Planning and Retail Statement

On behalf of:
Peveril Securities Limited

In respect of:
Outline Planning Permission
For Retail and Residential Development

At:
Former Foulstone Secondary School Site
Nanny Marr Road
Darfield
Barnsley

Date:
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1.0 Introduction

1.1 On behalf of our Client, Peveril Securities Limited, this planning and retail statement is submitted in support of an outline application with all matters (save for access) reserved, seeking permission for the demolition of existing built development and construction of a mixed use retail and residential development at land of the former Foulstone Secondary School, Nanny Marr Road, Darfield.

1.2 This planning and retail statement should be read alongside the following documents and plans which form part of the application package:

- Suite of plans (produced by Smith Smalley Architects):
  - Location Plan (plan reference: 5364 P01);
  - Existing Site Plan (plan reference: 5364 P02);
  - Indicative site Layout Plan (plan reference: 5364 P03);
  - Indicative Site sections and Elevations (plan reference: 5364 P04);
  - Proposed Sections: (plan reference: 5364 P05).
- Design and Access Statement (produced by Smith Smalley Architects);
- Statement of Community Involvement (produced by Social PR);
- Transport Assessment (produced by EJS Associates);
- Noise Assessment (produced by Sharps Redmore Acoustic Consultants);
- Flood Risk and Surface Water Drainage Assessment (produced by Integra Consulting Environmental);
- Energy and Sustainability Statement (produced by LK Accreditation Ltd);
- Phase I Ground Investigations Report (produced by Integra Consulting Environmental);
- Arboricultural Report (produced by AWA Tree Consultants); and
- Bat Roost Potential Survey (produced by Brooks Ecological).

1.3 This application has been made following detailed pre-application discussions with Barnsley Council's Planning Department as the Local Planning Authority (LPA), Members, key stakeholders, local interest groups and the wider local community. Full details of this engagement are discussed in detail within the accompanying Statement of Community Involvement.

1.4 In summary the application proposes a mixed use development which is acceptable in principle and will bring with it a number of benefits, as follows:

- The creation of approximately 80 jobs;
- Bring a redundant, brownfield site in the heart of the settlement back into active use, enhancing the vibrancy of Darfield;
- Offer a level of retail provision one would anticipate of finding within a centre such as Darfield; and
- Help the local authority meet its five year housing land requirement.

1.5 The above benefits are explored and discussed throughout this statement which takes the following structure:

- **Chapter 2:** Site Description and Context;
- **Chapter 3**: Proposed Development;
- **Chapter 4:** National Planning Policy Context;
- **Chapter 5:** Local Planning Policy Context;
- **Chapter 6:** Retail Impact Assessment;
- **Chapter 7:** Planning Assessment;
- **Chapter 8:** Summary and Conclusions.

2.0 Site Description and Context

Darfield in Context

2.1 The site is located within Darfield, a Local Centre included within the Principal Town of Wombell for the purposes of housing land demand and supply (as classified within Barnsley Council's adopted Core Strategy[1]). Darfield is located approximately 7 kilometres to the south-east of Barnsley and 2 kilometres to the north-east of Wombwell. Darfield is a largely residential settlement, focused around a small centre containing several low order independent convenience shops, hairdressers, betting shop and café (a full description of the centre can be found within the 'Healthcheck' for Darfield at **Appendix 1** of this report and analysed in further detail in Chapter 6).

Physical Context of the Site

2.2 Siting centrally within the settlement of Darfield, the site is located to the east of the B6096 (Nanny Marr Road), part of the defined 'Strategic Highway Network'[2] which runs southwards adjoining Darfield with Wombwell and also connects it to Barnsley via the A635 (Saltersbrook Road) and A636 (Doncaster Road) highways to the north.

2.3 The site covers an area of 2.45 hectares of previously developed brownfield land. Much of the development which once stood on the site has since been demolished save for approximately 315 square metres of built development which previously accommodated a Council funded youth centre. The site contains a number of existing trees (as shown on the Tree Constraints plan at Appendix 5 of the submitted Arboricultural Report). Whilst most trees run around the parameter of the site, there are several trees that sit centrally.

2.4 The northern boundary of the site largely abuts the rear gardens of the residential properties of Coronation Street. The properties immediately behind the site's northern boundary comprise red brick built, two storey terraced dwellings with red tilled, hipped roofs. The eastern half of the street comprises stone faced, two story terraced dwellings with pitched slate roofs. The gable ends of dwellings similar to the eastern end of Coronation Street abut the upper third of the site's eastern boundary, after which amenity green space, children's

[1] Core Strategy, Barnsley Council (adopted September 2011)
[2] As defined by 'saved' policy DA15 within the extant Unitary Development Plan

equipped play area and bowling green and associated club, run down and meet with Barnsley Road. The boundary between the aforementioned and eastern edge of the site is defined by a stone wall and mature tree planting which sits on the opposite side of the wall to the site.

2.5 To the south of the site, Barnsley Road creates physical separation between the site and the residential properties opposite. For approximately two thirds of this stretch the dwellings are similar to those found along the north-eastern boundary of the site and are attractive stone faced two storey dwellings with pitched roofs covered in slate tiles. A low stone wall runs to the front of the dwellings providing separation between the front elevation of the unit and the public highway. To the rear of the dwellings are separate private yards. For the last third of the stretch of Barnsley Road that abuts the site boundary, it is the rear of the dwellings that front onto Snape Hill Road that face the site. Distance between the units, Barnsley Road and the site is created through private amenity space, the majority of which includes ad-hoc fencing which screens the gardens from the application site beyond.

2.6 As previously mentioned, the eastern boundary is defined by Nanny Marr Road, a wide highway connecting to Saltersbrook Road to the north and Barnsley Road to the south. To the east of Nanny Marr Road, a large bus layby can be found to the south of the primary vehicular access into the site (a smaller, secondary entrance is located along Barnsley Road, to the south of the site). On the opposite side of the highway to the site, residential properties front onto Nanny Marr Road. The properties in this location comprise two storey semi-detached dwellings constructed from red brick with grey, tilled hipped roofs. The properties benefit from large rear gardens and also private amenity space to the front (west) of the dwellings. The dwellings have shared driveways, providing vehicular access to the rear of the properties, where several have garage facilities.

2.7 In terms of the site's topography, whilst the land is largely even throughout, it falls away from Nanny Marr Road in an easterly direction. The difference between western and eastern site levels is approximately 5.2 metres.

2.8 With regards to heritage assets, whilst the site itself does not contain any designated or locally important assets, the eastern boundary of the site abuts the Darfield Conservation Area. The Conservation Area covers the public amenity space and bowling green and extends eastwards through the settlement, to the Green Belt beyond.

2.9 The site lies entirely within Flood Zone 1 however, as the site area exceeds 1 hectare a Flood Risk Assessment has been prepared and accompanies this application.

Historical Context of the Site

2.10 The site previously accommodated the former Foulstone Secondary School however, the facility became surplus to the educational requirements of Barnsley Metropolitan Borough Council (BMBC) in September 2012 when the Netherwood Advanced Learning Centre opened in Wombwell. Following the approval of the prior notification application for demolition in September 2012[3], work started demolishing the former school development and clearing the site.

2.11 Despite the demolition of the majority of the school, the site continued to accommodate a Council founded youth centre (Centre 17) within the only remaining part of the building. However, this facility has since been relocated, the facility stands unused and the site is now vacant in its entirety.

2.12 Save for the above mentioned prior notification application, a search of the LPA's on-line planning database has returned no record of any planning applications that are of direct relevance to the site and proposal.

[3] LPA reference number: 2012/1006

3.0 Proposed Development

3.1 Following the closure of the school the school has been marketed by BMBC as being '*suitable for a variety of uses, which could include residential development or a mixed use development, subject to the necessary planning consents being achieved'*.

3.2 With regards to the application proposal, outline planning permission is sought for up to 35 dwellings and 3,410 square metres of retail floorspace. All matters except for access are to be reserved for consideration at a later date.

3.3 Whilst matters relating to: layout; scale; appearance; and landscaping will all be formally reserved for consideration at the reserved matters stage, given the setting of the site with regards to the abutting Conservation Area and the proximity of residential dwellings to the southern boundary of the site, further details which provide indicative ideas as to what would be the most suitable and achievable type of retail and residential development in this area, are included as part of the application package.

3.4 The evolution of the proposed scheme follows various discussions and meetings with the Local Authority and a public consultation event. As can be seen from the indicative plans and as is discussed in greater detail within the 'Planning Assessment' chapter of this report, it is proposed that the residential dwellings can be accommodated on the site in a way which takes inspiration from the existing residential development within the locality. The retail element of the scheme has been indicatively designed to relate well with the centre of Darfield whilst respecting the existing amenity of nearby residents, namely those along Barnsley Road. The following provides further indicative details of the proposal.

Proposed Retail Element

3.5 With regards to the retail element of the scheme, it is proposed that it comprises of a foodstore and five separate retail units, creating 3,410 square metres of floorspace, the breakdown of which is as follows:

- **Foodstore:** 1,765 square metres (gross internal area)/1,254 square metres (sales area);
- **Unit 1:** 232 square metres (gross internal area);
- **Unit 2:** 372 square metres (gross internal area);

- **Unit 3:** 390 square metres (gross internal area);
- **Unit 4:** 465 square metres (gross internal area);
- **Unit 5:** 186 square metres (gross internal area).

3.6 With regards to the end occupiers of the retail element, this has not yet been confirmed however, the foodstore is most likely to be occupied by a discount retailer. Discount retailers such as Aldi and Lidl as classified as deep discounters and offer high quality products at low prices as a result of bulk buying power, store format and approach to staffing and store operation.

3.7 The discount foodstore will provide a range of value and heavily discounted convenience goods including a range of own label and branded frozen and ambient food, along with a limited range of fresh produce, The store will also provide a small range of comparison goods, these will largely be limited low priced seasonal non-food ranges sold on a 'when it's gone it's gone basis', again resulting from the discount operators' bulk buying policies[4]. Verdict confirms that in the food and grocer sector, consumers use discount and value retailers as part of a wider grocery shop, topping up on essential products where brands are less important, Discount operators also attract those who are price sensitive but retain a desire for quality produce.

3.8 Discount foodstores complement the role of both main food stores and local centres. Given the limited size of the proposed discount store and nature of the anticipated operator as a deep discounter, it is expected that the proposed development will perform a highly localised main food and top up convenience shopping function and the majority of trade will be generated from the immediate area.

Proposed Access

3.9 The proposed access into the retail element of the scheme is a matter which is to be formally considered as part of this application. It seeks to create a two lane split aggress onto Nanny Marr Road and single line egress into the site from the highway. The location of the access is to remain in a similar position to the existing; sitting at the mid-point of the site's western boundary.

Indicative Layout

3.10 The indicative layout shows the retail floorspace located within the south-eastern part of the

[4] Verdict

application site, with the foodstore running parallel to the southern boundary and the five units extending up and along the eastern boundary to create a parade of shops. The servicing arrangements are indicatively located to the rear of the retail units whilst the car park sits to the west of the units and occupies the south-western portion of the site. The indicative layout shows that the car park could accommodate 166 cars, 6 of which would be designated for the use of blue badge holders and 3 of which would be designated parent and child spaces.

Indicative Scale

3.11 As can be seen from the indicative elevations that are submitted with the application, it is anticipated that the foodstore element of the proposal could be designed so that along the Barnsley Road elevation it is stood at the same height as a single storey building (approximately 5.2 metres high) whilst gradually rising to 7.6 metres high as the mono pitch of the roof moves further into the site. Such gradual incline has been incorporated into the indicative design so to protect the existing level of amenity currently experience by the residents facing the site on Barnsley Road.

3.12 In terms of the indicative height of the proposed retail units, these too are to be single storey, reaching a height of approximately 7 metres. However, due to the level difference across the site, it is anticipated that the units would sit approximately 1 metre lower than if they were to be located along the western edge of the site.

Indicative Appearance

3.13 The indicative elevations submitted with the application show a modern, clean lined development. Whilst it is anticipated that the materials to be used will be confirmed as part of any subsequent reserved matters application, the submitted Design and Access Statement includes examples of the types of materials that are already used within the surrounding locality and whose application would be appropriate here. For example, it is indicatively shown that it may be appropriate to use stone along the southern elevation of the foodstore to reflect that which is used on the residential properties opposite and within the abutting Conservation Area.

Indicative Landscaping

3.14 Whilst the landscaping of the scheme is another matter which is to be given detailed consideration at a later reserved matters stage, detailed discussions have taken place between the development team and the local authority, namely the Tree Officer and the Conservation Officer. Since the layout of the scheme was first tabled with the Council, as a

result of these aforementioned discussions, it is anticipated that a number of existing trees within the site will be now be retained and where removal is required, additional planting could be incorporated in order to ensure that the proposal does not adversely impact upon the amenity afforded to the surrounding area through the loss of the existing trees.

3.15 As the Conservation Area directly abuts the eastern boundary of the site and a row of trees physically defines this boundary, careful consideration has been given to the indicative location of the retail element of the scheme to ensure that built development would not be of detriment to the health of these trees.

3.16 In addition to soft landscaping, it is envisaged that an area of predominantly hard landscaping could be located within the south-western corner of the site, creating an area of high quality public realm in order to create connectivity between the centre of Darfield and the retail development.

Proposed Residential Element

3.17 The proposed residential element of the application covers an area of approximately 0.94 hectares. It is anticipated that the proposed development could include up to 35 dwellings (at a density of approximately 37 dwellings per hectare).

Proposed Access

3.18 As with the retail element of the scheme, access into the residential element is to be the only detailed matter to be given consideration and assessed at this stage. Again, the proposed access into this area of the site is to be taken off Nanny Marr Road. The point of access is located centrally within the residential portion of the site and sits approximately three quarters of the way along the western site boundary. Aggress and egress comprises of a two way system.

Indicative Layout

3.19 As mentioned, it is anticipated that the residential element of the scheme could incorporate up to 35 dwellings, based on a density of approximately 37 dwellings per hectare. Within the indicative scheme the layout of the residential development has been designed to reflect that found within the surrounding locality; being easily legible and consisting of defined lineal rows of terraces and the considered placing of semi-detached and detached dwellings, as opposed to an irregular ad-hoc layout.

Indicative Scale

3.20 The scale of the dwellings will be a matter that is worked up and presented to the LPA as part of a reserved matters application at the site however, taking design influence from the surrounding residential properties, it is anticipated that two story dwellings could be appropriate in this location. Likewise given the existing mix of dwellings types in the area, the indicative layout has shown that terraced and semi-detached units could be appropriate and can be satisfactorily accommodated within the site.

3.21 The 35 dwellings as shown on the indicative layout plan vary in size, indicatively incorporating a range of two and three bedroom properties.

Indicative Appearance

3.22 As with the retail element of the scheme, the submitted Design and Access Statement includes examples as to the types of materials that could be appropriate in the construction of residential units at this site. As can be seen with the Design and Access Statement it is suggested that the use of materials such as stone would match those already in use within the surrounding locality.

Indicative Landscaping

3.23 The pre-application discussions regarding trees and soft landscaping on the retail element of the site are also relevant to the residential part of the scheme and careful consideration has been given as to which trees it would be necessary to remove and which could be retained, in order to satisfactorily accommodate the residential element proposed development without adversely impacting upon the level of amenity currently enjoyed as a result of existing tree planting.

3.24 In addition to consideration for the existing trees, the indicative layout also shows that the site could provide each dwelling with an area of private outdoor amenity space.

4.0 National Planning Policy Review

4.1 The following Government documents and statements are of relevance when assessing planning application s for residential and retail development.

National Planning Policy Framework ('the NPPF') (March 2012)

4.2 The NPPF was published in March 2012 and sets out the Government's economic, environmental and social planning policies for England, it supports sustainable economic growth and gives significant weight to supporting economic recovery through the planning system.

4.3 The NPPF seeks to achieve sustainable development which is defined as, *'meeting the needs of the present without compromising the ability of future generations to meet their own needs'*[5] and also promotes the presumption in favour of sustainable development.

4.4 As set out at paragraph 14, with regards to decision taking this means:

'Approving development proposals that accord with the development plan without delay; and

Where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless:

- *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or*

- *Specific policies in the Framework indicate development should be restricted'.*

4.5 At paragraph 17 of the NPPF, 12 core land-use planning principles which should underpin both plan making and decision taking are set out. These principles include the need to proactively support sustainable economic development in order to deliver homes and thriving local places. The core principles also confirm that every effort should be made to objectively identify and then meet the housing and other development needs of an area and

[5] Page 2 of the NPPF.

respond positively to wider opportunities for growth. Importantly for this proposal, *'the effective use of land by reusing land that has been previously developed (brownfield land) provided that it is not of high environmental value'* is encouraged within this paragraph of the document. Similarly the core principles *'promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas'.*

4.6 The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications. In light of this it is important to highlight the key points within the various thematic areas into which the framework is split, that should be given due consideration in the determination of the development hereby proposed.

- **Section 2 – Ensuring the Vitality of Town Centres**: In relation to retail development, paragraph 24 of the NPPF states that 'Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale'.

