

PLANNING STATEMENT

LIDL UK GMBH

WAKEFIELD ROAD, MAPPLEWELL



PLANNING STATEMENT

On behalf of: Lidl uk GmbH

In respect of: Wakefield Road, Mapplewell

Date: December 2017

Reference: CL/MD/2870le/R001cl

Author: Claire Linley

DPP Planning
Second Floor
1 City Square
Leeds
LS1 2ES

Tel: **0113 350 9865**
E-mail **info@dppukltd.com**

www.dppukltd.com

Contents

1.0 INTRODUCTION 4
2.0 SITE DESCRIPTION.....6
3.0 PROPOSED DEVELOPMENT 9
4.0 PLANNING POLICY CONTEXT 12
5.0 STATEMENT OF COMMUNITY INVOLVEMENT 22
6.0 SEQUENTIAL ASSESSMENT 25
7.0 PLANNING ASSESSMENT 30
8.0 SUMMARY AND CONCLUSIONS.....36

Appendix 1 – Map of consultation Area

Appendix 2 – Letter to residents, Councillors and businesses

Appendix 3 – Consultation Boards

1.0 Introduction

1.1 This Planning and Retail Statement has been prepared on behalf of Lidl UK GmbH, to assist Barnsley Metropolitan Borough Council in the consideration of a planning application for the construction of a food store (use class A1) with associated access, parking and landscaping at land at Wakefield Road, Mapplewell, Barnsley.

1.2 The Statement describes the site and provides an overview of the development proposed. It then considers the relevant planning policy framework and goes onto assess the proposed development within that context.

1.3 This application has been made following pre-application discussions with Barnsley Metropolitan Borough Council's Planning Department as the Local Planning Authority (LPA). Ward Councillors, local businesses and the wider local community were also consulted on the application prior to its submission. Full details of this engagement are discussed in detail within the Statement of Community Involvement set out in Chapter 6.

1.4 The Planning and Retail Statement, including statement of community involvement, should be read alongside the following documents and plans which form part of the planning application package.

- Plans prepared by HTC:
  - Site Location Plan
  - Existing Site Plan
  - Proposed Site Plan
  - Levels Plan
  - Boundary Treatment Plan
  - Surfacing Plan
  - Elevations
  - Roof Plan
  - Floor Plan
- Design and Access Statement prepared by DPP
- Flood Risk Assessment prepared by WYG
- Preliminary Appraisal Report (Desk Study) 2017 prepared by Sirius
- Ecological Assessment prepared by Whitcher Wildlife Ltd
- Tree Survey and Arboricultural Impact Assessment prepared by AWA
- Transport Assessment prepared by EJS Associates
- Travel Plan prepared by EJS Associates
- Noise Assessment prepared by ENS
- Air Quality Assessment prepared by RSK

1.5 This statement will be presented in the following structure following this introduction:

- **Chapter 2:** Site Description;
- **Chapter 3:** Proposed Development;

- **Chapter 4:** Planning Policy Context;
- **Chapter 5:** Sequential Assessment;
- **Chapter 6:** Statement of Community Involvement;
- **Chapter 7:** Planning Assessment;
- **Chapter 8:** Summary and Conclusions.

2.0 Site Description

2.1 This chapter will describe the site and surrounding area and will provide an overview of the relevant planning history.

Site and Surrounding Area



2.2 The site measures 9.1 hectares in size and is located to the east of the A61/Wakefield Road, just north of the junction of the A61/Wakefield Road and B6131/Bar Lane. The site is located within the Darton Community Area adjacent to the Barnsley Urban Area, separated by a disused railway that runs along the eastern boundary of the site. The site is brownfield, being a cleared former factory site.

2.3 The site sits approximately 1.6km east of the centre of the village of Mapplewell, circa 4.5km north of Barnsley Town Centre; 13km south of Wakefield; 36km south of Leeds; and 38km north of Sheffield.

2.4 The site is situated in a predominantly residential area, with the dwellings of New Lodge housing estate extending to the west and Athersley North extending to the east. Residential properties sit opposite the site on Wakefield Road, however these are accessed from Bar Lane. North of the site is a small group of residential properties, known as Tipsey Court. Tou the south west of the site below the proposed site access is a residential dwelling known as Tipsey Cottage. Immediately south of the site, a nursery, Tandoori restaurant and commercial garages.

2.5 To the north of the site are open fields. To the north west, on the opposite side of Wakefield Road, is a parcel of land with outline planning consent for a housing development.

