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PLANNING AND REGENERATION

Planning and Retail Statement

Client Name: The British Land Company Plc

Site Address: Land to the north of Broughton Shopping Park, Chester Road, Broughton

Date: January 2026

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SECTION 1

Introduction

1.0 Introduction

1.1 Introduction

1.1.1 This Planning and Retail Statement is submitted on behalf of The British Land Company PLC, in support of a full planning application for the erection of a Class A1 limited assortment discount (LAD) foodstore, together with surface-level car parking, landscaping, drainage and associated development on land north of Broughton Shopping Park, Chester Road, Broughton.

1.1.2 The purpose of this Statement is to assess the proposed development against relevant planning and retail policy considerations relevant to the proposed development. It is intended to assist Flintshire Council in its assessment and determination of the application and has been prepared in accordance with the requirements set out in the Local Development Plan, Future Wales: The National Plan 2040 and Planning Policy Wales.

1.1.3 This document forms part of the overall planning submission and should be read in conjunction with the full suite of supporting documentation. A comprehensive list of drawings and technical assessments is provided in the covering letter accompanying the application.

1.2 Structure of the Report

1.2.1 This Statement is structured as follows:

- Section 2.0 – The Application Site and Proposed Development
  Describes the location, context, and key components of the proposed Lidl foodstore development.
- Section 3.0 – Planning Policy Context
  Sets out the relevant planning policy framework, including the Development Plan, Planning Policy Wales (Edition 12), and associated Technical Advice Notes (TANs).
- Section 4.0 – Existing Retail Provision
  Reviews the current retail offer within the catchment area and identifies the role of the proposed development in complementing existing facilities.
- Section 5.0 – Retail Need
  Assesses both the quantitative and qualitative needs for the proposed foodstore, in line with national guidance and local policy.
- Section 6.0 – Sequential Test
  Evaluates the availability of sequentially preferable sites within nearby designated centres, in accordance with TAN 4 and PPW 12.

- Section 7.0 – Retail Impact Assessment
  Analyses the potential impact of the proposed development on existing retail centres and facilities, with reference to policy and market context.
- Section 8.0 – Other Relevant Planning Considerations
  Reviews technical matters such as highways, drainage, ecology, and design, in support of the application.
- Section 9.0 – Summary and Conclusions
  Summarises the findings and confirms the planning merits of the proposal.

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SECTION 2

Application Site and The Proposed Development

2.0 Application Site and The Proposed Development

2.1 The Application Site and Surroundings

2.1.1 The application site is located in the northeast of Broughton at the junction of Chester Road with the Broughton Shopping Park link road. The site is irregular in shape and extends to an area of c.1.3 hectares.

2.1.2 The site contains no buildings or other structures and is currently unused, comprising rough featureless grass interspersed with trees and bushes. There is no means of vehicular or pedestrian access to the site at present.

2.1.3 Broughton Shopping Park (also owned by the applicant) is located to the south of the site. To the north, beyond Chester Road, lies a public house (The New Glynne Arms), two residential properties (No. 1 and 2 Glynne Cottages), a veterinary practice and BAE Airbus and Hawarden airport.

2.1.4 To the east of the site is an area of hard-standing which, until recently, housed a small office development (now demolished). Ponds created as Great Crested Newt mitigation for the loss of habitat associated with the development of the Shopping Park are located further to the east. To the southwest is an Aldi supermarket and the village of Bretton.

2.2 Site Accessibility

2.2.1 The site is highly accessible by sustainable transport. Footways with street lighting and tactile paving connect to Chester Road (A5104) and the internal service road, with walking catchment analysis showing Broughton and nearby employment areas within 10–25 minutes on foot. The site lies within an extensive cycling catchment, including Chester, Shotton, and Buckley (up to 8km), and provides secure parking for 12 bicycles. Local rail stations at Shotton and Penyffordd are also within cycling distance. Bus stops are located 230–300m from the site, offering frequent services to Chester, Mold, and other destinations.

2.3 Planning History

2.3.1 The principal planning history of note relates to a proposal on the site and adjoining land to the east for: "*Erection of Medical Centre, Council Contact Centre, Hotel (up to 80 bedrooms), Public House/Restaurant and four Class A3 food & drink units, together with car parking (up to 381 spaces), landscaping and ancillary works*" (LPA ref: 051484).

2.3.2 The application was submitted in outline with all matters reserved. Due to delays associated with the Council (owner of part of that site) seeking to find an occupier for the proposed medical centre, an appeal against non-determination was lodged. The Council did not oppose the appeal, and the appeal

was allowed, with permission being granted on 9 January 2015 (appeal ref: APP/A6835/A/14/2220279 – Appendix A).

2.3.3 Key points to note from this appeal are:

- The site was at that time located outside of the settlement boundary in the open countryside. Nonetheless, the Inspector noted that *"although falling within the UDP definition of open countryside, in general terms it is far from being perceived as open countryside as it is already almost entirely surrounded by built development…Therefore, whilst one might perceive it as open space, its value as open countryside is quite limited, and development of the site would cause less harm than would usually be the case."* (para 9) It should be noted that the now adopted LDP shows that the whole site is now located within the settlement boundary (discussed further below).
- The site was at that time located within Flood Zone C1 (areas of the floodplain which are developed and served by significant infrastructure, including flood defences) due to the risk of coastal flooding. The Inspector considered that the development (which included highly vulnerable development – a hotel) passed the justification tests. He concluded that *"the risks and consequences of flooding would be acceptable and in accordance with the aims of both the development plan and national policies."* (para 20) It should be noted that the current proposal does not comprise or include highly vulnerable development and, furthermore, that the new Flood Map for Planning shows the site is not at risk from flooding from rivers or the sea, albeit it does have some (zone 2) risk of surface water flooding.
- The Inspector was satisfied that safe vehicular access could be provided from either the Shopping Park service road to the south or the A5104 Chester Road to the north (see appeal para 21).
- The Inspector concluded that the site contained no suitable breeding habitat for Great Crested Newts but did contain potential foraging habitat. Notwithstanding this, and due to repeated negative surveys and Reasonable Avoidance Measures suggested by Natural Resources Wales (NRW), the Inspector was content that the requirements of the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2010 were met.

2.4 The Proposed Development

2.4.1 The proposed development seeks planning permission for the following: *"Erection of a Class A1 retail foodstore with surface-level car parking, landscaping, and associated development"*.

2.4.2 The proposals are shown on the Proposed Site Layout Plan enclosed in Appendix B and comprise:

- A store of 1,969 sqm (GIA), with 1,347 sqm net sales area;

- 138no. car parking spaces, including 9no. parent and child, 6no. accessible parking bays and 2no. Electric Vehicle charging bays;
- New access onto the Shopping Park's access/service road to the south, in the form of two vehicular and two pedestrian connection points. A pedestrian connection will also be provided to the north onto Chester Road.
- Six cycle racks (12 spaces) will also be provided; and
- Associated drainage and landscaping.

Site Design and Appearance

2.4.3 The applicant has considered a range of development options to best respond to the constraints and opportunities of the site. The store will be built in accordance with Lidl's latest specification, providing a contemporary and sustainable design.

2.4.4 The proposed Lidl food store will deliver a contemporary, high-quality retail building that integrates with its surroundings and enhances the streetscape along Chester Road. The store is positioned in the north-eastern part of the site, with customer parking to the south and west, ensuring convenient access and strong visual and physical connections to Broughton Shopping Park. Servicing is located discreetly to the southeast, screened from public areas to minimise visual impact.

2.4.5 Customer and staff access is proposed to be via a new access to the south onto the Shopping Park's customer access road. Delivery access will be separate and via a new access off the Shopping Park's service delivery road, also on the south side of the site. Pedestrian and cycle access is provided from both the main vehicle entrances and from three dedicated footpaths (two to the south and one to the north). Cycle parking is located near the store entrance, with Sheffield stands providing parking for 12 bicycles: this will be sheltered by the store canopy and is in front of the glazed elevation to provide good surveillance.

2.4.6 The building features a modern glazed frontage to create an active elevation and maximise natural light, complemented by a feature canopy that defines the main entrance and provides shelter. A mono-pitched roof reduces the perceived bulk of the structure and reinforces the entrance hierarchy. External finishes comprise durable white and grey cladding panels, selected for their contemporary appearance and ability to integrate with the local context.

2.4.7 The building is designed to be energy-efficient and meet Lidl's sustainability standards. Photovoltaic (PV) panels are included on the roof to provide zero-carbon energy. EV charging infrastructure is integrated into the car park.

2.4.8 The landscape strategy retains existing street trees along the southern boundary and introduces structured hedgerows, ornamental planting at entrances, and native species to reinforce site edges. Six

trees will be lost to facilitate customer access, with replanting in the north of the site at a ratio of at least 3:1. Sustainable drainage features, including two balancing ponds (to the north and west), planted with wildflower mixes, enhance biodiversity and visual amenity. These measures create a cohesive, attractive setting that softens the built form and supports ecological value.

2.4.9 Further details are provided on the accompanying Proposed Site Layout and Soft Landscaping drawings and the Design and Access Statement.

Opening Hours

2.4.10 The typical opening hours for Lidl stores are 07:00-22:00 Monday to Saturday and Bank Holidays, and for six hours between 10:00-16:00 on Sundays. Given the context of the store, we do not envisage opening hours being a significant consideration for this application, nor something which needs to be controlled by condition.

Deliveries and Servicing

2.4.11 Servicing will be via a dedicated loading bay on the eastern elevation of the building. Mindful of minimising disturbance to any neighbouring landowners, each Lidl store typically has only up to 3 deliveries a day for all its products, including ambient, fresh, frozen and chilled goods. Total unloading time is generally only around 45 minutes. Waste/refuse is taken away by the delivery lorry on its return trip to the regional distribution centre.

2.4.12 Given the context of the store, we do not envisage servicing hours being a significant consideration for this application, nor something which needs to be controlled by condition.

Intended Occupier - Lidl's Operational Model

2.4.13 Lidl is now well established in the UK, with the Company operating in excess of 1000 stores from sites and premises both within and outside town centres. Its market share continues to increase substantially, and the Company is expanding its store network considerably. The UK operational model is based firmly on the success of Lidl's operations abroad, with more than 10,800 stores trading across Europe.

2.4.14 Lidl was characterised by the Competition Commission in its Groceries Market Investigation Final Report in 2008 as a Limited Assortment Discounter (LAD). The Commission said that LADs:

> *"carry a limited range of grocery products and base their retail offer on selling those products at very competitive prices. The three major LADs in the UK are Aldi, Lidl and Netto. Each … carries in the region of 1,000 to 1,400 product lines in stores ranging from 500m² to 1,400m² (stores of a similar size operated by a large grocery retailer generally carry about 5,000 products). Aldi, in large part, carries only its own label goods while both Lidl and Netto carry larger volumes of branded products".*

2.4.15 Whilst this report is over ten years old, its description of the LAD business model remains sound, albeit Netto no longer trades in the UK; the size of Lidl and Aldi stores has grown over time; and the number of product lines sold has increased. Nonetheless, the clear points of differentiation between the LAD operators, the main grocers (Tesco, Asda, Sainsbury's, Waitrose and Morrisons) and smaller convenience stores remain clear and readily identifiable, with the LAD operators selling limited ranges of staple products and catering predominantly for main food shopping needs.

2.4.16 The Commission, Inspectors and Secretary of State/Ministers have consistently recognised that LADs offer particular benefits of quality and value. Lidl sells a limited number of product lines, but all of its business practices are aimed at driving down costs so that it can provide exceptional value for money across the whole of its product range. Lidl typically sells up to 3,000 product lines, whereas the main grocers (Tesco, Asda, Sainsbury's & Morrison's) will sell in excess of 35,000 products. The number of value lines that the main grocer's stock is limited, whilst the whole of the LAD business model is geared to providing exceptional value.

2.4.17 Consumers no longer assume that the quality of goods sold by LAD operators must be low to achieve cheap prices. Indeed, Lidl can offer very competitive prices whilst keeping the quality of its goods extremely high and achieves this through a combination of:

- tremendous buying power as a result of the scale of its operations across Europe;
- a concentration on own brands (now about 80% of its product range) which avoids passing on the cost of brand name marketing to the consumer;
- its decision to stock a much more limited product range than others, concentrating on goods that form a very high proportion of the weekly food shopping needs of most households;
- operating systems that reduce operational costs; and
- simple product display and stock handling procedures.

2.4.18 The ability to offer a consistent range of high-quality goods at competitive prices enables Lidl to distinguish itself from other operators that may be perceived as operating similar business models. The whole of the Lidl product range delivers value, whereas the major grocers only stock own brand and 'value' lines amongst their branded and premium products. In the Grocer magazine's Gold Awards for 2025, Lidl were awarded Grocer of the Year.

2.4.19 Lidl does not stock convenience goods such as tobacco or individual confectionery items, and stocks limited pre-packed fish and meat and individual fruit and vegetable products. Lidl also does not provide services such as a post office, pharmacy, delicatessen, financial products or other in-house facilities. The result is that there is limited overlap with conventional supermarkets.

2.4.20 Lidl stores offer a limited range of non-food items, which typically occupy about 20% of the sales area. These items tend to be one-off specials offered based on 'when it's gone, it's gone', with the range changing on a weekly basis. There is no standard or constant comparison goods range offered in store, and the special items are wide ranging, including anything from sports equipment to electrical items.

2.4.21 On the issue of sustainability, backing British suppliers continues to be at the forefront of Lidl's plans, with total investment in British food and farming businesses to hit £17bn by 2025.

2.4.22 Since 2016, Lidl has reduced its food waste by almost half (43%). This means it is well on track to hit its 50% reduction target by 2030. Providing more meals to charities - including over 6 million in 2022, which surpasses the discounter's target - has helped reach this milestone. In 2022, Lidl also prevented nearly 9,000 tonnes of food waste through the sale of 1.7 million 'Too Good to Waste' boxes. Reducing other forms of waste has also been a key priority, and 95% of Lidl's own-brand packaging is now recyclable, reusable, renewable or refillable.

2.4.23 Overall, Lidl has cut the amount of plastic packaging across its own-brand ranges by 29% since 2017, with its sights set on achieving a 40% reduction by 2025. Through its partnership with Prevented Ocean Plastic, the discounter has also stopped the equivalent of 15 million plastic bottles from entering the ocean.

2.4.24 With over 90% of Lidl's carbon emissions coming from its supply chain and use of its products, Lidl is also working closely with suppliers on carbon reduction projects. The discounter has partnered with The Rivers Trust and is funding three water catchment projects (increasing to nine by 2025) to mitigate risks in the supply chain.

2.4.25 Meanwhile, as of February 2023, 45% of Lidl's British fruit and veg suppliers were LEAF Marque certified - a gold standard in sustainable farming - meaning they have robust water and nature conservation plans in place.

2.4.26 All of these measures support Lidl's sustainability goals and its commitment to helping customers in their day-to-day lives; that's why Lidl also led the way in pledging to halve the environmental impact of its customers' shopping baskets by 2030, through the WWF's Retailers' Commitment for Nature.

2.4.27 Principles of sustainability are ingrained in Lidl's operation from the efficient construction and standardised fit-out elements enabling rapid store construction, to energy saving measures including energy efficient building materials, low energy consumption lighting, motion detectors and automatic 'power down' lighting, electricity and heating in the evenings.

Employment

2.4.28 Staffing levels have yet to be finalised; however, based on existing Lidl stores elsewhere, the proposed store is likely to provide up to 40 full and part-time jobs. Lidl always seek to source labour locally and provide management opportunities for staff, the company's philosophy being to provide all their

employees with opportunities for developing and progressing their careers with the company, with the longstanding corporate strategy being to promote from within the business.

2.5 Pre-application Consultation and Engagement

Pre-Application Discussions with LPA

2.5.1 The application follows pre-application discussions with Flintshire County Council, initiated in August 2025. Draft proposals were submitted for comment, a meeting was held on 22 September 2025, and formal written advice was received on 29 October 2025.

2.5.2 The LPA confirmed that the site lies within the Broughton settlement boundary and is acceptable in principle for development in line with the Local Development Plan and national policy. Its location adjacent to Broughton Shopping Park aligns with the retail hierarchy and "town centre first" principles, making it a suitable and sustainable location for the proposed food store.

2.5.3 The advice highlighted the need for a Retail Impact Assessment to demonstrate no adverse effect on the vitality and viability of nearby centres, including Mold, Buckley, Saltney, Queensferry, and Broughton, and a sequential test covering the same centres.

2.5.4 Highways comments were not available at the time of the written advice; however, the LPA indicated that a Transport Assessment will be required to address access, traffic impact, and parking standards, noting that previous consent for a more intensive mixed-use scheme demonstrated that safe access can be achieved.

2.5.5 Additional supporting documents were recommended, including a Design and Access Statement, Retail and Planning Statement, Flood Consequences Assessment, Drainage Strategy, Biodiversity Impact Assessment, Preliminary Ecological Assessment, Green Infrastructure Assessment, Tree Survey, Phase 1 Contamination Report, and Noise Impact Assessment.

2.5.6 Subject to the submission of these supporting documents and evidence, the LPA indicated that the proposal could be supported in principle.

Statutory Pre-application Consultation

2.5.7 The Town and Country Planning (Development Management Procedure) (Wales) (Amendment) Order 2016 ("the 2016 Order") sets out the statutory requirements to undertake pre-application consultation PAC) in respect of all planning applications for major development.

2.5.8 On completion of the PAC process, a PAC report will be submitted with the full planning application to detail the pre-application consultation undertaken, including documenting responses to the pre-application consultation, and how feedback is addressed in the application proposals.

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SECTION 3

Planning Policy Context

3.0 Planning Policy Context

3.1 Introduction

3.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

3.1.2 For the purposes of this site, the statutory development plan comprises:

- Future Wales – The National Plan 2040 (published February 2021); and
- Flintshire Local Development Plan (LDP) (adopted January 2023).

3.2 Future Wales

3.2.1 Future Wales: The National Plan 2040 is the Welsh Government's highest tier of the development plan in Wales. Planning decisions at all levels must be made in accordance with the development plan as a whole.

3.2.2 Under Policy 1: Where Wales Will Grow, the Welsh Government supports sustainable growth across all parts of Wales. This is underpinned by a 'Town Centre First' approach, set out in Policy 6, which requires significant new retail and community facilities to be located within town and city centres. Developments of a 'significant' scale are broadly defined as those serving a town, city, or region-wide catchment. Planning authorities are encouraged to apply this approach to smaller-scale proposals, using a sequential test to identify the most appropriate location.

Other relevant policies

3.2.3 Policy 2: Shaping Urban Growth and Regeneration – Strategic Placemaking promotes the creation of sustainable places through the growth and regeneration of towns and cities. It encourages development that is well-integrated with green infrastructure, supports vibrant communities, and reflects placemaking principles. Planning authorities are expected to use Green Infrastructure Assessments to inform site selection and design, ensuring that development contributes positively to the character and functionality of urban areas.

3.2.4 Policy 9: Resilient Ecological Networks and Green Infrastructure – which emphasises enhancing ecosystems, biodiversity, and green infrastructure through nature-based solutions.

3.2.5 Policy 12: Regional Connectivity – which promotes improved connectivity in urban areas through active travel, sustainable transport, and public transport. Walking and cycling are encouraged in all new developments to reduce reliance on private vehicles.

3.3 Flintshire Local Development Plan (LDP)

3.3.1 The Flintshire Local Development Plan (LDP) was formally adopted on 24 January 2023 and covers the period up to 31 March 2030. The LDP sets out the spatial strategy, policies, and proposals to guide sustainable development across Flintshire, and is the primary basis for determining planning applications within the County.

Strategic Policies

3.3.2 **STR1: Strategic Growth** which supports sustainable economic and housing growth in line with Flintshire's sub-regional role. It promotes development in viable locations supported by necessary infrastructure.

3.3.3 **STR2: Location of Development,** which establishes a settlement hierarchy and directs development to defined boundaries, ensuring growth occurs in sustainable and accessible locations. The application site lies within the settlement boundary of Broughton.

3.3.4 **STR5: Transport and Accessibility**, which encourages development that supports sustainable transport modes, improves connectivity, and reduces reliance on private vehicles.

3.3.5 **STR7: Economic Development, Enterprise and Employment**, which promotes economic diversification and supports employment growth in key sectors, aligning with regional economic strategies.

3.3.6 **STR13: Natural and Built Environment, Green Networks and Infrastructure**, which seeks to protect and enhance Flintshire's environmental assets, including biodiversity, landscape character, and green infrastructure.

3.3.7 **STR14: Climate Change and Environmental Protection**, which relates to flood risk, pollution, and climate resilience, promoting low-carbon development and environmental safeguards.

3.3.8 **STR15: Waste Management**, which supports sustainable waste management practices and infrastructure, is aligned with national waste strategies.

Development Management Policies

3.3.9 **PC1: Relationship of Development to Settlement Boundaries**, which restricts development outside defined settlement boundaries unless justified by specific policy exceptions. The application site lies within the settlement boundary.

3.3.10 **PC2: General Requirements for Development**, which sets out criteria for all development, including amenity, access, design, and environmental impact.

3.3.11 **PC3: Design**, which promotes high-quality, inclusive design that reflects local character and contributes to placemaking.

3.3.12 **PC4: Sustainability and Resilience of New Development**, which encourages energy efficiency, climate resilience, and sustainable construction methods.

3.3.13 **PC5: Transport and Accessibility**, which requires developments to be accessible by sustainable modes and to integrate with existing transport networks.

3.3.14 **PC6: Active Travel**, which supports walking and cycling infrastructure in new developments to promote healthier, low-carbon travel.

3.3.15 **PC8: Airport Safeguarding Zone**, which seeks to ensure that development does not prejudice the safe and efficient operation of Hawarden Airport.

Retail and Economic Policies

3.3.16 **Policy STR9: Retail Centres and Development**, which supports the vitality and viability of town centres through a defined retail hierarchy and a sequential approach to site selection. The supporting text at paragraph 3.2.3 of the Flintshire LDP acknowledges that Broughton Shopping Park provides the largest retail and leisure offering within the County. It further explains that the Shopping Park has been intentionally omitted from the retail hierarchy to reinforce its 'out-of-town' location and to prevent it from attracting smaller-scale retail and other uses that could compete with nearby defined centres. For this reason, Broughton Shopping Park is not included within the formal retail hierarchy. However, its contribution to the overall retail provision in Flintshire is clearly recognised.

3.3.17 **PE7: Retail Hierarchy**, which defines Flintshire's retail centres and supports development that maintains or enhances their vitality and viability.

3.3.18 **PE9: Development Outside Primary Shopping Areas**, which recognises that while town centres remain the preferred location for retail and commercial development, there may be circumstances where proposals outside designated Primary Shopping Areas can contribute positively to the wider retail offer and meet specific local needs. The policy encourages a balanced approach, ensuring that such developments are appropriately located, well-designed, and do not undermine the vitality and viability of established centres.

3.3.19 **PE10: District and Local Centres**, which support appropriate retail and service provision in smaller centres to meet local needs.

3.3.20 **PE11: Edge and Out-of-Town Retail Development**, which applies a sequential test and impact assessment to proposals outside town centres, in line with national policy.

Environmental Policies

3.3.21 **EN2: Green Infrastructure**, which promotes the integration and enhancement of green infrastructure in development proposals.

3.3.22 **EN4: Landscape Character,** which requires development to respect and enhance the local landscape character and visual amenity.

3.3.23 **EN14: Flood Risk,** which seeks to ensure development avoids areas of flood risk and incorporates appropriate mitigation measures.

3.3.24 **EN18: Pollution and Nuisance,** which seeks to prevent and mitigate adverse impacts from noise, air, and light pollution.

3.4 Other Material Considerations

Planning Policy Wales Edition 12 (February 2024)

3.4.1 PPW 12 sets out the land use planning policies of the Welsh Government and is supported by a series of Technical Advice Notes (TANs). In accordance with the Well-Being of Future Generations (Wales) Act 2015, the primary objective of PPW, as set out at Paragraph 1.2, is "to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales".

3.4.2 Key sections relevant to the proposals include:

- Placemaking - PPW sets out that, to maximise well-being and the creation of sustainable places, the concept of 'placemaking' should be at the heart of the planning system. Paragraph 2.8 advises that development proposals "must seek to promote sustainable development and support the well-being of people and communities across Wales. This can be done through maximising their contribution to the achievement of the seven well-being goals and by using the five Ways of Working, as required by the Well-being of Future Generations Act. This will include seeking to maximise the social, economic, environmental and cultural benefits, while considering potential impacts when assessing proposals and policies in line with the Act's Sustainable Development Principle". Paragraph 2.9 goes on to clarify that "The most appropriate way to implement these requirements through the planning system is to adopt a placemaking approach to plan making, planning policy and decision making".

