

Barnsley Council
Development Management
Planning and Transportation
PO Box 604
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02 February 2018

Our Ref: 17/4096

Dear Sir/ Madam,

Full planning application for a food store extension and associated works at the existing Aldi store on Claycliffe Road, Barugh Green, Barnsley

On behalf of Aldi Stores Limited, we have been instructed to submit the above planning application for site improvement works at the existing Aldi foodstore at Claycliffe Road, Barugh Green, Barnsley. This application has been submitted via Planning Portal, under reference PP-06789884 on 02 February 2018.

Background

The Aldi store is an established shopping facility, open since Spring 2012, following permission for the foodstore being granted in 2010 alongside businesses uses (ref: 2010/1354). In June 2016, permission was granted (re-submission following expiration of previous consent) for the redevelopment of brownfield land to the south west of the store, next to the public house, for car parking and landscaping treatments. The additional car park provision provided much needed additional capacity to ensure the foodstore is serviced by sufficient facilities to satisfy the demand created.

The foodstore has helped to address an identified deficiency in the area, and created more sustainable shopping patterns. It has also been invaluable in uplifting the area and aid regeneration. The store provides a walk-in facility for members of the local community, providing an important service in offering choice & competition.

The site is bound by Claycliffe Road to the north east with commercial/ industrial properties adjacent. Immediately north is land allocated for employment uses. To the south of the site is Barugh Green Road with residential and green land beyond. To the west and north west are further industrial/commercial properties, again with residential beyond. To the east is the Chestnut Tree Public House. Barugh Green Road (A635) is a main arterial route in to Barnsley Town Centre and the foodstore is served by a number of buses, with bus stops in both directions less than 100m from the site.

Following a review of their existing estate, a number of stores have been identified for upgrade/ improvements by way of extension or knock down and rebuild. Alternatively, Aldi explore opportunities to deliver a new store entirely, on more appropriate sites alongside the closure of the existing store.

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Application Proposal

Following a sustained period of strong trading, the Barugh Green store has been identified by Aldi for an extension. Taking into consideration the site constraints, age of the store and [lack of] availability of other sites within the catchment, the development team have deduced that a store extension and associated alterations is the most practical, viable and feasible course of action to ensure the existing store continues to fulfil its role.

The extension will improve efficiencies and operations to what is considered an increasingly constrained store as a result of its popularity. Not only will the extension alleviate the undesirable side effects commonly associated with over-trading foodstores, the floorspace extension will bring the store in line with Aldi's current business model. The proposal will not result in any new and/ or an increase in product lines. The primary purpose of the floorspace extension is to create a better shopping experience for its customers whilst also increasing efficiencies. The approved/ existing Aldi store has a gross internal area of 1,384sqm – comprising 990sqm sales area and 292sqm of warehouse space. The proposed store has a gross internal area of 1,790sqm – comprising 1,275sqm sales area and 411sqm warehouse space. An additional 12 spaces are also proposed to alleviate problems associated with the stores strong performance.

In order to sympathetically increase the size of the existing foodstore, a number of other amendments, commensurate to the floorspace extension are reflected in the revised plans pack:

- Amendments to car parking layout/ reduction in spaces along site boundary with Claycliffe Road to accommodate additional sales area;
- Creation of new pedestrian access via Claycliffe Road;
- The landscaping beyond the north west corner of the store (which is not visible to the public) and the site boundary has been reduced to accommodate the revised warehouse area;
- Revised plant area/ compound to accommodate new plant to improve the stores energy efficiency performance;
- Introduction of a retaining wall in the north west corner of the site to account for change in ground levels beyond store hardstanding;
- Relocation of fire exit along stores west boundary;
- Creation of 12 additional spaces (gross) and landscaping to car park currently accessed via Barugh Green Road and connected to the foodstore via interconnecting path way;
- Subsequent closing up of vehicular access/egress from Barugh Green Road and opening up of site to allow vehicular link to original car park;
- Creation of a pedestrian link to/from Barugh Green Road in place of existing vehicular access point.

The site boundary and access from Claycliffe Road remain unchanged. The provision of spaces for those with young children and who are less mobile also remain the same in that they are located closest to the store entrance, further, an additional parking space for blue badge holders is provided.

The quantitative changes to the existing scheme are set out below:

	Existing Scheme	Proposed Scheme	Uplift
GIA (sqm)	1,384	1,790	+406
GEA (sqm)	1,436	1,842	+406

Sales area (sqm)	990	1,275	+285
Warehouse area (sqm)	292	411	+119
Car Parking Spaces	106	118	+12

Relevant Policy

Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Local Policy and Allocation

Barnsley's Development Plan relevant to the proposal comprise the Core Strategy (September 2011) and emerging Local Plan (Publication Draft 2016) which can be afforded a degree of weight, having undergone examinations, and due to be adopted later in 2018.

