committed Aldi Store, New Hey Road	1,052	2.3%	2.909	1.4%	8.145	1.5%	11.054	0.582	11.636	11061
Aldi, Milnsbridge District Centre	791	3.9%	5.042	2.8%	17.083	3.0%	22.125	1.208	23.333	29499
Sainsbury's, Salendine Nook Local Centre	590	0.1%	0.118	1.6%	9.835	1.4%	9.952	0.533	10.485	17772
Lidl, Wakefield Road	846	2.4%	3.131	1.3%	8.077	1.5%	11.208	1.255	12.463	14731
Asda, Bradford Road	2,687	5.6%	7.201	6.4%	38.628	6.3%	45.829	5.116	50.945	18960
Other Stores (Zones 2-3 & 5-7)		28.5%	36.752	56.5%	339.874	51.6%	376.626			
Sub-Total (Zones 2-3 & 5-7)		42.8%	55.153	70.1%	421.642	65.3%	476.795			
Other Stores (Beyond the Study Area)		2.3%	2.980	9.5%	56.884	8.2%	59.863			
Total		100.0%	128.838	100.0%	601.252	100.0%	730.090			

Notes

1. Expenditure flows take into account trade diversion to existing facilities, based on the scale, nature and accessibility of both existing and committed facilities
2. Total convenience goods expenditure within the Study Area at 2027 sourced from Table 3
3. Net convenience goods floorspace based on Lichfields site visits in October 2022, ORC Storepoint database and WYG Kirklees Retail Capacity Study

Table 8 (a): Forecast Turnover of the Committed Lidl Foodstore at Trinity Street in 2027 (2020 prices)

	Existing Store	Increase	Proposed Store
Gross Floorspace (sqm)	947	964	1,911
Net Floorspace (all goods) (sqm)	619	637	1,256
Net Floorspace (convenience goods) (sqm)	552	453	1,005
Turnover to Floorspace ratio	16,433	8,856	13,019
Total Turnover £m	9.071	4.010	13.081

Table 6 (b): Forecast Trade Draw of the Committed Lidl Foodstore at Trinity Street in 2027 (2020 prices)

	Existing Store			Increase			Proposed Store		
	Trade Drawn (%)	Trade drawn (£m)	Penetration Rate (%)	Trade Drawn (%)	Trade drawn (£m)	Penetration Rate (%)	Trade Drawn (%)	Trade drawn (£m)	Penetration Rate (%)
Zone 1 (Primary Catchment Area)	60.3%	5.474	4.2%	60.3%	2.420	1.9%	60.3%	7.894	6.1%
Other Zones	29.4%	2.671	0.4%	29.4%	1.181	0.2%	29.4%	3.852	0.6%
Beyond the Study Area	10.2%	0.926		10.2%	0.409		10.2%	1.335	
Total	100.0%	9.071		100.0%	4.010		100.0%	13.081	

Notes

1. Gross and net floorspace details sourced from Lidl
2. Assumes that 80% of net area will be used for the sale of convenience goods
3. Lidl turnover to floorspace ratio sourced from Global Data (2022), allowing for convenience/comparison goods split and VAT, converted to 2020 price base and allowing for turnover efficiency growth (based on Experian's Briefing Note 20, February 2023)
4. Proportions of trade drawn from within and beyond PCA based on scale, nature and accessibility of existing and proposed provision

Table 9: Convenience Goods Market Shares and Expenditure Flows within the Study Area in 2027 - with Committed Aldi and Lidl Stores (2020 prices)

Centre/Location	Floorspace (sqm)	Zone 1 - Huddersfield Central (Primary Catchment Area)		Sub-Total (Other Zones)		Total (Study Area)		Beyond the PCA	Total Turnover	
		(%)	(£m)	(%)	(£m)	(%)	(£m)		(£m)	(£/sqm)
Primary Catchment Area										
Committed Lidl Store, Trinity Street	1,005	6.1%	7.894	0.6%	3.852	1.6%	11.746	1.335	13.081	13019
Crosland Moor Local Centre	203	4.0%	5.199	0.1%	0.843	0.8%	6.043	0.319	6.362	31341
Blackmoorfoot Road Local Centre	277	1.1%	1.400	0.0%	0.000	0.2%	1.400	0.074	1.474	5320
Other Local Centres, Core Catchment Area	560	2.4%	3.053	0.0%	0.000	0.4%	3.053	0.161	3.215	5741
Aldi, The Ringway Centre	750	4.4%	5.704	2.1%	12.355	2.5%	18.060	2.032	20.091	26789
Tesco, Viaduct Street	2,084	7.9%	10.153	2.5%	14.788	3.4%	24.941	2.777	27.718	13300
Sainsbury's, Southgate	4,572	10.9%	14.031	7.2%	43.567	7.9%	57.598	6.401	63.998	13998
Sainsbury's, Market Street	2,257	3.4%	4.399	3.4%	20.632	3.4%	25.032	2.775	27.806	12320
Other Stores/Centres, Zone 1		16.0%	20.611	4.6%	27.758	6.6%	48.369	2.546	50.915	
Sub-Total (Zone 1)	11,708	56.2%	72.445	20.6%	123.796	26.9%	196.241	18.419	214.660	
Committed Aldi Store, New Hey Road	1,052	2.2%	2.838	1.4%	8.130	1.5%	10.968	0.571	11.539	10968
Aldi, Milnsbridge District Centre	791	3.7%	4.794	2.8%	17.021	3.0%	21.815	1.162	22.977	29048
Sainsbury's, Salendine Nook Local Centre	590	0.1%	0.115	1.6%	9.819	1.4%	9.934	0.524	10.458	17725
Lidl, Wakefield Road	846	2.4%	3.070	1.3%	8.065	1.5%	11.135	1.236	12.371	14623
Asda, Bradford Road	2,687	5.5%	7.108	6.4%	38.591	6.3%	45.699	5.064	50.763	18892
Other Stores (Zones 2-3 & 5-7)		27.6%	35.565	56.4%	339.056	51.3%	374.621			
Sub-Total (Zones 2-3 & 5-7)		41.5%	53.490	70.0%	420.682	64.9%	474.172			
Other Stores (Beyond the Study Area)		2.3%	2.903	9.4%	56.774	8.2%	59.677			
Total		100.0%	128.838	100.0%	601.252	100.0%	730.090			