- Needs Test – PPW 12 advises that when determining planning applications for retail uses, planning authorities should first consider whether there is a need for additional retail provision (para. 4.3.14). Paragraph 4.3.15 goes on to explain that the need may be quantitative, to address a quantifiable unmet demand for the provision concerned, or qualitative. Precedence should be given to establishing quantitative need before qualitative need is considered for both convenience and comparison floorspace.

- The Sequential Test - PPW 12 indicates the Welsh Government operates a 'town centres first' policy in relation to the location of new retail and commercial centre development. It highlights

that "the sequential approach applies to retail and all other uses complementary to retail and commercial centres". Paragraph 4.3.18 clarifies that by adopting a sequential approach first preference should be to locate new development within a retail and commercial centre defined in the development plan hierarchy of centres.

- Retail Impact Assessment - Paragraph 4.3.26 advises that all retail planning applications or retail site allocations of 2,500 sq. m or more gross floorspace that are proposed on the edge of, or outside, designated retail and commercial centres should, once a need has been established, be supported by a retail impact assessment.
- New Out-of-Centre Developments - Paragraph 4.3.20 states that "New out-of-centre retail developments or extensions to existing out-of-centre developments should not be of a scale, type or location likely to undermine the vibrancy, attractiveness and viability of those retail and commercial centres that would otherwise serve the community and should not be allowed if they would be likely to put development plan retail strategy at risk".
- Economy & Jobs - Section 5 of PPW 12 recognises the role that retailing plays in supporting the economy. Paragraph 5.4.1 states that "For planning purposes, the Welsh Government defines economic development as the development of land and buildings for activities that generate sustainable long-term prosperity, jobs and incomes. Paragraph 5.4.2 goes on to confirm that "Economic land uses include the traditional employment land uses (offices, research and development, industry and warehousing), as well as uses such as retail, tourism, and public services".
- Healthy Lifestyles – Promoting healthier places forms a key Well-Being Goal set out in PPW. 12 Paragraph 3.22 states LPA's "…should develop and maintain places that support healthy, active lifestyles". Paragraph 3.20 highlights "Disadvantaged and deprived communities tend to be disproportionately affected by health problems".
- Accessibility - PPW 12 sets out that the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which, for example, "are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car" (Paragraph 4.1.10). Paragraph 4.1.32 continues to indicate that: "Planning authorities must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling".
- Green infrastructure (GI) - PPW 12 explains that GI plays a fundamental role in shaping places and our sense of well-being, and is intrinsic to the quality of the spaces we live, work and play in. Paragraph 6.2.4 advises that the planning system must maximise its contribution to the protection and provision of green infrastructure assets and networks as part of meeting

society's wider social and economic objectives and the needs of local communities. PPW 12 further advises that a green infrastructure statement should be submitted with all planning applications and that this will be proportionate to the scale and nature of the development proposed, describing how green infrastructure has been incorporated into the proposal. In the case of minor development, this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question.

Technical Advice Notes

3.4.3 Technical Advice Notes 4: Retail and Commercial Development (2016) - TAN4 reflects the 'town centre first' approach of the PPW. TAN4 explains that retail developments should be assessed against a range or impact criteria (paragraph 8.3).

3.4.4 Technical Advice Note 18: Transport (2016) - explores the transport aspect of planning developments and in terms of this application, it is important to take note that "maximum parking standards should not be applied so rigidly that they become minimum standards. Maximum standards should allow developers the discretion to reduce parking levels" (paragraph 4.13).

3.4.5 Technical Advice Note 23: Economic Development (2014) - explores the benefits of economic growth and that it defines economic development as development that generates wealth. It is important that LPAs recognise the need to "guide economic development to the most appropriate locations, rather than prevent or discourage such development" (paragraph 1.2.5).

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SECTION 4

Existing Retail Provision

4.0 Existing Retail Provision

4.1 Introduction

4.1.1 This section of the assessment presents an analysis of the vitality and viability of centres within the catchment area of the proposed development. The following analysis draws upon established sources of retail data (such as Experian GOAD) and our own site visits/surveys and observations.

4.1.2 Firstly, we consider the Primary Catchment Area (PCA) and then provide an analysis of the vitality and viability of the surrounding PCA based centres.

4.1.3 This section provides a 'health check' of nearby centres principally by assessing them against the measures of town centre vitality and viability identified in TAN 4.

4.2 The Primary Catchment Area (PCA)

4.2.1 The PCA is the area in which the proposed development is anticipated to draw the majority of its trade. The extent of the PCA varies according to factors such as:

- The nature of the settlement involved (PCAs for market towns in predominantly rural areas would generally be wider than those within or in close proximity to the built-up areas of larger towns or cities);
- The density of residential development in the vicinity of the site;
- The prominence and accessibility of the proposed development in relation to the main road network and to public transport provision; and
- The location of the development in relation to the established competition.

4.2.2 In formulating the PCA, careful regard is given to the shopping patterns identified in the household survey, which underpins the assessment. Having regard to the largely rural locale and location of existing facilities, in particular Limited Assortment Discounters (LADs), the PCA is considered to broadly comprise Zone 1 of the broader catchment area.

4.2.3 Inevitably, some trade is likely to be drawn from outside the PCA. However, this is only likely to form a very small proportion of the overall turnover of the development. The extent of the PCA is shown as Zone 1 on the plan attached in Appendix C**.**

4.3 Designated Centres

4.3.1 The focus of the assessment of existing provision has been on the following centres.

- Buckley Town Centre
- Mold Town Centre
- Queensferry District Centre

- Saltney District Centre
- Broughton Local Centre

4.3.2 In accordance with PPW 12 and TAN 4, a health check has been conducted of each of the centres, having regard to accepted vitality and viability indicators.

4.4 Buckley Town Centre

4.4.1 Buckley is a town in the county of Flintshire, North East Wales, with an estimated population of 13,750 (2021). The adopted LDP identifies Buckley as a key town, which is a key component of the coastal strip along with Mold, Flint, Holywell and Saltney. Buckley is allocated as a Main Service Centre in the LDP, serving a strategic role in the delivery of services and facilities.

Retailer Representation

4.4.2 The number of national multiple retailers within a town centre can provide a good indication of its relative strength. Buckley town centre benefits from a range of both local independents and national multiples. National multiple retailers within the centre include Aldi, Bevans, Iceland and Home Bargains. This offering of national multiple retailers is complemented by a strong collection of independent retailers, including Megasun, Buckley Travel, Buckley Hairport and Buckley Eyecare.

Diversity of Uses

4.4.3 CarneySweeney has investigated the composition of the town centre based on the extent of the centre outlined in the adopted LDP. As there is no existing survey information available, the breakdown of units is set out against the national averages in the table below:

Table 4.1: Buckley Centre Composition

Sector	Units – December 2025		UK Average 2025 %
	No.	%	
Convenience	6	6.5%	9.4%
Comparison	20	21.7%	26.0%
Retail Services	36	39.1%	15.8%
Leisure Services	16	17.4%	26.6%
Financial & Business Services	4	4.3%	7.9%
Vacant	10	10.9%	14.1%
Total	92	100%	100%

4.4.4 The convenience sector numbers 6 units, representing 6.5% of the centre. This level of provision is below the national average of 9.4%.

4.4.5 The comparison sector numbers 20 units, representing 21.7% of the centre. This level of provision is below the national average of 26.0%.

4.4.6 The retail service sector numbers 36 units, representing 39.1% of the centre. This level of provision is above the national average of 15.8%.

4.4.7 The leisure services sector numbers 16 units, representing 17.4% of the centre. This level of provision is below the national average of 26.6%.

4.4.8 The financial and business services sector numbers 4 units, representing 4.3% of the centre. This level of provision is below the national average of 7.9%.

4.4.9 Buckley is a relatively small town centre and is dominated by retail services, with a large number of barbers, health & beauty and tattoo outlets. The centre's high number of older, smaller retail units limits Buckley's appeal to national multiple retailers, who generally tend to prefer modern, purpose-built retail premises. Therefore, the centre is dominated by independent retailers.

Vacancies

4.4.10 Vacant units account for 10.9% of Buckley town centre, equivalent to 10 units. The level of vacancies operates at a level 3.2% below the national average of 14.1%, with vacant units well dispersed in the centre. As the vacancy rate is lower than the national average, it is not cause for concern, but without any previous surveys to compare, it is not possible to establish whether this value is rising or declining.

Accessibility

4.4.11 For its size, the town centre is highly accessible, with the core street being pedestrianised and a modest indoor shopping centre. Buckley is served by sustainable modes of transport, including two bus stops located within the town centre, at Mold Road and The Precinct Way, which provide access to the following services: 4 – Chester, F5 – Queensferry and 29 Mold. Buckley Train Station is located approximately 1.6km east of the town centre and provides frequent services to regional destinations, including Wrexham, Bidston and Neston.

4.4.12 The centre is served by several surface-level parking areas at The Precinct Way, Bistre Avenue and Argoed Road, which provide sufficient capacity for the town.

Pedestrian Flows

4.4.13 At the time of CarneySweeney's survey in December 2025 (weekday mid-day), moderate levels of activity were observed within the pedestrianised areas of the town centre. Lower levels of activity were observed at Mill Lane and Padeswood Road due to their lower levels of retail units and less active retail frontages. Pedestrian accessibility in the town centre areas was very good with well-connected pedestrianised areas.

Environmental Quality

4.4.14 Buckley town centre comprises a blend of adapted residential and commercial properties alongside purpose-built retail spaces, including an indoor shopping centre. Brunswick Road, the principal shopping

street, is fully pedestrianised. While most premises within the town centre are in satisfactory to good condition, some would benefit from refurbishment or further investment.

Summary

4.4.15 Buckley town centre, designated a Main Service Centre in Flintshire, shows relative strength as its vacancy rate of 10.9% (equivalent to 10 units) is 3.2% below the national average of 14.1%. While the centre benefits from a mix of national multiple retailers (like Aldi and Iceland) and independent retailers, it is dominated by Retail Services (39.1%), a figure above the national average, and is considered highly accessible due to its pedestrianised core and sustainable transport links.

4.5 Mold Town Centre

4.5.1 Mold is a town in the county of Flintshire, North Wales, with an estimated population of 9,891 (2021). The adopted Flintshire LDP (adopted January 2023) identifies Mold as a key town, which is a principal component of the coastal strip along with Buckley, Flint, Holywell and Saltney. Mold is allocated as a Main Service Centre in the LDP, serving a strategic role in the delivery of services and facilities.

Retailer Representation

4.5.2 Mold town centre benefits from a range of both local independents and national multiples. National multiple retailers within the centre include: Iceland, Poundland, Domino's and Farmfoods. This offering of national multiple retailers is complemented by a strong collection of independent retailers, including Mococo Jewellers, Wildcats, Rock Bottom and The Mold Bookshop.

Diversity of Uses

4.5.3 CarneySweeney has investigated the composition of the town centre based on the extent of the centre outlined in the Experian GOAD plan. A GOAD plan is attached in Appendix D for reference. A breakdown of units is set out in the table below:

Table 4.2: Mold Centre Composition

Sector	Units – November 2024		Units – December 2025		UK Average 2025 %
	No.	%	No.	%	
Convenience	25	10.4%	22	9.2%	9.4%
Comparison	65	27.0%	56	23.4%	26.0%
Retail Services	54	22.4%	56	23.4%	15.8%
Leisure Services	48	20.0%	59	24.7%	26.6%
Financial & Business Services	24	10.0%	23	9.6%	7.9%
Vacant	25	10.4%	23	9.6%	14.1%
Total	241	100%	239	100%	100%

4.5.4 The convenience sector numbers 22 units, representing 9.2% of the centre. This level of provision is below the national average of 9.4%.

4.5.5 The comparison sector numbers 56 units, representing 23.4% of the centre. This level of provision is below the national average of 26.0%.

4.5.6 The retail service sector numbers 56 units, representing 23.4% of the centre. This level of provision is above the national average of 15.8%.

4.5.7 The leisure services sector numbers 59 units, representing 24.7% of the centre. This level of provision is below the national average of 26.6%.

4.5.8 The financial and business services sector numbers 23 units, representing 9.6% of the centre. This level of provision is below the national average of 7.9%.

4.5.9 Between November 2024 and December 2025, the number of units used for retail purposes has decreased by 2 due to their conversion to dwelling and non-retail use.

4.5.10 Mold town centre is predominantly made up of comparison, retail service and leisure services, as is often the case with well-performing and healthy centres. The centre has a good balance of historic and purpose-built premises, especially along High Street, which reflects the even-balance between multiple and independent retailers.

Vacancies

4.5.11 Vacant units account for 9.6% of Mold town centre, equivalent to 23 units. This level of vacancies operates at a level 4.5% below the national average of 14.1%, with vacant units generally well dispersed in the centre. The vacancy rate is not considered to represent cause for concern as it is lower than the current national average and has remained stable throughout both surveys.

Accessibility

4.5.12 The centre is highly accessible and served by sustainable modes of public transport, including bus stops on Earl Road and Wrexham Street and a bus station at Hallfields. These provide access to the following local and regional services: 4 - Chester, F5 - Queensferry & 27 - Wrexham. Mold does not have a train station, but it is well connected to Buckley Train Station, approximately 6km away via Mold Road.

4.5.13 The centre is also highly accessible via private car, with the A494 Mold Bypass providing links east to Deeside and West to Dee Valley and Eyri National Parks. The centre is also served by a high level of parking provision, including surface-level car parks at Glanrafon Road, King Street & Love Lane and multiple store car parks at the large format foodstores in the centre. In summary, the centre is regarded as easily accessible by both public and private transport modes.

Pedestrian Flows

4.5.14 Pedestrian flows can provide a good indicator of the strength of a centre. At the time of CarneySweeney's survey in December 2025 (weekday mid-day), moderate to high levels of activity were observed within the David Owen Shopping Centre and High Street. Similar levels of footfall were also observed at Grosvenor Street and New Street. Lower levels of footfall were observed at King Street, Glanrafon Road, Chester Street and Chester Road, potentially due to their peripheral location, less active retail frontages and the dominance of large format foodstores with dedicated parking.

4.5.15 Pedestrian accessibility on the traditional town centre areas of High Street and David Owen Shopping Centre is good, with no major impediments.

Environmental Quality

4.5.16 Generally, shopfronts and building facades are well maintained throughout the centre. Areas of public space, including those adjoining the northern end of High Street, are well kept, clean and tidy. The quality of the central area is generally good, with the centre perceived as a safe and pleasant shopping environment, adding to the vitality of public areas in the town centre.

Summary

4.5.17 Mold town centre, designated a Main Service Centre in Flintshire, displays strong vitality and viability, featuring a mix of national multiple and independent retailers alongside a vacancy rate of 9.6%, which is 4.5% below the national average. The centre is characterised by a diversity of uses where Retail Services (23.4%) and Financial & Business Services (9.6%) exceed UK national averages, and it is highly accessible via both public and private transport modes.

4.6 Queensferry District Centre

4.6.1 Queensferry is a town in the county of Flintshire, North East Wales and part of the Deeside conurbation. The adopted Flintshire LDP (adopted January 2023) identifies Queensferry as a Main Service Centre, serving a strategic role in the delivery of services and facilities.

Retailer Representation

4.6.2 The number of national multiple retailers within a district centre can provide a good indication of its relative strength. Queensferry district centre benefits from a range of both local independents and national multiples. National multiple retailers within the centre include: Asda, McDonalds and KFC. This offering of national multiple retailers is complemented by a strong collection of independent retailers, including Loki's Tattoo, Pamper Party and Get Cash Quick.

Diversity of Uses

4.6.3 CarneySweeney has investigated the composition of the district centre based on the extent of the centre outlined in the adopted LDP. As there is no existing survey information available, the breakdown of units is set out against the national averages in the table below:

Table 4.3: Queensferry Centre Composition

Sector	Units – December 2025		UK Average 2025 %
	No.	%	
Convenience	8	11.8%	9.4%
Comparison	9	13.2%	26.0%
Retail Services	15	22.1%	15.8%
Leisure Services	18	26.5%	26.6%
Financial & Business Services	7	10.3%	7.9%
Vacant	11	16.2%	14.1%
Total	68	100%	100%

4.6.4 The convenience sector numbers 8 units, representing 11.8% of the centre. This level of provision is above the national average of 9.4%.

4.6.5 The comparison sector numbers 9 units, representing 13.2% of the centre. This level of provision is below the national average of 26.0%.

4.6.6 The retail service sector numbers 15 units, representing 22.1% of the centre. This level of provision is above the national average of 15.8%.

4.6.7 The leisure services sector numbers 18 units, representing 26.5% of the centre. This level of provision is almost exactly the national average of 26.6%.

4.6.8 The financial and business services sector numbers 7 units, representing 10.3% of the centre. This level of provision is above the national average of 7.9%.

4.6.9 Queensferry is a small district centre consisting of a street with retail units on both sides and a large Asda foodstore at the end. The centre's high number of older, smaller retail units limits the centre's appeal to national multiple retailers, who generally tend to prefer modern, purpose-built retail premises. Therefore, the centre is dominated by independent retailers.

Vacancies

4.6.10 Vacant units account for 16.2% of Queensferry centre, equivalent to 11 units. The level of vacancies operates at a level 2.1% above the national average of 14.1%, with vacant units well dispersed along Station Road. While the vacancy rate is a little higher than the national average, it is not a significant cause for concern, albeit efforts should be made to secure the reoccupation of vacant units along Station Road to protect the vitality and viability of the district centre.

Accessibility

4.6.11 The centre is accessible by both public and private transport. It is well located and can be accessed from the A494, leading to the A550. The centre is served by a reasonable amount of parking provision, with a surface-level car park at Station Road offering sufficient capacity for the size of the centre.

4.6.12 There is a bus stop on Station Road which serves the local area with services: F1 – Garden City, 10 Chester and 101A Ellesmere Port. Despite its name, there is no longer a station on Station Road, and the nearest train station is now approximately 1.2km west along Chester Road in Shotton.

4.6.13 Most of the pavements throughout the centre are well maintained and have sufficient space for less abled users. There are no dedicated cycle lanes within the centre, however bike parking facilities are available.

Pedestrian Flows

4.6.14 Station Road was perceived to be busy with good levels of activity throughout the day.

Environmental Quality

4.6.15 The centre was found to be generally tidy and well-maintained. Benches were present across the centre, creating a welcoming environment. Soft landscaping and planters were also present throughout, lifting the overall quality and amenity of the public realm. There were no obvious areas prone to littering or graffiti. The streets and shop frontages were tidy and well-maintained. The centre felt safe throughout the site visit, with public areas monitored by CCTV cameras. The centre has sufficient street lighting to help provide a safe environment at night. Overall, the centre's environmental quality is considered to be good.

Summary

4.6.16 Queensferry, identified as a Main Service Centre in Flintshire, benefits from national multiple retailers (like Asda and McDonalds) complemented by independent retailers and displays a strong diversity of uses. Provision exceeds national averages in the Convenience (11.8%), Retail Services (22.1%), and Financial & Business Services (10.3%) sectors. While its vacancy rate of 16.2% (equivalent to 11 units) operates 2.1% above the national average of 14.1%, this is not considered to be a significant cause for concern.

4.7 Saltney District Centre

4.7.1 Saltney is a town in the county of Flintshire, North East Wales and part of the Deeside conurbation. The adopted Flintshire LDP (adopted January 2023) identifies Saltney as a Main Service Centre, serving a strategic role in the delivery of services and facilities.

Retailer Representation

4.7.2 Saltney district centre benefits from a small range of both local independents and national multiples. National multiple retailers within the centre include: Morrisons, Ladbrokes and Farmfoods. This offering of national multiple retailers is complemented by a small collection of independent retailers, including Mstyle barbers, Victoria Chippy and Saltney Kebab.

Diversity of Uses

4.7.3 CarneySweeney has investigated the composition of the district centre based on the extent of the centre outlined in the adopted LDP. As there is no existing survey information available, the breakdown of units is set out against the national averages in the table below:

Table 4.4: Saltney Centre Composition

Sector	Units – December 2025		UK Average 2025 %
	No.	%	
Convenience	3	16.7%	9.4%
Comparison	2	11.1%	26.0%
Retail Services	4	22.2%	15.8%
Leisure Services	7	38.9%	26.6%
Financial & Business Services	0	0%	7.9%
Vacant	2	11.1%	14.1%
Total	18	100%	100%

4.7.4 The convenience sector numbers 3 units, representing 16.7% of the centre. This level of provision is above the national average of 9.4%.

4.7.5 The comparison sector numbers 2 units, representing 11.1% of the centre. This level of provision is below the national average of 26.0%.

4.7.6 The retail service sector numbers 4 units, representing 22.2% of the centre. This level of provision is above the national average of 15.8%.

4.7.7 The leisure services sector numbers 7 units, representing 38.9% of the centre. This level of provision is above the national average of 26.6%.

4.7.8 No financial and business services sector units occupy the centre, which is below the national average of 7.9%.

4.7.9 Saltney is a small district centre comprising small traditional units, apart from the Morrisons store and more recent purpose-built retail park units occupied by Farmfoods and a mobility shop.

Vacancies

4.7.10 Two vacant units were recorded on our site visit, which equates to 11.1% of the total units. The level of vacancies operates 3.0% below the national average of 14.1%, with the vacant units comprising one former public house and one of the small traditional units. As the vacancy rate is lower than the national average, there is no cause for concern, and Saltney appears to be a relatively healthy centre that is functioning reasonably well.

Accessibility

4.7.11 The centre is accessible by both public and private transport. It is well located and can be accessed from the A494, leading to the A550. The only available parking provision appears to be the Morrisons car park, which is not large but adequate for the quick trip across the road via the well-connected crossings to the smaller units.

4.7.12 There is a bus stop on the A5104 which splits the retail park from the smaller traditional units, which serves the local area with services: 4 Mold, 11 Holywell and T8 Corwen. Saltney does not have a train station, with the nearest station being approximately 4km north east in Chester. This station provides regional and national services to Liverpool, Birmingham and Leeds.

Pedestrian Flows

4.7.13 There was a low level of footfall observed around the traditional unit part of the centre, although the retail park was observed with markedly higher levels.

Environmental Quality

4.7.14 The district centre environment is generally in good condition with few unoccupied units. Despite the busy main road (A5104), there are reasonable linkages between the retail park and the smaller units.

Summary

4.7.15 Saltney, designated a Main Service Centre in Flintshire, appears to be a relatively healthy centre functioning reasonably well, evidenced by a vacancy rate of 11.1%, which is 3.0% below the national average of 14.1%. The centre includes multiple retailers like Morrisons, Ladbrokes, and Farmfoods, complemented by independent retailers, and displays strong diversity with provision exceeding national averages in the Convenience (16.7%) and Leisure Services (38.9%) sectors.

4.8 Broughton Local Centre

4.8.1 Broughton is a village in the county of Flintshire, North East Wales, with an estimated population of 6,535 (2021). The adopted Flintshire LDP (adopted January 2023) identifies Broughton as a Local Service Centre, providing a local role in the delivery of services and facilities.

Retailer Representation

4.8.2 The number of national multiple retailers within a local centre can provide a good indication of its relative strength. Broughton local centre benefits from a small range of local independents and no national multiples. Independent retailers within the centre include: Thrifty's convenience store, Hammer & Tongs, Broughton Fish Bar and Amanda's.

Diversity of Uses

4.8.3 CarneySweeney has investigated the composition of the local centre based on the extent of the centre outlined in the adopted LDP. As there is no existing survey information available, the breakdown of units is set out against the national averages in the table below:

Table 4.5: Broughton Centre Composition

Sector	Units – December 2025		UK Average 2025 %
	No.	%	
Convenience	1	9.1%	9.4%
Comparison	1	9.1%	26.0%
Retail Services	4	36.4%	15.8%
Leisure Services	3	27.3%	26.6%
Financial & Business Services	2	18.1%	7.9%
Vacant	0	0%	14.1%
Total	11	100%	100%

4.8.4 The convenience sector numbers 1 unit, representing 9.1% of the centre. This level of provision is marginally below the national average of 9.4%.

4.8.5 The comparison sector numbers 1 unit, representing 9.1% of the centre. This level of provision is below the national average of 26.0%.

4.8.6 The retail service sector numbers 4 units, representing 36.4% of the centre. This level of provision is above the national average of 15.8%.

4.8.7 The leisure services sector numbers 3 units, representing 27.3% of the centre. This level of provision is slightly above the national average of 26.6%.

4.8.8 The financial and business services sector numbers 2 units, representing 18.1% of the centre. This level of provision is above the national average of 7.9%.

4.8.9 Broughton is a small local centre comprising a short row of units arranged in an 'L' around a central car park.

Vacancies

4.8.10 During the site visit in December 2025, there were no identified vacant units, indicative of a healthy centre that is viably servicing its distinctly local function.