  Paragraph 26 relates to impact and sets out the tests that need to be met when assessing applications for retail development outside of town centres which are not in accordance with an up to date Local Plan. This requires an impact assessment to be carried out if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 square metres). The assessment should include:
  - *'the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and*
  - *the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.'*

Paragraph 27 draws all of the above together and establishes that applications should only be refused where the sequential test is failed or where the development is likely to have a significant adverse impact on one of more of the above factors.

- **Section 4 – Promoting Sustainable Transport:** places particular emphasis on reducing the need to travel and providing a real choice of sustainable modes of transport. Development proposals are required to promote sustainable modes of transport, provide safe and suitable access and undertake improvements to limit any significant impacts. Paragraph 32 states that *'development shall only be preventable or refused on transport grounds where the residual cumulative impacts of development are severe'.*

- **Section 6 – Delivering a Wide Choice of Quality Homes:** aims to *'boost significantly the supply of housing'* and states at paragraph 47 that *'housing applications should be considered in the context of the presumption in favour of sustainable development'.*

  The NPPF also confirms[6] that *'relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites'*. The NPPF confirms that a district's housing land supply should be based on evidence and that the Local Plan should ensure that the housing provision meets the full and objectively assessed needs for market and affordable housing.

- **Section 7 – Requiring Good Design:** sets out a list of design based criteria against which policies and decisions should aim to ensure that development achieves. These are as follows:
  - To function well and add to the overall quality of the area;
  - Establish a strong sense of place;
  - Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including the incorporation of green and public space as part of developments) and support local facilities and transport networks;
  - Respond to local character and history and reflect the identity of local

[6] At paragraph 49.

surroundings;

- Create safe and accessible environments; and
- As a result of good architecture and appropriate landscaping, are visually attractive.

- **Section 10 – Meeting with the Challenge of Climate Change, Flood and Coastal Change:** The document states that in determining planning applications LPAs should expect new development to *'comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable'*.

  With specific regard to flood risk, paragraph 100 of the document states that *'inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk'*.

- **Section 12 – Conserving and Enhancing the Historic Environment:** encourages LPAs at paragraph 131, to identify and in the determining of applications to take account of *(inter alia) 'the desirability of new development making a positive contribution to local character and distinctiveness'*.

Decision Taking

4.7 Within the NPPF it is stated that the Development Plan remains the statutory basis for the determination of planning applications unless material considerations indicate otherwise[7] and that the NPPF is a material consideration in planning decisions.

4.8 The NPPF establishes that LPAs should approach decision taking in a positive way to foster the delivery of sustainable development; they should look for solutions rather than problems and should seek to approve applications for sustainable development wherever possible (paragraphs 186 and 187).

4.9 Paragraph 197 states that *'in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development'.*

[7] Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990.

Implementation

4.10 Turning to implementation, paragraph 214 of the NPPF states that *'For 12 months from the date of publication, decision-takers may continue to give full weight to relevant policies adopted since 2004*[8] *even if there is a limited degree of conflict with this Framework'.*

4.11 Paragraph 215 goes on to state that '*In other cases and following this 12-month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.*

4.12 Paragraph 216 states that *'From the day of publication, decision-takers may also give weight*[9] *to relevant policies in emerging plans according to:*

- *The stage of preparation of the emerging plan (the more advanced the preparation, the greater weight that may be given);*
- *The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- *The degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to the policies in this Framework, the greater the weight that may be given)'.*

The National Planning Practice Guidance ('the NPPG') (March 2014)

4.13 On 6th March 2014 the Government confirmed that the streamlined planning guidance that was issued in draft in August 2013, would be launched in its final version. The launch of this guidance also resulted in the previous planning practice guidance notes being replaced. The new NPPG is a live document and will be updated as needed.

4.14 In terms of town centres and retailing, the NPPG lists the indicators that should be used to determine the health of town centres as well as giving advice as to how the sequential and impact test should be used in decision taking. It sets out the consideration that should be taken into account in determining whether a proposal complies with the sequential test and identifies the steps that should be taken in applying the impact test.

[8] In development plan documents adopted in accordance with the Planning and Compulsory Purchase Act 2004.
[9] Unless other material considerations indicate otherwise.

4.15 With regards to housing matters, the NPPG provides guidance in assessing housing need. Its states that the, '*need for housing in the context of the guidance refers to the scale and mix of housing and the range of tenures that is likely to be needed in the housing market area over the plan period- and should cater for the housing demand of the area and identify the scale of housing supply necessary to meet that demand*'[10].

4.16 In addition to the above, the NPPG also provides support and guidance to be read alongside the NPPF on a variety of areas including: conserving and enhancing the historic environment; design; planning obligations; travel plans, transport assessments and statements in decision-taking.

[10] Pragraph:004 Reference ID: 2a-004-20140306 of the NPPG.

5.0 Local Planning Policy Context

The Development Plan

5.1 The Development Plan for the site is currently formed by the 'saved' policies within the Unitary Development Plan (UDP) (adopted 2000), Barnsley Core Strategy Development Plan Document (adopted 2011), Barnsley Statement of Community Involvement (adopted 2006), Barnsley Education Sites Development Plan Document (adopted 2009) and the Barnsley, Doncaster and Rotherham Joint Waste Plan Development Plan Document (adopted March 2012), the latter two of which have little relevance to the determination of this application.

The Unitary Development Plan (2000)

5.2 Within the Proposals Map for the UDP as adopted in 2000, the site is shown as being an allocated 'Existing Community Facility' under policy DA18, this policy was not saved under the direction from the Secretary of State in 2007 however, as is identified later within the relevant policies within the Core Strategy there is an extant policy which relates to the protection of 'Educational Facilities and Community Uses'.

5.3 It is of note that much of Darfield is identified as being within a Housing Policy Area, including the land immediately around the site.

5.4 The following policies however were 'saved', were not superseded following the adoption of the Core Strategy and remain relevant in the assessment and determination of this application:

- H3 – New Housing: identifies allocated housing sites in order to meet the objective housing needs. However, as is discussed within the Planning Assessment chapter of this report, it is considered that this policy is considerably dated.

- H8A – Existing Residential Areas Design/Amenity: states that the, *'scale, layout, height and design of all new dwellings proposed within the existing residential areas* [this being those identified Housing Policy Areas as shown on the Proposals Map] *must ensure that the living conditions and overall standards of residential amenity are provided or maintained to an acceptable level both for new residents and those existing, particularly in respect of the levels of mutual privacy, landscaping and*

access arrangements'.

- H8B – Non-Residential Uses in Residential Areas: states that permission will be granted for small scale, non-residential uses in housing policy areas if; *'there is no unduly impact on the amenity of neighbouring and nearby residents…there is no unduly harmful visual impact on the character of the residential area; boundary trees, hedges and walls should be retained wherever possible; and the design of new buildings, or extensions should be to a good standard, relating to existing buildings in terms of appearance, siting, scale and materials'* and *'there is no conflict with public safety on the highway and there is satisfactory provision where necessary for off-street parking, servicing and manoeuvring areas. Where parking is to be provided in any area fronting a highway, that area should be provided with soft landscaping and screening where possible'.*

- ED4 – Economic Development and Residential Amenity: whilst it is acknowledged that the UDP classifies economic development as uses mainly '*falling within Part B1, B2 or B8 of the Use Classes Order*'[11], this policy pre-dates the subsequent publication of PPS4, which included main town centre uses within the definition of economic development, and this definition remains in national guidance. Retail development will result in economic output and job creation and as such for completeness will be assessed against this policy which has particular regard to the likely impact on residential amenity in terms of: air pollution; noise from operations or traffic entering or leaving the site ; and visually intrusive buildings, plant, fencing, lighting or outside storage.

- BE5 – Improving Existing Areas of Poorer Quality Built Environment: states that *'the Council will seek to enhance the environmental quality of existing housing, commercial and industrial areas'*.

- DA2 – Darfield Housing Policy Areas: identifies that the areas shown on the proposals map as housing policy areas will remain predominantly in residential use.

- DA11 – Darfield Conservation Area: relates to development within the Conservation Area boundary and highlights that it will only be permitted if it enhances or preserves the character and appearance of the area.

[11] Paragraph 2.29

- DA15 – Darfield Strategic Highway Network: identifies Slatersbrook Road as a 'Primary Route' and Nanny Marr Road as 'more than Local importance.

Barnsley Core Strategy DPD (2011)

5.5 Within the adopted Core Strategy Darfield is identified as Local Centre within the Principal Town of Wombwell. Within the spatial portrait for Wombwell[12] the Council have stated that they, *'want Wombwell to continue to flourish as one of the borough's largest district centres offering a range of services and facilities'*[13]. Within the same paragraph it goes onto state that the Council will, *'support the centre in Darfield possibly by way of added retail provision on the redundant Foulstone school site.*

5.6 The following policies have been identified as relevant in the determination of planning applications:

- CSP2 – Sustainable Construction: highlights that all new dwellings will be expected to achieve at least a level 3 rating under the Code for Sustainable Homes or equivalent. This requirement will rise over the plan period by 2013 new dwellings should achieve at least level 4, rising to level 6 by 2016. It also states all non-residential development will be expected to achieve at least BREEAM standard of 'very good' or equivalent.

- CSP3 – Sustainable Drainage System: seeks to ensure that developments include SuDS.

- CSP4 – Flood Risk: states that proposals over 1000 square metres floorspace in Flood Zone 1 to demonstrate how, '*the proposals will make a positive contribution to reducing or managing flood risk'*.

- CSP5 – Including Renewable Energy in Developments: seeks to ensure that all development of 10 or more dwellings and 1000 square metres of non-residential floorspace incorporate decentralised, renewable or low carbon energy sources and design measure to reduces the development's carbon dioxide emissions by at least 15%.

[12] As included at paragraphs 7.48-7.55 of the Core Strategy.
[13] Paragraph 7.55 of the Core Strategy.

- CSP8 – The Location of Growth: identifies that priority will be given to development at *(inter alia)* the Principal Town of Wombwell.

- CSP9 – The Number of New Homes to be Built: identifies that the Council will seek to achieve the completion of at least 21,500 net additional homes over the plan period (2008-2026) and that a minimum five year supply of housing will be maintained.

- CSP10 – The Distribution of New Homes: anticipates 2000 new homes for Wombwell over the plan period. It is identified within the DPD that *'many of these homes will be built on the soon to be redundant Wombell and Foulstone school sites.'*[14]

- CSP14 – Housing Mix and Efficient Use of Land: indicates that priority for residential development will be given to previously developed land, that housing proposals must include a broad mix of house size/type/tenure, and that a density of 40 dwellings per hectare will be expected unless a lower density is necessary for need/viability/sustainable design reasons.

- CSP15 – Affordable Housing: identifies that for development of 15 or more dwellings 15% affordable housing will be expected.

- CSP 25 – New Development and Sustainable Travel: highlights that new development will be expected to: be located and designed to reduce the need to travel; provide the minimum levels of parking; provide a transport assessment in line with thresholds and guidance; and provide a travel plan or statement.

- CSP 26 - New Development and Highway Improvement: highlights that new development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

- CSP 29 – Design: identifies that high quality developments will be expected to take account of *(inter alia)*: topography, heritage, townscape and landscape character including the scale, layout, building styles and materials. It also seeks to ensure that

[14] Paragraph 7.51 of the Core Strategy.

development should *(inter alia)*: *'contribute to place making and be of a high quality'; 'help to transform the character of physical environments that have become run down and are lacking distinctiveness';* and *'contribute towards creating attractive, sustainable and successful neighbourhoods'.*

- CSP 30 – The Historic Environment: states that development which affects heritage assets and their setting will, *'be expected to protect or improve: the character and/or appearance of Conservation Areas…'*

- CSP 31 – Town Centres: identifies Darfield as a Local Centre within the hierarchy of centres. With regards to Local Centres, the policy highlights that they will:

  'serve smaller catchments and development here will be expected to meet the needs of the local area and not adversely impact on the vitality or viability of other nearby centres. All retail and town centre developments will be expected to be appropriate to the scale, role, function and character of the centres in which they are proposed.

  A sequential approach will be used to assess proposals for new retail and town centre development…Edge of centre development will only be allowed where it meets the requirements of Planning Policy Statement 4'.

- CSP 36 – Biodiversity and Geodiversity: seeks to protect and improve habitats and maximise biodiversity and geodiversity opportunities in and around new developments.

- CSP 40 – Pollution Control and Protection: seeks to ensure that development will not lead to unacceptable noise, smell, dust, vibration, light or other pollution.

- CSP 42 – Infrastructure and Planning Obligations: states that, *'development must be supported by appropriate physical, social and economic infrastructure'* and where necessary developers must *'meet all on and off site infrastructure requirements to enable development to place satisfactorily'.*

- CSP 43 – Educational Facilities and Community Uses: states that such facilities and uses will, *'be protected from development unless it can be demonstrated that the*

sites and premises are no longer required by the existing use or alternative community use'.

Barnsley Statement of Community Involvement DPD (2006)

5.7 Chart 4 within the adopted SCI suggest an appropriate framework for undertaking pre-application discussions and consultations and has informed the extent and level of such engagement that has been undertaken prior to the submission of this application.

Emerging Local Plan

The Emerging Development Sites and Places Development Plan Document

5.8 The above document shows potential allocations and designations within the emerging Proposals Map as well as containing general and site specific policies which, once adopted will be used to assess and determine applications.

5.9 Within the document that was issued for consultation in July 2012, the site is identified as 'WOM13 – The Former Foulstone School', a housing allocation capable of accommodating 98 units across the entire site. Policy WOM13 states that development must: *'provide compensation for loss of green space to be invested in an infrastructure project identified as a priority in the Green Space Strategy'* and *'investigate options of the southern boundary of the site on the edge of Darfield Local Centre for providing either:*

- A small scale convenience shop that is in compliance with Core Strategy Policy CSP32 Local Shops or;

- An extension to Darfield Local Centre that is in compliance with local and national policy and does not have a significantly adverse impact on Darfield Local Centre.

5.10 In addition to the above, the DPD contains various polices regarding numerous areas including the phasing of releasing housing land.

Other Material Considerations

Supplementary Planning Document: Residential Amenity and the Siting of Buildings (March 2012)

5.11 The above document provides guidance which primarily supplements Core Strategy Policy CSP 29 Design. It sets out the design principles that will apply to the consideration of planning applications for non-residential buildings in proximity to existing residential properties. It highlights to developers that when looking at the proposal's relationships with existing dwellings that matters regarding daylight and sunlight, separation distances, outlook and privacy are all taken into account. In addition, the document states that, *'if there are mature trees or hedgerows on your site the Council will expect them to be incorporated into the design and layout of the development and retained, wherever possible, for their visual, ecological and amenity protection'*[15].

Supplementary Planning Document: Designing New Housing Development (March 2012)

5.12 As with the above SPD, this document primarily supports Core Strategy Policy CSP 29 Design. Whilst much of the document focuses on details that will be of relevance when formulating any reserved matters application, it does provide guidance on such things as existing spacing standards, which have helped determining how many units the site is capable of accommodating.

Supplementary Planning Document: Open Space Provision on New Housing Development (March 2012)

5.13 Identifies that for all new housing developments of 20 or more dwellings, a minimum of 15% of the gross site area must be open space unless the Council deem it appropriate for off-site open space facilities to be provided.

Supplementary Planning Document: Parking (March 2012)

5.14 The parking SPD supports Core Strategy Policy CSP 25 New Development and Sustainable Travel and sets out car parking standards. It notes that for food retail above 1000 square metres, 1 space per 14-20 square metres is considered appropriate. For residential dwellings the document notes 1 space for dwellings with 1 or 2 bedrooms or 2 spaces for dwellings with 3 or more bedrooms is appropriate. Cycle parking standards and disability space standards are also included within the SPD.

[15] Paragraph 2.2

Barnsley Strategic Housing Land Availability Study (January 2014)

5.15 The above Strategic Housing Land Availability Assessment (SHLAA) was issued in January 2014 and forms part of the LDF evidence base. The document identifies that it is necessary for the Council to undertake a full and robust SHLAA , *'in order to ascertain the Council's supply of deliverable and developable housing land over the forthcoming 5-, 10- and 15-year period from a base data of 1 April 2012'*[16].

5.16 It is highlighted at paragraph 3.1.5 of the document that there are three dimensions to achieving sustainable development; economic, environmental and social. Economic has been identified as being particular important in Barnsley, *'given the Council's economic objectives'.*

5.17 As required by the NPPF, the document identifies[17] the national requirement for Local Plans to identify a supply of five years' worth of housing, with an additional 5% buffer in order to allow for choice. The document goes onto replicate paragraph 49 of the NPPF which states that *'Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites'*.

5.18 Importantly, paragraph 5.8.5 of the document identifies that '*The identified targets for mainstream housing for the first five years (assessed using the Sedgefield method) cannot be met from a combination of the planning permission sites, the Category 1a sites identified as suitable for mainstream housing, and the yield from Category 1b sites (i.e. the yield from large sites which could be expected to come forward within the first five year period). This is the case whether Green Belt sites are considered or not. In order to meet these targets, it will either be necessary to bring forward some Category 2 sites (which may not be possible within the first 5-year period) or to make use of sites identified as suitable for executive housing (beyond those which are necessary to meet the target for executive housing). Even making use of these potential sites, some Green Belt land will be needed.*

Working to the slightly lower 'Liverpool method' targets, it is possible to meet the targets for the first five years from a combination of the planning permission sites, the Category 1a sites identified as suitable for mainstream housing, and the yield from Category 1b sites. Still, though, some Green Belt land will be needed in order to meet the five-year dwelling targets.