2.6 The application site sits close to the local facilities of Mapplewell and Staincross and is accessible via public transport. The nearest bus stops are located on Bar Lane/B1631 approximately 350m from the site. Here services run frequently in the direction of Barnsley Town Centre and Staincross.

2.7 The Environment Agency's online flood map indicates that the site lies within Flood Zone 1 and therefore is at low risk of flooding.

2.8 Historic England does not identify any nearby listed buildings or areas of conservation.

Planning History

2.9 The site has very limited planning history.

2.10 An application was submitted in August 2009 for the '*erection of 83no. residential dwellings (including means of access and layout) and industrial units use class B1, B2 and B8 with means of access (outline)'* (ref: 2009/1076). This application was withdrawn.

2.11 The wider site was also previously in factory use; however, the factory has since been demolished.

Neighbouring Development

2.12 To the north west of the site, on the opposite side of Wakefield Road, a number of planning applications have been submitted which are of relevance to this application.

2.13 Firstly, in September 2013 an application was submitted for the '*erection of residential development of up to 250 dwellings, provision of access and associated works including open space and structural landscaping (outline)* (Ref: 2013/1073).

2.14 This application was refused, appealed and then subsequently refused at appeal on the basis that the applicant '*failed to demonstrate that an appropriate means of access in terms of visibility and safe vehicular movement in the vertical alignment can be achieved, to the detriment of highway safety and contrary to Core Strategy Policy CSP26 and Paragraph 32 of the NPPF.'*

2.15 An application was then resubmitted in March 2014 for outline permission with all matters reserved for the '*erection of residential development of up to 250 dwellings'.* This was approved with conditions *(ref: 2014/0249).*

2.16 Following this approval, a reserved matters application for *'46 dwellings including means of access, laying out of internal access roads, open space and associated works'* was submitted in March 2016 *(ref: 2016/0337).* This is currently under consideration.

2.17 A further reserved matters application for '*202 dwellings including means of access, laying out of internal access roads, open space and associated works'* was submitted in April 2017 and is also currently under consideration *(ref: 2017/0520)*.

3.0 Proposed Development

3.1 The proposal is to construct a new Lidl store on the site, with car parking to south and west, and access from Wakefield Road. The store has been designed to maximise customer parking facilities and will use the land in an efficient manner.

3.2 The details provided below should be read alongside the suite of plans prepared by HTC Architects and the design and access statement prepared by DPP.

3.3 The floorspace and car parking figures are summarised below:

	Proposed
Gross Internal Area	2,125
Net Sales Area	1,325
Car Parking	139 spaces (including 9 disabled, 8 parent and child and 3 staff)

Retail Format

3.4 Lidl opened its first store in Germany in 1973 and expanded into the UK in the 1990's. It now has over 620 stores in Britain. It operates at the discount end of the convenience food market and offers top quality products at the lowest prices. It achieves this by utilising small suppliers to provide 'own brand' products rather than stocking mainly household names. Costs are also kept down by stocking fewer lines; a typical Lidl store stocks about 1400 lines compared to 10-15,000 in a main foodstore such as Tesco or Asda. Nevertheless, the Lidl store would stock a good selection of fresh and frozen food as well as an in-store bakery. A small selection of comparison goods is also stocked although the way in which these are sourced mean that there is little consistency in the products that are on sale at any one time. In this respect, comparison buys within a Lidl are very much 'impulse' buys rather than the store becoming a destination for non-food items in its own right.

Site Layout

3.5 The Lidl store will be located in the north-eastern portion of the site with surface level car parking located to the front of the store to the south and west of the site.

3.6 The internal arrangement of the store is shown on the submitted floor plans. The main customer entrance to the store will be located on the south west corner of the building with a loading bay and delivery area to the far east of the building.

3.7 Externally the store will conform to Lidl's latest design ethos and principles. The building will make use of extensive glazed elements to the key southern elevation creating an active façade which ensures interest and interaction between the building and its users. Glazed elements will continue

onto the western elevation, denoting the site's primary entrance at the south west corner of the store. This creates a legible building design and will allow users to easily locate the store's entrance.

3.8 More details of the design ethos of the building are contained within the submitted Design & Access Statement.

Access and Parking

3.9 It is proposed that access to the store will be taken from Wakefield Road.

3.10 The scheme proposes 139 parking spaces. These include 9 disabled spaces located directly in front of the store and a further 8 spaces for customers arriving with small children, again located directly in front of the store to the west. A further 3 staff parking spaces are proposed in the north-east corner of the site.

3.11 The loading bay and service yard is located on the north-eastern side of the store building. Service vehicle turning circles are shown on the proposed site plan and vehicles will access the site via the customer vehicular access point.