Accessibility

4.8.11 Access to Broughton is commensurate with its size and population. The nearest train station is Chester, approximately 4km west. It is well located by private car and can be accessed directly from the North Wales Expressway, which connects to Chester. There is a bus stop in the local centre with services 4 –

Mold and 4B – Chester. In summary, Broughton is regarded as easily accessible to shoppers using a variety of transport modes.

Pedestrian Flows

4.8.12 There was a modest level of footfall observed around the local centre during the site visit in December 2025.

Environmental Quality

4.8.13 The local centre environment is generally in good condition with no vacant units. There are wide footpaths which are generally tidy and well-maintained. There were no major litter or graffiti issues observed.

Summary

4.8.14 Broughton local centre, identified as a Local Service Centre in Flintshire, appears healthy and viable, evidenced by zero identified vacant units during the December 2025 site visit. The centre is sustained entirely by local independent retailers, offering diverse services which exceed UK national averages in Retail, Leisure, and Financial & Business sectors, while remaining easily accessible to shoppers.

4.9 Summary

4.9.1 In summary, all of the five centres appear to be in good health, are easily accessible via private transport and are perceived to be safe, well-maintained shopping environments with benches and other street furniture present in all centres. Four of the five retail centres display a lower vacancy rate compared to the UK average, which is an indication of vitality and viability. The centres are considered to be vital and viable in servicing their respective main/local / neighbourhood functions.

CARNEYSWEENEY

SECTION 5

Retail Need

5.0 Retail Need

5.1 Introduction

5.1.1 This section of the report assesses the retail 'need' for the development, in accordance with guidance provided in PPW 12, TAN 4 and the adopted LDP.

5.1.2 The Welsh Government does not prescribe any particular methodology for undertaking need assessments, and it is up to each local planning authority to be satisfied with quantitative retail need evidence in policy making or the development management process. Local planning authorities and developers should therefore ensure assessments are prepared in a clear, logical and transparent way with the use of robust and realistic evidence. (Para 6.3, TAN 4).

5.1.3 There are two acknowledged indicators of need: quantitative need – a statistical/numerical-based assessment of need for additional floorspace; and qualitative need – an assessment of other non-numerical considerations. Qualitative considerations can include (but are not limited to) addressing issues associated with overtrading, improving accessibility, widening the choice of facilities and the redistribution of trade. Weight given to qualitative need is dependent on local circumstances.

5.1.4 Whilst an element of precedence is apportioned to quantitative need in PPW 12, it states that qualitative need and other factors are material considerations when considering need, with the weight apportioned being a matter for the decision-maker in each individual case. It is within the gift of the decision maker to apportion weight to qualitative indicators of need and other material considerations.

5.2 Quantitative Capacity

5.2.1 The table below provides a simple convenience expenditure capacity analysis within the PCA at 2031, i.e., the design year of the proposed store. The data outlined is provided in detail in Appendix E of this Statement.

Table 5.1: Quantitative Capacity Analysis PCA, 2031

	2026	2031
[1] Available Convenience Expenditure in PCA (Zone 1) (£m)	34.9	34.5
[2] PCA derived turnover of stores in PCA (Zone 1) (£m)	29.2	28.8
[3] Turnover of proposed development from Zone 1 (PCA) (£m)		5.4
[4] Zone 1 exp from non-PCA stores (Zones 2-6 (Zonal exp change - clawback)) +/-		0.7
[5] Turnover of Convenience Retail Commitments in PCA (£m)	0.0	0.0
[6] Total PCA turnover (£m)	29.2	29.5
[7] Retained market share of PCA expenditure (%)	83.7	85.7

Notes

[1] taken from table 4, Appendix E
[2] derived from table 7. Projected forward to 2026/31 on the basis that facilities gain from a pro-rata growth in expenditure as set out in Table 4a.

[3] CS estimate based on the trading pattern of existing stores

[4] CS estimate

[5] no commitments

[6] = [2]+[4]

[7] = [6]/[1]*100

5.2.2 The need assessment has been informed by an assessment of shopping patterns underpinned by a newly commissioned household survey; the study area zones of which are outlined in Appendix B. The above analysis (drawn from Appendix E of this Statement) shows there is currently good expenditure retention in the PCA (Zone 1) and that this will be further improved when the proposed store is established in 2031 (the design year of the store). The above table shows that currently (2026) £29.2m of an available £34.9m is being spent in PCA based stores (c.83% market share). This demonstrates there is quantitative capacity or 'headroom' to support additional convenience provision in the PCA. This is forecast to slightly decrease to 2031 as convenience shopping expenditure is projected to marginally decline. The store is anticipated to draw the majority of its trade from the PCA (c.5.4m), with the "clawback" of c.£0.7m of this PCA expenditure currently being spent outside of the PCA (Zone 1) (i.e. in Zones 2-6) due to the improved local offer being more convenient for local shoppers. The remainder will be drawn from the wider Study Area (Zones 2-6). The delivery of the proposed store and subsequent increase in spend in the PCA is anticipated to lead to a slightly improved PCA market share of 85.7%, which is both realistic and achievable.

5.2.3 Quantitative need for additional foodstore provision in the PCA is established.

5.3 Qualitative Considerations

5.3.1 Qualitative need is also an important consideration. It reflects the increasing recognition of the wider economic, social and environmental considerations in determining planning applications for retail proposals. It is of particular relevance in securing accessible, efficient, competitive and innovative retail provision, which, in turn, will also increase investment and stimulate job creation.

5.3.2 The proposed store will introduce an improved facility into the area, which will increase consumer choice and local retail competition. It will increase the offering of LADs in the local area, which are becoming increasingly popular due to the economic climate.

5.3.3 The store will sustain up to 40 full-time and part-time roles through all levels of employment, further bolstering the local economy.

5.4 Summary

5.4.1 Quantitative and qualitative needs for the proposed development have been demonstrated. Improved retail provision will increase consumer choice and local competition. Accordingly, in respect of PPW 12 guidance, the need for the proposed development has been demonstrated.

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SECTION 6

Retail Sequential Test

6.0 Sequential Approach to Site Selection

6.1 Introduction

6.1.1 The general requirements of the sequential approach to site selection are set out at paragraphs 4.3.18 to 4.3.24 of PPW 12. In summary, the sequential approach requires that all potential suitable and available town centre options, and then edge of centre options, are thoroughly assessed before out-of-centre sites are considered for key town centre uses. The approach requires pragmatism and flexibility from local planning authorities, developers and retailers alike. The onus of proof that more central sites have been thoroughly assessed rests with the developer.

6.1.2 Key considerations in carrying out the sequential test on each potential site include:

- The likelihood of the site becoming available within a reasonable period of time;
- Suitability of the site for the proposed development; and
- Viability of the proposed use.

6.1.3 This section of the report details the applicant's consideration of sequential site assessment in proposing the development. In doing so, it considers recent case law and high court judgments in regard to the application of the sequential test, particularly in regard to the need for disaggregation.

6.2 Status of the Application Site

6.2.1 In retail policy terms, the application site lies in an 'out-of-centre' location with the closest defined centre being Broughton local centre, which is approximately 1.5km to the southwest by road from the application site.

6.3 Application of the Sequential Approach

6.3.1 The approach adopted in this assessment is consistent with the recommendations and guidance set out in PPW and TAN4 and prevailing judicial authority regarding the application of the sequential test. It is important that the sequential approach is applied in a policy and legally compliant manner. Several appeals and Court cases have helped shape the application of the sequential test. The following section provides a summary of the key matters regarding the application of the sequential test, including applying flexibility, "suitability", and the need to "disaggregate."

6.3.2 When looking at the suitability of potential sequential sites, flexibility should be demonstrated on issues such as format and scale. The definition of suitability is pertinent to the consideration of flexibility of format and scale. The definition was clarified in February 2012 by the Supreme Court in Tesco Stores Dundee City Council[1]. Since this time the Judgment has been recognised and applied by the High Court,

[1] Tesco Stores Limited v Dundee City Council (Tesco Stores Ltd v. Dundee City Council [2012] UKSC13

Secretary of State and Inspectors in England and Wales. The Dundee Judgment identifies that, provided the applicant has demonstrated flexibility with regard to format and scale, the question is "whether an alternative site is suitable for the proposed development, not whether the proposed development could be altered or reduced so that it can be made to fit an alternative site." (Dundee, paragraph 29).

6.3.3 For a sequentially preferable site to be suitable, it must be "suitable for the development proposed by the applicant." The "whole exercise is directed to what the developer is proposing, not some other proposal which the planning authority might seek to substitute for it which is for something less than that sought by the developer." (Dundee, paras 24 and 38); "to refuse an out-of-centre planning consent on the ground that an admittedly smaller site is available within the town centre may be to take an entirely inappropriate business decision on behalf of the developer." (Dundee, para 28). Accordingly, the application of the sequential test is "for use in the real world in which developers wish to operate, not some artificial world in which they have no interest doing so." (Dundee, para 38);

6.3.4 Another English appeal decision is relevant - that of a mixed-use scheme informally referred to as Rushden Lakes[2], which was an appeal recovered and allowed by the Secretary of State. As well as declaring the Dundee judgment of "seminal importance" (paragraph 8.44), it also noted that English policy and guidance called for flexibility to be demonstrated and for 'available' sites to be considered, but provides no guidance on the degree of flexibility of the timescale within which a site may become available.

6.3.5 Similarly, neither PPW nor TAN 4 asks whether such sites are likely to become available during the remainder of the plan period or over a period of years, and no indication is given of the degree of flexibility required of applicants. The Aldergate Properties v Mansfield DC High Court Judgment[3], found that in applying the sequential test, the identity of an applicant is not "generally" relevant, but that "there are instances where identity may matter". In this regard, it is reasonable to take the position that the 'broad type of development' may comprise a LAD operator, rather than any foodstore or convenience store, so that it is reasonable to apply the sequential test on the basis that there is only limited scope for LAD retailers to be flexible in format.

6.3.6 Furthermore, the appellant's own commercial objectives are relevant to the question of suitability, even where these are site-specific (Telford Forge[4] Appeal, para 16).

6.3.7 In the Scotch Corner appeal[5] The SoS endorsed the Inspector's conclusion that the NPPF does not require disaggregation. This sets a baseline position where the SoS has decided disaggregation does not apply.

[2] APP/G2815/V/12/2190175 - LXB RP (Rushden) Limited v East Northamptonshire Council, June 2014
[3] Aldergate Properties v Mansfield DC High Court Judgment [2016] EWHC 1670
[4] Telford Forge Retail Park (Appeal Ref. APP/C3240/A/12/2172756)
[5] APP/V273/V/15/3132873 & APP/V2723/V/16/3143678 – Land at West of the A618 Barrack Bank, Scotch

6.3.8 Against this backdrop of case law and recovered appeal decisions, PPW was revised in November 2016 (in the form of Edition 9 at that time). Edition 8 had previously stated, at paragraph 10.3.5: "To maximise the opportunities for new development in centres, developers and retailers will need to be more flexible and innovative about the format, design and scale of proposed development and the amount of car parking, tailoring these to fit the local circumstances. Rather than propose developments with a mixture of large-scale retail and/or leisure uses and a large amount of car parking which can only be accommodated at single site out-of-centre or even out-of-town locations, developers are expected to demonstrate why they could not develop elements of the larger scheme on a site, or a number of sites, in more central locations with less car parking."

6.3.9 This wording, which required disaggregation of elements of the scheme onto multiple sites, was removed from PPW. Policy in Wales, therefore, does not require demonstration of a disaggregated approach (consistent with England and recent case law). It is clear, therefore, that disaggregation is not a policy requirement.

6.3.10 For a site to be suitable, it would have to be a genuine "real world" alternative for the development. If the appeal were dismissed, would the developer build the development on the sequentially preferable site is the relevant question (Telford Forge appeal, para 19).

6.4 Site Search Parameters

Flexibility

6.4.1 Delivering the LAD operational model has consequences for the design and layout of the stores. A critical component of the operational model is the size and configuration of the store, which supports efficient stock handling procedures and an ability to stock standard product lines in sufficient depth to minimise servicing costs.

6.4.2 The restriction that this places on the ability of Lidl to be 'flexible' in its format is relevant to the sequential approach. This has been accepted by the Secretary of State and Inspectors in appeal decisions relating to Lidl foodstores, and by very many LPAs in their consideration of Lidl's applications.

6.4.3 In relation to a proposal in the London Borough of Merton in 2006, the Inspector concluded (and the Secretary of State agreed) that there are inherent characteristics of the Lidl business model that limit the scope for flexibility. Those characteristics were cited as:

- a store of a size that may accommodate all functions that form the business model;
- the need for a high proportion of sales space relative to storage space; and
- a need to enable efficient movement of palleted goods.

6.4.4 Subsequent decisions have reinforced these principles, including, in November 2013, in relation to an appeal in Huntingdon, England. The Inspector noted that "the proposed foodstore and associated car

parking would be designed to meet the requirements of the Lidl business model". In relation to an existing unit which the LPA thought both available and suitable for a LAD foodstore, the Inspector noted Lidl's position was that it is critical to its working arrangement that a store is rectangular with wide enough aisles to be able to control the sales floor, move pallets and keep costs to a minimum. Moreover, Lidl's business model "is not able to function without surface-level car parking". Having regard to the requirement to demonstrate flexibility, and the evidence provided by Lidl, the Inspector concluded that the alternative store "would be unsuitable for use by Lidl as a LAD foodstore, particularly as there appears to me to be limited scope or space to make significant changes to the layout or size of the building".

6.4.5 For Lidl to operate its business model, the physical requirements to meet the needs of the proposed development have been taken to be:

- a minimum site size of circa 0.5ha;
- a minimum net floorspace of c.1,300sqm on a single level. There is no prospect for disaggregation in this instance.
- approximately 100 adjacent surface-level parking spaces. A site must be able to offer adjacent surface-level car parking, so that customers can easily transfer goods to their vehicles. To have otherwise would severely impact the appeal and viability of the store.
- a site that can allow for the safe manoeuvring of customer vehicles and delivery vehicles on site;
- a prominent site with the ability to attract passing trade;
- a site that is easily accessible by a choice of means of transport; and
- Provision of a dedicated service area to the rear of the store, including the ability to accommodate HGVs (Heavy Goods Vehicles).

6.4.6 All of the above are key operational and locational requirements.

Definition of Availability

6.4.7 Any sequential site needs to be available or expected to be available within a reasonable period. If there is any uncertainty on a site coming forward for development, for example, there are practical/feasibility/viability issues to resolve or investment/occupier interest or funding is still to be secured, then a site cannot reasonably be considered to be available. If a potential alternative site does not satisfy the availability test, it is not sequentially preferable.

6.4.8 Subject to securing permission and discharge of planning conditions, the proposed development could be implemented immediately. Accordingly, for a potential alternative site being considered available in the context of the subject proposals, it must be available in a timeframe that could allow a scheme to

be implemented immediately. In this instance, anything beyond 3 months is not considered to be a "reasonable period".

6.4.9 Any sequential site needs to be available or expected to be available within a reasonable period.

6.4.10 If there is any uncertainty on a site coming forward for development, for example, there are practical/feasibility/viability issues to resolve or investment/occupier interest or funding is still to be secured, then a site cannot reasonably be considered to be available.

6.5 Sequential Site Search

6.5.1 The approach adopted in this sequential site assessment is consistent with the recommendations and guidance set out in PPW and TAN4 with regard to the sequential approach to site selection. In addition, the approach is in accordance with the feedback detailed within the appraisal of the pre-application written response (reference: PRE/00204/25).

6.5.2 CarneySweeney has conducted a sequential site search to ascertain whether there are any suitable, available and viable sites which could accommodate the proposed development. The approach that has been adopted in this sequential site analysis includes two elements: firstly, to firstly examine whether any sites or units are allocated in the adopted LDP, and secondly, to undertake a detailed review of relevant nearby defined retail centres.

6.6 Assessment of Alternative Sites

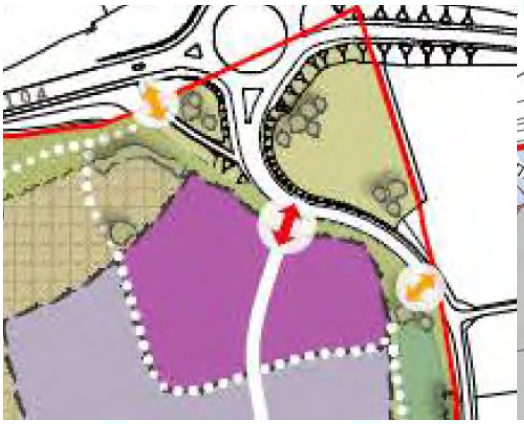
6.6.1 The LDP contains two employment allocations which include the potential provision to serve 'local convenience needs'. Policy STR3A (Northern Gateway) allocation, which includes "District Centre(s) to serve local convenience needs" and Policy ST3B (Warren Hall) allocation, which includes "1.3 ha commercial hub comprising hotel, leisure, and local convenience shop, with high quality public realm as a focal point for the development".

6.6.2 The Northern Gateway site was granted full planning permission in October 2024 (ref FUL/000521/21 for *"Erection of a foodstore (Use Class A1); a drive-thru bakery unit (Use Class A1/A3); associated car parking facilities including an electric vehicle charging hub; pedestrian access routes and servicing; landscaping; and associated site works (including two electrical substations)"*. The applicant was Aldi Stores Ltd. Furthermore, the site is located outside of the identified PCA. Accordingly, this site cannot be considered suitable to serve the identified need or accommodate the proposed Lidl store.

6.6.3 In regard to Warren Hall, the reasoned justification for the policy notes *"The Warren Hall site has had planning permission for a business park for several years and has seen considerable public sector investment comprising junction improvements at the interchange of the A5104 and A55(T). The delivery of the site has been held up by the effects of the global recession and also the availability of sites elsewhere…The site presently has outline planning consent for a 76,395 sqm business park comprising*

B1 units as well as a hotel and leisure facilities. As part of this allocation, the mix of land uses has been amended, and site area has been extended to 63ha to include a broader range of supporting uses, including convenience retail as part of a commercial hub". Notwithstanding the historic permission or the expansion of the allocation and inclusion of convenience retail, no further planning applications have been made since the preparation and adoption of the LDP. It is not considered that the site is available within a reasonable period of time. Furthermore, notwithstanding the historic investment in the site and associated highway interchange, it is understood from a Statement of Common Ground (SoCG) produced in February 2021 as part of LDP examination that much of the site is impacted by aeronautical constraints associated with the Obstacle Limitation Surface (OLS) of Hawarden Aerodrome. The masterplan for this site (Appendix 6 of the LDP) identifies the northernmost tip of the site as the commercial hub, providing that part of the site with roadside presence. The SoCG notes that this part of the site is constrained by the OLS such that approximately half of the commercial hub area could only accommodate development of 4m heights or less, and the remainder could accommodate development of 5m, 6m and 7m height. Extracts provided below:

Masterplan:



SOCG extract:

6.6.4 The submitted elevations show the store building to be 7.1m in height. As such, we consider that the Warren Hall site is both unsuitable and unavailable.

6.6.5 In respect of sites within existing centres, CarneySweeney undertook a survey in December 2025. There were 23no. vacant units in Mold town centre, 10no. vacant units in Buckley town centre, 2no. vacant units in Saltney district centre and 11no. vacant units in the Queensferry district centre. No available sites for redevelopment were identified within or on the edge of these centres. A list of vacant units within the study areas is outlined in the table below. No vacant sites or units were available at the Broughton local centre.

Table 6.1: Vacant Sequentially Assessed Sites, Mold

Address	Previous Use (If Known)	Approx. Size (sq.m)
86 High Street	Public House	236

51 High Street	Unknown	138
50 High Street	Bank	330
25 High Street	Bank	65
15 High Street	Health & Beauty	369
5 Earl Road	Unknown	50
6 David Owen Shopping Centre	Charity Shop	91
33 New Street	Restaurant	162
3 Wrexham Street	Clothing	218
33 Wrexham Street	Furniture	47
44 Wrexham Street	Unknown	41
57 Wrexham Street	Flooring	114
6 Ambrose Lloyd Centre	Unknown	38
1-3 Ambrose Lloyd Centre	Bank	108
Chester Street	Telephone Exchange	1,100
Chester Street	Bank	301
Chester Street	Unknown	222
Chester Street	Office	328
Chester Street	Takeaway	175
6 Chester Street	Bank	75
8 Chester Street	Office	56
10 Chester Street	Restaurant	374
13 Chester Street	Bank	92

Table 6.2: Vacant Sequentially Assessed Sites, Buckley

Address	Previous Use (If Known)	Approx. Size (sq.m)
61 Brunswick Road	Health & Beauty	100
Brunswick Road	Unknown	1,000
10 Buckley Precinct	Charity Shop	100
2 Brunswick Road	Hairdressers	65
11 Mill Lane	Barbers	75
Mold Road	Clothing	150
Mold Road	Police Station	188
Mold Road	Public House	165
Mold Road	Place of worship	130
17 Mold Road	Restaurant	130

Table 6.3: Vacant Sequentially Assessed Sites, Queensferry

Address	Previous Use (If Known)	Approx. Size (sq.m)
29D Station Road	Signs	140
29 Station Road	Takeaway	84
29B Station Road	Vapes	75
29A Station Road	Takeaway	127
9 Station Road	Takeaway	124
2 Station Road	Takeaway	90
11 Station Road	Unknown	97
14A Station Road	Convenience	78
Station Road	Tattoo	129
32 Station Road	Scooters	60
34 Station Road	Video Games	60

Table 6.4: Vacant Sequentially Assessed Sites, Saltney

Address	Previous Use (If Known)	Approx. Size (sq.m)
A5105	Public House	105
2 Victoria Road	Unknown	54

6.6.6 Whilst the vacant units outlined above were observed to be available during the centre survey, they were constrained, disparate and of relatively small size. All the vacant units listed above are physically too small to accommodate the required floorspace of the proposed development, which aims to provide a large retail foodstore capable of providing for main food shopping needs. Even the largest vacant unit, the Mold telephone exchange, has a site area of just 1,100 sqm and thus is wholly unable to accommodate the proposed development.

6.6.7 Furthermore, the identified units are primarily located on the traditional high street frontages within the centres. As such, they do not benefit from directly adjacent, dedicated customer parking facilities, nor appropriate servicing facilities for HGV access. On this basis, the vacant units are, again, considered unsuitable. In summary, the units identified as part of the sequential search are deemed unsuitable and are therefore discounted from the sequential search.

6.7 Summary

6.7.1 Whilst both national and local planning policy require that a sequential test be applied, this must be done in a way which is compliant with recent judicial authority and policy. It is clear that the suitability of a site depends upon it being suitable to accommodate the development proposed by the applicant. The aforementioned decisions and policy context clarify that applicants do not need to disaggregate their proposals and that while flexibility must be applied, it is not for LPAs to require applicants to radically alter their proposals. Decisions on the sequential test must be applied in a 'real-world' context.

6.7.2 Nonetheless, the sequential test has identified that no sites can be considered available, suitable and viable sequentially preferable alternatives in respect of the proposals. The proposed development is considered, therefore, to fully accord with local and national policy and guidance as well judicial and appeal authority with respect to the sequential approach.

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SECTION 7

Retail Impact Assessment

7.0 Retail Impact Assessment

7.1 Introduction

7.1.1 This section of the report considers the anticipated diversion of retail trade to the proposed foodstore and the potential trading impact of the proposals.

7.1.2 PPW 12 paragraph 4.3.26 advises that for development of 2,500sqm gross or more an impact assessment should accompany planning applications for main town centre uses that are not in a centre. At 1,969sqm GIA (2,059sqm GEA) the store is under the threshold whereby impact assessments are typically sought. Notwithstanding this, following pre-application discussions with the LPA and in the interests of robustness, this section provides a proportionate impact assessment. With regard to Policy PE11 of the LDP a trade diversion assessment has been carried out based on the latest population, expenditure, benchmark sales density and turnover information and underpinned by a household survey commissioned to help understand existing shopping patterns and market share.

7.2 Methodology and evidence base

7.2.1 The approach adopted in this impact assessment reflects national guidance and follows a widely adopted methodological approach to quantitative assessment in terms of assessing future capacity for retail development and quantifying impact.

Step 1 – Establish catchment area, base/design years, and determine what is being assessed

7.2.2 The catchment area is outlined at Appendix C. Impact is assessed up to five years from the time of the application being made (base year). The design year of 2031 has been adopted for testing impact.

Step 2 – Examine 'no development' scenario, i.e., what will happen if no development takes place.

7.2.3 A 'no development' scenario should be analysed. Moreover, impact assessments should not limit themselves to examining the effects of a proposal on the current position. It is relevant to consider the effect of any known commitments, and to consider the cumulative impact of the proposals.