Similarly, the identified targets for mainstream housing for the ten year period and fifteen

[16] Paragraph 1.1.1
[17] Paragraph 3.1.7

year period will require the use of Green Belt land (some of which is likely to be suitable for executive housing). This is true whether the Liverpool method or the Sedgefield method of calculating dwelling targets is used.'

5.19 The application site is identified within the document as being a 'Category 1' site, in that it is to form part of the Council's five year housing supply. The SHLAA considers the site to be capable of delivering 64 dwellings within the plan period.

5.20 In summary the document finds that BMBC do not a five year housing land supply; the potential supply from all of the sites outside of the Green Belt is insufficient to meet the net housing targets over the 5 or 15 year periods.

Barnsley Council's Smaller Centres Study (November 2010)

5.21 The Smaller Centres Study, produced by England and Lyle in 2010, forms part of the evidence base to support plan making across the Borough and is a material consideration in the determination of planning applications. The study establishes shopping patterns, reviews the vitality and viability of the smaller centres, assesses future quantitative and qualitative needs and provides strategic advice on future needs and appropriate development strategy. Whilst the study is not an adopted document it was informed by a household survey of 1,200 residents and it provides useful baseline data which can be used to inform the Retail Impact Assessment element of this report. The findings of this study are discussed at Chapter 6.

6.0 Retail Impact Assessment

6.1 Following a review of the existing retail provision and shopping patterns within Barnsley, this chapter of the report sets out the overall case for the retail element of the proposed development, in light of relevant development plan policy (namely Core Strategy Policy CSP 31 Town Centres) and the tests as set out with the NPPF. In particular it looks at the following:

- Sequential Test; and
- Retail Impact

Review of Existing Retail Provision and Shopping Patterns

6.2 Before turning to look at the sequential assessment and retail impact of the development, it is relevant to provide an overview of existing shopping provision and existing shopping patterns. This is done by reference to the following document:

- DPP Healthchecks, September 2014 (**Appendix 1**); and
- Barnsley Council's Smaller Centres Study (November 2010)

Existing Shopping Provision within the Catchment

6.3 The catchment area for the proposed development covers parts of Zones 1, 3 and 5 within the Smaller Centres Study. The extent of the catchment area was agreed with the Council at pre-application stage and has been defined having regard to existing shopping patterns and the location of similar competing facilities. The Small Centres Study assesses 6 District Centres and 12 Local Centres within the Borough. In terms of the assessed centres that are located within the catchment area, it identifies that Wombwell is one of the largest District Centres within the Borough, in terms of both units and total retail and service units and that Stairfoot is one of the largest Local Centres. In addition to Wombwell and Stairfoot, the catchment also includes the Local Centres of Darfield and Thurnscoe.

6.4 The catchment's main shopping provision and facilities are located outside of the aforementioned centres at Tesco Extra, Wombwell Lane and Morrisons, Cortonwood, Brampton. The turnover of these centres and facilities are analysed in greater detail within the forthcoming impact assessment section of this Chapter however, in line with the above and findings of the Smaller Centre study these two facilities have the largest market share of

convenience goods within the catchment[18].

6.5 Detail as to the range and variety of the retail provision offered within these centres is included within the healthchecks at **Appendix 1**. However, given that the proposed development seeks to provide a neighbourhood facility, with regards to the provision that can be found within Darfield, it is particularly pertinent to note both the healthcheck that was carried out in September of this year and the Smaller Centres Study find that there is a limited supply of floorspace available within the centre. Since the Smaller Centres Study was carried out, and as evidenced by the healthchecks, the Co-operative Foodstore which once stood within the centre of Darfield, has relocated to an out-of-centre location, meaning that the once '*adequate range*'[19] of convenience goods available for purchase within the centre of Darfield has significantly diminished. This, combined with the fact that the Study identifies that the one non-food multiple retailer within Darfield has only been given a 'fair' rating, equates to a current level of retail provision that is significantly lacking, which in turn will lead to the 'leaking' of expenditure to other nearby facilities, including those located out-of-centre.

6.6 The Study identifies that within Darfield there is, *'limited potential for the centre to expand or to consolidate further due to its compact nature and lack of future potential sites. Overall the capacity for growth or change is rated as poor. However, there is a possibility for expansion when the school site* [this being the application site] *becomes available for redevelopment'.*

Review of Existing Shopping Patterns

6.7 As part of the Smaller Centres Study, In-Centre interview surveys took place within the six District centres and an analysis of expenditure flows by centre (as included at Section 5 of the Study), '*confirms the findings of the In-Centre surveys on where trade to the District Centres is drawn from'*. It is identified that Wombwell (which is broadly described within the Study as including Wombwell and Darfield), '*draws most of its convenience and comparison trade from Zone 3 (Hoyland/Wombwell) but it also draws some trade from Zone 1 (Barnsley Central) and Zone 5 (Cudworth/Goldthorpe)'*[20] . Whilst paragraph 7.6 of the Study identified that, *'the catchment areas of the Local Centres cannot be defined using data from the In-Centre survey. It is conventional to assume that most of the people using a Local Centre will live within 5 minutes walking distance from the centre. This represents a radius of*

[18] As identified at paragraph 9 of the Smaller Centres Study
[19] As quoted at paragraph 8.150 of the Smaller Centres Study
[20] Paragraph 7.5 of the Smaller Centres Study

approximately 800 metres'. In light of the above it is evident that those living within and around Darfield mostly undertake their shopping within Zones 3 and 5, with some spending within Zone 1. Within these zones, the nearest centres to the application site include, Darfield, Wombwell, Thurnscoe, Stairfoot and Goldthorpe.

Summary

6.8 In light of the above identified lack in retail provision within Darfield, the fact that the former school site is now available and that Darfield benefits from good levels of available public transport and positive indicators such as a lack of charity shops and the *'short length of time key sites have remained undeveloped'*[21], it is evident that there is scope for a suitably scaled retail facility to be located within Darfield which would prevent the leaking of trade to other facilities and improve the Centre's vitality and viability.

Sequential Test

6.9 The site is not allocated within the adopted Development Plan for retail use and in retail terms the application is considered to be located on the edge of the centre of Darfield. Whilst Darfield is a Local Centre within the adopted Core Strategy, within the UDP it had a 'village centre' designation accompanied by a policy that has not been saved. As a result there is no adopted centre boundary for Darfield. Within the emerging Sites and Policies DPD there is a draft boundary but, given the status of the DPD, it carries little material weight in the determination of planning applications. This draft boundary however is based on that used within the 'Smaller Centres Study', which in itself is a material consideration. Using this boundary, and as agreed with the Council's Planning Policy Department, the scheme is considered to be 'edge-of-centre'.

6.10 In light of the above, the starting point for the consideration of the retail element of this proposal is the NPPF and the guidance contained within paragraphs 24 and 27.

6.11 Paragraph 24 requires the application of a sequential test for planning applications for main town centre uses that are not in an existing centre and not in accordance with an up-to-date Local Plan. In accordance with paragraph 24, the sequential assessment first considers alternative in-centre sites and then edge-of-centre sites having regard to flexibility on issues such as format and scale.

[21] As highlighted at paragraph 8.301 of the Smaller Centres Study

Flexibility

6.12 In terms of the requirement to consider flexibility on format and scale, regard must be had to the judgement of the Supreme Court in the 'Dundee Case'[22]. Paragraph 28 of this decision states that '*the whole exercise [Sequential Assessment] is directed to what the developer is proposing, not some other proposals which the planning authority might seek to substitute for it which is for something less than sought by the developer*'. The requirement to demonstrate flexibility through the sequential assessment was further considered in the Scunthorpe decision[23]. The judgement highlighted that in considering an appropriate degree of flexibility it is important to note that developers and planning authorities work in the real world. In this case the proposals seek to provide neighbourhood shopping facilities to meet the needs of the existing and future residents of Darfield and the dependence of the provision of other elements of the scheme is reliant upon the discount foodstore coming forward. As such, the disaggregation of the proposal is not a feasible proposition.

6.13 Notwithstanding initial pre-application discussions with the Council's Planning Policy Department where the Council suggested that no sequential preferable sites were available, for robustness and in order to demonstrate an up to date position on the matter, a search for sequentially preferable sites has been undertaken.

6.14 As a result of the above the sequential assessment considers sites that could accommodate the foodstore, retail units and residential development in its entirety. In addition to Darfield, the following centres within the likely catchment area of the store have been identified and reviewed in order to determine whether they contain a potentially sequentially preferable site:

- Wombwell District Centre; and
- Stairfoot Local Centre.

6.15 DPP have reviewed the vacant sites identified during the healthcheck visit undertaken on Monday 29th September, in order to determine whether within the above centres, any have the potential for accommodating the proposed development. The findings of this search are detailed below.

Darfield

6.16 Within the emerging centre boundary for Darfield only two vacant units were identified. Neither unit is large enough to accommodate the proposed development. No vacant sites

[22] Tesco Stores Ltd 'v' Dundee City Council [2012 UKSC 13]

[23] Zurich Assurance Ltd 'v' North Lincolnshire Shire [2012 EWHC 3708 (Admin)]

were identified within the centre however; the application site which immediately faces the centre was identified and is noted within the healthcheck as being available.

Wombwell

6.17 Within the defined centre boundary for Wombwell DPP identified four vacant units. Three of the units were small terrace units and not capable of accommodating the proposed development. The larger vacant unit previously accommodated Superdrug, again however this site which provides only 425 square metres of floorspace, is not of a size capable of accommodate the entire development. It is of note that the vacant units are not concentrated together so it is not possible to adjoin them to create a larger site.

6.18 With regards to vacant sites, none were identified within or in close proximity to the centre of Wombwell.

Stairfoot

6.19 Within the defined centre boundary for Stairfoot only one vacant unit was identified. The unit had previously been a sandwich shop and too small to accommodate the proposal.

6.20 No sites within the centre or in close proximity to it were identified as being vacant.

6.21 In summary, the assessment demonstrates that there are no sequentially preferable sites within the centres of Darfield, Wombwell or Stairfoot. The application site presents an available, viable and suitable location for the proposal. It is located on the Borough's 'Strategic Highway Network', immediately opposite the emerging centre boundary for Darfield meaning that, save for being located 'in-centre', the proposal is as close to the centre as possible and is the most sequentially preferable site for such development within the area of search.

Retail Impact

6.22 In accordance with paragraph 26 of the NPPF, as the development is located in an edge-of-centre location and provides over 2,500 square metres of retail floorspace, a retail impact assessment has been prepared and presented below with supporting retail tables at **Appendix 3**.

Methodology

6.23 Our retail assessment follows a traditional step by step approach to the assessment of retail impact. The approach is broadly as follows:

- Define the appropriate catchment area for the proposal;
- Identify relevant population, per capita expenditure and available convenience and comparison expenditure;
- Highlight existing shopping provision and benchmark turnovers;
- Identify committed retail developments with planning provision and asses how they will impact on shopping patterns and trade; and
- Determine the turnover of the development proposal and how it will impact on existing and future turnovers.

Study Area and Primary Catchment

6.24 In defining a primary catchment area (PCA) for the proposed development, the results of the Smaller Centres Study (November 2010) have been considered, together with the location of other foodstores and convenience provision in the area, the main centres of population, the potential walk in catchment, the planned growth for the area and the existing road network. On this basis, as agreed with the Council postcodes S70 3, S73 8, S73 0, S73 9 and S72 0 have been included within the PCA, albeit it is recognised that the proposed development would also draw a very limited amount of trade from a wider area. These postcode sectors include the Stairfoot area, Wombwell area and Cortonwood Retail Park. The PCA is shown on the plan contained at **Appendix 2**.

Population and Expenditure

6.25 Up to date population and expenditure was obtained from Experian in June 2014.

6.26 *Base Year and Design Year*: The base year for the purpose of this assessment is 2014, with a design year of 2019 which is five years from the base year and should represent the year when the proposal has achieved a 'mature' trading pattern. This is consistent with the advice contained within the NPPG.

6.27 *Price Base*: A 2012 Price Base has been adopted which represents the most up to date base for comparison.

6.28 *Population and Expenditure Per Capita*: Population data and projections have been provided by Experian for the basis of this assessment. This data was derived from the 2011 Census.

6.29 The population and projected growth within the PCA is shown in **Table 1** at **Appendix 3**. This indicates that the total population of the catchment area is expected to increase from 39,381 to 40,784 between 2014 and 2019. This equates to an increase of 1,403 people over the next five years.

6.30 In considering the available convenience and comparison 'per capita' expenditure, again we have relied upon the date provided by Experian. Base data is provided for 2012 (at 2012 Prices) for each postcode within the catchment area and then projected forward utilising growth rates provided within the 'Retail Planner Briefing Note 12' (October 2014). Special Forms of Trading (SFT) have been subtracted from the available 'per capita' expenditure, again in accordance with the 'Retail Planner Briefing Note 12' (October 2014).

6.31 The per capita expenditure is provided within **Table 3a and 3b** at **Appendix 3**. It shows that in the base year (2014), expenditure per capita on convenience goods (excluding SFT) totals £8,465 whilst per capita expenditure on comparison goods totals £10,478. In 2019, the expenditure per capita within the catchment area on convenience goods is £8,176, whilst the per capita expenditure on comparison goods increases to £11,847.

6.32 *Available Expenditure*: Based on the above population and per capita expenditure figures, our assessment shows that in 2014 total convenience goods expenditure available within the catchment area currently stands at £322m (**Table 4**). After an increase in population and growth expenditure is taken into account, it is estimated that this will rise by £11m to £333m by the design year of 2019.

6.33 In terms of comparison goods, available expenditure within the catchment area is anticipated to rise from £430m in the base year to £483m, an increase of £53m (equivalent to 12.3%) (**Table 4**).

6.34 In summary, within the catchment area at the base year there is £752m of expenditure, with a forecasted growth of £65m over the next five years, resulting in £817m of expenditure at the design year of 2019.

Existing Retail Floorspace and Benchmark Turnovers

6.35 Floorspace information and benchmark turnovers for the main retail provision within the catchment area have been identified and are set out in **Table 6** of **Appendix 3**. This identifies both the extent to which existing floorspace within the area caters for the available

expenditure and also forms the basis of the assessment of impact.

6.36 The key locations for retailing within the catchment area are located out-of-centre at Tesco Extra on Wombwell Lane, Morrisons at Corton Wood and Corton Wood Retail Park. As well as the Morrisons store, Corton Wood Retail Park includes a variety of retailers including: B&Q; Boots; Argos; Matalan; ScS (Sofa Carpet Specialists); TK Maxx; Pets at Home; Next; Asda Living; Halfords; and Sports Direct. At the base year, 85% of the total turnover occurs within out of centre locations within the PCA, 47% of which results from the sale of convenience goods (equating to 40% of the PCA's total turnover).

6.37 Within centres contained within the PCA, Table 6 shows that Stairfoot generates the greatest total turnover. Wombwell has been identified to have the next greatest in-centre turnover, followed by Darfield. These centres generate 11% (£19m) of the PCA's convenience turnover.

6.38 Stairfoot is located to the north-east of Darfield and approximately 2.5 kilometres to the south-east of Barnsley Town centre. The centre predominantly comprises of a parade of shops along Doncaster Road, on the opposite side of which is an Aldi foodstore. In addition to the various retail units along Doncaster Road (which *(inter alia)* include a newsagents/small convenience store, 'Rhythm and Booze' off licence, furniture store, toy shop and gun shop), the centre also includes a 'Frankie and Benny's' restaurant and public house.

6.39 Wombwell has been identified as the next most significant designated centre for retailing within the PCA. Wombwell lies approximately 6 kilometres to the south-east of Barnsley Town Centre and approximately 2 kilometres to the south-west of Darfield. The majority of the Centre's retail offering is located on High Street, along a linear parade of units. Tesco Express provides the anchor store for the centre which also includes a mixture of different Class A1 uses, with there being a spread between retail service stores, convenience stores and comparison stores. Having specific regards to convenience provision, in addition to the Tesco Express, the centre also includes a Heron Foods and Fulton Foods and independent and national bakers, a butcher and several newsagents. In terms of comparison offer, a large Wilkinson's store is located within the centre along with a number of low order independents selling clothing, footwear and DIY products.

6.40 Darfield, as previously discussed does not have adopted defined centre however, the emerging centre boundary as used within the Small Centres Study has been used for the

purpose of this assessment. The retail core of the centre comprises a triangular area bound by Barnsley Road, Snape Hill and Garden Street. The majority of units are converted terraced dwellings. In terms of retail provision, the centre accommodates low order independents such as a baker, a sandwich shop and a card shop. Whilst there is a Co-operative foodstore located within the settlement of Darfield, this is significantly detached from the centre, being located some 800 metres to the west and as such, being located out of centre and in-line with policy, the impact of the proposal upon this facility does not require assessment.

6.41 In respect of the turnover of these centres and facilities, these have primarily been derived by applying a benchmark turnover figure per square of net sales space, for the retail floorspace concerned. These are themselves sourced from Retail Rankings 2014 and also include an allowance for VAT at 20%. Where a floorspace figure has not been identified benchmark turnover figures have been derived from those deemed acceptable by the LPA in the assessment of planning application reference: 2014/0075 which sought permission to convert the form B&Q at Stairfoot Way into a foodstore[24].