- Notes**
1. Expenditure flows take into account trade diversion to existing facilities, based on the scale, nature and accessibility of both existing and committed facilities
 2. Total convenience goods expenditure within the Study Area at 2027 sourced from Table 3
 3. Net convenience goods floorspace based on Lichfields site visits in October 2022, ORC Storepoint database and WYG Kirklees Retail Capacity Study

Table 10 (a): Forecast Turnover of the Committed Lidl Foodstore at New Hey Road in 2027 (2020 prices)

Gross Floorspace (sqm)	2,061
Net Floorspace (all goods) (sqm)	1,100
Net Floorspace (convenience goods) (sqm)	880
Turnover to Floorspace ratio	8,856
Total Turnover £m	7.793

Table 10 (b): Forecast Trade Draw of the Committed Lidl Foodstore at New Hey Road in 2027 (2020 prices)

	Trade Drawn (%)	Trade drawn (£m)	Penetration Rate (%)
Zone 1 (Primary Catchment Area)	15.0%	1.169	0.9%
Other Zones	80.0%	6.235	1.0%
Beyond the Study Area	5.0%	0.390	
Total	100.0%	7.793	

Notes

1. Gross and net floorspace details sourced from Lidl
2. Assumes that 80% of net area will be used for the sale of convenience goods
3. Lidl turnover to floorspace ratio sourced from Global Data (2022), allowing for convenience/comparison goods split and VAT, converted to 2020 price base and allowing for turnover efficiency growth (based on Experian's Briefing Note 20, February 2023)
4. Proportions of trade drawn from within and beyond PCA based on scale, nature and accessibility of existing and proposed provision

Table 11: Convenience Goods Market Shares and Expenditure Flows within the Study Area in 2027 - with Committed Aldi and Lidl Stores plus Committed Lidl Store at New Hey Road (2020 prices)

Centre/Location	Floorspace (sqm)	Zone 1 - Huddersfield Central (Primary Catchment Area)		Sub-Total (Other Zones)		Total (Study Area)		Beyond the PCA	Total Turnover	
		(%)	(£m)	(%)	(£m)	(%)	(£m)		(£m)	(£/sqm)
Primary Catchment Area										
Committed Lidl Store, Trinity Street	1005	5.8%	7.510	0.6%	3.535	1.5%	11.045	1.274	12.319	12261
Crosland Moor Local Centre	203	4.0%	5.192	0.1%	0.842	0.8%	6.034	0.319	6.353	31293
Blackmoorfoot Road Local Centre	277	1.1%	1.398	0.0%	0.000	0.2%	1.398	0.074	1.471	5312
Other Local Centres, Core Catchment Area	560	2.4%	3.049	0.0%	0.000	0.4%	3.049	0.161	3.210	5733
Aldi, The Ringway Centre	750	4.4%	5.640	2.0%	12.120	2.4%	17.760	2.010	19.770	26361
Tesco, Viaduct Street	2,084	7.8%	10.110	2.4%	14.684	3.4%	24.794	2.766	27.560	13225
Sainsbury's, Southgate	4,572	10.8%	13.933	7.2%	43.055	7.8%	56.988	6.359	63.347	13855
Sainsbury's, Market Street	2,257	3.4%	4.361	3.4%	20.332	3.4%	24.693	2.752	27.445	12160
Other Stores/Centres, Zone 1		16.0%	20.582	4.6%	27.693	6.6%	48.275	2.542	50.818	
Sub-Total (Zone 1)	11,708	55.7%	71.777	20.3%	122.260	26.6%	194.037	18.257	212.294	
Proposed Lidl Store, New Hey Road	880	0.9%	1.169	1.0%	6.235	1.0%	7.404	0.390	7.793	8856
Committed Aldi Store, New Hey Road	1,052	2.1%	2.651	1.2%	7.225	1.4%	9.875	0.535	10.411	9896
Aldi, Milnsbridge District Centre	791	3.6%	4.621	2.7%	15.981	2.8%	20.602	1.123	21.724	27465
Sainsbury's, Salendine Nook Local Centre	590	0.1%	0.110	1.5%	9.085	1.3%	9.195	0.502	9.697	16435
Lidl, Wakefield Road	846	2.4%	3.043	1.3%	7.944	1.5%	10.987	1.226	12.212	14436
Asda, Bradford Road	2,687	5.5%	7.073	6.4%	38.264	6.2%	45.337	5.041	50.377	18749
Other Stores (Zones 2-3 & 5-7)		27.6%	35.516	56.3%	338.260	51.2%	373.775			
Sub-Total (Zones 2-3 & 5-7)		42.1%	54.182	70.4%	422.992	65.4%	477.174			
Other Stores (Beyond the Study Area)		2.2%	2.879	9.3%	56.000	8.1%	58.879			
Total		100.0%	128.838	100.0%	601.252	100.0%	730.090			