Step 3 – Assess turnover and trade draw.

7.2.4 A newly commissioned household survey underpins the quantitative impact assessment. The survey Study Area is outlined at Appendix C. The use of available household telephone survey information to identify existing shopping patterns and catchment area derived turnover levels of existing facilities is a widely adopted and industry accepted approach to understanding the turnover of existing facilities. In addition, the use of published evidence of sales densities derived from company accounts also provides an industry accepted approach upon which to gauge the turnover of a proposed development.

7.2.5 The characteristics of the development may give the best indication of where the new development is likely to draw its trade from. Trade is more likely to be drawn from similar competing facilities. Given

the similar retail offer the existing Aldi's (Chester Rd) trade pattern has informed the impact assessment, albeit with due regard to another limited assortment discounter trading in 2031.

Step 4 – Assess impact on existing centres.

7.2.6 Set out the likely impact of the proposal clearly, along with associated assumptions and reasoning, in respect of quantitative and qualitative issues.

7.2.7 It is likely, if a particular facility accounts for the vast majority of expenditure currently generated in a given zone, that a similarly higher proportion of the proposal's turnover will be diverted from that facility. It is important to note whilst Aldi provides the most similar discount food retail competition with Lidl, locally Tesco (Broughton S.P) is the most dominant store and serves by far the most customers overall which is reflected in the assessment. Both Aldi and Tesco stores lie out of centre are not protected from commercial competition.

Step 5 – Consider consequences of impact.

7.2.8 Any conclusions should be proportionate. It is important that the impacts are considered on the vitality and viability of the whole of a centre, not simply on individual facilities which may be similar to the proposed development.

7.2.9 The assessment utilises population projections obtained from Experian and expenditure per capita estimates and growth rates obtained from Experian, accounting for special forms of trading (SFT) i.e., non-stores sales such as internet shopping. The assessment utilises a 2023 price base throughout.

7.2.10 The level of trade diversion is based on the generally acknowledged principles that:

- The trading effect on existing floorspace would generally be proportionate to their distance from the proposed new store. Numerous surveys of shopping patterns throughout the UK suggests that customers generally seek to go to the store that is nearest to their place of residence which can provide for their particular shopping needs; and
- Stores tend to compete on a 'like with like' basis, such that main foodstore proposals which have dedicated surface level car parking and provide a similar range of in-store customer facilities, would tend to compete directly for trade.

7.2.11 Accordingly, this assessment is fully in accordance with prevailing recommendations and guidance in quantifying retail impact and comprises an orthodox and industry accepted approach to assessing impact. The statistical tables referred to in this section are provided at Appendix E.

7.3 Impact on Existing, Committed or Planned In-centre Investment

7.3.1 Key considerations when considering existing, committed or planned in-centre investment are identified as including:

- The policy status of the investment (i.e., whether it is outlined in the Development Plan).
- The progress made towards securing the investment (for example if contracts are established).
- The extent to which an application is likely to undermine planned development or investments based on the effect on current/forecast turnovers, operator demand and investor confidence.

7.3.2 Retail allocations in the PCA have been considered in detail as part of the sequential investigations undertaken as outlined in Section 6 above. We are not aware of any known notable existing, committed or planned in-centre retail investment proposals in the catchment area upon which the proposed development may give rise to unacceptable impact. While the Warren Hall allocation includes a local convenience store, this is an ancillary element of the principle employment allocation (without which the convenience store would not have been allocated) and is of a scale far smaller than the main food store proposed and thus would serve a different and unrelated need.

7.4 Impact on allocated sites outside centres

7.4.1 As outlined above, retail allocations outside centres have also been considered in detail as part of the sequential investigations undertaken as outlined in Section 6 above. The Northern Gateway is located outside of the PCA, has secured a tenant and is intended to serve a different catchment, being principally the day-to-day retail needs of The Airfields community. The Warren Hall site could only accommodate a scale of convenience store far smaller than the main food store proposed – a very much more locally driven need, closely associated with the Warren Hall development, and would not be impacted by the development proposed. Accordingly, there are no allocated sites outside the centres in the PCA upon which the proposed development may unacceptably impact.

7.5 Cumulative effects of the development

7.5.1 There are no known, notable outstanding retail planning permissions within the PCA for inclusion as part of this assessment.

7.6 Impact on centre vitality and viability and in-centre turnover and trade

7.6.1 Vitality is reflected in how busy and diverse a retail and commercial centre is at different times and in different parts, and in the attractiveness of the facilities and character which draw in trade. Viability refers to the ability of the centre to attract and retain investment, not only to maintain the fabric, but also to allow for improvement and adaptation to changing needs.

7.6.2 It is widely accepted that retail uses tend to compete with their most comparable competitive facilities. For example, in an area already served by large modern convenience or comparison stores, the effects of new large stores are likely to fall disproportionately on the existing competing stores. Their proportionate impact on local independent retailers, for example, may be less. These accepted patterns suggest that the proposed development will compete predominantly on a like for like basis with other

foodstores, most notably those nearest to the proposed development with broadly comparable retail offers.

7.6.3 The following paragraphs assess the potential impact of the proposal on in-centre turnover. The current health of centres is considered (see Section 4, above) before conclusions are drawn on the impact on in-centre turnover and trade.

7.6.4 In considering the impact on in-centre trade, this section draws on the assessed retail turnover of the proposal and also considers growth in available expenditure within the catchment area. A detailed trading assessment of the potential impact that the proposal is likely to have on the patterns of retail expenditure in the surrounding area is then provided.

Turnover

7.6.5 Turnover is set out in detail at Table 9, Appendix E. The annual total turnover (convenience and comparison) of the proposed development is assessed to be c.£11.7m in 2031. The convenience turnover of the proposed development is assessed to be c.£10.2m in 2026.

Expenditure Growth

7.6.6 The tables provided in Appendix E apply local estimates of expenditure per person to the resident population within the PCA to forecast the available retail expenditure generated over the period to 2031.

Table 7.1: Expenditure growth within PCA, 2026-2031

Year	Population		Total Convenience Expenditure	Total Comparison Expenditure
2026	148,021		£417.3m	£474.8m
2031	149,859		£413.1m	£530.3m
Expenditure Growth 2026 - 2031		£m	-£4.2m	£55.5m
		%	-1%	11.7%

Notes: Derived from tables at Appendix E

7.6.7 Analysis of expenditure growth can help to provide an indication of the potential impact of a proposal. The above table demonstrates the underlying position within the PCA is one in which available convenience expenditure is expected to remain fairly constant with a minor decrease and comparison expenditure is expected to grow to 2031.

7.6.8 The above analysis alone demonstrates there is sufficient expenditure growth to support any additional comparison turnover. However, it is important to note Lidl's non-food offer is very modest, sold on a WIGIG (When It's Gone It's Gone) and typically purchased on an impulse basis. The choice of goods is constantly changing within the store and no type of comparison goods predominates at any given time. Crucially, Lidl is not, in itself, a comparison goods destination and thus the proposed store's capacity to affect local comparison shopping patterns is minimal. There is very limited potential for Lidl's comparison goods range to impact upon any specific retailer/centre as there is no consistency in the range of comparison retail goods that Lidl sells. As such, the remainder of this section focuses on the quantitative effect of the proposed convenience floorspace.

Trading Assessment

7.6.9 This section of the Statement considers the potential impact that the proposal may have on the pattern of retail expenditure in the surrounding area.

7.6.10 Set out at Table 11 of Appendix E is an assessment of how the introduction of the proposal will affect the projected retail turnovers of facilities within the surrounding area.

7.6.11 As noted earlier in this section the methodological approach employed is widely adopted and accords with guidance set out in TAN4. It involves the following steps:

i. Establishing the existing (2026 (the base year)) expenditure pattern within the catchment/survey area, based on an identification of turnover levels of existing stores or centre derives from monies spent by households in the catchment/survey area.

ii. Projecting the pattern of expenditure forward to 2031 (the design year) for testing impact assuming that each location maintains its current market share of expenditure.

iii. Taking into account any changes in shopping patterns resulting from relevant retail commitments if applicable.

iv. Assessing the pattern of trade draw to the proposal on the basis that foodstores will compete predominantly like for like with other foodstores.

v. Calculating the quantitative impact of the proposal, in terms of:

- The percentage reduction in trade at each store/centre at 2031; and
- The percentage change in retail turnover in each store/centre between 2026 to 2031.

7.6.12 The analysis is based on an analysis of existing stores/centre turnovers derived from the latest available population and expenditure information obtained from Experian and informed by a commissioned household survey of shopping patterns.

7.6.13 The trading assessment provided predominantly considers the convenience turnover of the stores/centre. However, it is important to recall that the total retail turnover of a centre/destination consist of a combination of both convenience (food) and comparison (non-food) turnover. Impact must be weighed in the context of the whole of the centre. Accordingly, Table 11 considers the overall impact of PCA-based stores/centres.

7.6.14 Assessed levels of trade diversion to the new development are based on careful scrutiny of: the function and retail offer of various stores; the relative accessibility of the various facilities by car and public transport; and the known characteristics of existing stores elsewhere.

7.6.15 Existing trading patterns need to be taken into account, but as outlined a guiding principle impact is assessed on a 'like for like' basis in respect of the convenience sector. It is widely accepted that retail uses tend to compete with their most comparable competitive facilities. For example, in an area already served by modern convenience stores, the effects of new bespoke stores are likely to fall disproportionately on the existing competing modern stores. Their proportionate impact on smaller and local independent retailers, for example, may be less. Likewise, a proposal for a 'main food shop' supermarket is also less likely to compete with smaller 'top-up' convenience stores and corner shops.

7.6.16 These accepted patterns suggest that the proposed development will compete predominantly on a 'like for like' basis with large/medium sized foodstores further afield in competing centres, which are drawing some levels of trade from Broughton and surrounding area residents. By their nature these are more commonly accommodated in out of centre locations.

Trading Effects

7.6.17 Two measures of retail impact are set out in Table 11:

- The change in turnover of centres in the period 2026-2031 following the development of the proposal; and
- The impact of the proposal on the calculated 2031 turnover of centres.

7.6.18 The key changes following the development of the proposal between 2026-2031 is that there will be a diversion of trade and consequential decreases in turnover achieved at centres within the catchment within the period to 2031. However, Table 11 at Appendix E demonstrates the effects of the proposed development is anticipated to be predominantly felt by large and/or comparably scaled foodstores, many of which typically lie out of centre and are a) not protected in retail terms and b) well equipped to absorb the trading effect.

7.6.19 It should be recalled that PCA population and comparison expenditure will grow in the period 2026 to 2031 which, combined, will help offset or mitigate the impact arising from trade diversion to the proposed foodstore over the same period.

7.6.20 Having regard to the role, function and vitality and viability of existing centres, the assessed levels of impact are not considered to be significantly adverse. In respect of impact on out of centre facilities, as outlined, these derive no protection from the planning system and need not be considered in further detail.

Summary

7.6.21 The proposed development will not result in a significant adverse impact on existing, committed or planned in-centre investment.

7.6.22 In respect to policy PE11 of the LDP there is no evidence to indicate the proposal would either individually or cumulatively with other recent or proposed consented developments have an unacceptable impact on the trade, turnover, vitality and viability of town, district or local centres.

CARNEYSWEENEY

SECTION 8

Non-retail Planning Considerations

8.0 Non-retail Planning Considerations

8.1 Introduction

8.1.1 The preceding sections of this report have addressed retail policy considerations, including the sequential test and the potential impact on the vitality and viability of existing centres. These assessments conclude that the revised scheme is compliant with both national and local planning policy in this regard. This section now considers the principal non-retail planning policy matters relevant to the proposed development, specifically:

- Principle of Development
- Socio-Economic Benefit
- Design, Appearance and Soft Landscaping
- Highways and Parking
- Flood Risk and Drainage
- Biodiversity and Green Infrastructure
- Sustainability
- Airport Safeguarding

8.2 Principle of Development

8.2.1 The adopted Flintshire Local Development Plan (LDP) identifies the site as falling within the Broughton settlement boundary and forming part of the Broughton Local Service Centre, which is described as having "a role in the delivery of services and facilities" (LDP Proposals Map). Policies STR2 (Location of Development) and PC1 (Relationship of Development to Settlement Boundaries) confirm that new development will be directed to such locations as a matter of principle. Paragraph 6.1 of the LDP states: *"Settlement boundaries are designed to set clear limits to towns, villages and urban areas by defining the extent of land where in principle new development will be permitted subject to policies in the plan and material planning considerations."*

8.2.2 The proposed development comprises a Class A1 retail foodstore outside of a designated retail centre. However, its location adjacent to Broughton Shopping Park ensures strong physical and functional integration with existing retail provision, including Tesco, Aldi, and M&S Foodhall. The store will serve the local area and wider catchment, complementing existing facilities and enabling linked trips, which supports sustainable travel patterns.

8.2.3 Subject to satisfaction of the retail policy tests (sequential and impact assessments), the principle of development is considered acceptable given:

- The site's location within the settlement boundary;
- Its co-location with other food shopping provision;
- Its accessibility by sustainable modes of transport; and
- Its alignment with the LDP's spatial strategy and national policy objectives for sustainable growth.

8.2.4 The proposal therefore accords with Policies STR2 and PC1, as well as the overarching principles of PPW 12 and Future Wales, which promote development in sustainable, well-connected locations.

8.3 Socio-Economics Benefit

8.3.1 The proposed Lidl store will deliver substantial economic and social value to Wales, in line with Lidl's proven impact across the region and nationally. In 2024, Lidl contributed £808.2 million in Gross Value Added (GVA) to the Welsh economy. The business supports 14,928 jobs in Wales, comprising 1,350 direct roles and 13,578 indirect positions, and generated £57.5 million in tax revenues for public services in 2024. Lidl also invests in local communities, donating £160,485 to Welsh causes, providing over one million meals to tackle food insecurity, and delivering healthy eating education to 11,995 children through its Lidl Foodies programme. Environmental benefits include avoiding over 1,600 tonnes of CO2 emissions through food redistribution and efficiency measures.

Figure 8.1 Extract from Lidl Effect Regional Report (Appendix F)

8.3.2 At a national level, in 2024, Lidl generated £14.5 billion in GVA across the UK (0.56% of UK GVA), supported 281,813 jobs, paid over £1 billion in taxes, and invested £474 million in new stores and distribution centres. Around two-thirds of Lidl's products are sourced from British suppliers and

invested £5.8 billion in British food and farming, reinforcing domestic agriculture and manufacturing. In addition, Lidl supported 281,813 jobs and paid £392 million in wages above the Living Wage benchmark, demonstrating its commitment to fair employment. Lidl also donated 18.5 million meals, alleviating an estimated £79.5 million in NHS costs linked to malnutrition and obesity, and raised £10 million for the NSPCC, funding Childline counselling and safeguarding services.

Figure 8.2 Extract from Lidl Effect Report (Appendix F)

8.3.3 In summary, the proposed LAD store will deliver a range of benefits as an employment-generating use. During the construction phase, the scheme will create jobs and support local economic activity, as workers spend earnings within the community. At the operational stage, the foodstore will provide up to 40 full and part-time roles, ranging from store assistants and cleaners to managerial positions. These jobs will be accessible by foot or bicycle for the surrounding population. Lidl currently offers a retail industry-leading wage of £12.40 per hour, rising to £13.35 per hour for long service.

8.3.4 These figures demonstrate that the proposed store will not only create local employment and strengthen supply chains but also contribute meaningfully to public revenues, community wellbeing, and sustainable development.

8.3.5 A full copy the 'Lidl Effect' Socio-Economic Impact Report is provided in Appendix F.

8.4 Design, Appearance & Soft Landscaping

8.4.1 The applicant and intended occupier, Lidl, recognise the importance of good design as set out in national and local planning policy. The proposed store has been designed to respond appropriately to the size of the site and its surrounding context, delivering a contemporary specification that provides a bright, spacious sales area and a high-quality shopping environment.

8.4.2 The elevations have been carefully designed to create an active frontage and a clear identity, using a modern palette of materials consistent with Lidl's corporate image while remaining sympathetic to the surrounding built environment. The building form and layout ensure strong visual connections with Broughton Shopping Park and maintain appropriate separation and clearances.

8.4.3 The landscape strategy plays a key role in integrating the development into its setting. Existing mature trees along the southern boundary will be retained wherever possible, preserving the established streetscape character. New planting, including native hedgerows and ornamental species, will enhance site boundaries and create attractive entrances, while sustainable drainage features such as balancing ponds will contribute to biodiversity and visual amenity. These measures align with LDP Policies PC3 (Design), EN2 (Green Infrastructure), and STR13 (Natural and Built Environment), which seek high-quality design, green infrastructure provision, and biodiversity enhancement.

8.4.4 In summary, the proposed development will deliver a well-designed, sustainable scheme that complements and enhances its surroundings, fully complying with relevant local plan policies and national guidance on design and placemaking.

8.5 Highways and Parking

8.5.1 The application is supported by a Transport Statement and Travel Plan prepared by TPP Consulting. The Transport Statement concludes:

- The proposed food store will not result in any material change in traffic conditions on the local or wider highway network.
- Junction capacity modelling demonstrates that all key junctions will continue to operate within capacity in future year scenarios, with no requirement for mitigation.
- The site is highly accessible by sustainable modes, with safe pedestrian and cycle connections, nearby bus stops offering frequent services, and provision for cycle parking within the development.
- Car parking provision (138 spaces including disabled, parent-and-child, and EV bays) accords with local standards and is appropriate for the intended use.
- Delivery arrangements and swept path analysis confirm safe and efficient servicing without adverse highway impact.

8.5.2 The assessment demonstrates that the development complies with local, regional, and national transport policy objectives for accessibility, sustainability, and highway safety, including Policies PC5 (Transport and Accessibility) and STR5 (Transport and Accessibility) of the Flintshire LDP. Accordingly, there are no highway-related reasons to preclude the granting of planning permission.

8.6 Flood Risk and Drainage

8.6.1 The site lies within Flood Zone 1 (NRW Flood Map for Planning), indicating a very low risk of flooding from all sources, including fluvial, tidal, surface water, groundwater, reservoirs, and artificial sources. The application is supported by a Flood Consequences Assessment (FCA) prepared by Weetwood and a Drainage Strategy prepared by SWF Consulting.

8.6.2 The FCA confirms that the risk of flooding to the proposed development is negligible/low and that the scheme will not increase flood risk elsewhere. Finished floor levels will be set at least 0.15m above adjacent ground levels. The FCA concludes that the proposals would not have an adverse impact on flood risk elsewhere.

8.6.3 The Drainage Strategy demonstrates that the site will be drained based on permeable paving, a swale and dry basin before discharging to the culverted watercourse and flow controls will be provided to outlets from the swale, permeable pavements and pond to ensure the discharge limit from the site is maintained at 4.5l/s. Total attenuation storage of approximately 976m^3 exceeds the required volume for the 1% AEP event plus climate change allowance.

8.6.4 Foul water will discharge via gravity to the public combined sewer in Chester Road, with agreement from Dŵr Cymru Welsh Water.

8.6.5 The FCA and Drainage Strategy conclude that the proposed development accords with PPW 12, TAN15, and Flintshire LDP Policies EN14 (Flood Risk) and EN15 (Water Resources). Accordingly, there are no flood risk or drainage-related reasons to preclude the granting of planning permission.

8.7 Ecology and Biodiversity

8.7.1 A Preliminary Ecological Appraisal (PEA) was originally undertaken in August 2023 to establish baseline ecological conditions and identify potential constraints. This has been supplemented by an updated walkover survey carried out in August 2025 to confirm the current status of habitats and species on-site and ensure recommendations remain valid. An updated ecology (January 2026) is submitted with this application to support the findings of the more recent walkover survey.

8.7.2 The PEA and updated walkover confirm that the site comprises modified grassland with scattered scrub and trees, offering limited ecological value. No statutory or non-statutory designated sites lie within or immediately adjacent to the site; the River Dee SAC is located approximately 2km to the north and will not be affected by the proposals.

8.7.3 The appraisal confirms:

- **Protected species:** No evidence of bats roosting on-site; limited potential for foraging and commuting. The Great Crested Newt risk is low, but precautionary measures will be implemented during construction.

- **Birds:** The site supports common bird species; mitigation will include timing works outside the nesting season or implementing checks prior to clearance. Due to proximity to the Airbus facility, attenuation ponds will be netted to prevent bird strike risk.
- **Habitats:** No notable habitats present; existing scrub and grassland will be removed, but new landscaping and SuDS features will enhance biodiversity.
- **Enhancements:** Native planting, hedgerows, and wildflower areas will be incorporated, alongside sustainable drainage features designed to provide ecological benefits.

8.7.4 The assessment concludes that, with recommended mitigation and enhancements, the development will not result in significant adverse ecological impacts and will deliver biodiversity gains in line with PPW 12 and Flintshire LDP Policies EN13 (Green Infrastructure) and EN14 (Natural Environment).

8.8 Noise

8.8.1 The application is supported by a Noise Assessment prepared by Sharps Redmore. The assessment evaluates potential noise impacts from the proposed Lidl food store during construction and operational phases.

8.8.2 Baseline measurements were undertaken at representative locations near the site to establish existing ambient noise conditions. The noise surveys have shown that predicted levels for the plant, service yard activity, and car parking will have no significant adverse impact on the nearest residential properties from noise. In context, the proposal is within a busy commercial estate with supermarkets in the vicinity. The proposal can operate without restrictions on delivery times or opening hours.

8.8.3 The noise recommends that noise from the plant and machinery noise emissions can be controlled by way of planning conditions where appropriate/necessary, to meet the appropriate criteria when assessed using BS 4142:2019 +A1.

8.8.4 The noise report concludes that the proposed development at Broughton Park can be developed to maintain a good noise climate for existing residents. It is therefore concluded that noise from the proposal will not cause any significant adverse impacts on the health and quality of life of future and existing residents in accordance with the policy aims of the Noise and Soundscape Plan for Wales, TAN 11, relevant standards and guidance and local policy.

8.9 Sustainability

8.9.1 Lidl stores are designed to be as environmentally sound as possible. For example, store heating systems are highly efficient condensing boilers which recover waste heat from the combustion process. All heating is regulated by sensors. The canopy of the store is also designed to minimise thermal gain within the building.

8.9.2 A system of 180 12 kWp Photovoltaic panels consisting of 384 PV modules is proposed on the roof of the store to generate on-site renewable energy for use in the store.

8.9.3 The lighting in the storage and warehouse areas is controlled by movement sensors so that lights only turn on when the space is in use. The sales area uses full lighting during trading hours, but cuts back to one-third lighting before and after trading hours to allow for restocking of the store. A Building Management System and LUX sensors control the lighting. This means that lights are only on when necessary, during dark periods, and ensure that lights do not remain on later than 2 hours after the store closes.

8.9.4 Sustainable techniques are used during the construction and operation of the development wherever practicable.

8.10 Airport Safeguarding

8.10.1 LDP Policy PC8: Airport Safeguarding Zone seeks to ensure that development does not prejudice the safe and efficient operation of Hawarden Airport. The safeguarding map issued by the Civil Aviation Authority defines certain types of development that, by reason of their height, attraction to birds or inclusion of or effect upon aviation activity, require prior consultation with the Airport owner or operator.

8.10.2 The owner or operator of Hawarden Airport is a statutory consultee for planning applications such as this and was consulted at the PAC stage.

8.10.3 The Drainage proposals for the site will avoid permanent ponds in order not to encourage waterfowl, and the height of the building itself will not breach relevant safeguarding surfaces.

9.0 Summary and Conclusions

9.1 Summary

9.1.1 This Planning and Retail Statement has been prepared by CarneySweeney on behalf of The British Land Company PLC to accompany a planning application for a new Lidl foodstore on land north of Broughton Shopping Park, Broughton.

9.1.2 The statement assesses the proposals against the relevant national and local planning policy framework and material considerations. The key findings are:

- The development will deliver a modern, energy-efficient foodstore, incorporating sustainability measures such as photovoltaic panels, permeable paving, and biodiversity enhancements in accordance with national and local policy.
- The scheme will provide significant economic benefits, including up to 40 full and part-time jobs and investment in local infrastructure.
- Quantitative and qualitative needs for the proposals have been demonstrated.
- No sequentially preferable sites exist to meet the identified need.
- The impact of the proposed store on the town centre locations will be low and within acceptable limits – the majority of the trade will be drawn from out-of-centre locations.
- Technical assessments confirm the proposal is acceptable in terms of design, highways, noise, flood risk, drainage, ecology, and ground conditions, subject to standard mitigation measures.