6.42 Applying these figures to the net floorspace figures (and where necessary using previously approved benchmark figures), results in the following benchmark convenience turnovers for the above key locations within the PCA at 2014:

- Wombwell: £3.4 m
- Stairfoot: £13.7 m
- Darfield: £2.4 m
- Tesco Extra, Wombwell Lane: £28.6 m
- Morrisons, Cortonwood: £34.9 m

6.43 Taking into account all identified convenience floorspace within the PCA (as shown within **Table 6**), the PCA has a convenience turnover of £90.0 m at the base year, against a total available convenience goods expenditure figure of £322 m (**Table 4**)**.** Rolling this position forward to the design year of 2019, assuming that existing convenience good floorspace turnover will decrease in accordance with predicted floorspace efficiencies, as set out in Figure 3 of Experian Retail Planner Briefing Note 12, this results in the following anticipated turnovers at the key retail locations within the PCA at 2019:

- Wombwell: £3.4 m
- Stairfoot: £13.7 m
- Darfield: £2.3 m
- Tesco Extra, Wombwell Lane: £28.4 m

[24] Application submitted on behalf of Sainsburys Supermarkets Limited.

- Morrisons, Cortonwood: £34.9 m

6.44 Taking into account all identified convenience floorspace within the PCA, it has been calculated that at 2019 the PCA will have a total convenience turnover of £90m and a total comparison turnover of £100.9m, an overall total of £190.9m. As can be seen from Table 6, not all of this turnover is, however, derived from residents living within the PCA; there is some inflow of trade. Assumptions regarding the level of turnover drawn from within the PCA have been made having regard to the findings of the Smaller Centre Study and the location and scale of the various facilities. Table 6 shows that £59.4 m of the convenience turnover and £37m of the comparison turnover would be derived from within the PCA at 2014.

Turnover of the Proposed Development

6.45 The predicted turnover for the proposed retail element of the development is shown at **Table 5** at **Appendix 3**. The turnover of the discount foodstore is based on the benchmark for Lidl and a gross to net floorspace ratio of 70% has been applied to the other retail units. Based on this the proposed development would have a total turnover of £7.1 m at the base year, £3.8m of which would be generated through the sale of convenience goods. Rolling this forward, it has been calculated that the turnover at the design year would be £7.5 m, approximately £4.9m of which would be a generated through the sale of convenience goods.

6.46 Of the above turnovers derived from residents living within the PCA, it is anticipated that this would be £6.6m at the base year (£3.4 m of which would be through the sale of convenience goods) and £6.9 m at the design year (£3.5 m of which convenience being turnover).

6.47 In light of the above, as clearly shown within **Table 7** at **Appendix 5,** the proposed development will still only result in 19% of convenience trade being retained within the PCA and 9% of comparison goods. This low level of retention is the case even including for the recently approved Sainsbury's store at Stairfoot as a commitment.

Cumulative Trade Diversion and Impact

6.48 The expected convenience goods trade draw and impact of the retail element of the proposal is presented in **Table 8** at **Appendix 3**. In considering the impact of the proposed development, it is worth noting that such development very much seeks to meet an unmet local requirement for such development which looks to provide the neighbourhood with the variety and type of services and products one would anticipate from a designated Local Centre. Discount foodstore complement the role of both main foodstore and local centre.

Given the limited size of the proposed discount store and character of the anticipated operator as a deep discounter, it is expected that the proposed development will perform a highly localised main food and top up convenience shopping function and the majority of trade will be generated from the immediate area. It is however acknowledged that a very limited amount of turnover is likely to be derived from pass by trade given the location of the site on part of the Council's strategic highway network.

6.49 The following factors will help to limit the impact of the proposed discount foodstore upon Darfield and the other allocated centres within the PCA:

- Discount foodstore only carry a limited number of product lines and as a result they only provide a small selection of goods in a limited number of product categories. Additionally, they do not provide specialist fish, deli and meat counters or pharmacy services and do not stock loose fruit and vegetables, newspapers and magazines or cigarettes.

- The comparison goods offer within these stores varies considerably on a week by week basis and therefore does not have any direct impact on a single sector or retailer.

- The discounted nature of the goods on sale within these stores mean that they have a much lower turnover and any resultant impact upon other stores and centres is much lower than a mainstream store.

6.50 In lack of the above and limited provision in this area, the proposed development will divert the most amount of trade from the locations in and outside of the catchment area where residents currently undertake most of their convenience shopping, which in this case are Morrsions, Cortonwood, where 35% of trade will be diverted and Tesco, Wombwell Lane, where 18% of trade will be diverted. Diversion will also occur from existing discount foodstores located afield as consumers will seek to use the closest comparable facility. This primarily includes the Aldi at Stairfoot.

6.51 The assessment will now turn to look in particular at the anticipated impact of the proposed development on the centres located within the PCA. A cumulative impact assessment has been undertaken which accounts for the recent approval for Sainsbury's to re-occupy the former B&Q at Stairfoot as a foodstore. The trade diversion patterns contained within the

RIA for that application have been used in this exercise and have not been adapted in any way.

Wombwell District Centre

6.52 Wombwell has been identified within the healthchecks as being in good health, it has a low level of vacancies and a wide range of facilities and as such serves its role as a District Centre very satisfactorily. However, whilst containing stores such as Heron and Fultons, the Centre does not contain a deep discounter such as Aldi or Lidl. Heron and Fultons offer a markedly different offer to that of Aldi or Lidl, they predominantly offer frozen goods and as such attracts a different type of shopper to that which the proposed development is aimed at. In light of this, there is no one store within the centre of Wombwell which would be in direct competition with the proposed discount foodstore in Darfield, resulting in less impact on the Centre than would otherwise be experienced. In monetary terms it is therefore anticipated that the proposal will result in approximately £0.15 m of expenditure being diverted from Wombwell, thus equating to an impact of 1.8% on the centre.

Darfield Local Centre

6.53 The proposed development will provide the residents of Darfield with an appropriate choice a range of goods one would expect to be available within a Local Centre without adversely affecting the vitality or viability of it. As can be seen at **Table 8** within **Appendix 3**, it is anticipated that at the design year, the proposal will only result in a 3.2% impact on pre-development expenditure within Darfield. Such impact is low due to the lack of provision currently found within the Centre and the fact that shoppers will currently need to go to other out-of-centre facilities even to be able to undertake top-up shopping.

6.54 Indeed, as has been identified, the site is located extremely close to the centre, meaning that if the proposal prevents the leakage of expenditure to other facilities (particularly those located out-of-centre, such as Tesco Extra, Wombwell Lane or Morrsions, Cortonwood, Brampton) and retains some of this lost expenditure, it will actually help improve the vitality and viability of Darfield. This will be encouraged through linked trips between the centre and the application site as customers will be able to take advantage of the car parking provision at the new development and easily and quickly reach the Centre where there is a hairdressers, post office and newsagents. In reality therefore, the scheme is likely to have a positive, rather than a negative impact on the centre.

Stairfoot Local Centre

6.55 The only other discount foodstore within the catchment is located within Stairfoot, where an

Aldi store is located to the eastern end of the centre. As can been seen from **Table 6** within **Appendix 3**, it is evident that this store is significantly overtrading against its benchmark turnover. The strength of the store's trading was also highlighted during the site visit undertaken to inform the healthchecks found at **Appendix 1** and within the submission for the recently approved planning application 2014/0075.

6.56 It has been anticipated that the proposal will result in 4% of the centre's turnover being diverted towards the new development at Darfield, the majority of which is expected to come from the overtrading Aldi store. The location of the centre, being the closet defined centre to Barnsley and on the main arterial into and out of the centre, means that this store benefits from high levels of pass by trade and has a large catchment meaning that expenditure from the eastern side of the borough is not anticipated to have a greater impact than that calculated at 4%.

6.57 Stairfoot has been identified within the healthchecks (as appended at **Appendix 1**) as being of moderate health, having only one vacant unit and having a number of specialist comparison shops to attract a range of custom who are able to take advantage of the other shops and services found within the centre, such as the newsagents and Frankie and Benny's restaurant.

6.58 In light of the above, whilst the proposed development includes a convenience provision similar to that which can be found at Stairfoot (in the form of Aldi), it is evident that the store is anticipated to continue trading well at the design year, even post-impact given its existing strong performance, and as such will not have a significantly adverse effect on its viability. With regards to the local stores, the offer that they provide is highly specialised (for example the gun shop and carpet shop) and as such it is not anticipated that the proposed development will offer the same provision and therefore not compete directly.

<u>Centres outside of the PCA</u>

6.59 Outside of the PCA the District Centre of Goldthorpe and Local Centres of Thurnscoe (Houghton Road and Shepherd Lane), sit within Zone 5 of the Council's Smaller Centres study area and as such are anticipated to experience some diversion of trade as a result of the proposed development.

6.60 It is anticipated that the proposed development will have a 1.7% impact on the turnover figure for Goldthorpe as a whole in 2019 and a negligible impact on the centres of Thurnscoe

(Houghton Road and Shepherd Lane). As is the case with Wombwell, the impact is not anticipated on being any greater than this as neither centre contains provision the same as that proposed (this being a discount foodstore anchor) and as such will not be in direct competition.

Summary of Retail Issues

6.61 In summary, it has been identified that within Darfield there is a significant lack in retail provision, particularly now that the former Co-operative foodstore has located to a site outside of the centre. An opportunity for retail development on a site close to the centre has now come forward as a result of the closure of the former Foulstone School and as such the possibility of redeveloping part of this site for retail development (as previously identified within the Council's own Smaller Centres Study), is now available. It has been found that the site represents the most sequentially preferable site within the catchment for retail development and as such compliant with paragraph 24 of the NPPF and the relevant part of local policy CSP 31 Town Centres, as contained within the adopted Core Strategy.

6.62 As can be identified from the impact assessment undertaken, the proposal would not negatively impact on town centre vitality and viability and will in fact increase consumer choice and the range and quality of shopping facilities on offer within Darfield and the area to the far east of the Borough. Therefore, as with the sequential assessment above, the proposal is considered compliant with paragraph 26 of the NPPF.

6.63 In light of the above proposed development is considered wholly compliant with the relevant policy contained within the NPPF (which presents the most up to date policy framework against which to assess such developments), and local policy CSP 31 Town Centres (where it is consistent with national policy).

7.0 Planning Assessment

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004, Section 70(2) of the Town and Country Planning Act 1990 and paragraph 11 of the NPF require that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Paragraph 14 of the NPPF requires a presumption in favour of sustainable development to apply, which means that for decision taking development proposals that accord with the development plan should be approved without delay, or where the plan is absent, silent or relevant policies are out of date, granting permission unless any adverse impacts would significantly and demonstrably outweigh the benefits or where there are specific policies in the Framework which indicate development should be restricted. In the context of paragraph 14 of the NPPF the proposed development is now assessed as follows:

- The weight to be attached to the extant and emerging Development plan and other material considerations;
- The principle of the development;
- Loss of a community facility;
- The impact on Highways, transport and access;
- The impact of the indicative design of the proposed development in relation to the level of visual amenity;
- Other use specific considerations (including impact on noise amenity, ecology and drainage);
- Benefits; and
- The presumption in favour of sustainable development.

The weight to be attached to the extant and emerging development plan

7.2 In terms of the retail policies contained within the development plan, policy CSP 31 – Town Centres is on the whole consistent with the ethos of Section 2 ('Ensuring the vitality of town centres') of the NPPF, in that it sets out the retail hierarchy of the borough and requires that new development does not adversely impact upon the vitality or viability of defined centres. However, it is of note that the policy refers to Planning Policy Statement 4 and states that *'edge of centre and out of centre development will only be allowed where it meets the requirements of Planning Policy Statement 4'*, this PPS however, has effectively been superseded by Section 2 of the NPPF and as such it is against this which edge of centre development should be assessed and comply.

7.3 Having specific regard to residential development and in the context of a lack of a five year housing supply, the advice contained at paragraph 49 of the NPPF, which states that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the LPA cannot demonstrate a five year supply of housing, it is considered that local planning policy H3 - New Housing (as contained within the extant UDP), which allocates land for new residential development, is significantly outdated and can be afforded no weight.

7.4 As has been identified, the LPA does not currently have a deliverable five year housing supply and as necessitated by paragraph 47 of the NPPF, neither is it able to identify a *'deliverable' supply of five years'* worth of housing with an additional buffer of 5% (moved forward from later in the plan period. The fact that there is an undersupply in deliverable housing land is a key material consideration in terms of assessing the suitability of the application site as a sustainable, brownfield location for residential and retail development which should, in our view, be afforded significant weight. In light of government guidance and appeal decisions since the NPPF was issued, it is clear that the weight to be attached to the need to meet the five year housing land supply is significantly greater than the weight attached to the outdated policy H3 of the UDP. This weight is even greater in the context of the application site being a brownfield site and that the emerging Development Sites and Places Development Plan Document cannot be given any great weight in determining application as the Publication Version has not yet been subject to public consultation.

7.5 Having established that the residential allocations policy of the development plan carries no weight, the emerging plan can be afforded very little weight and that the lack of a five year housing supply is a material consideration which should be afforded significant weight, paragraph of the 14 of the NPPF should be applied to the assessment of this application to determine whether or not any adverse impacts would significantly and demonstrably outweigh the benefits. The potential impacts of the development, along with the anticipated benefits are now to be identified and assessed against policy to demonstrate that the former will not outweigh the latter and as such permission should be granted.

The principle of development

7.6 The principle of the proposed development at the site needs to be assessed in respect of the two proposed land uses and the proposition that the land is to be partly used for retailing and partly used to accommodate residential development.

7.7 Chapter 6 of this report includes the sequential and retail impact assessment for the development and demonstrates that the scale of retailing proposed at this site is compliant with national policy (as contained within section 2 of the NPPF) and local planning policy (this being CSP 31 of the adopted Core Strategy) and as such is acceptable in principle.

7.8 However, it is also necessary to demonstrate that redeveloping the western half of the site for residential use is also acceptable in principle. As such, this report will now turn to assess the principle of the proposed development from a residential stance.

7.9 Whilst we have identified that the key policy within the extant development plan that allocates specific sites for residential use (H3 of the UDP) carries little weight, there are several other policies within the development plan that should be afforded weight when determining whether this is a suitable site and location for future housing. Firstly, in turning to look at the extant relevant policy within the UDP, it is of note that the site (despite being an allocated community use, as discussed in greater detail below), is bound by land classified within the UDP under policy DA2 – Darfield Housing Policy Area. The policy seeks to ensure that the area remains predominantly in residential use. Clearly, through redeveloping part of the site for residential use, the proposal is in line with the ethos of DA2.

7.10 In terms of the relevant policies contained within the Core Strategy, CSP8 – The Location of Growth, identifies that growth and development will be given priority at the Principal Town of Wombwell, which covers Darfield. In light of the fact that CSP9 – The Number of New Homes to be Built, identifies that the completion of at least 21,500 net additional homes over the plan period will be required (a figure which the latest SHLAA identifies as being insufficient) within Barnsley, it is evident that a significant number will need to be directed towards the Principal Towns. Indeed CSP 10 – The Distribution of New Homes, anticipates that 2000 will need to be built in Wombwell and that, '*many of these homes will be built on the soon to be redundant Wombell and Foulstone school sites.*'[25] As such the fact that this site is to be partially redeveloped for residential use means that the development is helping the Council to meet its five year housing land supply requirement within the Principle Town of Wombwell, as necessitated by CSP 8, CSP 9 and CSP 10.

7.11 In addition, it is also of significant note that CSP 14 – Housing Mix and Efficient Use of Land, as contained within the Core Strategy, highlights that priority for residential development will be given to previously developed land. This, when viewed alongside the above

[25] Paragraph 7.51 of the Core Strategy.

information, demonstrates that the principle of residential development at this site is deemed acceptable.

7.12 In summary, in light of the above and the sequential and retail impact assessment as detailed fully at Chapter 6 of this report, both elements of the proposed development are considered acceptable in principle. The fact that both elements are proposed further enhances this conclusion as it will*, 'promote a mixed use development and encourage multiple benefits from the use of the land'*, as is one of the core planning principles as identified at paragraph 17 of the NPPF.

The loss of a community facility

7.13 Whilst the above section of this report has identified that the new proposal is acceptable in principle, it is noted that within the UDP Proposals Map the site is allocated as an 'Existing Community Facility', to which policy CSP 43 – Educational Facilities and Community Uses, relates. It is the aim of the policy to protect such facilities unless it can be demonstrated that the premises are no longer required by the existing use or alternative community use. In this regard it is important to note that the Council run educational facility which was on the site when the land was originally allocated has since closed and relocated. Indeed the Council funded youth centre that continued to occupy the last remaining element of built development on the site following the demolition of the school in 2012, has also since relocated, leaving a totally redundant site for which there is no further educational or community requirement.

7.14 The site has been actively marketed by BMBC, with the developer for the proposed scheme presenting the most suitable bid. As such, it is evident that there is no requirement for the former community facility and that the proposed commercial development presents the most viable option for the land. Therefore it is considered that the proposal is fully compliant with CSP 43 of the Core Strategy and permission should not be withheld on the basis that the vacant site is not to be used as an educational facility or typical community facility, albeit it is to offer a retail led development focused on providing the community with the scale and level of provision one would anticipate for a neighbourhood of such size.