- Notes**
1. Expenditure flows take into account trade diversion to existing facilities, based on the scale, nature and accessibility of both existing and proposed facilities
 2. Total convenience goods expenditure within the Study Area at 2027 sourced from Table 3
 3. Net convenience goods floorspace based on Lichfields site visits in October 2022, ORC Storepoint database and WYG Kirklees Retail Capacity Study

Table 12 (a): Forecast Turnover of the Proposed Foodstore on St Lukes Hospital Site in 2027 (2020 prices)

Gross Floorspace (sqm)	1,921
Net Floorspace (all goods) (sqm)	1,241
Net Floorspace (convenience goods) (sqm)	993
Turnover to Floorspace ratio	8,856
Total Turnover £m	8.792

Table 12 (b): Forecast Trade Draw of the Proposed Foodstore on St Lukes Hospital Site in 2027 (2020 prices)

	Trade Drawn (%)	Trade drawn (£m)	Penetration Rate (%)
Zone 1 (Primary Catchment Area)	70.0%	6.155	4.8%
Other Zones	25.0%	2.198	0.4%
Beyond the Study Area	5.0%	0.440	
Total	100.0%	8.792	

Notes

1. Gross and net floorspace details sourced from Lidl
2. Assumes that 80% of net area will be used for the sale of convenience goods
3. Lidl turnover to floorspace ratio sourced from Global Data (2022), allowing for convenience/comparison goods split and VAT, converted to 2020 price base and allowing for turnover efficiency growth (based on Experian's Briefing Note 20, February 2023)
4. Proportions of trade drawn from within and beyond PCA based on scale, nature and accessibility of existing and proposed provision

Table 13: Convenience Goods Market Shares and Expenditure Flows within the Study Area in 2027 - with Committed Aldi and Lidl Stores, plus Proposed Store at St Lukes Hospital Site (2020 prices)

Centre/Location	Floorspace (sqm)	Zone 1 - Huddersfield Central (Primary Catchment Area)		Sub-Total (Other Zones)		Total (Study Area)		Beyond the PCA	Total Turnover	
		(%)	(£m)	(%)	(£m)	(%)	(£m)		(£m)	(£/sqm)
Primary Catchment Area										
Proposed Foodstore, St Lukes Hospital Site	993	4.8%	6.155	0.4%	2.198	1.1%	8.353	0.440	8.792	8856
Committed Lidl Store, Trinity Street	1005	5.4%	6.962	0.6%	3.517	1.4%	10.478	1.243	11.721	11665
Crosland Moor Local Centre	203	3.8%	4.931	0.1%	0.839	0.8%	5.770	0.313	6.083	29968
Blackmoorfoot Road Local Centre	277	1.1%	1.353	0.0%	0.000	0.2%	1.353	0.073	1.426	5148
Other Local Centres, Core Catchment Area	560	2.3%	2.994	0.0%	0.000	0.4%	2.994	0.160	3.154	5632
Aldi, The Ringway Centre	750	4.1%	5.280	2.0%	12.065	2.4%	17.345	1.968	19.312	25749
Tesco, Viaduct Street	2,084	7.7%	9.916	2.4%	14.664	3.4%	24.580	2.748	27.329	13114
Sainsbury's, Southgate	4,572	10.4%	13.335	7.1%	42.923	7.7%	56.258	6.268	62.527	13676
Sainsbury's, Market Street	2,257	3.2%	4.138	3.4%	20.257	3.3%	24.396	2.705	27.101	12008
Other Stores/Centres, Zone 1		15.7%	20.207	4.6%	27.657	6.6%	47.863	2.527	50.390	
Sub-Total (Zone 1)	12,701	58.4%	75.270	20.6%	124.119	27.3%	199.390	18.446	217.836	
Proposed Lidl Store, New Hey Road	880	0.8%	1.000	1.0%	6.170	1.0%	7.171	0.371	7.542	8570
Committed Aldi Store, New Hey Road	1,052	1.9%	2.457	1.2%	7.187	1.3%	9.644	0.522	10.167	9664
Aldi, Milnsbridge District Centre	791	2.9%	3.777	2.6%	15.773	2.7%	19.550	1.055	20.604	26049
Sainsbury's, Salendine Nook Local Centre	590	0.1%	0.105	1.5%	9.053	1.3%	9.157	0.494	9.651	16358
Lidl, Wakefield Road	846	2.2%	2.793	1.3%	7.897	1.5%	10.690	1.192	11.882	14045
Asda, Bradford Road	2,687	5.3%	6.872	6.4%	38.187	6.2%	45.059	4.993	50.052	18628
Other Stores (Zones 2-3 & 5-7)		26.3%	33.894	56.1%	337.158	50.8%	371.052			
Sub-Total (Zones 2-3 & 5-7)		39.5%	50.899	70.1%	421.425	64.7%	472.323			
Other Stores (Beyond the Study Area)		2.1%	2.669	9.3%	55.708	8.0%	58.377			
Total		100.0%	128.838	100.0%	601.252	100.0%	730.090			