9.2 Conclusions

9.2.1 The proposed development represents a sustainable, policy-compliant scheme that will improve the retail offer in Broughton and deliver economic and environmental benefits without causing harm to the vitality of nearby town centres. In light of the above, the relevant planning considerations weigh firmly in favour of planning permission being granted.

CARNEYSWEENEY

Appendix A – Decision letter for appeal ref: APP/A6835/A/14/2220279

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

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Eich Cyf / Your Ref

Ein Cyf / Our Ref APP/A6835/A/14/2220279

Dyddiad / Date 9 January 2015

FLINTSHIRE COUNTY COUNCIL
DIRECTORATE OF ENVIRONMENT
127010
12 JAN 2015
MAIL SERIAL NO
RECEIVED

Dear Sir/Madam

Town and Country Planning Act 1990
Appeal by Development Securities PLC
Site at Land North Of Broughton Shopping Park, Chester Road, Broughton

Amgaeaf benderfyniad yr Arolygydd ar yr apêl uchod.

I enclose the Inspector's decision on the above appeal.

Pan fyddwch wedi darllen llythyr y penderfyniad yn llawn, neilltuwch yr amser i lenwi ein holiadur Adborth wedi'r Penderfyniad. Mae'r holiadur ar gael ar-lein yn:

Once you have read the decision letter fully, please take the time to complete our Post Decision Feedback questionnaire. The questionnaire is available online at:

https://www.surveymonkey.com/s/PostDecisionQ

Yn Gywir

Yours faithfully

[redacted]

Rhys Spencer

Cofrestrfa - Registry

Rydym yn Croesawu Gohebiaeth yn Gymraeg a Saesneg

We Welcome Communications in Welsh and English

The Planning Inspectorate
Yr Arolygiaeth Gynllunio

Penderfyniad ar yr Apêl

Ymchwiliad a agorwyd ar 09/12/14
Ymweliad â safle a wnaed ar 10/12/14

gan Clive Nield BSc(Hon), CEng, MICE, MCIWEM, C.WEM

Arolygydd a benodir gan Weinidogion Cymru

Dyddiad: 9 Ionawr 2015

Appeal Decision

Inquiry opened on 09/12/14
Site visit made on 10/12/14

by Clive Nield BSc(Hon), CEng, MICE, MCIWEM, C.WEM

an Inspector appointed by the Welsh Ministers

Date: 9 January 2015

Appeal Ref: APP/A6835/A/14/2220279
Site address: Land north of Broughton Shopping Park, Broughton, Flintshire

The Welsh Ministers have transferred the authority to decide this appeal to me as the appointed Inspector.

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission.
- The appeal is made by Development Securities PLC against Flintshire County Council.
- The application Ref 051484, is dated 11 November 2013.
- The development proposed is the erection of a medical centre, Council contact centre, hotel (up to 80 bedrooms), public house/restaurant and four Class A3 food and drink units, together with car parking (up to 381 spaces), landscaping and ancillary works.
- The inquiry sat for 2 days on 9 and 10 December 2014.

Decision

1. The appeal is allowed and planning permission is granted for the erection of a medical centre, Council contact centre, hotel (up to 80 bedrooms), public house/restaurant and four A3 Class food and drink units, together with car parking (up to 381 spaces), landscaping and ancillary works, on land north of Broughton Shopping Park, Broughton, Flintshire, in accordance with the terms of the application, Ref 051484, dated 11 November 2013, and the plans submitted with it, subject to the conditions in the attached Annex.

Background and Procedural Matters

2. The application was made in outline with all matters reserved for future determination. The site is located at the junction of Chester Road and the Broughton Shopping Park link road and lies between Chester Road (to the north) and a service road for the Shopping Park (to the south). To the east of the site there is a small office development and a reserve for Great Crested Newts, which was created as mitigation for the loss of habitat associated with the development of the Shopping Park in the 1990s.

3. The appeal site, some 3 hectares in size, is owned partly by the Appellant (the eastern and western parts) and partly by the Council (the middle section). Although all details are reserved, the application plans indicate that the hotel might be located on the eastern part of the site, the medical centre and Council contact centre on the middle part, the public house/restaurant at the western end by the roundabout, and the four A3 units on the rest of the western part.

4. After the appeal had been made against the Council's failure to determine the application within the prescribed period, the Council initially resolved to challenge the appeal on several grounds. However, after further consideration, it changed its mind and resolved not to contest the appeal. Its position now is that it supports the grant of planning permission subject to the inclusion of a number of planning conditions.

Main Issues

5. There is no dispute on most planning matters, though 2 particular issues have been raised by third parties (the provision of a safe site access, and the potential for effects on Great Crested Newts), and I raised questions in advance of the Inquiry about the risks and consequences of flooding of the site, which had not been properly addressed in the submitted flood risk assessment. Consequently, there are 4 main issues to be considered: the acceptability of the proposed development in the light of the Council's strategy for the Shopping Park, particularly in regard to provisions in the adopted Unitary Development Plan; whether or not the risks and consequences of flooding would be acceptable; the likelihood of being able to provide safe vehicular access for the site; and the possible effects on the natural habitat of Great Crested Newts.

Reasons

Development Strategy for the Site

6. The appeal site lies outside the settlement boundary but is closely associated with the Shopping Park, and there have been clear intentions to develop it for some years. The eastern part of the site (some 56% of the site) is allocated in the Unitary Development Plan for non-retail commercial development (under Policy S1(6)), and the proposals put forward fall mainly within that description, as defined in the UDP. The only exception is the medical centre, which has been included at the request of the local community.

7. The western part of the site is not allocated within the UDP and is shown as "white land" on the UDP Proposals Map. Thus, strictly, it lies outside the settlement boundary and outside any other allocation or designation for development, i.e. by definition within the open countryside. Consequently, the proposed development on that land would be contrary to UDP policy aimed at limiting development in the open countryside.

8. However, it was omitted from the Policy S1(6) designation solely because it was already subject to planning permission for development (as a car park) as part of a planned extension of the Shopping Park. The UDP Inspector described that proposed development as a *fait accompli* and recommended the land affected be excluded from the Policy S1(6) designation. However, that development has not proceeded and the permission has now lapsed. Thus that part of the appeal site has been left in limbo, which was clearly never the intention.

9. Clearly the starting point for consideration of the development of this part of the site is the conflict with development plan policy in respect of open countryside. However, for several reasons I consider this carries only limited weight. Firstly, although falling within the UDP definition of open countryside, in general terms it is far from being perceived as open countryside as it is already almost entirely surrounded by built development and, if the eastern part of the site were developed in accordance with its UDP designation, the western part would be completely surrounded. Therefore, whilst one might perceive it as an open space, its value as open countryside is quite limited, and development of the site would cause less harm than would usually be the case.

10. Secondly, there was a clear intention when the UDP was prepared that this part of the site would be developed in association with the Shopping Park, and planning permission had been granted for its development. Furthermore, the appeal site as a whole was included within the original boundary of the development area for the Shopping Park when permission was first granted in the 1990s. Development of the site has for many years been part of the Council's strategy for economic growth in Broughton, which plays an important part in the County and regional economies. Loss of this small area of open countryside is an accepted part of that strategy.

11. Before the Council changed its mind and resolved not to oppose the appeal, it had raised several concerns and these are worth considering. Firstly, it was concerned that, unless there was a realistic prospect of the medical centre, Council contact centre and hotel being implemented, the scheme would essentially just result in the development of several A3 (food and drink) establishments. And, secondly, if that were to occur, the wider community benefits of the mixed use proposal would not be gained.

12. One of the reasons the Council did not determine the planning application was that it was trying to broker interest in the proposed medical centre. Whilst there is widespread acknowledgement that existing facilities in Broughton are stretched, the Council was unable to attract any interested party towards the new facility. So far as the Council contact centre is concerned, whilst such a facility has been provided in some communities within the County, the Council's plan to roll-out more is currently on hold. Although the development of these facilities would be outside the Appellant's control, their inclusion within the scheme is entirely logical and would have the potential to provide those wider community benefits in due course. It might be argued that the scheme is premature until there is firm interest in these community facilities. However, there is undoubted support for the overall strategy of the proposed scheme.

13. As for the development becoming essentially one led by A3 (food and drink) units, whilst a more mixed development would obviously be preferable, A3 use falls within the UDP definition of non-retail commercial development for which most of the site is allocated. Thus, the fact that these elements may be developed first does not conflict with the relevant policies.

14. Subject to my conclusions on the 3 further issues below, the proposed development would not be materially harmful in any other respects and would comply with the relevant development plan policies. I conclude that the proposed scheme would be in line with the strategy for further development of the Broughton Shopping Park and, on balance, in accord with the aims of the adopted development plan.

Risks and Consequences of Flooding

15. Turning to the second issue, the Appellant submitted a flood risk assessment with its application and, in response to queries raised in advance of the public inquiry, it submitted a further Technical Note on 2 December 2014. The site lies partly within Flood Zone C1, as defined on the latest TAN15 Development Advice Map, i.e. an area of flood plain which is developed and served by significant infrastructure, including flood defences. The Flood Zone in question is the area potentially at risk of coastal flooding from a 0.5% event (1 in 200 years) if the coastal defences were to be breached.

16. Reference has been made to UDP Policy EWP17 which says *"Other development within areas at risk of flooding will only be permitted where the Council considers that the development is justified and is satisfied that* (amongst other things)*: (a) the consequences of a flooding event can be effectively managed; (b) it would not increase the risk of flooding elsewhere; and (c) appropriate alleviation or mitigation measures have been incorporated into the proposal".* These are a clear reflection of Welsh Government policy described in more detail in Technical Advice Note 15: Development and Flood Risk (TAN15), and TAN15 provides the basis for more detailed consideration of flood risk policy. In particular, Section 6 of TAN15 specifies the criteria required for justifying the location of development in a flood risk area, and Section 7 specifies the requirements for the assessment of acceptable flooding consequences.

17. Whilst paragraph 11.1 of TAN15 says that, where a site falls only partially within Zone C, it will be a matter for the planning authority to judge whether to apply Section 6, I consider the circumstances here do not warrant such a relaxation. The proposed built development would be spread over the whole site, including the part within Zone C1, and under those circumstances it is appropriate to take full account of the Welsh Government's policy principle to avoid development in areas at risk of flooding if at all possible in the interests of sustainability. The Appellant submits that this judgement should be based on the possible consequences of flooding (described as "risk" in the Appellant's submissions) and on the views of the statutory consultee, Natural Resources Wales. However, neither of these address the principle of the policy, which is the reason justification is required; this is a matter for the planning authority to consider.

18. Thus, I look first at the justification for the development in this location based on the criteria specified in paragraph 6.2 of TAN15. With the exception of meeting the definition of previously developed land, I consider these criteria to be met, and I do not consider the failure to meet the criterion for previously developed land to be critical in this case, bearing in mind the longstanding strategy for development of the site in association with the adjoining Shopping Park.

19. As for the consequences of flooding, I have taken into account the advice in Appendix 1 of TAN15 and particularly the "tolerable conditions" detailed in paragraph A1.15, i.e. the maximum depth of flooding, maximum rate of rise of floodwaters, maximum speed of inundation, and maximum velocity of floodwaters. Provided the proposed development was carried out in accordance with the finished floor levels and finished external levels specified in the submitted Technical Note, I am satisfied that these criteria would all be met. Whilst detailed modelling of an extreme flood event has not been carried out specifically for this proposal, the location of the site, some 2 km from the nearest source of tidal flooding and on the edge of an extensive area of flood plain at a lower level, would undoubtedly ensure these criteria would not be exceeded.

20. My conclusion is that the risks and consequences of flooding would be acceptable and in accordance with the aims of both the development plan and national policies.

Vehicular Access

21. The third issue concerns the provision of vehicular access to the site, which would be from either the Shopping Park service road or the A5104 Chester Road. Whilst it is common ground that the former would be preferable, the Appellant has also demonstrated that a safe access could be provided directly from Chester Road. This has been accepted by the Council's Highways Development Control Manager, and no further evidence has been brought forward to warrant me having any doubts about that advice. I conclude that a safe vehicular access could be provided from either of the roads.

Great Crested Newts

22. Finally, Mr Armstrong-Braun has raised concerns about possible effects on Great Crested Newts (GCNs), which are known to be present in the area. The Appellants have undertaken several habitats surveys of the site in the past few years, the most recent being in April 2012, supplemented by an Extended Phase 1 habitat survey in October 2013 and an informal assessment in November 2014. There is no suitable breeding habitat on the site but the grassland and scrub provide potential foraging. However, no GCNs have been recorded on the appeal site in any of these surveys.

23. There is, of course, the Great Crested Newt reserve beyond the eastern boundary of the site, which when established was enclosed by a newt-proof fence. However, that has become damaged in places, and there are undoubtedly potential access routes from the reserve on to the appeal site. The most recent survey of the reserve (in 2014) found 4 GCNs and, although the habitat on the appeal site is poor in comparison with that of the reserve, there is clearly potential for GCNs to visit the appeal site on occasions.

24. The objector argues that the Appellant's habitats survey was not sufficiently recent as to provide appropriate up to date information for consideration of the implications of the proposed development. I do not agree with that, particularly bearing in the mind the history of surveys of the site and the repeated absence of GCNs on the site. Natural Resources Wales was consulted by the Council and also advised that it considered the species surveys carried out to be adequate. It also advised that, subject to certain specified measures, including a condition requiring reasonable avoidance measures (RAMs), it did not consider the proposed development would be likely to be detrimental to the maintenance of favourable conservation status of any population of protected species (including GCNs). Natural Resources Wales also drew attention to the need for an appropriate licence before any operational development could be carried out.

25. Great Crested Newts are protected under the provisions of the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010 (as amended). The latter has established certain tests that are to be considered in connection with development affecting protected species, essentially concerning an overriding public interest, no satisfactory alternative and favourable conservation status. I consider the proposal to meet these tests.

26. There is an overriding public interest on account of the social and economic benefits of the proposed development. The reasonable avoidance measures proposed by Natural Resources Wales (NRW) are the only satisfactory means of dealing with any GCNs found on the site, and NRW has a strategy for the restoration of GCNs in the Broughton area. Finally, in view of the limited likelihood of encountering any GCNs on the site and the reasonable avoidance measures that would be included as a condition of any planning permission, the scheme would not be detrimental to the maintenance of the populations of GCNs at a favourable conservation status in their natural range. NRW reached the same conclusion.

27. Overall, I consider the proposal would meet the requirements of the Habitats Regulations and, subject to the criteria described by NRW, would be likely to be granted the necessary licence. I conclude that any effects on the population of Great Crested Newts in the area would be negligible.

28. Finally, much of the objector's concerns were directed towards the poor management of the adjacent GCN reserve over the past 15-20 years. However, that matter is outside the scope of the current appeal as it was established in connection with another development.

Overall Conclusion

29. The proposed development would bring a range of social and community benefits in a sustainable location. It would be in line with the strategy for further development of the Broughton Shopping Park and in accord with the aims of the development plan and national policies. For the reasons given above I conclude that the appeal should be allowed and planning permission be granted subject to several necessary conditions.

Conditions

30. A provisional set of conditions was put forward in the Statement of Common Ground, and these were discussed further at the Inquiry. As it is an outline permission the standard conditions for submission of reserved matters and time limits are needed and, as all the development is unlikely to be implemented at the same time, a condition for a phasing strategy is needed. In the interests of highway safety, conditions are required to ensure appropriate access arrangements for the site and the provision of adequate space for parking, turning and unloading for each development unit. However, the condition suggested in respect of the run-off of surface water on to the highway is unnecessary as it would duplicate other drainage conditions.

31. Several drainage conditions are needed to safeguard the environment: one on timing of the development to avoid overloading the waste water treatment works; one for the provision (and long term maintenance) of a sustainable surface water drainage scheme (SUDs); and one to ensure finished floor levels are at a suitable height to minimise the risks and consequences of flooding. A condition about surcharging of the surface water drainage system was suggested, but I consider it to be unnecessary as it would duplicate matters already covered in the SUDs arrangements.

32. Four conditions were put forward in connection with possible contamination of the land. However, as it is substantially a greenfield site, soil contamination is unlikely to be encountered, and a single fallback condition would be sufficient. A further condition is needed to ensure any deep piling does not present a risk to groundwater quality. In the interests of amenity, it is also necessary to apply simple conditions to ensure suitable landscaping of the development site. As mentioned above, a condition is needed for reasonable avoidance measures (RAMs) to be employed in respect of Great Crested Newts. Finally, to ensure the development plan strategy for the Broughton Shopping Park is supported, a condition is necessary to prevent the A3 (food and drink) units being converted to retail.

33. Two further conditions were suggested in connection with safeguarding Great Crested Newts. However, these are unnecessary as I consider the condition mentioned above to be sufficient. I have amended and edited the draft conditions put forward, and the final set is attached as an Annex.

[redacted]

APPEARANCES

FOR THE APPELLANT:

Mr Ian Ponter of Counsel	Instructed by Messrs Walsingham Planning.
He called:	
Mr William Grindley, IEng, MICE, CIHT	Director, Opus International Consultants (UK) Ltd.
Mr Andrew Bell, BA, MSc, MCILT, MIHT	Technical Director, Axis Transport Planning.
Mr Francis Hesketh, BSc(Hon), MCIEEM, CEnv, CLA	Director, TEP (environmental consultants).
Mrs Helen Binns, BA(Hon), MTPL, MRTPI	Consultant, Walsingham Planning

FOR THE LOCAL PLANNING AUTHORITY:

Ms Ruth Stockley of Counsel	Instructed by Mr Gareth Owens, Chief Officer (Governance), Flintshire County Council.
Mr Robert Mark Harris	Planning Officer, Flintshire County Council.

INTERESTED PERSONS:

Cllr Derek Butler	Councillor for adjoining Ward, Flintshire CC.
Mr Klaus Armstrong-Braun	Local resident.

DOCUMENTS SUBMITTED AT INQUIRY

1	Letter of Notification of Inquiry, and list of persons notified.
2	Statement of Common Ground (including agreed conditions).
3	Appellant's Opening Submissions.
4	Further Ecology Statement, submitted by Appellant.
5	Extract from Unitary Development Plan, Policy EWP17 Flood Risk, submitted by Appellant.
6	Approximate contoured plan of site, sketched by Mr Grindley, submitted by Appellant.
7.1-7.3	Evidence submitted by Mr Armstrong-Braun: statement dated 24 November 2014; Note (reportedly by Welsh Government and CCW) on European Community Pilot Investigation/Enforcement Case on the Protection of Great Crested Newts in the UK (reportedly following Mr Armstrong-Braun's complaint about newt reserve next to appeal site); and folder of miscellaneous papers and photographs.
8	Appellant's Closing Submissions.

PLANS

A1-A10	Application Plans, 1855/AG(0)/:
	001 – Site Location Plan
	002 – Site Plan (Access Option 1): Illustrative
	003 – Site Plan (Access Option 2): Illustrative
	004 – Soft Landscaping Zone: Illustrative
	005 – Primary Pedestrian Routes: Illustrative
	006 – Hotel Plans, Elevations, Section: Illustrative
	007 – Medical & Contact Centre Details: Illustrative
	008 – Restaurant (A3) Units 1 & 2 Details: Illustrative
	009 – Drive-Thru Units A & B Details: Illustrative
	010 – Public House/Restaurant: Illustrative

Annex of Conditions

1) Details of the access, appearance, landscaping, layout, and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out as approved.

2) Application for approval of the reserved matters shall be made to the Local Planning Authority not later than three years from the date of this permission.

3) The development hereby permitted shall begin either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

4) The development shall be carried out in accordance with a phasing strategy to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The phasing strategy shall provide details of:

   - site access
   - infrastructure
   - foul and surface water drainage
   - structural landscaping
   - provision of reasonable avoidance measures to safeguard amphibians and nesting birds.

   The strategy is to explain the timescales for each aspect of the development and their inter-relationship.

5) No works associated with the proposed development shall commence unless and until a detailed scheme for pedestrian, cycle and vehicular access, along with public transport provisions, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

6) The siting, layout and design of the means of vehicular access to the site shall be in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site works. In the event that the proposed access to serve the development is obtained from the existing service road, there shall be no vehicular access from Chester Road (A5104).

7) Facilities shall be provided and retained within the site and each unit for the parking and turning, loading and unloading of vehicles in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site works. The facilities shall be completed prior to that part of the development being brought into beneficial use.

8) None of the buildings comprised in the development shall be brought into beneficial use earlier than 1 October 2016 unless the upgrading of the waste water treatment works, into which the development will drain, has been completed and written confirmation of this has been submitted to the Local Planning Authority.

9) No development shall commence until a scheme for the comprehensive and integrated drainage of the site, comprising foul water, surface water and land drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

   Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water and land drainage by means of a sustainable drainage system in accordance with the principles set out in Appendix 4 of TAN15 (or any subsequent version), and the results of the assessment shall be provided to the Local Planning Authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

   i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

   ii) include a timetable for its implementation; and provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

10) Finished floor levels of all buildings shall be set no lower than 7.06 m AOD.

11) If during development ground contamination is found to be present on the site then no further development shall be carried out (unless otherwise approved by the Local Planning Authority) until the developer has submitted a remediation strategy detailing how the contamination shall be dealt with and the strategy has been approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

12) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express approval in writing of the Local Planning Authority where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

13) The reserved matters landscaping details submitted in accordance with Condition 1 above shall include the following details:

   (a) a survey of all trees and hedgerows within and on the boundary of the site, identifying those to be retained, together with measures for their protection in the course of development;

   (b) proposed planting details, which shall include a schedule of all new proposed trees, shrubs or other forms of vegetation, with details of their size and numbers and a suitably scaled plan identifying their location;

   (c) details of materials to be used or other treatment of all ground surfaces;

   (d) details of the precise positions, design and materials of all proposed boundary enclosure.

14) All works comprised in the approved details of landscaping for each phase of development shall be carried out in the first planting season following the commencement of that phase of development or within such other timescale as may be approved in writing by the Local Planning Authority. Any trees or plants which within a period of 5 years from their planting are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

15) No development shall commence until a scheme for Reasonable Avoidance Measures (RAMs) and mitigation proposals for the protection of Great Crested Newts, birds and their habitats has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved scheme unless otherwise approved in writing by the Local Planning Authority.

16) Notwithstanding the provisions of the Town and Country Planning Use Classes Order 1987 (or any order revoking and re-enacting that Order with or without modification), the A3 units hereby permitted shall be retained for that purpose and shall not be the subject of a change of use to A1 retail units without the further grant of planning permission by the Local Planning Authority.