The impact on highways, transport and access

7.15 A Transport Assessment and Framework Travel Plan have been produced and accompany the

submission in order to demonstrate that the proposed development is compliant with a variety of extant policies contained within the development plan; namely CSP 25 – New Development and Sustainable Travel, which highlights that new development will be expected to reduce the need to travel, provide adequate car parking facilities and provide a transport assessment in line with guidance and provide a travel plan, and policy CSP 26 - New Development and Highway Improvement, which expects development to provide safe, secure and convenient access for all road users.

7.16 As is identified within the TA, the location of the site is along a route well served by public transport, with the nearest public bus stops located along Nanny Marr Road, providing services in both directions with a minimum of 4 buses an hour passing the site. The importance of being able to walk to the proposal is highlighted within the TA and as is demonstrated within the assessment, a large proportion of the residential areas within and surrounding Darfield are within suitable walking distance from the site. As such, it is considered that, '*pedestrian connectivity is good and walking distances reasonable'* and that this will, *'ensure that pedestrians will be able to use the new development'.*

7.17 In addition to the above, it is indicatively proposed that a new pedestrian footpath could be included within the site, creating pedestrian access between Nanny Marr Road and the park to the east of the site.

7.18 As a result of the strong pedestrian connectivity with the surrounding area, it is anticipated that a high level of linked trips will occur and that one car journey to the site will be supplemented by several trips within and also immediately surround the site.

7.19 In terms of assessing the anticipated impact on the existing highway network as a result of the proposal, it is of note that various pre-application discussions have been had with the Highway Authority and the scope of the Transport Assessment was agreed prior to any traffic count information being commissioned. As part of these discussions it was agreed that an assessment of existing traffic operations would be carried out for a Friday evening peak hour and a Saturday peak hour in order to establish the 'base' traffic flows for assessment.

7.20 Using TRICS data and the base line assessment, the TA has identified in terms of new trips generate by the development, there is still plenty of capacity at the junction of Nanny Marr Road, Barnsley Road and Garden Street and virtually no queuing will occur. Therefore, *'the*

effects of the development generated traffic are acceptable'[26].

7.21 With regards to the proposed parking provision, this has been based on the Council's standards. Indicatively 166 car parking spaces have been shown on the submitted plans, 6 of which will be marked for disabled users and a further 3 as parent and child spaces. The proposed provision therefore meets the Council's standards in all respects.

7.22 Finally, in turning to look at the arrangement for the proposed accesses, it is concluded within the TA that these will perform well within their design parameters and as such will not adversely impact upon highway safety.

7.23 In summary, there will be no material impact on the existing highway network and the proposal is considered wholly compliant with local policies CSP 25 and CSP 26. As such there are no highways or transport related reasons to refuse the planning application.

Design and visual amenity

7.24 Whilst only indicative, the submission includes a suite of plans which shows how the proposal can be accommodated within the site. The plans demonstrate that the development can be satisfactorily contained, in a nature which has consideration for the existing uses and designations that surround the site. There are two key elements that need to be given consideration: the existing residential dwellings along Barnsley Road that immediately face the southern site boundary; and the Darfield Conservation Area which abuts the site's eastern boundary.

7.25 In looking at the development in terms of its visual impact on existing residents, it is highlighted that the formulation of the indicative design and layout of the proposed has had specific regard to Supplementary Planning Document: Residential Amenity and the Siting of Buildings which supplements policy CSP 29 Design of the Core Strategy. The Design and Access Statement submitted with the application details how the proposal has evolved to have due regard for the guidance contained within the document. As a result of the SPD and on-site discussions, the main change to the scheme relates to the distance between the southern elevation of the foodstore and the residential properties on Barnsley Road that directly face the site. The facing elevation of the foodstore now sits in excess of 20 metres from the adjacent residential properties, which along with the indicative retained planting

[26] Paragraph 8.9.1 of the TA

and height of the building (5.2 metres), is considered to be suitable so as to not significantly adversely impact upon the level of visual amenity currently experienced by these residents.

7.26 With regards to the design and amenity of the site's future residents, regard has been had to Supplementary Planning Document: Designing New Housing Development, in the evolution of the scheme. The SPD supports policy CSP 29 of the Core Strategy, and whilst a detailed assessment of the proposal against this policy and guidance cannot be undertaken until the later reserved matters stage, the guidance has been used to ascertain how many residential units can be satisfactorily accommodated within the site.

7.27 In light of this guidance and as shown on the submitted indicative site layout plan, it is considered that the proposed residential element of this development has the ability to comply with the SPD and policy CSP 29.

7.28 This report now turns to look at the potential visual implication of the proposal on the designated Darfield Conservation Area. Both policies DA11 – Darfield Conservation Area, as contained within the extant UDP and CSP 30 – The Historic Environment of the Core Strategy, seek to ensure that development protects or improves the character and/or appearance of the Conservation Area. In this regard, much pre-application discussion has focused around the visual implication of the proposal along the southern boundary, not only because it directly faces residential properties but also because it directly abuts the Conservation Area. This designated heritage asset includes the run of trees which help define the eastern edge of the site and, along with those contained within the site along the Barnsley Road boundary, are considered to positively contribute to the Conservation Area and its setting. As such, the retail units have been carefully positioned to ensure that they will not adversely impact upon these trees and their root protection areas.

7.29 In addition to the retention of several trees along the Barnsley Road site boundary, the southern elevation of the foodstore has been indicatively shown as being constructed from stone. The use of stone within this locality will help the site visually relate with the stone built residential properties opposite and also help creation some form of visual continuation between the site and the stone wall that runs along the southern boundary of the par and to the east of the development site.

7.30 Through the use of stone on the foodstore' s southern elevation and the retention of several trees along the Barnsley Road site boundary it is considered that the proposal will not

adversely impact upon the character of Darfield Conservation. Indeed, it will help create an attractive area within the heart of Darfield, which is an improvement to the vacant brownfield site which sits there currently. As a result, the proposed development is considered compliant with local policies DA11 and CSP 30 as mentioned above and also the ethos of paragraph 131 of the NPPF which highlights in the context of the historic environment *'the desirability of new development making a positive contribution to local character and distinctiveness'*.

7.31 Overall, based on the indicative plans for the site, it can be concluded that the development will not adversely impact upon the Conservation Area or level of visual amenity currently experienced within in the locality and is therefore compliant with local policies H8A, DA11 and BE5 of the extant UDP and policies CSP 29 and CSP30 of the Core Strategy. Indeed, it is anticipated that bringing this currently vacant brownfield site back in to active use and consequently improving the visual appeal of the area, as necessitated by policy BE5 – Improving Existing Areas of Poorer Quality Built Environment of the UDP and policy CSP 29 of the Core Strategy which looks to ensure that developments, '*help to transform the character of physical environments that have become run down and are lacking distinctiveness'*.

Other material considerations

Noise

7.32 In light of policy CSP 40 – Pollution Control and Protection as contained within the Core Strategy, and policies ED4 – Economic Development and Residential Amenity and H8b – Non-Residential Uses in Residential Areas contained within the extant UDP, a Noise Assessment has been produced by Sharps Redmore. Both policies seek to ensure that development, particular commercial development within residential areas, will not adversely impact upon the level of amenity currently experienced within the surrounding area. The visual and highway related implications of the development have been considered in the above section of this assessment however, attention now turns to the level of noise that the proposal is expected to generate.

7.33 The Noise Assessment looks at five potential sources of noise generation and receptors: the proposed residential development; noise from mechanical services plant; noise from delivery events; noise from car parking activity; and noise from road traffic.

7.34 With regards to the level of noise experienced by the new dwellings, it is recommended that

detailed sound calculations are undertaken at the appropriate time (once internal layouts are determined) to ensure that internal noise levels comply with national standards. It is anticipated that this work could be secured by a suitable planning condition or provided at the reserved matters stage.

7.35 In turning to look at noise from mechanical services plant, the Noise Assessment suggest the wording of a condition which would ensure compliance with noise legislation and as such not significantly adversely impact on the level of amenity experience within the locality. Again, in terms of the potential impact of noise from delivery events, the Noise Assessments suggests that this too can be mitigated against, ensuring that it will not give rise to significant adverse impact.

7.36 With regards to the noise generated by car parking activity, the accompanying technical assessment demonstrates that both, *'the predicted ambient and peak noise levels associated with customer car parking are both the below the daytime and night time guideline noise values, and below the existing daytime ambient noise climate'*.

7.37 Finally, in terms of the noise generated from road traffic, the Noise Assessment demonstrates that in relation to the closest noise sensitive noise receptors to the site, changes in road traffic as a result of the proposal would result in a negligible noise impact.

7.38 In summary, has been identified that the proposal will not give rise to significant adverse impact by reason of noise and as such complies with the requirements of the NPPF and the relevant elements of local policies CSP 40, ED4 and H8b.

<u>Ecology: Flora and Fauna</u>

7.39 As discussed during pre-application meetings with the Council, given that the former youth centre still stands on the site and is to be demolished in order for the proposal to be accommodated within the site, a Bat Roost Potential Survey was undertaken by Brooks Ecological and accompanies the application.

7.40 Not only did the survey assess the potential for bat roosts with the existing built development on site but, it also considered the potential for the numerous trees within and immediately around the site for accommodating roosts. As can be seen from the survey, none of the trees were found to support any features which would be considered suitable for roosting bats and given the nature of the construction and general good repair of the

remaining built development, it too was considered unlikely to house bat roosts.

7.41 In summary, it has been assessed that both the trees and existing built development on the site have 'very limited' roosting potential and as such demolition and the removal of trees (where necessary) can proceed with very low risk of impacting on roosting bats. As a result, and combined with the fact that the remainder of the site is of low ecological value due to being a recently cleared brownfield site, it is considered the proposed development will not adversely impact upon fauna.

7.42 In turning to look at the trees which are currently found within and immediately around the site, significant pre-application discussion has taken place between the development team, the LPA and BMBC's Tree Officer. As can be identified from the Arboricultural Report that accompanies this submission there are a variety of category 'B' and 'C' trees within and around the site and one tree which has been identified as category 'U', where its removal is recommended. None of the trees within or immediately around the site are covered by a Tree Preservation Order however, the run of trees to the east of the site boundary are located within Darfield Conservation Area and as such are afforded protection through this designation.

7.43 Whilst the site layout that is submitted as part of this application is only indicative and the final layout of the scheme is to be considered at a later reserved matters stage, the layout of the scheme presented has been amended prior to submission to demonstrate that the site is capable of accommodating the proposal and the trees considered to be most important to the streetscene by the Tree Officer. Whilst the evolution of the scheme is detailed within the accompanying Design and Access Statement the key changes to the scheme in light of the aforementioned discussions include, the proposed retention of the main grouping of trees along the site's southern boundary (abutting Barnsley Road), additional indicative landscaping along Nanny Marr Road and the indicative retention of two key trees and semi-mature Lime planting to help create a boulevard effect along the road.

7.44 Whilst the layout and landscaping details for the site will be agreed at a later stage, it is considered that the proposal has the ability to retain key trees within the site and has the potential to improve the habitats and maximise biodiversity and as such is compliant with CSP 36 – Biodiversity and Geodiversity of the Core Strategy.

Flood risk and drainage

7.45 The application site is contained within Flood Zone 1 however, as the site area exceeds 1 hectare, a Flood Risk Assessment has been prepared and accompanies the submission. As per policy CSP4 – Flood Risk of the Core Strategy, given that the proposal is for over 1,000 square metres of floorspace within Flood Zone 1, the FRA seeks to demonstrate how, '*the proposal will make a positive contribution to reducing or managing flood risk*'. As noted at paragraph 6.3 of the FRA a site management Health and Safety document will be prepared in respect of the site, as part flood risk management measures deployed.

7.46 The FRA which includes outline drainage details indicates that on the basis of the anticipated site ground conditions, the use of sustainable urban drainage systems (SuDS) in the form of infiltration techniques is considered to be a potential surface water drainage strategy. As such, the outline proposal not only complies with policy CSP 3 –Sustainable Drainage System of the Core Strategy, which seeks to ensure that developments include SuDS but, it is also compliant with CSP 4 as noted above, as when used in conjunction with good management of the site, SuDS can help prevent flood and pollution.

7.47 In light of the above, and as explored within greater detail within the accompanying FRA, it is considered that the development is wholly compliant with local policy concerning flood risk and drainage and the ethos of paragraph 103 of the NPPF which seeks to give priority to the use of SuDS.

Sustainable construction

7.48 This application is accompanied by an Energy/Sustainability Statement which, as per the requirement of policy CSP5 – Including Renewable Energy in Development as contained within Core Strategy, demonstrates that the development will incorporate measures to reduce the development's carbon dioxide emissions by at least 15%. For full details of the proposed measure reference should be made to the companying statement.

7.49 In light of this it is considered that the proposal is wholly compliant with CSP5 and the ethos of Section 10 of the NPPF which relates to 'Meeting with the Challenge of Climate Change, Flood and Coastal Change'.

Planning obligations

7.50 As per the requirements of CSP 42 – Infrastructure and Planning Obligations of the Core Strategy, it is anticipated that during the determination period for the application discussion

will be had as to how the development can meet any '*on and off site infrastructure requirements to enable development to place satisfactorily*'.

7.51 Notably such discussions are likely to centre on policy CSP 15 – Affordable Housing (which seeks to achieve 15% affordable housing on sites such as the proposed) and Supplementary Planning Document: Open Space Provision on New Housing Development. The latter, identifies that for all new housing developments of 20 or more dwellings, a minimum of 15% of the gross site area must be open space unless the Council deem it appropriate for off-site open space facilities to be provided. From pre-application discussions it has been identified by BMBC that it would be appropriate for any provision to be located off-site, given the limited scale of the residential element of the proposal.

Presumption in favour of sustainable economic development

7.52 Whilst the retail related policies against which the proposal has been assessed are considered to be largely in compliance with the ethos of the NPPF, the above assessment has demonstrated that the development plan in relation to proposals for housing development is out of date and that where weight can be afforded to extant development plan policies, the proposal is compliant, It has been demonstrated that there are no adverse impacts that would significantly and demonstrably outweigh the benefits of bringing a vacant, brownfield site that is surplus to the requirements under which it was originally allocated within the UDP, into use through redeveloping this central site within the heart of Darfield. As such, in accordance with paragraph 14 of the NPPF and its presumption in favour of sustainable development, planning permission should be granted without delay.

7.53 In order to support this presumption further, the benefits to be created in relation to the three elements that collectively result in sustainable development: economic benefits; social benefits; and environmental benefits. Each is heavily interrelated and therefore this report simply lists a number of the key economic, social and environmental considerations. The proposed development will result in the following:

<u>New Housing</u>

7.54 As both country and as an Authority, an insufficient quantity of housing has been built over the years. The proposed development will provide much needed additional housing on a site which is within walking distance of Darfield' s Local Centre and the provision and services that can be found there, including Darfield Health Centre and the Post Office. The

development will bring new housing to an area identified as being the focus for development and will help BMBC work towards achieving a five year housing land supply as required by the NPPF. This benefit clearly coincides with the national aim (as set out within paragraph 7 of the NPPF) of providing a supply if housing which is required to meet the needs of future and present generations. The construction of new housing will therefore have significant social and economic benefits.

Variety of retail provision

7.55 An increase in retail provision within Darfield will not only be of social benefit to the settlement through providing the level of goods one would anticipate finding within a Local Centre, but also be of significant financial benefit to the settlement. It will prevent the residents of Darfield and surrounding areas from having to travel elsewhere to access the same provision, meaning that less expenditure is leaked from the centre. In addition, the location of the proposal right on the boundary of the centre and the adequate level proposed car parking provision means that it will be convenient and easy for users to link their trip to the proposed development with trips to the other shops and services found within Darfield, making for a more viable centre which is also more active and vibrant.

In-direct and direct financial benefits

7.56 The proposed development will bring with it a variety of in-direct and direct financial benefits to the local community of Darfield.

7.57 In the short term the proposed development will generate construction jobs, which will bring increased spending into the local area which will benefits the shops and facilities already found in Darfield. Local traders are also likely to benefit due to the purchasing of local supplies and materials.

7.58 In the longer term and following construction, it is anticipated that the development will create approximately 80 jobs across the foodstore and five retail units. The will clearly be of financial benefit as employees are likely to use the services and found within the local area. Similarly the creation of up to 35 new households within the area, all of whom will use the local services within Darfield and the surrounding area. This again will significantly benefit local shops, services and facilities.

7.59 In light of the above it is clear that the proposed development will bring a raft of direct and in-direct economic benefit. The proposed development would therefore result in substantial

economic benefit.

The New Homes Bonus

7.60 The New Homes Bonus Scheme will bring significant financial contribution from the Government to the borough of Barnsley, the amount of which is determined by the increase in the number of homes. The New Homes Bonus is paid each year for six years and is based on the amount of extra Council Tax revenue raised for new build homes, conversions and long-term empty homes brought back into use. Local councils are free to decide how to spend the New Homes Bonus but it is expected that local council's will consult with communities about how the money will be spent. The New Homes Bonus can generate significant financial contributions; to date BMBC has benefitted from the bonus by £10.8 m since 2011[27]. The New Homes Bonus is clearly a significant economic benefit of residential development and one which this proposed development will increase.