- Notes**
1. Expenditure flows take into account trade diversion to existing facilities, based on the scale, nature and accessibility of both existing and proposed facilities
 2. Total convenience goods expenditure within the Study Area at 2027 sourced from Table 3
 3. Net convenience goods floorspace based on Lichfields site visits in October 2022, ORC Storepoint database and WYG Kirklees Retail Capacity Study

Table 14: Convenience Goods Market Shares and Expenditure Flows within the Study Area in 2032 - with Committed Aldi and Lidl Stores plus Proposed Store at St Lukes Hospital Site (2020 prices)

Centre/Location	Floorspace (sqm)	Zone 1 - Huddersfield Central (Primary Catchment Area)		Sub-Total (Other Zones)		Total (Study Area)		Beyond the PCA	Total Turnover	
		(%)	(£m)	(%)	(£m)	(%)	(£m)		(£m)	(£/sqm)
Primary Catchment Area										
Proposed Foodstore, St Lukes Hospital Site	993	4.8%	6.208	0.4%	2.218	1.1%	8.427	0.444	8.870	8935
Committed Lidl Store, Trinity Street	1,005	5.4%	7.022	0.6%	3.549	1.4%	10.572	1.254	11.826	11770
Crosland Moor Local Centre	203	3.8%	4.975	0.1%	0.846	0.8%	5.821	0.316	6.137	30232
Blackmoorfoot Road Local Centre	277	1.1%	1.365	0.0%	0.000	0.2%	1.365	0.074	1.438	5193
Other Local Centres, Core Catchment Area	560	2.3%	3.020	0.0%	0.000	0.4%	3.020	0.162	3.181	5681
Aldi, The Ringway Centre	750	4.1%	5.326	2.0%	12.177	2.4%	17.503	1.986	19.488	25984
Tesco, Viaduct Street	2,084	7.7%	10.003	2.4%	14.800	3.4%	24.803	2.773	27.577	13233
Sainsbury's, Southgate	4,572	10.4%	13.452	7.1%	43.322	7.7%	56.774	6.326	63.099	13801
Sainsbury's, Market Street	2,257	3.2%	4.175	3.4%	20.446	3.3%	24.620	2.730	27.350	12118
Other Stores/Centres, Zone 1		15.7%	20.383	4.6%	27.914	6.6%	48.297	2.550	50.847	
Sub-Total (Zone 1)	12,701	58.4%	75.928	20.6%	125.273	27.3%	201.201	18.614	219.815	
Proposed Lidl Store, New Hey Road	880	0.8%	1.009	1.0%	6.228	1.0%	7.237	0.374	7.611	8649
Committed Aldi Store, New Hey Road	1,052	1.9%	2.479	1.2%	7.254	1.3%	9.732	0.527	10.260	9752
Aldi, Milnsbridge District Centre	791	2.9%	3.810	2.6%	15.919	2.7%	19.729	1.064	20.794	26288
Sainsbury's, Salendine Nook Local Centre	590	0.1%	0.105	1.5%	9.137	1.3%	9.242	0.499	9.741	16510
Lidl, Wakefield Road	846	2.2%	2.817	1.3%	7.970	1.5%	10.788	1.203	11.991	14174
Asda, Bradford Road	2,687	5.3%	6.932	6.4%	38.542	6.2%	45.474	5.039	50.513	18799
Other Stores (Zones 2-3 & 5-7)		26.3%	34.190	56.1%	340.291	50.8%	374.481			
Sub-Total (Zones 2-3 & 5-7)		39.5%	51.343	70.1%	425.341	64.7%	476.684			
Other Stores (Beyond the Study Area)		2.1%	2.692	9.3%	56.226	8.0%	58.918			
Total		100.0%	129.964	100.0%	606.839	100.0%	736.803			