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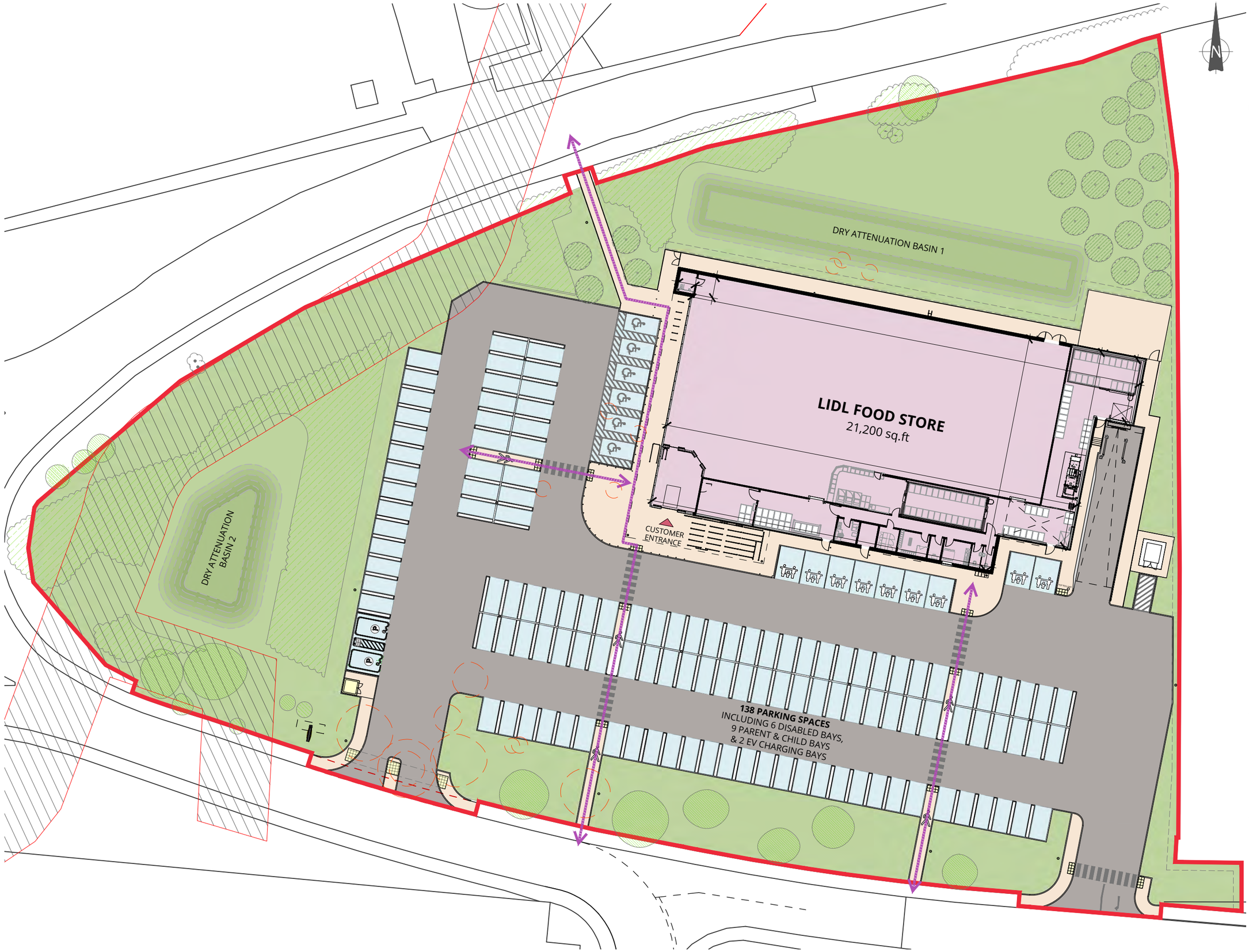
Appendix B – Proposed Site Layout



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DRAWING TO BE READ IN COLOUR

Rev No	Description	Drawn By	Date
P01	REVISED FOR PLANNING	AS	26/01/26
P00	FOR PLANNING	AS	13/01/26

URBANEDGE
architecture / landscape / masterplanning

Client
BRITISH LAND COMPANY PLC

Project
NORTHERN QUARTER
BROUGHTON SHOPPING PARK
CHESTER

Drawing
SITE BLOCK PLAN
AS PROPOSED

Issue Purpose
FOR PLANNING

UE Proj No	Scale	Date	Drawn	Status	Revision
2960	1:500@A3	JAN 26	AS	-	P01

Project - Organisation - Volume/System - Level - Type - Role - Number
2960-URB-NQ-00-DR-A-208950

SCALE 1 : 500 — 0m 5m 10m 20m 30m 40m 50m
SCALE 1 : 1 — 0m 10mm 20mm 40mm 60mm 80mm 100mm

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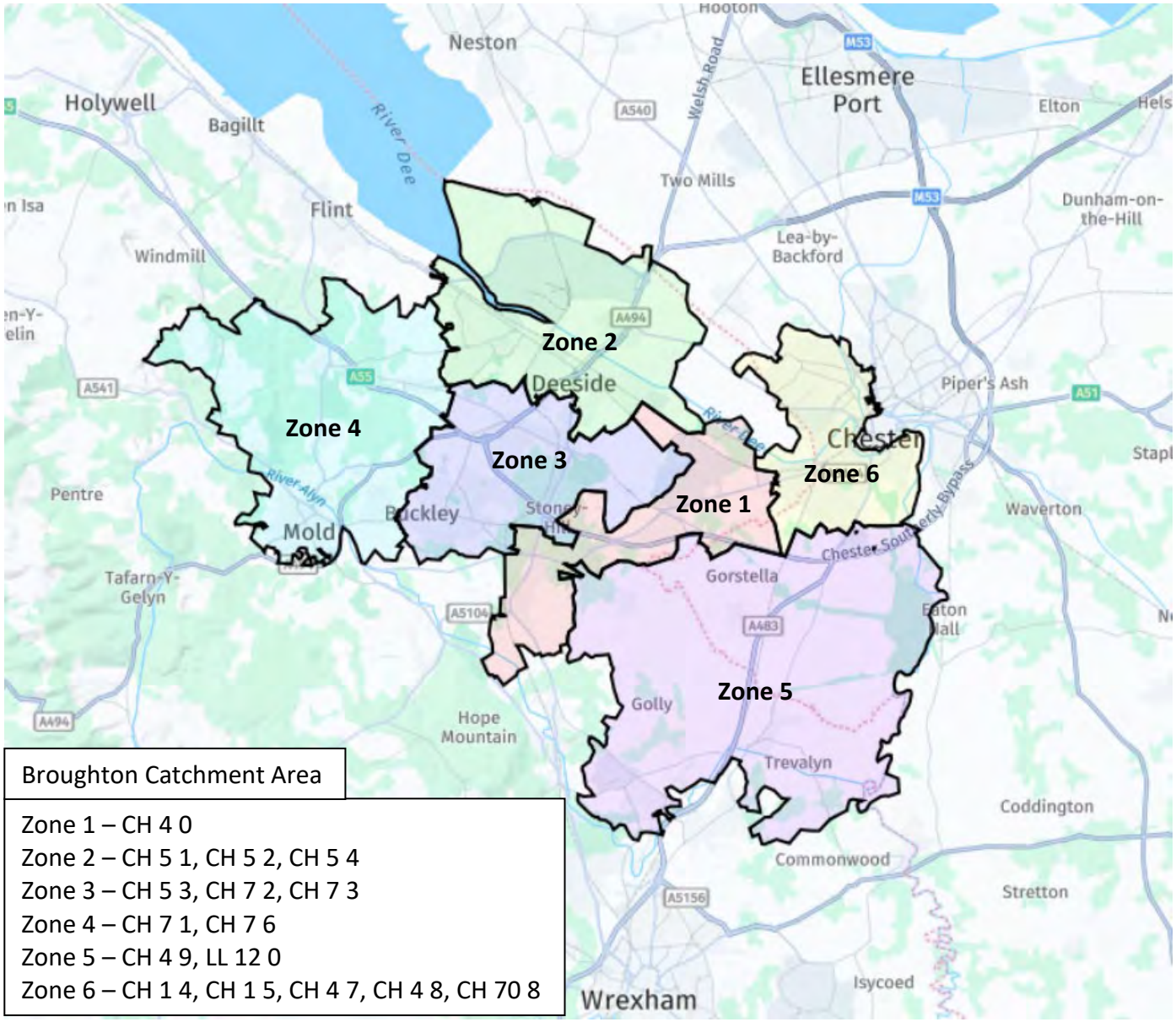
Appendix C – Study Area Zones



Broughton Catchment Area

Zone 1 – CH 4 0
Zone 2 – CH 5 1, CH 5 2, CH 5 4
Zone 3 – CH 5 3, CH 7 2, CH 7 3
Zone 4 – CH 7 1, CH 7 6
Zone 5 – CH 4 9, LL 12 0
Zone 6 – CH 1 4, CH 1 5, CH 4 7, CH 4 8, CH 70 8

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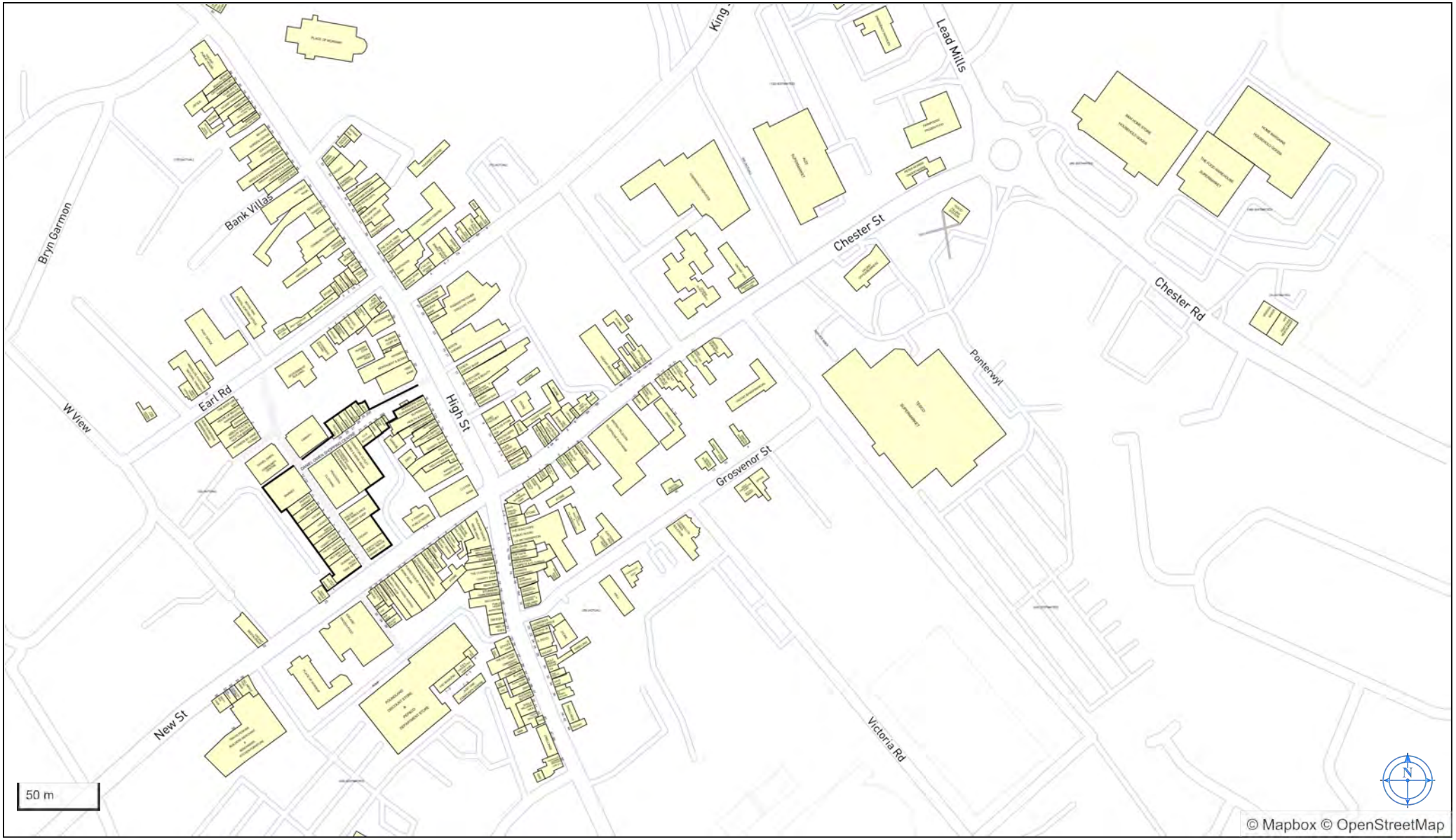
Appendix D – Mold GOAD Plan

Mold (Master)

Modified: 05-Dec-25 / Surveyed: 26-Nov-24



Experian Goad Plan Created: 13/01/2026

Ordnance Survey

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Appendix E – Quantitative Tables

Lidl Great Britain Ltd
Northern Quarter, Broughton

Table 1: Population

Zone	2026	2027	2028	2029	2030	2031	Change 2026-2031	
							No.	%
	[1]					[2]	[3]	[4]
Zone 1	12,301	12,337	12,376	12,404	12,426	12,428	127	1.0
Zone 2	32,799	32,859	32,904	32,951	33,015	33,067	268	0.8
Zone 3	26,604	26,644	26,687	26,715	26,736	26,771	167	0.6
Zone 4	21,837	21,832	21,840	21,842	21,846	21,850	13	0.1
Zone 5	12,009	12,014	12,018	12,015	12,001	12,005	-4	0.0
Zone 6	42,471	42,756	43,018	43,272	43,508	43,738	1,267	3.0
Total	148,021	148,442	148,843	149,199	149,532	149,859	1,838	1.2

Notes:

Population projections obtained from Experian Location Analyst Report

[3] = [2] - [1]

[4] = [3] / [1]%

Lidl Great Britain Ltd
Northern Quarter, Broughton

Table 2: Convenience goods expenditure (per capita)(£) (exc SFT)

Zone	2026	2027	2028	2029	2030	2031
Zone 1	2,836	2,819	2,807	2,796	2,785	2,774
Zone 2	2,710	2,694	2,683	2,672	2,662	2,651
Zone 3	2,912	2,894	2,883	2,871	2,860	2,848
Zone 4	2,941	2,923	2,912	2,900	2,889	2,877
Zone 5	3,081	3,062	3,050	3,038	3,025	3,013
Zone 6	2,705	2,688	2,678	2,667	2,656	2,646

Notes:
Per capita figures sourced from from Experian Location Analyst report data
Excludes SFT in line with Fig 5 of EXRPBN 22 (Mar 2025)
Subsequent years projected forward in accordance with growth rates set out in App 3 of EXRPBN 22 (adj. for SFT (sales via stores))

Table 3: Comparison goods expenditure (per capita)(£) (exc SFT)

Zone	2026	2027	2028	2029	2030	2031
Zone 1	3,156	3,198	3,261	3,333	3,407	3,481
Zone 2	2,721	2,757	2,812	2,874	2,937	3,001
Zone 3	3,228	3,270	3,335	3,409	3,484	3,560
Zone 4	3,354	3,398	3,466	3,542	3,620	3,699
Zone 5	3,855	3,905	3,984	4,071	4,161	4,252
Zone 6	3,328	3,371	3,439	3,515	3,592	3,671

Notes:
Per capita figures sourced from Experian Location Analyst data
Excludes SFT in line with Fig 5 of EXRPBN 22 (Mar 2025)
Subsequent years projected forward in accordance with growth rates set out in App 3 of EXRPBN 22 (adj. for SFT (sales via stores))

2023 prices

Lidl Great Britain Ltd
Northern Quarter, Broughton

Table 4a: Total Convenience Goods Expenditure, 2026-2031 (£m)

Zone	2026	2027	2028	2029	2030	2031	Change 2026-2031	
							£m	%
	[1]					[2]	[3]	[4]
Zone 1	34.9	34.8	34.7	34.7	34.6	34.5	-0.4	-1.2
Zone 2	88.9	88.5	88.3	88.1	87.9	87.7	-1.2	-1.4
Zone 3	77.5	77.1	76.9	76.7	76.5	76.3	-1.2	-1.6
Zone 4	64.2	63.8	63.6	63.3	63.1	62.9	-1.4	-2.1
Zone 5	37.0	36.8	36.7	36.5	36.3	36.2	-0.8	-2.2
Zone 6	114.9	114.9	115.2	115.4	115.6	115.7	0.8	0.7
Total	**417.3**	**416.0**	**415.4**	**414.7**	**413.9**	**413.1**	**-4.2**	**-1.0**

Notes:
[1] & [2] Derived by multiplying the population (Table 1) with expenditure per capita per zone (Table 2).
[3] = [2] - [1]
[4] = [3]%

Table 4b Total main food shopping expenditure (£m)

Zone	2026	2027	2028	2029	2030	2031
Zone 1	28.9	28.8	28.7	28.7	28.6	28.5
Zone 2	72.5	72.2	72.0	71.8	71.7	71.5
Zone 3	61.8	61.5	61.3	61.2	61.0	60.8
Zone 4	48.6	48.3	48.1	48.0	47.8	47.6
Zone 5	31.3	31.1	31.0	30.8	30.7	30.6
Zone 6	92.6	92.6	92.8	93.0	93.1	93.2
Total	**335.6**	**334.5**	**334.0**	**333.5**	**332.9**	**332.2**

Notes:
Proportion of expenditure on main food shopping derived from the mean weekly expenditure for each zone

Table 4c Total top up food shopping expenditure (£m)

Zone	2026	2027	2028	2029	2030	2031
Zone 1	6.0	6.0	6.0	6.0	6.0	6.0
Zone 2	16.4	16.3	16.3	16.2	16.2	16.1
Zone 3	15.7	15.6	15.6	15.5	15.5	15.5
Zone 4	15.6	15.5	15.5	15.4	15.3	15.3
Zone 5	5.7	5.7	5.7	5.7	5.6	5.6
Zone 6	22.3	22.3	22.4	22.4	22.4	22.5
Total	**81.7**	**81.5**	**81.4**	**81.2**	**81.1**	**80.9**

Notes:
Proportion of expenditure on top up food shopping derived from the mean weekly expenditure for each zone

2023 prices

Table 5a: Total Comparison Goods Expenditure, 2026-2031 (£m)

Zone	2026	2027	2028	2029	2030	2031	Change 2026-2031	
							£m	%
	[1]					[2]	[3]	[4]
Zone 1	38.8	39.4	40.4	41.3	42.3	43.3	4.4	11.4
Zone 2	89.3	90.6	92.5	94.7	97.0	99.2	10.0	11.2
Zone 3	85.9	87.1	89.0	91.1	93.1	95.3	9.4	11.0
Zone 4	73.2	74.2	75.7	77.4	79.1	80.8	7.6	10.4
Zone 5	46.3	46.9	47.9	48.9	49.9	51.0	4.8	10.3
Zone 6	141.4	144.1	147.9	152.1	156.3	160.6	19.2	13.6
Total	**474.8**	**482.4**	**493.4**	**505.4**	**517.7**	**530.3**	**55.4**	**11.7**

Notes:
[1] & [2] Derived by multiplying the population (Table 1) with expenditure per capita per zone (Table 2).
[3] = [2] - [1]
[4] = [3]%

Table 5b: Total Comparison Expenditure 2026 (£m) (Ex SFT)

	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Clothing & Footwear	9.7	24.7	21.3	17.6	10.8	36.9
Furniture & Floor Coverings	2.5	5.3	5.7	5.2	3.3	9.3
DIY, Decorating & Gardening	2.5	5.5	5.6	5.1	3.4	9.0
Electrical	4.2	9.5	9.3	7.9	4.9	19.1
Small Household	6.4	14.6	14.5	12.7	7.8	19.7
Recording Media & Books	3.1	6.8	6.9	5.8	3.1	7.6
Chemist	4.5	10.2	10.0	8.2	5.0	17.2
Recreation	6.0	12.6	12.7	10.8	8.0	22.6
Total Comparison	**38.8**	**89.3**	**85.9**	**73.2**	**46.3**	**141.4**

2023 prices

Lidl Great Britain Ltd
Northern Quarter, Broughton

Table 6: Convenience shopping patterns, %

Destination	Zone 1		Zone 2		Zone 3		Zone 4		Zone 5		Zone 6	
	Main	TU	Main	TU	Main	TU	Main	TU	Main	TU	Main	TU
Aberystwyth												
Morrisons, Parcydolau, Aberystwyth, SY23 3RN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%
Aston												
Co-op, Central Drive, Aston, CH5 1LR	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Benllech												
Tesco Express, Amlwch Road, Benllech, LL74 8SR	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%
Bodelwyddan												
Spar, Rhuddlan Road, Bodelwyddan, LL18 5WS	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Broughton												
Aldi, Chester Road, Broughton, CH4 0DP	26.2%	8.6%	0.6%	0.0%	1.6%	0.2%	0.0%	0.0%	0.0%	3.8%	4.1%	1.5%
Co-op, Main Road, Broughton, CH4 0NR	4.0%	31.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	3.9%
Local shops, Broughton Village Centre, CH4 0QR	0.0%	10.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Marks & Spencer Foodhall, Broughton Shopping Park, Chester Road, Broughton, CH4 0D	2.1%	0.6%	1.0%	0.7%	0.2%	1.5%	0.6%	2.0%	0.0%	0.5%	0.0%	0.2%
Tesco Extra, Broughton Shopping Park, Chester Road, Broughton, CH4 0DP	51.2%	19.2%	2.7%	6.6%	14.6%	6.3%	3.6%	0.0%	19.2%	4.6%	6.7%	3.2%
Thrifty's Convenience Store, Broughton Hall Road, Broughton, CH4 0QR	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Buckley												
Aldi, Precinct Way, Buckley, CH7 2DJ	1.6%	4.0%	0.8%	0.2%	45.2%	37.4%	5.2%	4.0%	0.0%	0.0%	0.0%	0.0%
Bistre Farm Shop, Buckley Shopping Centre, Buckley, CH7 2EF	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Gerrards Bakery, Brunswick Road, Buckley, CH7 2EF	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Home Bargains, The Precinct Way, Buckley, CH7 2EG	0.0%	0.2%	0.0%	0.0%	0.2%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Iceland, Buckley Shopping Centre, Buckley, CH7 2EF	0.0%	0.0%	0.0%	0.0%	1.0%	10.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%
Lesters Farm Shop, Drury Farm, Drury Lane, Drury, Buckley, CH7 3DX	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Spar, Brunswick Road, Buckley, CH7 2ED	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Spar, Mold Road, Buckley, CH7 2NJ	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Caergwrle												
Spar, High Street, Caergwrle, LL12 9ET	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.8%	0.0%	0.0%
Chester												
Aldi, Bumpers Lane (off Hartford Way), Chester, CH1 4NT	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.8%	3.9%
Aldi, Parkgate Road, Chester, CH1 4BE	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.7%	3.6%
Asda Express Petrol, Parkgate Road, Chester, CH1 4BE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%
Asda Express Petrol, Queen's Park Road, Handbridge, Chester, CH4 7JF	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	5.2%
Asda Express Petrol, Wrexham Road, Chester, CH4 9DE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Asda, Greyhound Retail Park, Sealand Road, Chester, CH1 4QG	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	7.2%
Chester Market, Exchange Square, Northgate Street, Chester, CH1 2AR	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Co-op, Five Ashes Road, Westminister Park Estate, Chester, CH4 7QS	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.8%
Costco Chester, Dunkirk Trading Estate, Chester, CH1 6LT	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Heron Foods, Western Avenue, Blacon, Chester, CH1 5QY	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	12.6%
Home Bargains, Greyhound Retail Park, Chester, CH1 4QG	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Iceland, Frodsham Street, Chester, CH1 3JJ	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Lidl, Sealand Road, Chester, CH1 4QG	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	2.6%
Local shops, Blacon Local Centre, Chester, CH1 5HN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	2.6%
Marks & Spencer Store, Foregate Street, Chester, CH1 1HP	0.0%	0.0%	0.0%	0.0%	0.2%	0.4%	0.0%	0.0%	0.2%	0.3%	1.1%	0.4%
Morrisons Daily, Cliveden Road, The Lache, Chester, CH4 8DS	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Morrisons, Liverpool Road, Chester, CH2 1AU	0.3%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	1.5%
One Stop, Garden Lane, Chester, CH1 4EW	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%
Sainsbury's Superstore, Caldy Valley Road, Great Boughton, Chester, CH3 5QJ	0.9%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	1.1%	4.2%	0.0%
Spar, The Parade, Blacon, Chester, CH1 5HN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.5%
Spar, Western Avenue, Blacon, Chester, CH1 5PN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	2.7%
Tesco Express, Delamere Street, Chester, CH1 4DS	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	3.6%
Tesco Superstore, Frodsham Square, Chester, CH1 3JS	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	13.0%	3.2%
Tesco Superstore, Hartford Way, Sealand Road, Chester, CH1 4NT	0.0%	0.0%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	3.7%	0.0%	6.0%	0.5%
The Cheese Shop, Northgate Street, Chester, CH1 2HT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Waitrose, Boughton, Chester, CH3 5AF	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	2.1%	0.9%	0.0%
Connahs Quay												
Asda Express (Quay), Church Street, Connah's Quay, CH5 4AS	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Home Bargains, Quay Shopping Centre, Connah's Quay, CH5 4WL	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Lidl, High Street, Connah's Quay, CH5 4DD	0.0%	0.0%	32.3%	23.0%	2.4%	0.2%	0.4%	0.0%	0.0%	0.3%	0.0%	0.0%
Morrisons Daily, Red Hall Estate, Connah's Quay, CH5 4TS	0.0%	0.0%	0.2%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Morrisons, Ffordd Llanarth, Connah's Quay, CH5 4WL	0.0%	0.0%	14.7%	19.2%	0.0%	0.0%	0.8%	0.5%	0.0%	0.0%	0.0%	0.0%
Smaczek Supermarket, High Street, Connah's Quay, CH5 4DD	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Tesco Express, High Street, Connah's Quay, CH5 4DD	0.0%	0.0%	0.0%	8.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Dodleston												
Dodleston Chapel Stores, Kinnerton Road, Dodleston, CH4 9LP	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.8%	0.0%	0.0%
Ellesmere Port												
Marks & Spencer Store, Cheshire Oaks, Ellesmere Port, CH65 9GZ	0.0%	0.0%	0.2%	0.2%	0.4%	0.0%	0.6%	0.0%	0.0%	0.0%	2.3%	0.0%
Sainsbury's Superstore, Kinsey Road, Ellesmere Port, CH65 9HN	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ewloe												
Co-op, St Davids Park, Ewloe, CH5 3XN	0.0%	0.0%	0.0%	0.0%	0.0%	10.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Co-op, The Highway, Ewloe, CH5 3DN	0.0%	0.0%	0.0%	3.2%	0.0%	5.8%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%
Flint												
Aldi, Chester Street, Flint, CH6 5DH	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	1.9%	0.0%	0.0%	0.0%	0.0%
Asda, Flintshire Retail Park, Holywell Road, Flint, CH6 5BG	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Farmfoods, Chester Street, Flint, CH6 5DT	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Home Bargains, Flintshire Retail Park, Holywell Road, Flint, CH6 5GB	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Premier, Northop Road, Flint, CH6 5LG	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%
Sainsbury's Superstore, Flintshire Retail Park, Holywell Road, Flint, CH6 5GB	0.0%	0.0%	1.6%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%
Garden City												
Spar, Welsh Road, Garden City, CH5 2HU	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Gwersyllt												
Home Bargains, Dodds Lane, Gwersyllt, LL11 4NT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%
Iceland, Dodds Lane, Gwersyllt, LL11 4NT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.5%	0.0%	0.0%
Lidl, Old Mold Road, Gwersyllt, LL11 4AP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.5%	0.0%	0.0%
Spar, First Avenue, Gwersyllt, LL11 4EN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%
Hawarden												
Hawarden Post Office, The Highway, Hawarden, CH5 3DG	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local shops, Hawarden Village Centre	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Heswall												
Tesco Superstore, Telegraph Road, Heswall, CH60 7SL	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Higher Kinnerton												
Go Local, Main Road, Higher Kinnerton, CH4 9AJ	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%
Holywell												
Home Bargains, North Road, Holywell, CH8 7TQ	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%
Lidl, Coleshill Street, Holywell, CH8 7UP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	1.9%	0.0%	0.0%	0.0%	0.0%
Hope												
Co-op, The Red Lion, Hawarden Road, Hope, LL12 9NG	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	0.0%	0.0%	0.0%	0.0%
Llay												
Aldi, Gresford Road, Straight Mile, Llay, LL12 0NW	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	22.2%	27.8%	0.0%	0.0%
Mancot												
The Village Store, Mancot Lane, Mancot, CH5 2AH	0.0%	0.0%	0.0%	1.8%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Marford												
Co-op, Marford Hill, Marford, LL12 8SL	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%
Mold												
Aldi, Chester Street / King Street, Mold, CH7 1LA	0.2%	0.0%	1.0%	0.0%	0.4%	0.0%	16.5%	22.8%	0.0%	0.0%	0.0%	0.0%
B&M, Chester Road, Mold, CH7 1UE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%
Costcutter, High Street, Mold, CH7 1BH	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Daniel Morris Butchers, High Street, Mold, CH7 1BQ	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%
Farmfoods, Lead Mills Road, Mold, CH7 1UD	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	1.2%	0.0%	0.0%	0.0%	0.0%
Home Bargains, Chester Road, Mold, CH7 1UF	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	2.4%	0.0%	0.0%	0.0%	0.0%
Hulsons Bakery, Wrexham Street, Mold, CH7 1ET	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Iceland (Food Warehouse), Chester Road, Mold, CH7 1UF	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.4%	5.9%	0.0%	0.5%	0.0%	0.0%
Iceland, New Street, Mold, CH7 1NZ	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	2.7%	0.0%	0.3%	0.0%	0.0%
Lidl, Denbigh Road, Mold, CH7 1BL	0.3%	0.0%	0.0%	0.0%	4.0%	1.1%	7.0%	6.3%	0.0%	0.0%	0.0%	0.0%
Mold Market, High Street, Mold, CH7 1AZ	0.0%	2.7%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Morrisons Daily, High Street, Mold, CH7 1AZ	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%
Rhydymwyn Service Station, Denbigh Road, Mold, CH7 5HE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Tesco Superstore, Ponterwyl, Mold, CH7 1UB	2.5%	0.0%	3.8%	0.0%	5.3%	3.8%	55.1%	23.4%	0.0%	0.0%	0.0%	0.0%
Mynydd Isa												