Environmental

7.61 The environmental benefits that this redevelopment will bring are clear; it will result in the occupation of a redundant brownfield site that sits at the heart of the settlement of Darfield. Bringing the land back into active use will result in a huge visual improvement to the site and surrounding area and also create a more welcoming and safer environment for residents.

7.62 The indicative design of the proposed has paid due consideration to the surrounding residents, land uses and street scene. As a result of this and as discussed earlier within the assessment of the proposal, it is considered that the proposal is appropriate in terms of the impact it will have on the levels of visual amenity currently experienced within the locality and the impact that it will have on the designated heritage asset of Darfield Conservation Area which abuts the site. As such it is evident that there are significant environmental benefits to be had through permitting the redevelopment of the site for both retail and residential use.

[27] New Homes Bonus: aggregate numbers of homes recognised for the 4 years 2011-12 to 2014-2015 (DCLG)

8.0 Summary and Conclusions

8.1 This planning statement is submitted in support of a planning application made by Peveril Securities Limited which seeks outline planning permission for the construction of a retail foodstore, five smaller retail units and up to 35 dwellings with all matters (save for access) reserved for consideration at a later date.

8.2 This statement demonstrates that:

- The UDP and Core Strategy constitute the development plan for the determination of the proposed development, however in terms of assessing the residential element of the proposal in line with the extant housing allocations policies, the plan is considerably dated.

- The emerging Sites and Places Development Plan Document cannot be afforded any weight in the determination of the proposed development given that the Publication version is yet to be issued for public consultation.

- BMBC does not have a five year housing land supply as required by the NPPF.

- Darfield does not have a level of retail provision adequate for its Local Centre classification within the retail hierarchy.

- The introduction of the retail element of the proposal, which is to be anchored by a discount foodstore will not adversely impact upon the vitality or viability of Darfield or nearby centres.

- The proposal will result in the creation of approximately 80 jobs once complete.

- There is no policy or other material consideration which would suggest that the proposed development would cause any harm, and therefore no reason why planning permission should not be granted, In particular we have shown that:

    - Whilst only in outline, the development will not have an adverse impact on

the Darfield Conservation Area, indeed it will improve the level of visual amenity currently experienced in the area.

- The redevelopment will result in a redundant site, surplus to the educational requirements of the borough and in the heart of the settlement, back into use, enhancing its vibrancy.

- The proposal will not adversely impact upon the existing highway network and the site can be safely accessed.

8.3 Given the above it has been shown that there are no adverse impacts associated with the proposed development and there are no policies within the NPPF or development plan for Barnsley which would indicate that the development of this site for retail and residential use should not be permitted.

8.4 In conclusion, there is a presumption in favour of sustainable development and planning permission should be granted for such development without delay.

Appendix 1: Healthchecks

On behalf of:
Peveril Securities Limited

In respect of:
Outline Planning Permission
For Retail and Residential Development

At:
Former Foulstone Secondary School Site
Nanny Marr Road
Darfield
Barnsley

Date:
September 2014

Document reference:
EG/MB/1248le/ R002jb

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1.0 Introduction

1.1 The following assessment considers the vitality and viability of two District Centres; Goldthorpe and Wombwell; and four Local Centres; Darfield, Stairfoot, Thurnscoe Houghton Road and Thurnscoe Shepherd Lane.

1.2 The assessment has been undertaken in accordance with the National Planning Policy Guidance (NPPG). This identifies key factors by which heath of a centre can be judged, including:

- Diversity of uses and retailer representation;
- Vacancy rates;
- Vacant sites;
- Accessibility;
- Environmental quality; and
- Crime and safety.

2.0 Goldthorpe District Centre

2.1 Goldthorpe lies approximately 11 kilometres east of Barnsley Town Centre. It was formerly a mining village but following the closure of the nearby coalmines it has suffered from a period of decline.

2.2 The majority of Goldthorpe District Centre is located on Barnsley Road along a linear parade of units. The District Centre also included units along Market Street up to and including the open air market and units along High Street up to and including the Asda store.

Diversity of Uses

2.3 The composition of Goldthorpe District centre was surveyed by DPP in September 2014 and the breakdown of use is shown in Table 1.

Table 1 – Goldthorpe District Centre Breakdown of Use Classes

Use	Number of Units	Percentage
Convenience (A1)	14	15.6%
Comparison (A1)	22	24.4%
Charity (A1)	5	5.6%
Retail Service (A1)	23	25.6%
Professional (A2)	7	7.7%
Food and Drink (A3-A5)	10	11.1%
Vacant	9	10%

2.4 Our assessment identifies that Goldthorpe has a mixture of different A1 uses with there being a spread of between retail service stores, convenience stores and comparison stores.

2.5 The main convenience retailers in the centre were a Co-op and Fultons Foods along Barnsley Road and an Asda along High Street. Other convenience units with the centre included a bakers, butchers and several general stores/newsagents.

2.6 Comparison retailers within the centre were predominantly independent stores offering a

range of goods including furniture, DIY, jewellery, carpets, clothing and footwear.

2.7 There were a number of retail services in the centre such as hairdressers, a laundrette, travel agents and a shop selling memorial stones. The Centre also had several units in professional A2 use in the form of banks/building societies, estate agencies and bookies.

2.8 There were also five charity shops in the Centre which sold a range of second hand goods at cheap prices.

2.9 Approximately 11% of the units were used for food and drink uses.

2.10 Goldthorpe also had an open air market on Market Street which was not open on the day of the survey.

Vacancy Rates

2.11 DPP identified nine vacant units across the District Centre (10% of units). This vacancy rate is below the national average of just over 12%.

2.12 The vacancy level is very similar to the one identified by Turley's in their health check of the area in August 2013 to support the Sainsbury's application at Stairfoot which identified there being ten vacant units in the area.

2.13 The vacant units were spread out along the course of Barnsley Road with no concentration of the buildings. The majority of the vacant units were small; however, there was one larger vacant unit along Barnsley Road, the former Yorkshire Bank, which has only become vacant in the last month. At the time of the survey there were no marketing boards on site.

2.14 The vacant stores within Goldthorpe were small and old fashioned being located within old terraces and therefore it there unlikely to be attractive to the needs of modern retailers.

Vacant Sites

2.15 A large area of land has been cleared to the east of the District Centre to the north of

Barnsley Road, in-between Central Street and East Street. Google Street View indicates that terraces of shops were formerly located here. The cleared site extends to the houses which were located behind the District Centre. It is not known when the site was cleared but online information suggests that it has occurred since April 2011.

2.16 A search of Barnsley Council's online application records indicated that no applications have been submitted on this cleared piece of land.

Accessibility

2.17 Goldthorpe District Centre is accessible by a number of different means. There are a number of houses in close proximity to the centre meaning that a number of the users of the centre will be able to walk to the stores. There was also a number of parking laybys in the centre along Barnsley Road which included several disabled spaces meaning that the centre is accessible to cars. The Asda store also has its own designated car park.

2.18 Additionally there were a number of bus stops in the centre which provide a regular service to both Doncaster and Barnsley. Finally, Goldthorpe railway station is located approximately 0.6 kilometres to the west of the Centre which provides an hourly service to Wakefield, Leeds, Sheffield and Rotherham.

2.19 Cyclists do not have designated cycle lanes however there was cycle parking provided on the corner of Whitworth Street and Barnsley Road.

2.20 Pedestrian flow was steady but it was not particularly busy, however, it should be noted that the survey was carried out on a Monday which traditionally is not a busy shopping day and for part of the survey it was raining heavily.

Environmental Quality

2.21 It is evident that there has been some investment made to improve the public realm in Goldthorpe with the provision of street furniture and paving around the junction of Whitworth Street and Barnsley Road.

2.22 The pedestrian pavements vary in width but are sufficiently wide to allow people pass on

both Barnsley Road and High Street with crossing points for pedestrians along Barnsley Road. By contrast there were no pedestrian crossing points along High Street.

2.23 However, some of the retail units along Barnsley Road gave the impression of being outdated and fairly rundown and could do with some form of renovation work being carried out to update them.

Crime and Safety

2.24 During DPP's site visit the centre was fairly quiet. However, the proximity of neglected terraced housing to the Centre and the large number of shops using roller shutters, heightened the perception of crime levels within the locality.

Summary

2.25 Overall it is felt that Goldthorpe District Centre was in a moderate health with the vacancy levels being below the national average and there being a wide range of retailers. There were few national retailers within the centre, with the vast majority of shops being low order independents.

2.26 Furthermore the parades of shops are relatively dated and as such are beginning to show their age and whilst there has been some improvement to the public realm it is fairly limited. This combined with the vacant area between Central Street and East Street did not give the impression of the Centre being a particularly pleasant place to shop.

3.0 Wombwell District Centre

3.1 Wombwell lies approximately 6 kilometres southeast of Barnsley Town Centre. It was formerly a mining village but following the closure of the nearby coalmines it has suffered from a period of decline, however, there are signs now that the area is beginning to recover.

3.2 The majority of Wombwell District Centre is located on High Street along a linear parade of units. There is a small section of it along Station Road.

Diversity of Uses

3.3 The composition of Wombwell District centre was surveyed by DPP in September 2014 and the breakdown of use is shown in Table 2.

Table 2 – Wombwell District Centre Breakdown of Use Classes

Use	Number of Units	Percentage
Convenience (A1)	18	20.2%
Comparison (A1)	22	24.7%
Charity	8	9%
Retail Service (A1)	14	15.7%
Professional (A2)	9	10.1%
Food and Drink (A3-A5)	14	15.7%
Vacant	4	4.4%

3.4 Our assessment identifies that Wombwell has a mixture of different A1 uses with there being a spread of between retail service stores, convenience stores and comparison stores.

3.5 The main convenience retailers in the Centre were a Tesco Express, Heron Foods and Fultons Foods along High Street. Other convenience units with the centre included a baker, butchers and several general stores/newsagents.

3.6 The comparison market within the Centre was dominated by a large Wilkinson's store. There

was also a large number of independent stores offering a range of goods including furniture, DIY, jewellery, carpets, clothing and footwear.

3.7 There were a number of retail services in the centre such as hairdressers, opticians, travel agents, undertakers and tattoo parlours. The Centre also had several units in professional A2 use in the form of banks/building societies, estate agencies and bookies.

3.8 Approximately 16% of the units were used for food and drink uses.

Vacancy Rates

3.9 DPP identified four vacant units across the District Centre (4.4% of units). This vacancy rate is well below the national average of just over 12%.

3.10 The vacancy level is very similar to the one identified by Turley's in their health check of the area in August 2013 to support the Sainsbury's application at Stairfoot which identified there being ten vacant units in the area.

3.11 The vacant units were spread out along the course of High Street with no concentration of the buildings. Three of the vacant units were small terrace units and therefore would not be attractive to the needs of a modern retailer. However, there was one larger vacant unit along High Street which had formerly been a Superdrug, this unit is currently being marketed by Barnsdales Commercial.

Vacant Sites

3.12 There were no vacant sites within the centre of Wombwell, nor were there any identified within close proximity to the Centre.

Accessibility

3.13 Wombwell District Centre is accessible by a number of different means. There are a number of houses in close proximity to the Centre meaning that a number of the users of the Centre will be able to walk to the stores. There is a large car park off George Street to the west of

High Street which provided a large number of parking spaces. There were also several on street disabled parking spaces.

3.14 Additionally there were a number of bus stops in the Centre which provide a regular service to Doncaster, Barnsley and Hoyland. Finally, Wombwell train station is located approximately 1.3 kilometres to the west of the Centre which provides regular services to Sheffield, Leeds, Barnsley, Wakefield and Huddersfield.

3.15 Cyclists do not have designated cycle lanes and no cycle racks were identified within the centre.

3.16 Pedestrian flow was steady when the survey was carried out with the pedestrian levels being at their highest around the Tesco Express and Wilkinson's store on the eastern side of High Street.

Environmental Quality

3.17 The environmental quality of Wombwell was considered to be good with the shop units generally being well maintained, in particular those around the Tesco and Wilkinson's Store. The public realm has been improved with a large number of benches and landscaping in the form of street trees provided in the wide paved area to the east of High Street.

3.18 The pedestrian pavements vary in width but are sufficiently wide to allow people to pass on High Street. The pavement is particular wide to the east of High Street around the Tesco and Wilkinson store, this makes these stores particularly accessible to pedestrians, cyclists and disabled users. This is where the street furniture and landscaping are located. There were a number of crossing points for pedestrians along High Street.

Crime and Safety

3.19 During DPP site visit the centre was relatively busy. This along with the good environmental quality and the provision of CCTV in the centre makes it appear a very safe environment to shop in.

Summary

3.20 At the time of the survey the footfall was high within the Centre and the buildings appeared to be in a good state of repair this, combined with the improvements to the public realm and the overall good environmental quality of the area, made Wombwell appear to be a relatively vibrant location.

3.21 Overall, it was considered that Wombwell District Centre was in good health. The centre had a low level of vacancies and had a wide range of facilities and as such served its role as a District Centre very satisfactorily.

4.0 Darfield Local Centre

4.1 Darfield lies approximately 7 kilometres south-east of Barnsley Town Centre. Like, many of the settlements in this part of Barnsley it was formerly a mining village which has suffered from a period of decline following the closure of the nearby coalmines.

4.2 Darfield Local Centre was very small being centred on a triangle around Garden Street, Barnsley Road and Snape Hill Road. The majority of the centre seemed to be made up of residential terraced housing.

4.3 The designated boundary for the Local Centre has not been formally adopted yet, however, it has been proposed within the emerging Local Plan. Therefore for the purpose of this report Centre as shown within the emerging Local Plan has been surveyed.

Diversity of Uses

4.4 The composition of Darfield Local centre was surveyed by DPP in September 2014 and the breakdown of use is shown in Table 3.

Table 3 – Darfield Local Centre Breakdown of Use Classes

Use	Number of Units	Percentage
Convenience (A1)	5	26.6%
Comparison (A1)	2	13.3%
Charity	0	0%
Retail Service (A1)	4	26.6%
Professional (A2)	1	10.1%
Food and Drink (A3-A5)	1	13.3%
Vacant	2	13.3%

4.5 Our assessment identifies that Darfield had few facilities and they were spread between the different ‘A’ use classes.

4.6 The main convenience retailer in the centre was a Spa on Snape Hill Road. Other convenience units with the centre included a baker, a sandwich shop and a card shop.

4.7 There were only two comparison units counted in the centre; a paint shop and a pharmacy.

4.8 There were only four retail services in the centre which included a hairdressers and nail bar. The Centre also had only one unit in professional A2 use in the form of bookies. There was only one unit used for Food and Drink uses.

4.9 The Centre also included a library along with a Health Centre and surgery on Church Street which have not been included in the table above.

Vacancy Rates

4.10 DPP identified two vacant units across the Local Centre (13.3% of units). This vacancy rates is just above the national average of just over 12%. However, given the small number of units in the area it is not felt that this sample size is large enough for conclusions over vacancy rates to be made.

4.11 The vacant units were spaced out in the centre. One store was the former Rhythm and Booze located on the junction between Snape Hill Road and Garden Street and the other was the former Co-op located on Snape Hill Road on the western edge of the Local Centre.

Vacant Sites

4.12 There were no vacant sites within the centre of Darfield.

4.13 However, the site of the former Foulstone School which is the site subject of this application, adjoins the proposed Local Centre.

Accessibility

4.14 Darfield Local Centre is accessible by a number of different means. The proposed centre has a large number of houses within it therefore there are a number of residents living within the

centre meaning that a number of the users of the centre will be able to walk to the facilities. There was also on street parking but this was shared with the local residents so whilst the centre is accessible to cars it there may not be much parking space.

4.15 Additionally there are bus stops in close proximity to the north of the centre along Nanny Marr Road which provide a regular service to Doncaster, Barnsley and Rotherham. The closest railway station is Wombwell which is located approximately 3.3 kilometres to the west of the Centre.

4.16 Cyclists do not have designated cycle lanes and no cycle racks were identified within the centre.

4.17 Pedestrian flow was low when the survey was carried out. The lack of facilities within the area means that there was not a great deal of footfall with most of the pedestrians in the Centre being located around the Spa and Post Office.

Environmental Quality

4.18 The environmental quality of Darfield was considered to be moderate to poor with the shop units varying in their level of maintenance, in particular those along Snape Hill Road. There were no benches or other forms of landscaping identified within the centre.

4.19 The pedestrian pavements vary in width but are sufficiently wide to allow people to pass on High Street. The narrowest pavements were located along Snape Hill road which is predominantly a residential street. There was only one crossing point identified within the centre, along Garden Street opposite the Post Office.

Crime and Safety

4.20 During DPP's site visit the centre was quiet. The lack of footfall and the run down nature of some of the units within the centre did not give the impression of it being a very desirable environment to shop in.

Summary

4.21 In summary, it was considered that Darfield Local Centre was in moderate health. However, due to the small number of units within the Centre there was a lack of facilities, with only one café and one professional use being identified. A number of the units within the Centre appeared to be fairly dated and some appeared to require some maintenance work carrying out. Furthermore, the units were dispersed throughout the centre meaning that there was no one parade of concentrated shops within the Centre.

4.22 Additionally, the Centre is not just restricted to retail uses as it contains a number of community facilities along Church Street so whilst the shopping provision may seem sparse there are a variety of other facilities within the Centre.