Notes

1. Expenditure flows take into account trade diversion to existing facilities, based on the scale, nature and accessibility of both existing and proposed facilities
2. Total convenience goods expenditure within the Study Area at 2032 sourced from Table 3
3. Net convenience goods floorspace based on Lichfields site visits in October 2022, ORC Storepoint database and WYG Kirklees Retail Capacity Study

Table 15: Summary of Convenience Goods Turnovers and Trade Diversions within the Primary Catchment Area (2020 prices)

Centre/Location	Floorspace (sqm)	Turnover in 2027 - No New Development		Trade Diversion to Committed Aldi Store		Turnover in 2027 - With Committed Aldi Store		Trade Diversion to Committed Lidl Store (Trinity Street)		Turnover in 2027 - With Committed Lidl Store (Trinity Street)		Trade Diversion to Committed Lidl Store (New Hey Road)		Turnover in 2027 - With Committed Lidl (New Hey Road) and Committed Aldi/Lidl Stores		Trade Diversion to Proposed Foodstore (St Lukes Hospital)		Turnover in 2027 - With Proposed Store at St Lukes Hospital and Committed Aldi/Lidl Stores		Cumulative Trade Diversion (All Schemes)		Turnover in 2032 - With Committed Aldi and Proposed Stores (New Hey Road and St Lukes Hospital)	
		£m	£ per sqm	£m	%	£m	£ per sqm	£m	%	£m	£ per sqm	£m	%	£m	£ per sqm	£m	%	£m	£ per sqm	£m	%	£m	£ per sqm
Proposed Foodstore, St Lukes Hospital Site	993																	8.792	8,856			8.870	8,935
Committed Lidl Store, Trinity Street	1,005									13.081	13,019	0.762	5.8%	12.319	12,261	0.598	4.9%	11.721	11,665			11.826	11,770
Crosland Moor Local Centre	203	6.453	31787	0.037	0.6%	6.416	31,606	0.054	0.8%	6.362	31,341	0.010	0.2%	6.353	31,293	0.269	4.2%	6.083	29,968	0.369	5.7%	6.137	30,232
Blackmoorfoot Road Local Centre	277	1.492	5386	0.009	0.6%	1.483	5,354	0.009	0.6%	1.474	5,320	0.002	0.1%	1.471	5,312	0.045	3.1%	1.426	5,148	0.066	4.4%	1.438	5,193
Other Local Centres, Core Catchment Area	560	3.255	5812	0.019	0.6%	3.236	5,778	0.021	0.6%	3.215	5,741	0.004	0.1%	3.210	5,733	0.057	1.8%	3.154	5,632	0.101	3.1%	3.181	5,681
Aldi, The Ringway Centre	750	21.247	28330	1.027	4.8%	20.220	26,960	0.129	0.6%	20.091	26,789	0.321	1.6%	19.770	26,361	0.458	2.3%	19.312	25,749	1.935	9.1%	19.488	25,984
Lidl, Castlegate	552	9.530	17264	0.459	4.8%	9.071	16,433																
Tesco, Viaduct Street	2,084	28.237	13549	0.379	1.3%	27.858	13,367	0.140	0.5%	27.718	13,300	0.157	0.6%	27.560	13,225	0.232	0.8%	27.329	13,114	0.908	3.2%	27.577	13,233
Sainsbury's, Southgate	4,572	65.443	14314	1.154	1.8%	64.289	14,061	0.290	0.5%	63.998	13,998	0.651	1.0%	63.347	13,855	0.820	1.3%	62.527	13,676	2.916	4.5%	63.099	13,801
Sainsbury's, Market Street	2,257	28.647	12693	0.682	2.4%	27.965	12,390	0.159	0.6%	27.806	12,320	0.361	1.3%	27.445	12,160	0.344	1.3%	27.101	12,008	1.546	5.4%	27.350	12,118
Other Stores/Centres, Zone 1		51.327		0.252	0.5%	51.075		0.160	0.3%	50.915		0.097	0.2%	50.818		0.427	0.8%	50.390		0.937	1.8%	50.847	
Sub-Total (Zone 1)	13,253	215.630		4.018		211.613		0.963		214.660		2.366		212.294		3.251		217.836		8.778	4.1%	219.815	
Proposed Lidl Store, New Hey Road	880													7.793	8,856	0.251	3.2%	7.542	8,570			7.611	8,649
Committed Aldi Store, New Hey Road	1,052					11.636	11,061	0.097	0.8%	11.539	10,968	1.225	10.5%	10.411	9,896	0.244	2.3%	10.167	9,664			10.260	9,752
Aldi, Milnsbridge District Centre	791	25.883	32721	2.549	9.8%	23.333	29,499	0.356	1.5%	22.977	29,048	1.253	5.5%	21.724	27,465	1.120	5.2%	20.604	26,049	5.278	20.4%	20.794	26,288
Sainsbury's, Salendine Nook Local Centre	590	11.159	18913	0.673	6.0%	10.485	17,772	0.028	0.3%	10.458	17,725	0.761	7.3%	9.697	16,435	0.046	0.5%	9.651	16,358	1.507	13.5%	9.741	16,510
Lidl, Wakefield Road	846	12.731	15048	0.268	2.1%	12.463	14,731	0.091	0.7%	12.371	14,623	0.159	1.3%	12.212	14,436	0.330	2.7%	11.882	14,045	0.848	6.7%	11.991	14,174
Asda, Bradford Road	2,687	51.668	19229	0.723	1.4%	50.945	18,960	0.181	0.4%	50.763	18,892	0.386	0.8%	50.377	18,749	0.325	0.6%	50.052	18,628	1.615	3.1%	50.513	18,799