Sainsbury's Local, The Square, Mercia Drive, Mynydd Isa, CH7 6UY	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%
Neston												
Aldi, Ladies Walk, Liverpool Road, Neston, CH64 3RG	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Northop Hall												
Premier, Village Road, Northop Hall, CH7 6HS	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%
Penyffordd												
Baker & Roberts Craft Butchers, Silver Birch Way, Penyffordd, CH4 0GH	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Co-op, Hawarden Road, Penyffordd, CH4 0JE	0.0%	10.4%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Spar, Hawarden Road, Penyffordd, CH4 0JE	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pontblyddyn												
Spar, Wrexham Road, Pontblyddyn, CH7 4HG	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Queensferry												
Aldi, Welsh Road, Queensferry, CH5 2TH	0.0%	0.0%	4.0%	3.5%	2.1%	1.6%	2.8%	0.2%	0.0%	0.0%	0.0%	0.0%
Asda, Aston Road, Queensferry, CH5 1TP	2.5%	0.0%	15.9%	4.2%	19.7%	3.3%	0.2%	3.5%	0.4%	0.0%	0.0%	0.0%
Co-op, Chester Road, Pentre, Queensferry, CH5 2DJ	0.0%	1.5%	0.0%	2.7%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Iceland (Food Warehouse), Deeside Retail Park, Queensferry, CH5 1JJ	0.0%	0.0%	5.7%	0.2%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Spar, Station Road, Queensferry, CH5 1SU	0.0%	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Rhosesmor												
The Outpost, Siop Y Pentref Rhosesmor, B5123, Rhosesmor, CH7 6WJ	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Rhyl												
Sainsbury's Superstore, Rhyl Road, Rhyl, LL18 2TJ	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Rossett												
Co-op, Chester Road, Rossett, LL12 0HW	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	16.3%	0.0%	0.0%
Saltney												
Asda, River Lane, Saltney, CH4 8RH	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.0%	0.5%
Farmfoods, St Davids Retail Park, High Street, Saltney, CH4 8SN	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%
Morrisons, High Street, Saltney, CH4 8RU	2.9%	5.0%	0.6%	1.8%	0.8%	0.0%	0.2%	0.0%	0.7%	0.0%	8.1%	7.7%
Shotton												
B&M Express, Chester Road, Shotton, CH5 1BY	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Not Just A Newsagent, Chester Road West, Shotton, CH5 1BX	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Widnes												
Morrisons, Green Oaks Way, Widnes, WA8 6UA	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Wrexham												
Aldi, Plas Coch Retail Park, Wrexham, LL11 2BA	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	5.2%	0.0%	0.0%
Asda, Holt Road, Wrexham, LL13 8HL	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.6%	0.3%	0.0%	0.0%
B&M, Border Retail Park, Wrexham, LL13 8HL	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%
Lidl, Bodhyfryd, Wrexham, LL12 7BW	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%
Local shops, Wrexham City Centre	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%
Marks & Spencer Foodhall, Plas Coch Retail Park, Wrexham, LL11 2BA	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.8%	0.0%	0.0%
Morrisons Daily, Market Square, Fifth Avenue Llay, Wrexham, LL12 0SA	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%
Morrisons, Ruthin Road, Wrexham, LL13 7TU	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	1.3%	0.0%	0.0%	0.0%
Sainsbury's Superstore, Plas Coch Retail Park, Wrexham, LL11 2BA	1.2%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	8.8%	6.8%	0.0%	0.0%
Spar, Chester Road, Wrexham, LL12 8NE	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%
Spar, Rhosddu Road, Wrexham, LL11 2NW	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%
Tesco Extra, Crescent Road, Wrexham, LL13 8HF	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.9%	1.1%	0.0%	0.0%
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Notes

taken from NEMS household survey - Main (Q1&Q10) Top Up (Q13&Q20)

Exc Nulls, SFT

Lidl Great Britain Ltd
Northern Quarter, Broughton

Table 10 PCA Capacity for additional convenience floorspace to 2031

	2026	2031
[1] Available Convenience Expenditure in PCA (Zone 1) (£m)	34.9	34.5
[2] PCA derived turnover of stores in PCA (Zone 1) (£m)	29.2	28.8
[3] Turnover of proposed development from Zone 1 (PCA) (£m)		5.4
[4] Zone 1 exp from Zones 2-6 (Zonal exp change - clawback) +/-		0.7
[5] Turnover of Convenience Retail Commitments in PCA (£m)	0.0	0.0
[6] Total PCA turnover (£m)	29.2	29.5
[7] Retained market share of PCA expenditure (%)	83.7	85.7

Notes

[1] taken from table 4

[2] derived from table 7. Projected forward to 2025/30 on basis that facilities gain from a pro-rata growth in expenditure as set out at Table 4a.

[3] CS estimate based on trading pattern of existing stores

[4] CS estimate

[5] no commitments

[6] = [2]+[4]

[7] = [6]/[1]*100

Lidl Great Britain Ltd
Northern Quarter, Broughton

Table 7: Convenience Turnover of Existing facilities, 2026 (£m)

Destination	Zone 1			Zone 2			Zone 3			Zone 4			Zone 5			Zone 6			Total
	Main	TU	Sub Total	Main	TU	Sub Total	Main	TU	Sub Total	Main	TU	Sub Total	Main	TU	Sub Total	Main	TU	Sub Total	(£m)
Zone 1																			
Aldi, Chester Road, Broughton, CH4 0DP	7.6	0.5	8.1	0.4	0.0	0.4	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.2	3.8	0.3	4.1	13.8
Co-op, Main Road, Broughton, CH4 0NR	1.1	1.9	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9	4.0
Local shops, Broughton Village Centre, CH4 0QR	0.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Marks & Spencer Foodhall, Broughton Shopping Park, Chester Road, Broughton, CH4 0DP	0.6	0.0	0.6	0.7	0.1	0.8	0.1	0.2	0.4	0.3	0.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Tesco Extra, Broughton Shopping Park, Chester Road, Broughton, CH4 0DP	14.8	1.2	15.9	2.0	1.1	3.1	9.0	1.0	10.0	1.7	0.0	1.7	6.0	0.3	6.3	6.2	0.7	7.0	44.0
Thrifty's Convenience Store, Broughton Hall Road, Broughton, CH4 0QR	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Baker & Roberts Craft Butchers, Silver Birch Way, Penyffordd, CH4 0GH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Co-op, Hawarden Road, Penyffordd, CH4 0JE	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Spar, Hawarden Road, Penyffordd, CH4 0JE	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Zone 2																			
Co-op, Central Drive, Aston, CH5 1LR	0.0	0.0	0.0	0.0	0.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Asda Express (Quay), Church Street, Connah's Quay, CH5 4AS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Home Bargains, Quay Shopping Centre, Connah's Quay, CH5 4WL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lidl, High Street, Connah's Quay, CH5 4DD	0.0	0.0	0.0	23.5	3.8	27.2	1.5	0.0	1.5	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	28.9
Morrisons Daily, Red Hall Estate, Connah's Quay, CH5 4TS	0.0	0.0	0.0	0.1	0.6	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Morrisons, Ffordd Llanarth, Connah's Quay, CH5 4WL	0.0	0.0	0.0	10.6	3.1	13.8	0.0	0.0	0.0	0.4	0.1	0.5	0.0	0.0	0.0	0.0	0.0	0.0	14.2
Smaczek Supermarket, High Street, Connah's Quay, CH5 4DD	0.0	0.0	0.0	0.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Tesco Express, High Street, Connah's Quay, CH5 4DD	0.0	0.0	0.0	0.0	1.4	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Spar, Welsh Road, Garden City, CH5 2HU	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
The Village Store, Mancot Lane, Mancot, CH5 2AH	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Aldi, Welsh Road, Queensferry, CH5 2TH	0.0	0.0	0.0	2.9	0.6	3.5	1.3	0.2	1.5	1.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4
Asda, Aston Road, Queensferry, CH5 1TP	0.7	0.0	0.7	11.5	0.7	12.2	12.1	0.5	12.7	0.1	0.5	0.6	0.1	0.0	0.1	0.0	0.0	0.0	26.4
Co-op, Chester Road, Pentre, Queensferry, CH5 2DJ	0.0	0.1	0.1	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Iceland (Food Warehouse), Deeside Retail Park, Queensferry, CH5 1JJ	0.0	0.0	0.0	4.2	0.0	4.2	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
Spar, Station Road, Queensferry, CH5 1SU	0.0	0.0	0.0	0.0	0.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
B&M Express, Chester Road, Shotton, CH5 1BY	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Not Just A Newsagent, Chester Road West, Shotton, CH5 1BX	0.0	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Zone 3																			
Aldi, Precinct Way, Buckley, CH7 2DJ	0.5	0.2	0.7	0.6	0.0	0.6	27.9	5.9	33.8	2.5	0.6	3.2	0.0	0.0	0.0	0.0	0.0	0.0	38.3
Bistre Farm Shop, Buckley Shopping Centre, Buckley, CH7 2EF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Gerrards Bakery, Brunswick Road, Buckley, CH7 2EF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Home Bargains, The Precinct Way, Buckley, CH7 2EG	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.9	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
Iceland, Buckley Shopping Centre, Buckley, CH7 2EF	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.6	2.3	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Lesters Farm Shop, Drury Farm, Drury Lane, Drury, Buckley, CH7 3DX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Spar, Brunswick Road, Buckley, CH7 2ED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Spar, Mold Road, Buckley, CH7 2NJ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Co-op, St Davids Park, Ewloe, CH5 3XN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Co-op, The Highway, Ewloe, CH5 3DN	0.0	0.0	0.0	0.0	0.5	0.5	0.0	0.9	0.9	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Hawarden Post Office, The Highway, Hawarden, CH5 3DG	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Local shops, Hawarden Village Centre	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Zone 4																			
Aldi, Chester Street / King Street, Mold, CH7 1LA	0.1	0.0	0.1	0.7	0.0	0.7	0.2	0.0	0.2	8.0	3.6	11.6	0.0	0.0	0.0	0.0	0.0	0.0	12.6
B&M, Chester Road, Mold, CH7 1UE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Costcutter, High Street, Mold, CH7 1BH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daniel Morris Butchers, High Street, Mold, CH7 1BQ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Farmfoods, Lead Mills Road, Mold, CH7 1UD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Home Bargains, Chester Road, Mold, CH7 1UF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Hulsons Bakery, Wrexham Street, Mold, CH7 1ET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Iceland (Food Warehouse), Chester Road, Mold, CH7 1UF	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.9	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Iceland, New Street, Mold, CH7 1NZ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Lidl, Denbigh Road, Mold, CH7 1BL	0.1	0.0	0.1	0.0	0.0	0.0	2.5	0.2	2.7	3.4	1.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	7.2
Mold Market, High Street, Mold, CH7 1AZ	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Morrisons Daily, High Street, Mold, CH7 1AZ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Tesco Superstore, Ponterwyl, Mold, CH7 1UB	0.7	0.0	0.7	2.8	0.0	2.8	3.3	0.6	3.9	26.8	3.6	30.4	0.0	0.0	0.0	0.0	0.0	0.0	37.8
Sainsbury's Local, The Square, Mercia Drive, Mynydd Isa, CH7 6UY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.0	0.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Premier, Village Road, Northop Hall, CH7 6HS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
The Outpost, Siop Y Pentref Rhosesmor, B5123, Rhosesmor, CH7 6WJ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Zone 5																			
Asda Express Petrol, Wrexham Road, Chester, CH4 9DE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Dodleston Chapel Stores, Kinnerton Road, Dodleston, CH4 9LP	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.5
Go Local, Main Road, Higher Kinnerton, CH4 9AJ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.2
Aldi, Gresford Road, Straight Mile, Llay, LL12 0NW	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	6.9	1.6	8.5	0.0	0.0	0.0	9.8
Co-op, Chester Road, Rossett, LL12 0HW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.9	1.0	0.0	0.0	0.0	1.0
Morrisons Daily, Market Square, Fifth Avenue Llay, Wrexham, LL12 0SA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.2
Zone 6																			
Aldi, Bumpers Lane (off Hartford Way), Chester, CH1 4NT	0.0	0.0	0.0	1.4	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4	0.9	18.3	19.6
Aldi, Parkgate Road, Chester, CH1 4BE	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.8	14.4	14.5
Asda Express Petrol, Parkgate Road, Chester, CH1 4BE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6	0.6
Asda Express Petrol, Queen's Park Road, Handbridge, Chester, CH4 7JF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.2	1.7	1.7
Asda, Greyhound Retail Park, Sealand Road, Chester, CH1 4QG	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4	1.6	10.0	10.0
Co-op, Five Ashes Road, Westminister Park Estate, Chester, CH4 7QS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.2	2.2
Heron Foods, Western Avenue, Blacon, Chester, CH1 5QY	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.8	3.0	3.0
Home Bargains, Greyhound Retail Park, Chester, CH1 4QG	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lidl, Sealand Road, Chester, CH1 4QG	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.6	3.1	3.3
Local shops, Blacon Local Centre, Chester, CH1 5HN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.6	2.7	2.7
Morrisons Daily, Cliveden Road, The Lache, Chester, CH4 8DS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
One Stop, Garden Lane, Chester, CH1 4EW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	1.2	1.2
Spar, The Parade, Blacon, Chester, CH1 5HN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2.3	2.3
Spar, Western Avenue, Blacon, Chester, CH1 5PN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.8	0.8
Tesco Express, Delamere Street, Chester, CH1 4DS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.8	1.1	1.1
Tesco Superstore, Hartford Way, Sealand Road, Chester, CH1 4NT	0.0	0.0	0.0	0.3	0.0	0.3	0.1	0.0	0.1	0.0	0.0	0.0	1.1	0.0	1.1	5.5	0.1	5.6	7.2
Asda, River Lane, Saltney, CH4 8RH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	1.9	0.1	2.0	2.1
Farmfoods, St Davids Retail Park, High Street, Saltney, CH4 8SN	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.8	0.9
Morrisons, High Street, Saltney, CH4 8RU	0.9	0.3	1.2	0.4	0.3	0.7	0.5	0.0	0.5	0.1	0.0	0.1	0.2	0.0	0.2	7.5	1.7	9.2	11.9
Outside of Study Area																			
Morrisons, Parcydolau, Aberystwyth, SY23 3RN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1
Tesco Express, Amlwch Road, Benllech, LL74 8SR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.3
Spar, Rhuddlan Road, Bodelwyddan, LL18 5WS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Spar, High Street, Caergwrle, LL12 9ET	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.3
Chester Market, Exchange Square, Northgate Street, Chester, CH1 2AR	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Costco Chester, Dunkirk Trading Estate, Chester, CH1 6LT	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Iceland, Frodsham Street, Chester, CH1 3JJ	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Marks & Spencer Store, Foregate Street, Chester, CH1 1HP	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.0	0.0	0.0	0.1	0.0	0.1	1.0	0.1	1.1	1.4
Morrisons, Liverpool Road, Chester, CH2 1AU	0.1	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.3	2.8	3.4
Sainsbury's Superstore, Caldy Valley Road, Great Boughton, Chester, CH3 5QJ	0.3	0.0	0.3	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.4	3.9	0.0	3.9	7.6
Tesco Superstore, Frodsham Square, Chester, CH1 3JS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	1.2	12.1	0.7	12.8	14.0
The Cheese Shop, Northgate Street, Chester, CH1 2HT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Waitrose, Boughton, Chester, CH3 5AF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.3	0.9	0.0	0.9	1.1
Marks & Spencer Store, Cheshire Oaks, Ellesmere Port, CH65 9GZ	0.0	0.0	0.0	0.1	0.0	0.2	0.2	0.0	0.2	0.3	0.0	0.3	0.0	0.0	0.0	2.1	0.0	2.1	2.8
Sainsbury's Superstore, Kinsey Road, Ellesmere Port, CH65 9HN	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Aldi, Chester Street, Flint, CH6 5DH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Asda, Flintshire Retail Park, Holywell Road, Flint, CH6 5BG	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Farmfoods, Chester Street, Flint, CH6 5DT	0.0	0.0	0.0	1.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
Home Bargains, Flintshire Retail Park, Holywell Road, Flint, CH6 5GB	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Premier, Northhop Road, Flint, CH6 5LG	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Sainsbury's Superstore, Flintshire Retail Park, Holywell Road, Flint, CH6 5GB	0.0	0.0	0.0	1.2	0.1	1.2	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Home Bargains, Dodds Lane, Gwersyllt, LL11 4NT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Iceland, Dodds Lane, Gwersyllt, LL11 4NT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	1.2	0.0	0.0	0.0	1.2
Lidl, Old Mold Road, Gwersyllt, LL11 4AP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.9	0.0	0.0	0.0	0.9
Spar, First Avenue, Gwersyllt, LL11 4EN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tesco Superstore, Telegraph Road, Heswall, CH60 7SL	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Home Bargains, North Road, Holywell, CH8 7TQ	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Lidl, Coleshill Street, Holywell, CH8 7UP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.

Lidl Great Britain Ltd
Northern Quarter, Broughton

Table 8: Comparison Turnover of Existing facilities, 2026 (£m)

Destination	Zone 1 C&F	F&F/C	DIY	Elec	Sm Hbl	Books	Chem	Recre	Sub Total	Zone 2 C&F	F&F/C	DIY	Elec	Sm Hbl	Books	Chem	Recre	Sub Total	Zone 3 C&F	F&F/C	DIY	Elec	Sm Hbl	Books	Chem	Recre	Sub Total	Zone 4 C&F	F&F/C	DIY	Elec	Sm Hbl	Books	Chem	Recre	Sub Total	Zone 5 C&F	F&F/C	DIY	Elec	Sm Hbl	Books	Chem	Recre	Sub Total	Zone 6 C&F	F&F/C	DIY	Elec	Sm Hbl	Books	Chem	Recre	Sub Total	Total £m
Zone 1																																																							
Aldi, Chester Road, Bretton, CH4 0DP	0.0	0.0	0.0

Lidl Great Britain Ltd
Northern Quarter, Broughton

Table 9: Retail Turnover of Proposed Development

	Net sales area (sqm)	Trading density (£/sqm)	Turnover 2026 (£m)	Turnover 2031 (£m)	Turnover 2031 inc. inflow (£m)
	[1]	[2]		[4]	[5]
Proposed Lidl Foodstore	1,347				
convenience	1,078	8,585	9.3	9.3	10.2
comparison	270	4,620	1.2	1.4	1.6
Total				**10.7**	**11.7**

Notes

[1] Net sales area taken from application drawings

[2] s/d taken from Global Data (March 2025) indexed to 2023 price base

[3] = [1]*[2]/1,000,000

[4] turnover rolled forward to 2031 based on assumed f/s efficiency increase (0% conv, 2.6% comp) (EXRPBN 22 Fig 4a (Mar 2025))

[5] 10% inflow

2023 prices

Lidl Great Britain Ltd
Northern Quarter, Broughton

Table 11: Trading effects of the proposed development, 2031

	Turnover 2026		inflow	Total Turnover 2026	Turnover 2031		inflow	Total Turnover 2031	Trade Diversion				Resultant Turnover 2031	Impact			
									Convenience		Comparison			Change 2026-31		2031 Impact	
	Convenience	Comparison			Convenience	Comparison											
	£m	£m	%	£m	£m	£m	%	£m	%	£m	%	£m	£m	£m	%	£m	%
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]				[10]	[11]	[12]	[13]	[14]
Broughton TC																	
Broughton TC Total	0.7	2.9	5	3.8	0.7	3.2	5	4.1	1	0.1	2.0	0.0	4.0	0.2	5.6	-0.1	-3.2
Brougton Out of Centre																	
Aldi, Chester Road, Broughton, CH4 0DP	13.8	0.0	10	15.3	13.7	0.0	10	15.1	27	2.7	25.0	0.4	12.0	-3.3	-21.5	-3.1	-20.8
Co-op, Main Road, Broughton, CH4 0NR	4.0		10	4.4	3.9	0.0	10	4.3	5	0.5	5.0	0.1	3.7	-0.6	-14.5	-0.6	-13.6
Marks & Spencer Foodhall, Broughton Shopping Park, Chester Road, Broughton, CH4 0DP	2.5		10	2.7	2.5	0.0	10	2.7		0.0	5.0	0.1	2.6	-0.1	-3.9	-0.1	-2.9
Tesco Extra, Broughton Shopping Park, Chester Road, Broughton, CH4 0DP	44.0	9.0	10	58.3	43.5	10.1	10	59.0	38	3.9	22.0	0.3	54.8	-3.5	-6.1	-4.2	-7.1
Broughton Shopping Park, Chester Road, Broughton, CH4 0DP		72.6	10	79.8	0.0	81.0	10	89.1		0.0	26.0	0.4	88.7	8.9	11.2	-0.4	-0.5
Buckley TC																	
Aldi, Precinct Way, Buckley, CH7 2DJ	38.3	0.2	5	40.4	37.9	0.2	5	40.0	5	0.5	5.0	0.1	39.4	-1.0	-2.4	-0.6	-1.5
Buckley Town Centre		15.1	5	15.8	0.0	16.8	5	17.6		0.0	5.0	0.1	17.6	1.8	11.2	-0.1	-0.4
Home Bargains, The Precinct Way, Buckley, CH7 2EG	1.1	1.0	5	2.2	1.1	1.1	5	2.3		0.0		0.0	2.3	0.1	5.0	0.0	0.0
Iceland, Buckley Shopping Centre, Buckley, CH7 2EF	2.5	0.0	5	2.6	2.4	0.1	5	2.6		0.0		0.0	2.6	0.0	-0.8	0.0	0.0
Buckley TC Total	42.1	16.3	5	61.3	41.7	18.2	5	62.8	5	0.5	5.0	0.1	62.2	1.0	1.6	-0.6	-0.9
Mold																	
Aldi, King Street, Mold, CH7 1LA	12.6	0.1	10	14.0	12.4	0.1	10	13.8		0.0		0.0	13.8	-0.1	-0.9	0.0	0.0
Iceland (Food Warehouse), Chester Road, Mold, CH7 1UF	1.3	0.1	10	1.6	1.3	0.1	10	1.6		0.0		0.0	1.6	0.0	-0.3	0.0	0.0
Tesco Superstore, Ponterwyl, Mold, CH7 1UB	37.8	4.0	10	46.0	37.5	4.4	10	46.1	4	0.4	4.5	0.1	45.6	-0.4	-0.8	-0.5	-1.0
Mold TC Total	55.4	32.1	10	96.2	54.9	35.8	10	99.7	4	0.4	4.5	0.1	99.3	3.0	3.1	-0.5	-0.5
Saltney																	
Morrisons, High Street, Saltney, CH4 8RU	11.9	2.7	10	16.1	11.8	3.0	10	16.3	10	1.0	5.0	0.1	15.2	-0.9	-5.5	-1.1	-6.7
Inflow									10	1.0							
									100	10.2	100	1.56					