Under adopted policy, the foodstore forms part of a wider employment policy area, however following the permission for the foodstore, the policy is considered out-of-date and not applicable for this proposal. Additionally, the emerging policy shows the site as unallocated, and part of the urban fabric. Therefore the extension is not considered contrary to adopted or emerging policy. The foodstore occupies an out-of-centre location under both policy positions.

Core Strategy

Relevant policies include:

CSP4 'Flood Risk' – development will not be permitted where it would result in an unacceptable risk to flooding/ give rise to flooding elsewhere.

CSP8 'The Location of Growth' – places an emphasis on locating development in Urban Barnsley.

CSP26 'New Development and Highway Improvement' - development will be expected to be designed and built to provide safe, secure and convenient access for all road users

CSP31 'Town Centres' – a sequential approach will be used to assess proposals for new retail and town centre development in edge of centre and out of centre locations. In the absence of a more up-to-date local plan, the default NPPF threshold (2,500sqm) for requiring a retail impact assessment is applicable.

CSP32 relates to smaller [top-up] local shops stating that small convenience shops will be allowed outside of existing centres. Supporting text defines small shops as having a floor area of 500sqm or less.

Local Plan (Publication Draft 2016)

Relevant policies include:

GD1 'General Development' – development will be approved where (inter-alia): there will be no adverse effect on neighbouring occupiers; compatible with neighbouring land and; does not prejudice development of the wider area.

LG2 'Location of Growth' – echoes CSP8 in that development should be directed to Urban Barnsley.

TC1 'Town Centres' – confirms that a sequential test is required to accompany proposals for town centre uses in edge and out of centre locations.

TC3 'Thresholds for Impact Assessments' – sets thresholds for requiring assessments relative to the different centre hierarchies. Supporting texts says that if the LA have concerns that a proposal below these floorspace thresholds may have a significantly adverse impact on centres, an impact assessment might be required.

National Planning Policy Framework (NPPF) (2012)

The National Planning Policy Framework (NPPF) was published in March 2012. Paragraph 7 sets out that there are three dimensions to sustainable development: economic, social and environmental.

Paragraph 14 sets out that, at the heart of the NPPF, is a presumption in favour of sustainable development, which should be seen as a “golden thread” running through both plan-making and decision taking. For decision-taking this means approving proposals that accord with the Development Plan without delay.

Section 2 of the NPPF ensures the vitality of town centres. Paragraph 24 requires local planning authorities to 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. Paragraph 26 requires an impact assessment for proposals over 2,500 sqm.

Justification

The Barnsley Town Centre Retail Study (2014) provides the most up-to-date retail environment. It identifies future need for retail floorspace in Barnsley both for convenience and comparison goods. Including after the Markets Project redevelopment, there will be some limited capacity for new convenience floorspace but little for new comparison floorspace. That nature of the additional floorspace (sympathetic extension to an existing foodstore) is considered a reasonable and appropriate way of providing additional convenience floorspace.

Sequential and Impact

There is no defined retail centre in the area which surround the foodstore - a position confirmed within the officer's report which accompanied planning permission 2010/1354. The proposal also falls below the default threshold for requiring an impact assessment (2,500sqm). Notwithstanding this, the additional floorspace (404sqm gross/ 285sqm sales), by way of extension to an existing store, will not have an effect on any nearby centre (Darley).

The catchment for the proposed store, established through the principle permission, was determined by a five minute drive time. At the time of the original application, Darton was the only existing centre that fell within the catchment area but no sequentially preferable sites were identified in or around it. Darton remains the nearest centre under the emerging policy position and has been revisited as part of this extension proposal and the same conclusion remains. There are no sequentially preferable sites in centre or edge of centre that can accommodate the proposal, even with a degree of flexibility. The proposals comply with adopted policy CSP31 and emerging policy TC1 and TC3. Furthermore, it remains that the existing [and extended] foodstore serves the localised need in the Barugh Green area – thus development in another location would not serve the principal purpose for which the proposed extension will serve.

At the time of this application, we are aware of Lidl's aspirations for a store in Mapplewell, with an application currently submitted to the Council for consideration (2017/1716). The application is also accompanied by a sequential test (based on a 5 minute drive time) as agreed and requested by planning officer's. Darton falls within the catchment for the proposed Lidl also and was visited as part of the Lidl applications sequential assessment. Lidl's planning consultant's perception of Darton is the same as ours: a small linear centre which provides a range of day-to-day shopping and other commercial services for its local residents, and with no vacant units. It was also agreed at pre-application discussions that the proposed Lidl would not need

to be accompanied by an impact assessment because the NPPF threshold remains the default position until emerging policy is adopted. Therefore, the same rationale can be applied to the proposed Aldi extension, which is considerably smaller by comparison.