Notes

1. Convenience goods turnovers in 2027 (No New Development) sourced from Table 5
2. Convenience goods turnovers in 2027 (With Committed Aldi Store) sourced from Table 7
3. Convenience goods turnovers in 2027 (With Committed Aldi and Proposed Lidl Store, New Hey Road) sourced from Table 9
4. Convenience goods turnovers in 2027 (With Committed Aldi and Proposed Lidl Stores at New Hey Road and St Lukes Hospital) sourced from Table 11
5. Convenience goods turnovers in 2032 (With Committed Aldi and Proposed Lidl Stores) sourced from Table 12

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Appendix 2 Updated Retail Assessment Summary dated December 2023

Briefing Note

Our ref 63026/01/JW/DGg
Date 1 December 2023
From Daniel Gregg

Subject **Proposed Lidl Store, St Luke's Hospital Site, Blackmoorfoot Road, Crosland Moor, Huddersfield**

1.0 Introduction

- 1.1 This note has been prepared by Lichfields on behalf of Lidl GB Ltd. It accompanies a full planning application by Lidl for a new foodstore on the former St Luke's Hospital site, at Blackmoorfoot Road, Crosland Moor, Huddersfield, which was submitted in April 2023.
- 1.2 It has been prepared in order to respond to issues raised by Kirklees Council's retail planning consultants (Nexus) in relation to the application. These issues related to:
- the need to separately identify the convenience goods turnover achieved by the existing Co-op store within Crosland Moor Local Centre (as distinct from other floorspace within that centre);
 - the proportion of the turnover of both existing and proposed convenience goods floorspace which would be drawn from beyond the Study Area; and
 - the need to factor-in the current proposals for a new foodstore at Leeds Road Retail Park into the cumulative impact of the proposed foodstore.
- 1.3 In addition, as part of a wider review, Lidl are proposing some minor amendments to the format of the new foodstore proposed as part of this development. As a result of these amendments, the floorspace provided by the store would increase from 1,921 sqm gross/1,241 sqm net to 2,000 sqm gross/1,331 sqm net (i.e. an increase of 79 sqm gross/90 sqm net).
- 1.4 An updated convenience goods impact assessment has been prepared, which takes into account the issues raised by Nexus, as well as the modest increase in floorspace proposed, and this note provides a summary of the findings of that updated assessment work.

2.0 Methodology

Forecast Turnover of Proposed Lidl Foodstore

- 2.1 The forecast convenience goods turnover of the proposed development, taking into account the revised floorspace details, is set out at Table 12 (a) of Appendix 1. The table below also compares the revised turnover of the Lidl store, when compared to that forecast as part of the original assessment.

Table 1 Summary of Convenience Goods Turnovers for Submitted and Revised Schemes (£m)

	Submitted Scheme	Revised Scheme	Difference
Convenience Goods Turnover of Proposed Lidl Foodstore	£8.8	£9.4m	£0.6m

Source: Lichfields convenience goods retail impact assessments

- 2.2 As set out above, the forecast convenience goods turnover of the proposed Lidl store (and therefore that of the wider development) has increased by around £0.6m as a result of the increase in floorspace proposed. This represents an increase of just 6%.

Turnover of Co-op, Crosland Moor

- 2.3 The original assessment included an estimate of the convenience goods turnover of all floorspace at Crosland Moor Local Centre (when considered together). However, at the request of Nexus, and as part of this revised assessment, the turnover of the Co-op store within that centre has been separated-out from that of other floorspace within that centre. This has been undertaken by using the results of the NEMS household shopping surveys undertaken in June/July 2021.
- 2.4 Based on the surveys, it is therefore estimated that the above Co-op store is achieving a convenience goods turnover of around £6.0m in the base year of the assessment (2022), with other floorspace having a turnover of around £0.3m. Both the Co-op and other convenience goods floorspace are forecast to be achieving a level of turnover which is significantly above their benchmark (or expected/company average). This is likely to reflect a range of factors, although particularly the limited range of convenience retail provision serving this part of Huddersfield.