Landscaping

3.12 Landscaping proposals have been designed to add to the aesthetic quality of the proposed building.

3.13 The proposals will require the removal of a small amount of trees and a hedge along the western boundary. Existing trees to the southern boundary of the site will be largely retained.

3.14 It is proposed to plant 6 new trees within the site to mitigate against this loss. Four trees will be planted within a landscaping strip along the western boundary to the north of the site access. A further two trees will be planted within the south eastern corner of the site. A mixture of turf and ornamental shrub planting is proposed throughout the proposed green spaces on site and this is clearly shown on the accompanying landscape plan.

Boundary Treatment

3.15 Along the western part of the northern boundary of the site it is proposed to erect a 2m close boarded timber fence facing onto the car park. The remainder of this boundary to the rear of the store will have a 1.8m high paladin fence. A retaining wall will sit below the fence. This will be constructed from reinforced concrete to the rear of the store but where it will be visible from the car park, gabion baskets are proposed to improve the visual aesthetics.

3.16 Along the southern boundary of the site the retaining wall runs almost the full length but with a gap in the centre. A 1.8m high paladin fence runs the full length of this boundary with the exception of the far western part which adjoins the existing residential property. Here the existing wall will remain.

3.17 The paladin fence will continue along the eastern boundary with a retaining wall below for the southern part of this boundary.

3.18 It is not proposed to include any boundary treatments to the western boundary.

Employment

3.19 The proposals will create up to 40 full time and part time job opportunities for local people, both full and part time, therefore reducing unemployment and boosting the local economy. Additional jobs will be created in associated industries that will benefit from the ongoing servicing and maintenance of the buildings as well as local supply chain networks.

3.20 Furthermore, construction jobs will be created during the development period.

4.0 Planning Policy Context

National Planning Policy Framework ('the NPPF')

4.1 The NPPF (2012) sets out the Government's proposed economic, environmental and social planning policies for England. It carries forward the Government's commitment to support sustainable economic growth and states that significant weight should be placed on the need to support economic recovery through the planning system. The NPPF also carries forward the requirement for Local Planning Authorities to approve development proposals without delay unless the adverse impacts of allowing development would significantly and demonstrably outweigh the benefits.

4.2 The Development Plan remains the statutory basis for the determination of planning applications unless material considerations indicate otherwise and the NPPF is a material consideration in planning decisions.

Presumption in favour of Sustainable Development

4.3 The NPPF sets a presumption in favour of sustainable development. The NPPF advises in paragraph 14 that *"at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking."*

4.4 Paragraph 15 states "that development which is sustainable can be approved without delay". It goes onto say that;

"For 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 permission unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;
- or specific policies in this Framework indicate development should be restricted."

Delivering Sustainable Development

4.5 To deliver sustainable development, the NPPF is divided into a number of topic based areas. Of relevance to the proposal are the following.

Section 1 Building a Strong and Competitive Economy

4.6 Section 1 of the NPPF sets out the Government's approach to building a strong and competitive economy. The section highlights that the planning system should encourage and not act as an impediment to sustainable growth.

4.7 The NPPF sets out at paragraph 22 that,

> *"Planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities."*

Section 2 Ensuring the Viability of Town Centres

4.8 Section 2 of the NPPF sets out the approach that local planning authorities should adopt to manage town centre growth over the plan period. The NPPF confirms that local planning authorities should be promoting competitive town centres and that they should also be setting *"policies for the consideration of proposals for main town centre uses* [such as retail] *which cannot be accommodated in or adjacent to town centres".*

4.9 The NPPF advises the following at paragraph 24;

> *"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".*

4.10 Paragraph 26 of the NPPF indicates that developers should provide an impact assessment for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan and where development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sqm). If required, the assessment should include the following:

- "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."

Section 4: Promoting Sustainable Transport

4.11 Section 4 of the NPPF recognises that transport policies have an important role to play in facilitating sustainable development. With regards to the need for a transport statement or assessment, they should only be required where there are significant amounts of movement generated by the development.

Decision Taking

4.12 Paragraph 187 of the NPPF encourages local panning authorities to look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

4.13 Paragraph 196 clearly states that applications must be determined in accordance with the development plan unless material considerations indicate otherwise.

Implementation

4.14 The NPPF provides guidance on the amount of weight that should be given to Local Plans and their policies.

4.15 Paragraph 215 of the NPPF states:

> *"In other cases and following the 12 month period [from publication of the NPPF], 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 Framework, the greater the weight that may be given)."*

4.16 Paragraph 216 states that "*From the day of publication, decision-takers may also give weight 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)".