Notes
[1] [2] taken from table 7/8
[3] allowance for inflow as per SWWRRS
[4] = [1]+[2] inc. [3]
[5]&[6] Allowance made for turnover of existing facilities to gain from pro-rata growth in expenditure to 2030 in line with Table 4a/5a.
[8]=[5]+[6] inc. [7]
[9] CS estimate reflective of existing stores trading position
[10] =[8]-[9]
[11]=[10]-[4]
[12]=[10]-[4]/[4]*100
[13]=[10]-[8]
[14]=[10]-[8]/[8]6*100

2023 prices

CARNEYSWEENEY

Appendix E – Quantitative Tables

Appendix F - The 'Lidl Effect' Socio-Economic Impact Report (2024)

The Lidl Effect

FY24

Lidl GB's Regional Infographics

Contents

National Region

Kantar Regions

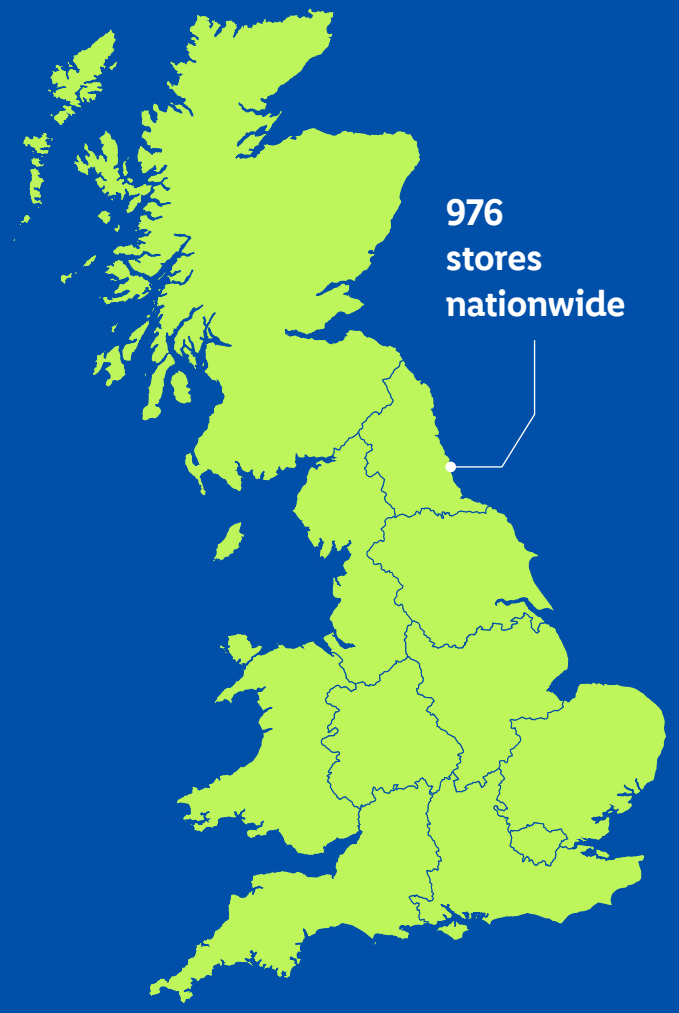
- Wales
- Scotland
- North England
- South England
- East England
- Midlands
- London

RDC Regions

- Avonmouth
- Belvedere
- Bridgend
- Doncaster
- Enfield
- Exeter
- Luton
- Motherwell
- Newton Aycliffe
- Northfleet
- Peterborough
- Runcorn
- South Hampton
- Wednesbury
- Central Functions

The Lidl Effect

Our national contributions



281,813
jobs supported total

Direct 24,500
Indirect 257,313

£14.5bn GDP
contribution total

Direct £1.4bn
Indirect £13.1bn

Over £1bn
tax contribution total

£2.6m
funds donated total

18.5m
meals donated total*

Avoided over 28,000 tCO_2e

150,775
children educated via Foodies

* (Neighbourly + His Church)

Kantar Regions

- Wales
- Scotland
- North England
- South England
- East England
- Midlands
- London

The Lidl Effect

In Wales

Wales
61 stores

14,928
jobs supported total

Direct 1,350
Indirect 13,578

£808.2m GDP
contribution total

Direct £79.7m
Indirect £728.5m

£57.5m
tax contribution total

£160,485
funds donated total

Over 1m
meals donated total*

Avoided over 1,600 tCO_2e

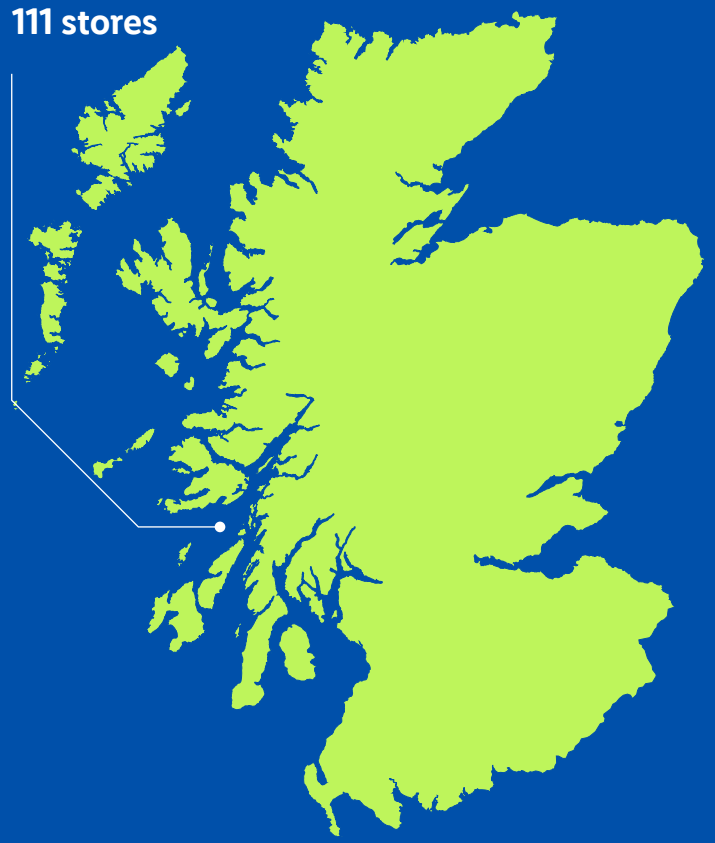
11,995
children educated via Foodies

* (Neighbourly + His Church)

The Lidl Effect

In Scotland

Scotland
111 stores



26,077
jobs supported total

Direct 2,290
Indirect 23,787

£1.4bn GDP
contribution total

Direct £135.4m
Indirect £1.2bn

£97.6m
tax contribution total

£292,029
funds donated total

1.7m
meals donated total*

Avoided over 2,500 tCO_2e

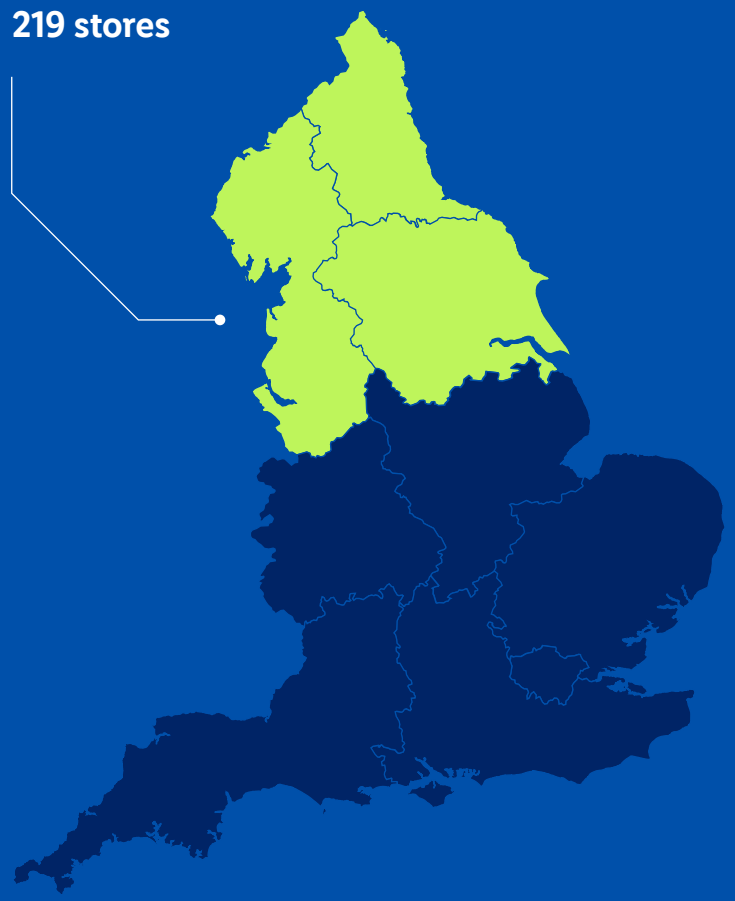
7,271
children educated via Foodies

* (Neighbourly + His Church)

The Lidl Effect

In North England

North England
219 stores



59,624
jobs supported total

Direct 4,997
Indirect 54,627

£3bn GDP
contribution total

Direct £291.6m
Indirect £2.7bn

£210.2m
tax contribution total

£576,166
funds donated total

Over 4m
meals donated total*

Avoided over 6,000 tCO_2e

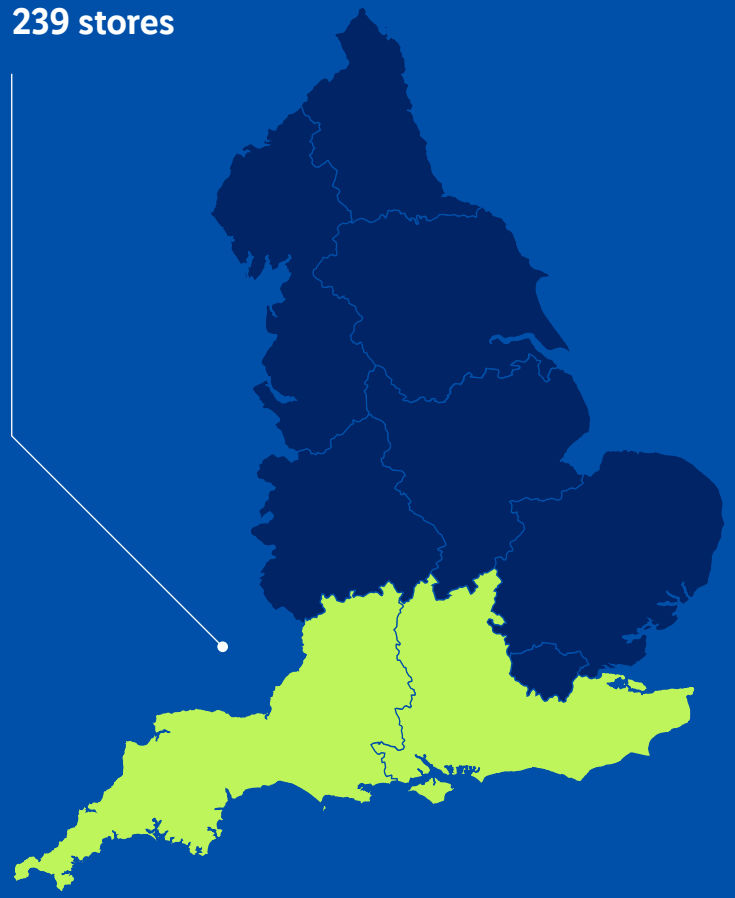
21,754
children educated via Foodies

* (Neighbourly + His Church)

The Lidl Effect

In South England

South England
239 stores



72,115
jobs supported total

Direct 5,941
Indirect 66,174

£3.9bn GDP
contribution total

Direct £382.3m
Indirect £3.5bn

£275.6m
tax contribution total

£628,784
funds donated total

4.6m
meals donated total*

Avoided over 6,900 tCO_2e

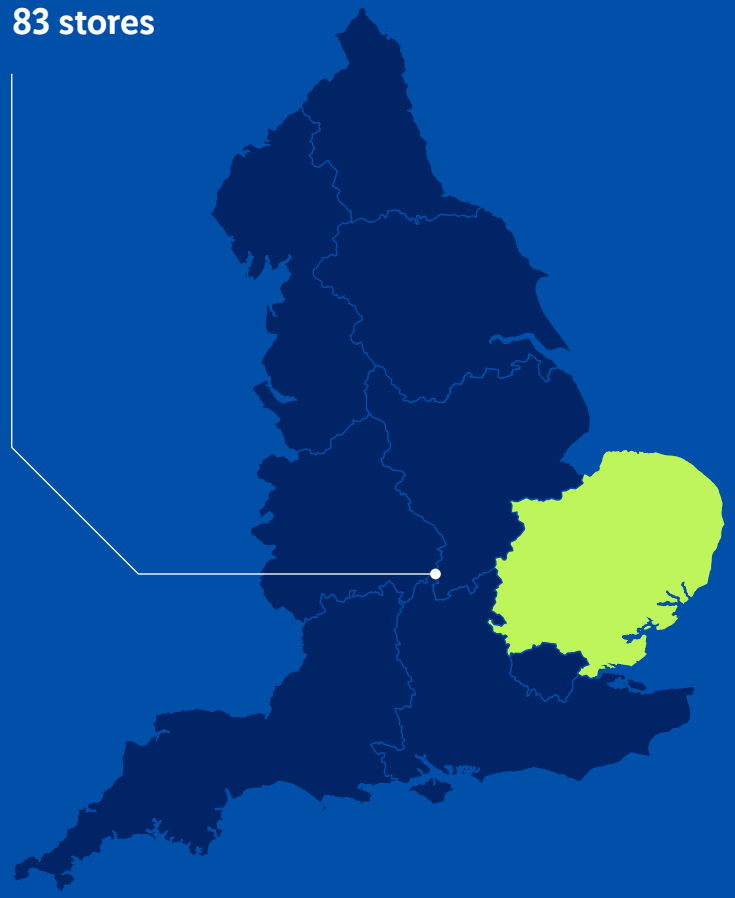
30,950
children educated via Foodies

* (Neighbourly + His Church)

The Lidl Effect

In East England

East England
83 stores



23,281
jobs supported total

Direct 1,987
Indirect 21,294

£1.4bn GDP
contribution total

Direct £135.1m
Indirect £1.2bn

£97.4m
tax contribution total

£218,364
funds donated total

1.9m
meals donated total*

Avoided over 2,800 tCO_2e

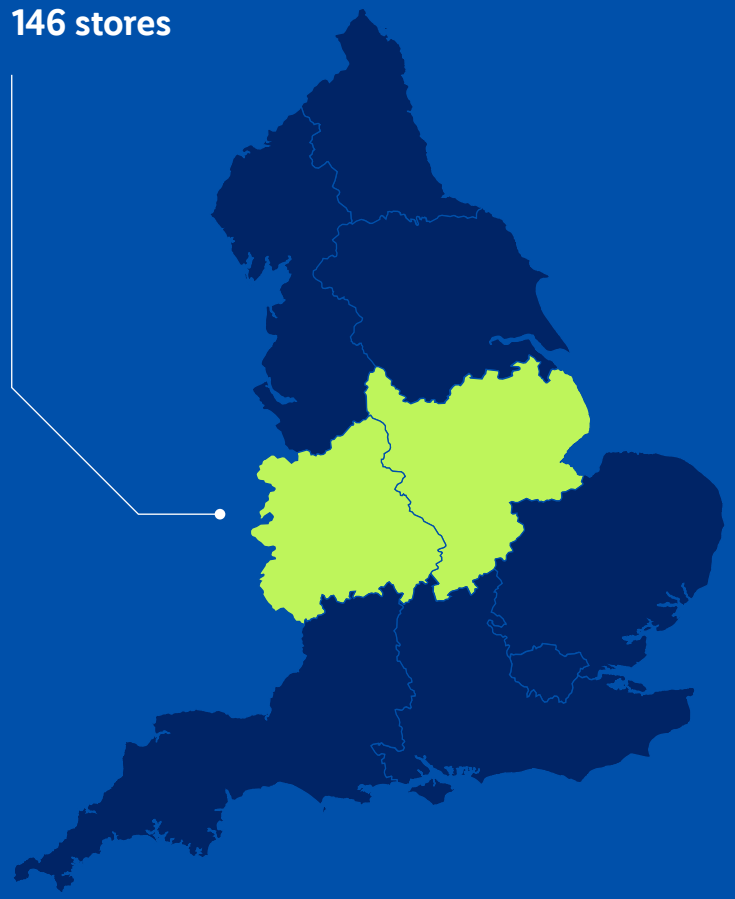
13,555
children educated via Foodies

* (Neighbourly + His Church)

The Lidl Effect

In Midlands

Midlands
146 stores



42,793
jobs supported total

Direct 3,532
Indirect 39,261

£2.2bn GDP
contribution total

Direct £213.7m
Indirect £2.0bn

£154m
tax contribution total

£384,111m
funds donated total

2.8m
meals donated total*

Avoided over 4,000 tCO_2e

44,290
children educated via Foodies

* (Neighbourly + His Church)

The Lidl Effect

In London

London
117 stores

42,995
jobs supported total

Direct 4,403
Indirect 38,592

£2bn GDP
contribution total

Direct £194.2m
Indirect £1.8bn

£140m
tax contribution total

£307,815
funds donated total

2.8m
meals donated total*

Avoided over 4,000 tCO_2e

20,960
children educated via Foodies

* (Neighbourly + His Church)

RDC Regions

- Avonmouth
- Belvedere
- Bridgend
- Doncaster
- Enfield
- Exeter
- Luton
- Motherwell
- Newton Aycliffe
- Northfleet
- Peterborough
- Runcorn
- South Hampton
- Wednesbury
- Central Functions

The Lidl Effect

In Avonmouth

18,333
jobs supported total

Direct 1,456
Indirect 16,877

£947m GDP
contribution total

Direct £93.4m
Indirect £853.5m

£67.3m
tax contribution total

£160,485
funds donated total

1.2m
meals donated total*

Avoided 1,817 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Belvedere

23,499
jobs supported total

Direct 1,883
Indirect 21,616

£1.2bn GDP
contribution total

Direct £121.3m
Indirect £1.1bn

£87.4m
tax contribution total

£176,270
funds donated total

1.9m
meals donated total*

Avoided 2,858 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Bridgend

14,527
jobs supported total

Direct 1,345
Indirect 13,182

£799.8m GDP
contribution total

Direct £78.9m
Indirect £720.9m

£56.9m
tax contribution total

£157,854
funds donated total

971,382
meals donated total*

Avoided 1,473 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Doncaster

25,758
jobs supported total

Direct 2,213
Indirect 23,544

£1.2bn GDP
contribution total

Direct £122.1m
Indirect £1.1bn

£88m
tax contribution total

£231,519
funds donated total

1.6m
meals donated total*

Avoided 2,463 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Enfield

14,367
jobs supported total

Direct 1,325
Indirect 13,042

£506.8m GDP
contribution total

Direct £49.9m
Indirect £456.8m

£36m
tax contribution total

£97,343
funds donated total

711,151
meals donated total*

Avoided 1,079 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Exeter

20,701
jobs supported total

Direct 1,707
Indirect 18,994

£971.3m GDP
contribution total

Direct £95.8m
Indirect £875.5m

£69.1m
tax contribution total

£160,485
funds donated total

1.3m
meals donated total*

Avoided 1,985 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Luton

21,067
jobs supported total

Direct 2,221
Indirect 18,846

£1.6bn GDP
contribution total

Direct £154.9m
Indirect £1.4bn

£111.6m
tax contribution total

£231,519
funds donated total

1.9m
meals donated total*

Avoided 2,923 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Motherwell

26,077
jobs supported total

Direct 2,290
Indirect 23,787

£1.4bn GDP
contribution total

Direct £135.4m
Indirect £1.2bn

£97.6m
tax contribution total

£292,029
funds donated total

1.7m
meals donated total*

Avoided 2,566 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Newton Aycliffe

19,299
jobs supported total

Direct 1,595
Indirect 17,704

£997m GDP
contribution total

Direct £98.3m
Indirect £898.7m

£70.9m
tax contribution total

£197,317
funds donated total

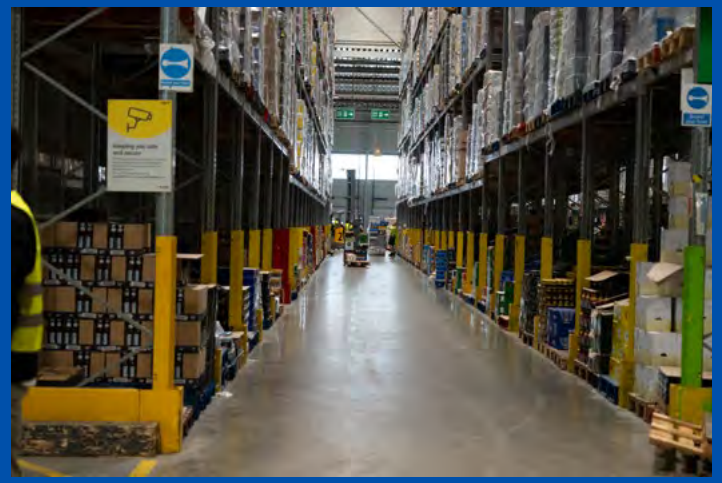
1.1m
meals donated total*

Avoided 1,695 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Northfleet



17,653
jobs supported total

Direct 1,357
Indirect 16,297

£930.6m GDP
contribution total

Direct £91.8m
Indirect £838.9m

£66.2m
tax contribution total

£142,068
funds donated total

1.1m
meals donated total*

Avoided 1,694 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Peterborough

21,910
jobs supported total

Direct 1,591
Indirect 20,319

£1.1bn GDP
contribution total

Direct £113m
Indirect £1bn

£81.5m
tax contribution total

£199,948
funds donated total

1.8m
meals donated total*

Avoided 2,756 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Runcorn

16,855
jobs supported total

Direct 1,383
Indirect 15,471

£853m GDP
contribution total

Direct £84.1m
Indirect £768.9m

£60.6m
tax contribution total

£173,639
funds donated total

1.5m
meals donated total*

Avoided 2,339 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Southampton

17,932
jobs supported total

Direct 1,429
Indirect 16,504

£1bn GDP
contribution total

Direct £102.5m
Indirect £936.5m

£73.9m
tax contribution total

£168,377
funds donated total

904,578
meals donated total*

Avoided 1,372 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Wednesbury

21,770
jobs supported total

Direct 1,779
Indirect 19,991

£916.7m GDP
contribution total

Direct £90.4m
Indirect £826.3m

£65.2m
tax contribution total

£178,901
funds donated total

952,276
meals donated total*

Avoided 1,444 tCO_2e

* (Neighbourly + His Church)

The Lidl Effect

In Central Functions

2,065
jobs supported total

Direct 926
Indirect 1,139

£2.3m GDP
contribution total

Direct £227,737
Indirect £2.1m

£164,157
tax contribution total