Inflow of Expenditure

- 2.5 In addition to the above, Nexus have also requested that the level of expenditure estimated to be generated by existing convenience goods floorspace within the Study Area from areas outside of that area (i.e. 'inflow') be reduced. In particular, it was suggested that any inflow assumed for smaller stores be removed completely, and that for larger stores be reduced from 10% to 5%.
- 2.6 All retail facilities will achieve some level of expenditure inflow, whether it is from people passing through, working (but not living) in the area, those on holiday, and/or visiting family and friends. In this context, in our view, it is not realistic to assume that smaller stores/centres in the Study Area will achieve no inflow, and it is considered that the assumptions adopted as part of the original assessment remain valid and indeed robust. Notwithstanding this, however, in order to assist Officers in the determination of the application, adjustments have been made to the inflow assumptions within the revised assessment, in line with the suggestions by Nexus set out above.

Proposed Foodstore, Leeds Road

- 2.7 There is a current planning application to vary conditions attached to a previously granted permission which control the scale and nature of goods to be sold at Leeds Road Retail Park, on the eastern side of Huddersfield. It is understood that the intention is to facilitate occupation of floorspace at the retail park as a foodstore, although no occupier is currently named as part of the application.
- 2.8 Based on a review of the Council's online planning application system, this application has yet to be determined, and is therefore not yet a commitment. Furthermore, any new store in this location would serve a very different catchment area, focused upon the northern and eastern sides of Huddersfield. Furthermore, the assessment accompanying the Leeds Road application does not factor-in the subject application scheme, which has the same planning status (i.e. a currently undetermined planning application) and indeed relates to a site which has long been allocated for retail development.
- 2.9 Notwithstanding this, at the request of Nexus, we have undertaken an assessment of the cumulative impact of the development proposed on the former St Luke's Hospital site which assumes that this scheme is approved. In doing so, we have taken into account the assessment prepared to accompany the application at Leeds Road Retail Park, and assumed that:
- the new foodstore there would comprise 2,269 sqm gross/1,382 sqm net floorspace;
 - it would have a net convenience goods sales area of 1,106 sqm; and
 - this sales area would achieve a convenience goods turnover to floorspace ratio of £9,959 per sqm.
- 2.10 It is therefore forecast that the new foodstore would generate a convenience goods turnover of around £11.0m.

3.0 Convenience Goods Impacts

- 3.1 The levels of convenience goods trade diversion forecast to result from the proposed development - based on the revised floorspace for the proposed Lidl store, and taking into account the other amendments to the assessment - are compared in the table below to those set out in the Planning and Retail Statement, which was submitted to accompany the previous application in April 2023.

Table 1

Store/Centre	Impact of Proposed Lidl Store		Cumulative Impact	
	Previous Assessment	Updated Assessment	Previous Assessment	Updated Assessment
Primary Catchment Area				
Committed Lidl Store, Trinity Street	4.9%	5.6%		

Store/Centre	Impact of Proposed Lidl Store		Cumulative Impact	
Co-op, Crosland Moor Local Centre		6.3%		8.0%
Other Stores, Crosland Moor Local Centre	4.2%	2.1%	5.7%	3.6%
Blackmoorfoot Road Local Centre	3.1%	3.6%	4.4%	5.1%
Other Local Centres, Core Catchment Area	1.8%	2.1%	3.1%	3.6%
Aldi, The Ringway Centre	2.3%	2.6%	9.1%	14.6%
Lidl, Castlegate				
Tesco, Viaduct Street	0.8%	1.0%	3.2%	6.1%
Sainsbury's, Southgate	1.3%	1.5%	4.5%	6.3%
Sainsbury's, Market Street	1.3%	1.4%	5.4%	6.9%
Other Stores/Centres, Zone 1	0.8%	1.0%	1.8%	2.4%
Other Stores/Centres				
Proposed Foodstore, Leeds Road Retail Park				
Proposed Lidl Store, New Hey Road	3.2%	3.7%		
Committed Aldi Store, New Hey Road	2.3%	2.7%		
Aldi, Milnsbridge	5.2%	6.2%	20.4%	22.2%
Sainsbury's, Salendine Nook Local Centre	0.5%	0.6%	13.5%	14.6%
Lidl, Wakefield Road	2.7%	3.1%	6.7%	10.4%
Asda, Bradford Road	0.6%	0.7%	3.1%	5.7%

Impact of Proposed Lidl Store

- 3.2 As is clear from the above, the impacts arising from of the proposed development on the former St Luke's Hospital site have increased only slightly. This reflects the small increase in the convenience goods sales area of the new store.
- 3.3 The most significant impact is forecast to be upon the existing Co-op store within Crosland Moor Local Centre (just over 6%) which, as requested by Nexus, has now been separated out from other floorspace in that centre (estimated to be around 2%). This reflects the proximity of these stores to the application site. However, based on the household surveys undertaken by NEMS, the existing Co-op store is achieving a turnover to floorspace ratio which is significantly above (by around three times) the company average.
- 3.4 Furthermore, whilst Blackmoorfoot Local Centre is forecast to experience an impact of around 4% - reflecting its location around 450m walking distance from the application site to the west – this floorspace is also estimated to be performing well, based on the

household surveys. On this basis, and given the day to day role which uses within these two local centres perform, neither is considered likely to experience any significant impact upon its vitality and viability.