National Planning Policy Guidance (NPPG)

4.17 On 6th March 2014, the Department for Communities and Local Government (DCLG) launched the NPPG online resource. The NPPG seeks to make planning guidance easier and simpler for practitioners and the public, and is to be read in conjunction with the NPPF.

4.18 The NPPG makes clear that applicants will have to undertake a sequential assessment as part of the planning application. There is no threshold for the application of a sequential assessment, which applies to all main town centre uses proposed outside an existing centre, and which are not in accordance with an up-to-date plan.

4.19 The NPPG provides further guidance on how the sequential assessment should be approached with regards to flexibility about the location of development and the format and/or scale of the

proposal. It suggests that if the sequential test is passed, then an impact assessment should be conducted if the proposal exceeds 2,500 sqm (unless there is different locally set threshold).

4.20 With regards to the impact assessment the NPPG provides an overview of how this should be undertaken in order to assess whether the likely adverse impacts are significant to the local context.

Local Planning Policy

4.21 The Development Plan for the site is formed by the Barnsley Core Strategy 2011 and Saved Policies of the Unitary Development Plan 2000 and associated Proposals Map.

4.22 A summary of the relevant polices contained within the development plan documents are provided below.

Unitary Development Plan (UDP) 2000

4.23 Within the UDP, the site is allocated as an Employment Policy Area with an area of Employment Proposals. Shown in purple below. The site also sits within the Darton Community Area boundary.

4.24 The site sits adjacent to large expanses of Housing Policy Area (shown in yellow) and an area of Safeguarded Land (shown in black).



4.25 Saved Policy ED7 states that "*areas defined on the proposals maps as employment policy areas will remain in employment use. Unless otherwise stated in community area volumes, development will normally be permitted for business, industry and storage and distribution. Other employment generating uses may also be permitted if they are compatible with adjoining uses. Class A1 (shops) and Class A2 (finance and professional services) will not be permitted.*"

4.26 Paragraph 1.2 of the UDP states that "*the Darton Community Area comprises Kexborough, Darton, Mapplewell, Staincross and Haigh. The plan includes areas of land transferred from Wakefield to Barnsley MBC under Boundary Commission alterations on 1st April, 1993.*"

4.27 The UDP goes on to state, at Paragraph 1.5 that *"much of the land for new housing development is already committed by planning consent and development has started. The area plays a key role in the Council's employment strategy and provides a key site within the M1 Corridor which is already substantially developed. Such developments not only enhance provision Borough wide but will provide an important local source of employment. Much of the surrounding countryside and environment is of good quality and requires protection."*

Core Strategy 2011

4.28 Policy CSP1 states in relation to climate change that development will be expected to:

- "reduce and mitigate the impact of growth on the environment and carbon emissions;
- ensure existing and new communities are resilient to climate change; and
- harness the opportunities that growth, and its associated energy demands, brings to increase the efficient use of resources through sustainable construction techniques and the use of renewable energy".

4.29 Policy CSP2 states that "*Development will be expected to demonstrate how it minimises resource and energy consumption, compared to the minimum target under current Building Regulations legislation, and how it is located and designed to withstand the longer-term impacts of climate change."*

4.30 Policy CSP3 relates to Sustainable Drainage Systems (SuDS) requiring all development to use one. The policy states that "*Only in exceptional circumstances, where it can be demonstrated that all types of SuDS are impractical, will other drainage management systems be permitted."*

4.31 Policy CSP5 states that all development of 100sqm of non-residential floorspace "*will be expected to incorporate decentralised, renewable or low carbon energy sources and other appropriate design measures sufficient to reduce the development's carbon dioxide emissions by at least 15% for applications submitted up to 2015, rising to 20% for applications submitted thereafter subject to such measures being practicable and not unacceptably prejudicing the viability of the development."*

4.32 Policy CSP8 directs the location of growth in the District, stating that priority will be given to development in Urban Barnsley and the Principle Towns of Cudworth, Wombwell, Hoyland, Goldthorpe, Penistone and Royston.

4.33 Policy CSP11 states that the council "*will allocate 350 hectares of land in sustainable locations to go towards meeting the development needs of existing and future industry and businesses up to 2026".*

4.34 Policy CSP25 states that new development will be expected to:

- "be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists
- provide at least the minimum levels of parking for cycles, motorbikes, scooters, mopeds and disabled people, and should not provide more than the maximum number of car parking spaces set out in a Supplementary Planning Document
- provide a transport statement or assessment in line with the thresholds and guidance set out in Department for Transport 'Guidance on Transport Assessments' as published March 2007 (or any subsequent version)
- provide a travel plan statement or a travel plan in accordance with the thresholds and guidance set out in Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' as published April 2009 (or any subsequent version). Travel plans will be secured through a planning obligation or a planning condition".