The application also be considered to comply with CSP32 in that the new floorspace created is considerably within the parameters of a 'small shop' and will assist in satisfying local need and will maintain & enhance sustainable shopping patterns, without attracting customers from further afield.

Highways & Access

The modest increase in floorspace and car parking numbers will have no impact on traffic generation compared to the existing arrangement. The slight increase in the sales area will not accommodate a wider range of products on offer, instead it will allow for a more pleasant shopping environment, and more stock of the established product range to be out on the shop floor for the benefit to the stores existing customers. Likewise, the increased parking provision will ease pressures on the often over-subscribed car park, due to the fact the store trades well and is not exclusive to Aldi's customers. In addition to this, the proposal has the propensity to create a safer environment for visitors as they navigate across the car park on foot by reducing the likelihood of cars circling the car-park repeatedly due to it being over-subscribed. It is not intended to attract more people to the store compared to the approved scheme.

As part of the works, the existing access/ egress from Barugh Green Road is to be closed up, but an internal link connecting the two 'sections' of the car park is created, to allow vehicles to circulate throughout the site – in addition to the retained pedestrian link. The stopping up of the Barugh Green Road access ensures that the development does not get used a 'rat run' to circumvent the roundabout junction. This was a specific request of officer's during the previous application for the redevelopment of neighbouring land for car parking. The proposal also provides an ideal opportunity to create a formal pedestrian link to the store from Claycliffe Road, as there is evidence of informal access created by trampling through the existing landscaping. A transport note produced by Exigo Project Solutions accompanies the application, which demonstrates compliance with policy, specifically CSP26.

Landscaping

The car park amendments and additions are also complemented by additional planting to including: shrub mix; ornamental shrubs and; 14 new trees. The species and density of the planting is set out in the attached landscape plan. The result is a scheme which makes better uses of landscaping to soften and break up the area of hardstanding whilst also creating a more attractive approach from Barugh Green Road.

Flood Risk

The development opportunity is located entirely in Flood Zone 1 (low risk of flooding) where development is sequentially preferable and the proposal will have no impact on the sites flood risk and drainage. The extension is compliant with CSP4.

Other

During the determination of the original application for the foodstore in 2010, the proposals generated strong local support. It is therefore advantageous that the store is able to respond to its sustained popularity and performance by 'upgrading' through way of a store extension to continue to serve its role as a valuable shopping facility for the local population. If the store format remains as existing, the store will continue to operate at/ above capacity. The existing store plate is becoming unable to carry sufficient stock to service its customers during peak times and is at risk of losing trade and custom. If customers develop the perception that a store lacks stock/ is over-stretched, the reality (and from Aldi's first-hand experience) is that they will no

longer shop there, and will resort to undergoing longer, less sustainable shopping journeys – one of the many positives of the Aldi at this location in the first place.

The nature of the extension, within the urban fabric, set within the site away from any boundaries means that the extension to the store will not have an appreciable impact on surrounding amenity compared to the existing arrangement, therefore demonstrating compliance with policies CSP8, GD1 and LG2. The location of the loading bay remains unaffected by the proposal, as does the bespoke delivery procedure inherent to all Aldi foodstores which results in far less noise generating activity compared to other supermarket's practices.

Summary

The proposal represents a viable and feasible opportunity to provide additional floorspace and parking at an existing foodstore which continues to perform strongly. It will future proof the store moving forward and ensure the shopping facility remains an attractive offer for the local population, helping to support the existing sustainable shopping patterns.

The extension will not result in any impact on nearby centres/ stores, nor will it have a negative impact on highways and surrounding amenity. In addition to the above, the proposal represents significant environmental and visual improvements by making better use of the more recent section of car park with its frontage along Barugh Green Road as the proposal makes better more efficient use of the site (former brownfield land), incorporating a considerable amount of planting around the boundary, in addition to the additional car parking spaces. The proposal is considered policy compliant and acceptable.

Application Package

In addition to this cover letter, the following documents are submitted in support of the application. The application fee has been paid via cheque with a copy of this covering letter at the time of submission:

- 2285-050 Location Plan
- 2285-100 Existing Site Layout
- 2285-101 Existing GA
- 2285-102 Existing Elevations
- 2285-103 Existing Roof Plan
- 2285-104A Proposed Site Layout
- 2285-105 Proposed GA
- 2285-106 Proposed Elevations
- 2285-107 Proposed Roof Plan
- V2285-L01A Landscape Plan
- 2285 CGI 01
- Design & Access statement
- Transport Note
- Application Forms, certificate, fee

We trust that the application can be now validated, and await confirmation of this. Should you have any queries, please do not hesitate to contact myself.

Yours sincerely



Jamie Pert

Planner

Planning Potential

Harrogate

Enc.