- 3.5 The impacts upon other Aldi in Milnsbridge District Centre, and the committed Lidl stores at Trinity Street and New Hey Road are all forecast to be within the range of 3%-6%. However, as set out in the original Planning and Retail Statement, the existing Aldi at Milnsbridge is estimated to be achieving a level of convenience goods turnover which is around three times the Aldi company average. Furthermore, whilst the two committed Lidl stores are situated in edge-of-centre locations, Lidl are planning to bring these stores forward in full knowledge of their parallel proposals at Crosland Moor, reflecting their view that these stores would serve different, and complementary, catchment areas.
- 3.6 The impacts upon the existing Lid store at Wakefield Road, and Aldi stores at The Ringway Centre and New Hey Road are all around 3%. However, the first two stores are achieving levels of convenience goods turnover which are significantly above the company average (by around 70% and 160% respectively), and such impacts would not have any material impact upon the viability of either the stores themselves or the wider centres. Furthermore, whilst the Aldi at the Ringway Centre is situated just to the south of Hillhouse Local Centre, it has no visual relationship with that centre.
- 3.7 The impact upon stores within other local centres in the Core Catchment Area, as well as stores within/on the edge of Huddersfield Town Centre – including Tesco at Viaduct Street and the Sainsbury's stores at Southgate and Market Street – are all forecast to be below 2%. All other impacts as a result of the proposed development are forecast to be around or below 2%. At these levels, there is no prospect that the proposed development would have any significant impact upon the vitality and viability of either any individual stores or defined centres, within or outside of the catchment area.

Cumulative Impact

- 3.8 In relation to cumulative impact, the highest impacts are forecast upon the Aldi store at Milnsbridge (22%), as well as Aldi at the Ringway Centre and Sainsbury's at Salendine Nook Local Centre (both around 15%). As set out above, however, both of these existing Aldi stores are achieving levels of convenience goods turnover significantly above the company average.
- 3.9 Furthermore, the vast majority of the trade diversion from the Sainsbury's at Salendine Nook would be generated by committed discount foodstores, with the impact resulting from the proposed Lidl store at Crosland Moor forecast to be just 0.6%. Indeed, the household surveys indicate that the store is trading strongly and achieving a turnover to floorspace ratio which is almost 40% above Sainsburys' national company average.
- 3.10 The cumulative impact upon the Lidl store at Wakefield Road is forecast to be 10%, with that upon Co-op at Crosland Moor being around 8%. As set out above, however, both of these stores are achieving a turnover which is significantly in excess of the company average and, on this basis, there is no prospect that they – or the wider centres – would experience any significant adverse impact upon their vitality and viability.

- 3.11 The cumulative impacts upon the Tesco and Sainsbury's stores within Huddersfield Town Centre are all around 6%- 7%. However, much of this increase relates to the impact which would be generated by the proposed new store at Leeds Road and, as set out above, the impact as a result of that proposed on the former St Luke's Hospital site falls within the range of just 1% to 2%, which is clearly not material to the overall performance of these stores.
- 3.12 Furthermore, the cumulative impacts have been forecast taking into account all of the turnover which would be generated at Leeds Road Retail Park when, in practice, the increase in floorspace proposed through the current application – on top of that previously approved - there is much lower. On this basis, and given that the trade diversion arising from this store would be spread across a range of facilities, many of which are performing strongly, it is not considered that the overall viability of any individual stores or centre would experience any significant adverse impact upon their viability.

4.0 Conclusions

- 4.1 This note has been prepared in order to provide an update to the previously submitted retail impact assessment, taking into account the revisions to the format of the new Lidl store proposed on the application site, along with a number of other amendments, made in response to comments from the Council's retail planning advisors. As part of this, the convenience goods retail impact assessment has been updated to reflect the sales area of the proposed Lidl store, which has increased slightly (from 1,241 sqm net to 1,331 sqm net).
- 4.2 The updated assessment has confirmed that, whilst the forecast trade diversions have increased slightly, partly as a result of the reduced inflow allowance and the inclusion of the Leeds Road Retail Park scheme, these increases are not material to the conclusions of the assessment. The most significant impacts of the new store on the former St Lukes Hospital site would remain upon existing discount foodstores and other convenience retail uses in close proximity to the site, all of which are performing strongly, as well as committed discount foodstores which are being brought forward in full knowledge of the current proposals. Overall, and as with the original assessment, it has been demonstrated that the development would not have any significant adverse impact upon existing defined centres.