5.0 Stairfoot Local Centre

5.1 Stairfoot lies within the main urban form of Barnsley approximately 2.5 kilometres south-east of Barnsley Town Centre. Stairfoot Local Centre largely comprises of a parade of shops along Doncaster Road. The Centre also takes in the Frankie and Benny's Restaurant and the Black Bull pub along Grange Lane. Additionally the centre includes an Aldi store which is at the opposite side of the dual carriageway of Doncaster Road from the remainder of the centre, somewhat cut off.

5.2 An area of public open space with seating areas has been constructed in the middle of the run of shops near School Street.

Diversity of Uses

5.3 The composition of Stairfoot Local centre was surveyed by DPP in September 2014 and the breakdown of use is shown in Table 4.

Table 4 – Stairfoot Local Centre Breakdown of Use Classes

Use	Number of Units	Percentage
Convenience (A1)	4	16%
Comparison (A1)	7	28%
Charity	0	0%
Retail Service (A1)	2	8%
Professional (A2)	0	0%
Food and Drink (A3-A5)	11	44%
Vacant	1	4%

5.4 Our assessment identifies showed that within Stairfoot the majority of facilities in the area were spilt between the sales of comparison goods, convenience goods and food and drink.

5.5 The main convenience retailer in the centre is the Aldi store, there was also a McColls and a Rhythm and Booze along with a bakers in the parade of shops along Doncaster Road.

5.6 There were seven comparison units counted in the centre which were all occupied by independent operators, including included a gun shop, furniture store, toy shop and a spare motor parts store.

5.7 There were only two retail services in the centre which included a hairdresser and no professional A2 uses. There were eleven units used for food and drink uses.

Vacancy Rates

5.8 DPP identified one vacant unit across the Local Centre (4% of units). This vacancy rate is well below above the national average of just over 12%.

5.9 The vacant unit was located in the parade of shops along Doncaster Road, it was a small unit which had previously been a sandwich shop, and it was being privately marketed along with the flat above it.

Vacant Sites

5.10 There were no vacant sites within the centre of Stairfoot, nor were there any identified within close proximity to the Centre.

Accessibility

5.11 The proposed Darfield Local Centre is accessible by a number of different means. The Centre has a number of houses surrounding it therefore there are a number of residents living within the centre meaning that a number of the users of the centre will be able to walk to the facilities. There was also a large amount of on street parking and parking laybys meaning that the centre is accessible to cars. Furthermore, Aldi had its own designated car park for customers.

5.12 Additionally there are bus stops within the centre along Doncaster Road which provide a regular service to Doncaster, Barnsley, Rotherham and surrounding areas. The closest railway station is Barnsley which is located approximately 2.5 kilometres to the north-west of the centre.

5.13 Cyclists do not have designated cycle lanes and no cycle racks were identified within the centre.

5.14 Pedestrian flow was low along the parade of shops when the survey was carried out. There were, however, a reasonable number of people using the Aldi store for a Monday morning but Doncaster Road is a busy dual carriageway which acts as a barrier to pedestrian movement meaning that shoppers at Aldi are unlikely to use the reminder of the centre.

Environmental Quality

5.15 The environmental quality of Stairfoot was considered to be moderate as the shops on Doncaster Road appear to be Victorian/Edwardian in construction and have not been maintained particularly well. There was no street furniture in the area and the fact that the Aldi store is on the opposite side of a dual carriageway from the parade of shops means that linked shopping trip here are not particularly likely. The busy nature of the dual carriageway does not make this a particularly pleasant environment to shop in either.

5.16 However, the local centre does benefit from the area of public open space mentioned earlier around School Street, and the vegetation around Frankie and Benny's and Aldi.

Crime and Safety

5.17 During DPP's site visit the centre was quiet, however, the majority of the parade of shops is highly visible from the car passing on the new Doncaster Road dual carriageway therefore this area felt relatively safe. Additionally, the area around the Aldi store felt relatively safe given the number of people using the facility. There was part of the Centre along the old Doncaster Road to the rear of Frankie and Benny's which was not partially visible which did not feel as safe, however, the lack of facilities should mean that few people walk down here. Overall, the centre felt like a reasonably safe place to shop.

Summary

5.18 It is considered that the health of Stairfoot Local Centre is moderate. Whilst there was only one vacant unit within the centre; use classes A3-A5 (hot takeaways, restaurants and pubs) accounted for nearly 50% of the 'A' use class units which appeared to be high especially in

comparison to the other centres surveyed. Some of the units themselves did not appear to have been well maintained however, the area of public open space separating the parades did make the area more aesthetically pleasing.

5.19 There were a number of specialist comparison shops which would attract people to the Centre but the large Aldi store was on the opposite side of a busy dual carriageway to the rest of the centre meaning that those Aldi customers may not make linked trips within Stairfoot Local Centre. The road creates a physical barrier throughout the Centre which is difficult to alleviate.

6.0 Thurnscoe, Houghton Road Local Centre

6.1 Thurnscoe lies approximately 11 kilometres to the east of Barnsley Town Centre. Like, many of the villages in this part of Barnsley it was formerly a mining village which has suffered from a period of decline following the closure of the nearby coalmines.

6.2 Houghton Road Local Centre is a relatively small Local Centre which is predominantly located on the southern section of Houghton Road in-between the junction with Church Street and the Thurnscoe playing field. The Centre also incorporated some relatively new housing.

Diversity of Uses

6.3 The composition of Houghton Road Local centre was surveyed by DPP in September 2014 and the breakdown of use is shown in Table 5.

Table 5 – Thurnscoe, Houghton Road Local Centre Breakdown of Use Classes

Use	Number of Units	Percentage
Convenience (A1)	5	20%
Comparison (A1)	8	32%
Charity	0	0%
Retail Service (A1)	5	20%
Professional (A2)	1	4%
Food and Drink (A3-A5)	5	20%
Vacant	1	4%

6.4 Our assessment identifies that Houghton Road Local Centre had a range of facilities and that the majority of facilities in the area were spilt between the sales of comparison goods, convenience goods and food and drink.

6.5 The main convenience retailer in the centre is the Asda store, there was also a Cooplands bakery along with independent grocers and butchers.

6.6 There were seven comparison units counted in the centre which included a pharmacy along with independent clothing, DIY and carpet stores.

6.7 There were five retail services in the centre which included hairdressers and an undertaker and only one professional A2 use, a bookmaker. There were five units used for food and drink uses.

Vacancy Rates

6.8 DPP identified one vacant unit across the Local Centre (4% of units). This vacancy rates is well below above the national average of just over 12%.

6.9 The vacant unit was the former Thurnscoe Hotel to the north of the Asda store on the southern side Houghton Road. The unit appeared to have been vacant for a number of years and it did not have a marketing board on it.

6.10 An outline planning application was submitted on the site for the demolition of public house and re-development of site to accommodate retail units (ref:2012/0271). The application was approved on 12th June 2012, however, there was no sign of work commencing on the site at the time of the survey.

Vacant Sites

6.11 There was one vacant site located within the centre on its eastern edge. The site was formerly occupied by the Former Thurnscoe Methodist Church, prior to its demolition, and has been vacant for over a year.

6.12 A search of Barnsley Council's online planning application records indicated that no planning application have been submitted on this site.

Accessibility

6.13 The Local Centre is accessible by a number of different means. The Centre has a number of houses surrounding it therefore there are a number of residents living within the centre

meaning that a number of the users of the centre will be able to walk to the facilities. There was some street parking available on Houghton Road in front of the main parade of shops to the west of the centre and the Asda store had its own car park.

6.14 Additionally there are bus stops within the centre along Doncaster Road which provide a regular service to Doncaster, Barnsley and surrounding intermittent settlements. The Centre is within easy walking distance of Thurnscoe railway station which is located adjacent to the eastern edge of the Centre, this provides hourly services to Wakefield, Sheffield and Leeds.

6.15 Cyclists do not have designated cycle lanes and no cycle racks were identified within the centre.

6.16 Pedestrian flow was relatively high in front of the main parade of shops which were located either side of the junction between Houghton Road and Kingsway and the Asda store. There was little pedestrian flow at the eastern section which is understandable as this was located away from the existing shops and facilities of the centre. Additionally there was a pelican crossing outside the main parade of shops which made them more accessible to people living to the north of Houghton Road.

Environmental Quality

6.17 The environmental quality of Houghton Road was considered to be extremely moderate. The parade of shops has not been maintained particularly well and they are beginning to look very dated. Furthermore the derelict Thurnscoe Hotel within the centre was very much an eyesore. Additionally there was no street furniture nor was there any landscaping.

6.18 However, there were some positives; the pavement was very wide outside the parade of shops in between Chapel Street and Kingsway making the stores very accessible and the area around the relatively modern Asda store, which included some fairly new flats and a pharmacist, was fairly pleasant.

Crime and Safety

6.19 During DPP's site visit the centre was relatively busy. This along with the shopping parades being highly visible to traffic passing along Houghton Road, made it appear a reasonably safe

environment to shop in.

Summary

6.20 Overall it was considered that Thurnscoe Houghton Road Local Centre was in fairly good health. There were no vacancies in the parade of shops at the time of the survey and the footfall was relatively high indicating that the Centre appeared to be well used. The parade seemed to provide a range of goods that would meet the day to day needs of the local residents. However, there is scope to improve the shopping environment of the area as the buildings that the shops were located within looked like they needed some maintenance work.

7.0 Thurnscoe, Shepherd Lane Local Centre

7.1 Thurnscoe lies approximately 11 kilometres to the east of Barnsley Town Centre. Like, many of the villages in this part of Barnsley it was formerly a mining village which has suffered from a period of decline following the closure of the nearby coalmines.

7.2 Shepherd Lane Local Centre is a small Local Centre predominantly located on the junction Shepherd Lane and Station Road. The Centre also incorporated a small number of residential terraced housing.

Diversity of Uses

7.3 The composition of Shepherd Lane Local Centre was surveyed by DPP in September 2014 and the breakdown of use is shown in Table 6.

Table 6 – Thurnscoe, Shepherd Lane Local Centre Breakdown of Use Classes

Use	Number of Units	Percentage
Convenience (A1)	3	25%
Comparison (A1)	2	16.7%
Charity	0	0%
Retail Service (A1)	2	16.7%
Professional (A2)	1	8.3%
Food and Drink (A3-A5)	3	25%
Vacant	1	8.3%

7.4 Our assessment identifies that Shepherd Lane Local Centre was small yet had a range of facilities.

7.5 Convenience retailing in the centre included a One Stop and Fultons Foods along Shepherd Lane and a Rhythm 'n' Booze on Station Road.

7.6 There were only two comparison units counted in the centre, a clothes store and a pet shop,

both of which were independent.

7.7 There were only two retail services in the centre which included a hairdresser and one professional A2 uses, an estate agent. There were three units used for food and drink uses.

7.8 The centre also included the Thurnscoe Medical Centre and a library.

Vacancy Rates

7.9 DPP identified one vacant unit across the District Centre (8% of units). This vacancy rate is well below above the national average of just over 12%.

7.10 The vacant unit was located on the junction between Shepherd Lane and Station Road on the eastern side of Shepherd Lane; it was a fairly small unit which had previously been a café/deli. It was being privately marketed by Regional Property Auctioneers.

Vacant Sites

7.11 There was one vacant site located within the centre to the south of Station Road in-between Gaz Bikes extreme clothing store and an existing employment site. The site was a mixture of hardstanding and overgrown vegetation and parts of it were being used as an informal car park.

7.12 A search of Barnsley Council's online planning application records indicated that no planning applications have been submitted on this site.

Accessibility

7.13 The Local Centre is accessible by a number of different means. The Centre has a number of houses surrounding it therefore there are a number of residents living within the centre meaning that a number of the users of the centre will be able to walk to the facilities. There was also a degree of on street parking on John Street and Shepherd Lane meaning that the centre is accessible to cars.

7.14 Additionally there are bus stops within the centre along Doncaster Road which provide a regular service to Doncaster, Barnsley and surrounding intermittent settlements. The centre is within easy walking distance of Thurnscoe railway station which is located adjacent to the eastern edge of the Centre, this provides hourly services to Wakefield, Sheffield and Leeds.

7.15 Cyclists do not have designated cycle lanes and no cycle racks were identified within the centre. Pedestrian flow was low along the parade of shops when the survey was carried out. The small number of shops in this location and the convenience stores being 'top up' in nature of indicated that there was unlikely to be much pedestrian movement with the Centre. However, the survey took place on a Monday which may have impacted on the pedestrian number as this is traditionally a quiet shopping day.

Environmental Quality

7.16 The environmental quality of Shepherd Lane Local Centre was considered to be extremely moderate. There was no street furniture in the area and very little vegetation. The level of maintenance of the units varied and the vacant site along Station Road did not make the Centre appear aesthetically appealing.

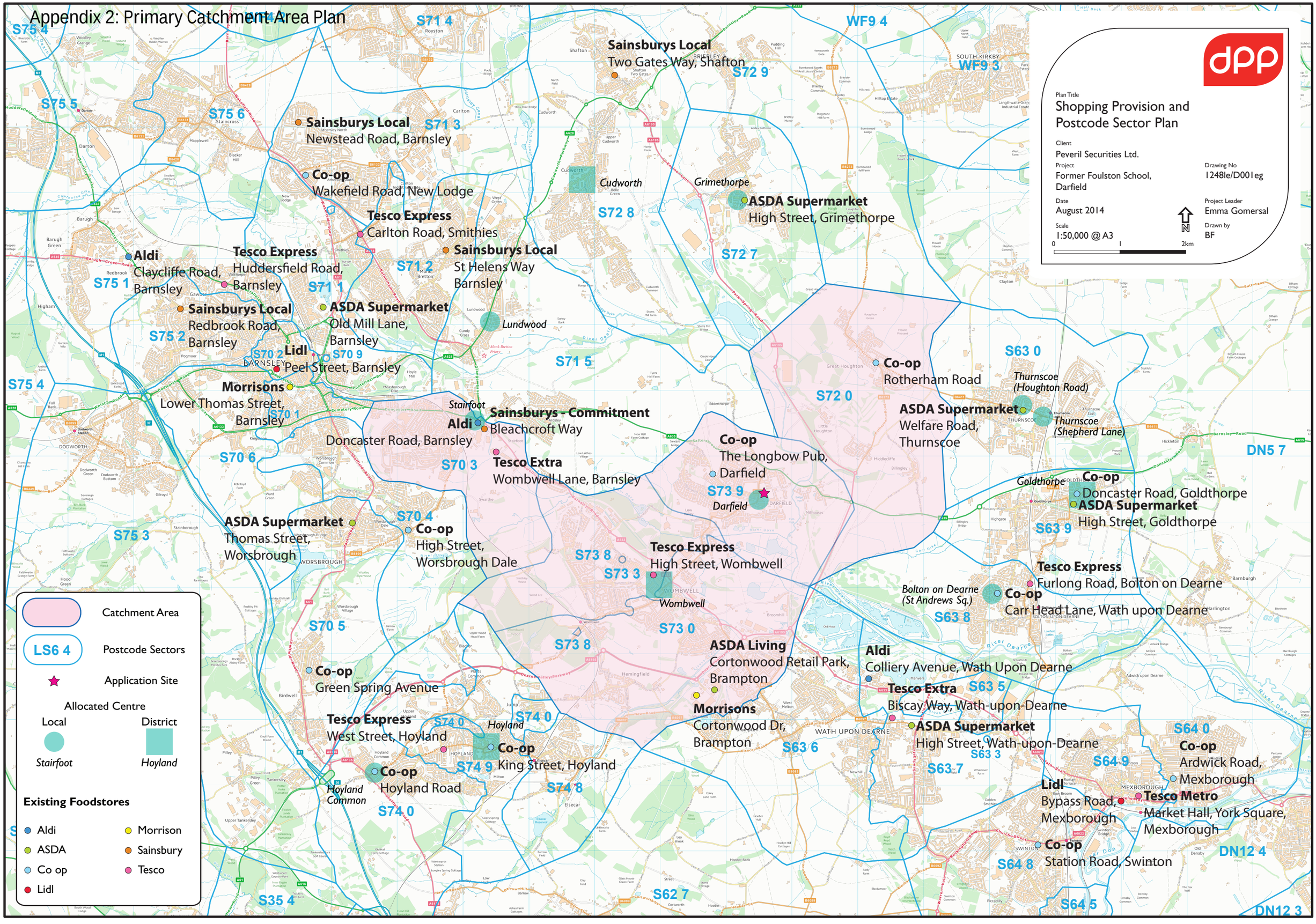
Crime and Safety

7.17 During DPP's site visit the Centre was quiet, however, the Centre is highly visible from the car passing on both Station Road and Shepherd Lane which gave the impression of this being a relatively safe environment to shop in.

Summary

7.18 In summary it is considered that Shepherd Lane Local Centre was of moderate health. Whilst the Centre had a low vacancy rate there was a lack of facilities within the Centre which is largely down to the small number of units, hence the low footfall. Furthermore a number of these units do not appear to have been well maintained. Additionally, the vacant site on Station Road has remained undeveloped for a number of years indicating there is not high demand to develop it.

Appendix 2: Primary Catchment Area Plan



Appendix 3: Retail Tables

Table 1: Population

	2014	2015	2016	2017	2018	2019
S70 3	8,310	8,371	8,433	8,493	8,553	8,613
S72 0	3,395	3,421	3,446	3,472	3,498	3,523
S73 0	11,880	11,963	12,046	12,128	12,210	12,292
S73 8	8,267	8,326	8,385	8,443	8,502	8,561
S73 9	7,529	7,583	7,636	7,689	7,742	7,795
Total	39,381	39,664	39,946	40,225	40,505	40,784

Source: Experian Population and Expendiutre Data Reports for postcodes identified (24.06.2014)

Table 2a: Per Capita Convenience Expenditure

	Price Base Expenditure 2012	2013	2014	2015	2016	2017	2018	2019
S70 3	1639	1610	1597	1600	1603	1608	1610	1616
S72 0	1779	1747	1733	1736	1740	1745	1747	1754
S73 0	1744	1713	1699	1702	1706	1711	1713	1720
S73 8	1680	1650	1637	1640	1643	1648	1650	1656
S73 9	1778	1746	1732	1735	1739	1744	1746	1753

Source: Experian Population and Expendiutre Data Reports for postcodes identified (24.06.2014)

Source: Experian Retail Planner Briefing Note 12 (Oct 2014) (appendix 3)

Table 2b: Per Capita Comparison Expenditure

	Price Base Expenditure 2012	2013	2014	2015	2016	2017	2018	2019
S70 3	2,059	2139	2244	2322	2373	2423	2474	2536
S72 0	2,455	2551	2676	2769	2830	2890	2950	3024
S73 0	2,522	2621	2749	2845	2908	2969	3031	3107
S73 8	2,194	2279	2391	2475	2529	2582	2637	2703
S73 9	2,464	2208	2316	2397	2450	2501	2554	2617

Source: Experian Population and Expendiutre Data Reports for postcodes identified (24.06.2014)

Source: Experian Retail Planner Briefing Note 12 (Oct 2014) (appendix 3)

Table 3a: Per Capita Convenience Expenditure (excluding SFT)

	Price Base Expenditure 2012	2013	2014	2015	2016	2017	2018	2019
S70 3	1610	1573	1555	1555	1554	1555	1552	1555
S72 0	1747	1707	1688	1688	1686	1687	1684	1687
S73 0	1713	1673	1655	1655	1653	1655	1651	1654
S73 8	1650	1612	1594	1594	1592	1594	1590	1594
S73 9	1746	1705	1687	1687	1685	1686	1683	1686
Total	8465	8270	8179	8179	8170	8177	8160	8176

Source: Table 2a and Experian Retail Planner Briefing Note 12 (Oct 2014) (appendix 3)

Table 3b: Per Capita Comparison Expenditure (excluding SFT)

	Price Base Expenditure 2012	2013	2014	2015	2016	2017	2018	2019
S70 3	1844	1901	1981	2032	2060	2084	2110	2148
S72 0	2200	2268	2363	2423	2457	2485	2517	2561
S73 0	2260	2330	2427	2490	2524	2553	2586	2632
S73 8	1966	2026	2111	2166	2195	2221	2249	2289
S73 9	2208	1963	2045	2097	2126	2151	2178	2217
Total	10478	10488	10928	11208	11362	11494	11640	11847

Source: Table 2b and Experian Retail Planner Briefing Note 12 (Oct 2014) (appendix 3)

Table 4: Total Expenditure

	2014	2019
Convenience	322,098,885	333,436,072
Comparison	430,336,202	483,170,335
Total	752,435,087	816,606,408

Expenditure Growth 2014-2019	
Convenience	11,337,187
Comparison	52,834,133
Total	64,171,320

Source: Tables 1 and 3

Table 5: Turnover of Proposed Development

Total	Benchmark turnover (£ / sqm)	Net Sales Area (sqm)	Total Turnover @ 2014	Total Turnover @ 2019	% from within PCA	Turnover from within PCA @ 2014	Turnover from within PCA @ 2019
Proposed Discount Foodstore		1254					
Convenience	3,749	878	3,290,872	3,290,859	90%	2,961,785	2,961,773
Comparison	1,332	376	501,098	583,662	90%	450,989	525,295
Foodstore Total		**1,254**	**3,791,971**	**3,874,521**		**3,412,774**	**3,487,069**
Other retail units (comparison)	2,500	806	2,015,000	2,347,000	95%	1,914,250	2,229,650
other retail units (convenience)	3,749	346	1,297,154	1,297,149	95%	1,232,296	1,232,291
Total		**2,060**	**7,104,125**	**7,518,670**		**6,559,320**	**6,949,010**

Note:Benchmark turner over of Lidl used to calculate turnover of a discount foodstore

Note:Floorspace efficiencies taken from Experian Retail Planner October 2014 tables 4a and 4b

Note:Gross to net ratio of 70% applied to retail units (gross 1645sqm/net 1152sqm)

Note:Convenience/Comparison ratio of 70/30

Table 6: Existing Turnover

	Net Floorspace	% Floorspace Split		Convenience				Comparison				Total		Turnover from PCA	Convenience		Comparison		Total	
		Convenience	Comparison	Net Sales Area (sqm)	Sales Density (£/sqm)	Turnover @ 2014 (£)	Turnover @ 2019 (£)	Net Sales Area (sqm)	Sales Density (£/sqm)	Turnover @ 2014 (£)	Turnover @ 2019 (£)	Total Turnover @ 2014 (£)	Total Turnover @ 2019 (£)		Turnover @ 2014 (£)	Turnover @ 2019 (£)	Turnover @ 2014 (£)	Turnover @ 2019 (£)	Turnover @ 2014 (£)	Turnover @ 2019 (£)
Allocated Centres within the PCA							1				1									
Wombwell																				
Tesco Express, Wombwell	300	85%	15%	255	10,441	2,662,455	2,662,444	45	12,273	552,285	643,282	3,214,740	3,305,726	90%	2,396,210	2,396,200	497,057	578,954	2,893,266	2,975,154
Local Shops						727,545	727,542			3,520,000	4,099,971	4,247,545	4,827,513	90%	654,791	654,788	3,168,000	3,689,973	3,822,791	4,344,761
Stairfoot																				
Aldi, Stairfoot	743		27%			7,924,318	7,924,286	201	3,407	684,807	797,639	8,609,125	8,721,925	50%	3,962,159	3,962,143	342,404	398,819	4,304,563	4,360,963
Local Shops						5,755,682	5,755,659			340,000	396,020	6,095,682	6,151,679	50%	2,877,841	2,877,829	170,000	198,010	3,047,841	3,075,839
Darfield																				
Local Shops						2,350,000	2,349,991			2,000,200	2,329,762	4,350,200	4,679,752	100%	2,350,000	2,349,991	2,000,200	2,329,762	4,350,200	4,679,752
In Centre Total	1043					19,420,000	19,419,922			7,097,292	8,266,673	26,517,292	27,686,595		12,241,000	12,240,951	6,177,660	7,195,518	18,418,660	19,436,469
Out of centre locations within the PCA																				
Tesco Extra, Wombwell Lane	3714	74%	26%	2,748	10,411	28,613,176	28,613,061	966	12,273	11,851,300	13,803,971	40,464,476	42,417,033	50%	14,306,588	14,306,531	5,925,650	6,901,986	20,232,238	21,208,516
Stairfoot Retail Park	3718	0%	100%					3,718	1,228	4,565,704	5,317,969	4,565,704	5,317,969	40%			1,826,282	2,127,188	1,826,282	2,127,188
B&Q Stairfoot*	7760	0%	100%					7,760	1,534	11,903,840	13,865,168	11,903,840	13,865,168	30%			3,571,152	4,159,551	3,571,152	4,159,551
Co-op, Barnsley Road, Darfield	878	85%	15%	746	8,178	6,103,241	6,103,217	132	3,696	486,763	566,964	6,590,005	6,670,181	95%	5,798,079	5,798,056	462,425	538,616	6,260,504	6,336,672
Co-op, Rotherham Road, Great Houghton	139	85%	15%	118	8,178	966,231	966,227	21	3,696	77,062	89,759	1,043,292	1,055,985	95%	917,919	917,915	73,209	85,271	991,128	1,003,186
Morrisons, Corton Wood, Brampton	3757	78%	22%	2,930	11,904	34,884,196	34,884,056	827	10,210	8,438,973	9,829,415	43,323,169	44,713,472	75%	26,163,147	26,163,042	6,329,230	7,372,062	32,492,377	33,535,104
CortonWood Retail Park	21,286	0%	100%					21,286	1,981	42,167,566	49,115,278	42,167,566	49,115,278	30%			12,650,270	14,734,583	12,650,270	14,734,583
Out of Centre Total						70,566,844	70,566,561			79,491,208	92,588,525	150,058,052	163,155,087	4	47,185,733	47,185,545	30,838,217	35,919,256	78,023,950	83,104,800
PCA Total						**89,986,844**	**89,986,484**			**86,588,500**	**100,855,198**	**176,575,344**	**190,841,682**		**59,426,733**	**59,426,496**	**37,015,877**	**43,114,774**	**96,442,610**	**102,541,269**
Commitments																				
Sainsbury's Stairfoot	6836			3,997	12,948	51,753,156	51,752,949	2,839	6,165	17,502,435	20,386,212	69,255,591	72,139,161	40%	20,701,262	20,701,180	7,000,974	8,154,485	27,702,236	28,855,664

Other Centres and Stores Beyond the PCA													
Barnsley Town Centre						26,390,000	26,389,894			198,230,000	230,891,237	224,620,000	257,281,132
Morrisons Barnsley						46,930,000	46,929,812			5,330,000	6,208,194	52,260,000	53,138,006
Asda Peel Centre Barnsley						51,730,000	51,729,793			23,330,000	27,173,952	75,060,000	78,903,745
Goldthorpe District Centre						3,950,000	3,949,984			1,960,000	2,282,938	5,910,000	6,232,922
Thurnscoe (Shepherd Lane/ Houghton Road Local Centre						7,220,000	7,219,971			1,360,000	1,584,080	8,580,000	8,804,051
Bolton upon Dearne Local Centre						670,000	669,997			1,520,000	1,770,442	2,190,000	2,440,439
Wath upon Dearne District Centre						15,280,000	15,279,939			3,340,000	3,890,313	18,620,000	19,170,252

For Information Only																				
Aldi, Stairfoot Benchmark	743	73%	27%	542	9,740	5,282,879	5,282,857	201	3,407	683,478	796,091	5,966,357	6,078,949	50%	2,641,439	2,641,429	341,739	398,046	2,983,178	3,039,474

Note: 2012 Prices
Source: Floorspace Figures taken from IDG database
Assumption made that conveninence at Alid,Stairfoot is overtrading 50% above benchmark (£5,282,879) as it is not clear from Turley Associates RIA as to exact figure (NB. Comparison at benchmark
Note: Tesco Express floorspace split based on the Co-op's split of 85:15% (Convenience:Comparison
Note: Turnover growth rate as per Experian Planner Briefing Note 12 (Figure 4a and 4b)
* Unit has a Resolution to grant for conversion to a Sainsbury's superstore
Floorspace Figures for proposed Sainsbury's taken from Turley Associates RIA, Appendix 7
Figures for out of centre retail parks derived from average turnovers of relevant retailer
Turnover figures for centres and stores where no floorspace figures shown taken from Turley Assocaites RIA for Sainsburys at Stairfoot and converted to 2012 price bas

Table 7: Capacity at 2019

	Convenience	Comparison
Expenditure in PCA	333,436,072	483,170,335
Turnover of floorspace in PCA (from within PCA)	59,426,496	38,955,223
Residual Capacity	274,009,577	444,215,112
Turnover of commitments	51,752,949	-
Turnover of proposal from within PCA	4,194,064	2,754,946
Residual Capacity	218,062,563	441,460,167
Trade Retention	19%	9%

Note: At 2019 B&Q Stairfoot removed from comparison floorspace and Sainsburys Stairfoot added in to Convenience figures

Table 8: Impact

	2019 Pre-Impact Convenience Turnover	Trade Diversion to Sainsbury's Stairfoot		2019 Post-Impact Turnover	Trade Diversion of Proposal (£)		2019 Pre-Impact Comparison Turnover	Trade Diversion to Sainsbury's Stairfoot		2019 Post Impact Turnover	Trade Diversion of Proposal (£)		Total Diversion of Proposal	Total Pre-Impact 2019 Turnover	2019 Post-Impact Turnover	Total Impact (Sainsburys Commitment and Darfield)	Sainsburys Impact	Proposal Impact
		Convenience			Convenience			Comparison			Comparison							
		51,752,949	Diversion		4,588,008	Diversion		20,386,212	Diversion		2,930,662	Diversion	7,518,670					
Allocated Centres within the PCA																		
Wombwell													0					
Tesco Express, Wombwell	2,662,444				1%	45,880	643,282						45,880	3,305,726	3,259,846			
Local Shops	727,542				1%	45,880	4,099,971				2%	58,613	104,493	4,827,513	4,723,019			
Total	3,389,986	0.3%	155,259	3,234,728			4,743,252	0.3%	61,159	4,682,094			150,373	8,133,239	7,766,448	4.5%	2.70%	**1.8%**
Stairfoot						0							0	0	0			
Aldi, Stairfoot	7,924,286				9%	412,921	797,639				5%	146,533	559,454	8,721,925	8,162,471			
Local Shops	5,755,659				1%	45,880	396,020						45,880	6,151,679	6,105,799			
Total	13,679,945	2.3%	1,190,318	12,489,627			1,193,659	0.3%	61,159	1,132,500			605,334	14,873,604	13,016,794	12.5%	8.40%	**4%**
Darfield						0							0	0	0			
Local Shops	2,349,991				1%	45,880	2,329,762	0.3%	61,159	2,268,603	1%	29,307	75,187	4,679,752	4,543,407			
Total	2,349,991	0.1%	51,753	2,298,238									75,187	2,349,991	2,223,051	5.4%	2.20%	**3.2%**
In Centre Total						0												
						0							0	0	0			
Out of centre locations within the PCA						0												
Tesco Extra, Wombwell Lane	28,613,061	18.4%	9,522,543	19,090,519	18%	825,841	13,803,971	15.0%	3,057,932	10,746,040	14%	410,293	1,236,134	42,417,033	28,600,424	32.6%		
Stairfoot Retail Park	-					0	5,317,969				5%	146,533	146,533	5,317,969	5,171,436	2.8%		
Co-op, Barnsley Road, Darfield	6,103,217				10%	458,801	13,865,168						458,801	19,968,385	19,509,585	2.3%		
Co-op, Rotherham Road, Great Houghton	966,227				2%	91,760	566,964						91,760	1,533,191	1,441,431	6.0%		
Morrisons, Corton Wood, Brampton	34,884,056	16.0%	8,280,472	26,603,584	35%	1,605,803	49,115,278	3.5%	713,517	48,401,760	20%	586,132	2,191,935	83,999,334	72,813,410	13.3%		
Corton Wood Retail Park	49,115,278					0	9,829,415				10%	293,066	293,066	58,944,693	58,651,627	0.5%		
Other Locations within PCA		1.7%			2%			0.3%			2%	58,613						
Totals						**4,530,536**							0	0	3,200,548	1.7%		
Locations Outside the PCA						0												
Barnsley Town Centre	26,389,894	4.4%	2,277,130	24,112,765	5%	229,400	230,891,237	35.0%	7,135,174		30%	879,199	1,108,599	257,281,132	246,760,229	**4.1%**	3.7%	**0.4%**
Morrisons Barnsley	46,929,812	19.6%	10,143,578	36,786,234	8%	367,041	6,208,194	5.0%	1,019,311		2%	58,613	425,654	53,138,006	41,549,464	21.8%	21.0%	**0.8%**
Asda Peel Centre Barnsley	51,729,793	19.9%	10,298,837	41,430,956	5%	229,400	27,173,952	20.0%	4,077,242		5%	146,533	375,933	78,903,745	64,151,733	18.7%	18.2%	**0.5%**
Goldthorpe District Centre	3,949,984	0.3%	155,259	3,794,725	2%	91,760	2,282,938	0.3%	61,159		1%	14,653	106,413	6,232,922	5,910,091	**5.2%**	3.5%	**1.7%**
Thurnscoe (Shepherd Lane/ Houghton Road Local Centre	7,219,971	1.1%	569,282	6,650,689		0	1,584,080	0.3%	61,159				0	8,804,051	8,173,610	**7.2%**	7.2%	**0.0%**
Bolton upon Dearne Local Centre	669,997	0.0%		669,997		0	1,770,442	0.3%	61,159		1%	29,307	29,307	2,440,439	2,349,974	**3.7%**	2.5%	**1.2%**
Wath upon Dearne District Centre	15,279,939			15,279,939		0	3,890,313				1%	29,307	29,307	19,170,252	19,140,945	**0.2%**	0.0%	**0.2%**
Other Locations Outside the PCA		15.9%	8,228,719			0		19.4%	3,954,925		1%	29,307	29,307	0				
Totals		100.0%	50,873,149		**100%**			**100.0%**	20,325,054		**100%**	**2,916,008**	**0**					

Notes: Sainsbury's Stairfoot diversion patterns taken from Tables 8 and 9 of Turley RIA, Appendix 6, for Sainsbury's Stairfoot totals may not sum due to rounding