4.35 Policy CSP29 states that high quality developments will be expected to take advantage of the distinctive features of Barnsley, including:

- "topography, green infrastructure assets, important habitats, woodlands and other natural features;
- Views and vistas to key buildings, landmarks, skylines and gateways;
- Heritage, townscape and landscape character including the scale, layout, building styles and materials of the built form particularly in and around:
- Barnsley Town Centre
- Penistone and the rural villages in the west of the borough
- Within and adjacent to Conservation Areas"

4.36 The policy goes on to state that development should:

- "contribute to place making and be of a high quality, that contributes to a healthy, safe and sustainable environment
- help to transform the character of physical environments that have become run down and are lacking in distinctiveness
- enable all people to gain access safely and conveniently, providing, in particular, for the needs of families and children, and of disabled people and older people
- contribute towards creating attractive, sustainable and successful neighbourhoods
- achieve a Building for Life assessment rating of 'good' or equivalent as a minimum, in
- developments of 10 or more dwellings".

4.37 Policy CSP31 states that support will be given to maintaining and enhancing the vitality and viability of the following hierarchy of centres:

Type of Centre	Centre
Town	Barnsley Town Centre

Type of Centre	Centre
District	Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone, Royston
Local	Athersley, Bolton on Dearne (St Andrews Square), Darfield, Darton, Dodworth, Grimethorpe, Hoyland Common, Lundwood, Mapplewell, Stairfoot, Thurnscoe (Houghton Road), Thurnscoe (Shepherd Lane)

4.38 The policy goes on to state that *"A sequential approach will be used to assess proposals for new retail and town centre development. This will help to achieve the spatial strategy for the borough and will focus development on identified centres in the first instance. Edge of centre and out of centre development will only be allowed where it meets the requirements of Planning Policy Statement 4."*

4.39 **Policy CSP32** relates to small local shops stating that they will allow small convenience shops outside of existing centres.

4.40 **Policy CSP42** highlights a planning obligation stating that

"Development must be supported by appropriate physical, social and economic infrastructure.

Development must contribute as necessary to meet all on and off site infrastructure requirements to enable development to take place satisfactorily.

Where the necessary provision is not made directly by the developer, contributions will be secured through planning obligations.

Where appropriate, pooled contributions will be used to facilitate delivery of the necessary infrastructure."

4.41 **Policy CSP43** supports community facilities, stating that *"community uses should be located centrally to the communities they serve, in places where they will be accessible by walking, cycling and public transport."*

Emerging Planning Policy

4.42 Barnsley Borough Council is currently preparing the New Local Plan and Proposals Maps which will replace the Core Strategy and the Unitary Development Plan.

4.43 The New Barnsley Local Plan was submitted to the Secretary of State for Communities and local Government on 23rd December 2016. It is now being examined by an independent inspector. It is expected that the local plan will be adopted in Spring 2018.

Proposals Map

4.44 The site is allocated within the emerging local plan for Housing, shown in orange below.



4.45 **Policy H3** refers to housing allocation sites and states that "*all developments will be expected to comply with policy GD1 General Development'* and '*planning permission will be expected to be granted if details are provided in accordance with site specific policies".*

4.46 **Site Policy AC3: Former William Freeman Site, Wakefield Road**. This allocation states that development will be expected to "*retain the diverse grassland to the east, abutting the disused railway line"*. The indicative dwelling number is 131.

4.47 Representations have been made on behalf of the applicant to the draft local plan to suggest the allocation of the site to be split to include retail development as well as residential.

General Policies

4.48 **Policy SD1** identifies a presumption in favour of sustainable development in line with the NPPF. It states

"When considering development proposals, we will take a positive approach that reflects the presumption in favour of development contained in the National Planning Policy Framework. We will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with other relevant policies will be approved without delay, unless material considerations indicate otherwise taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that framework indicate that development should be restricted."

4.49 Policy GD1 states that proposals for development will be approved if:

- "there will be no significant adverse effect on the living conditions and residential amenity of existing and future residents
- they are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land
- they will not adversely affect the potential development of a wider area of land which could otherwise be available for development and safeguards access to adjacent land
- they include landscaping to provide a high-quality setting for buildings, incorporating existing landscape features and ensuring that plant species and the way they are planted, hard surfaces, boundary treatments and other features appropriately reflect, protect and improve the character of the local landscape.
- any adverse impact on the environment, natural resources, waste and pollution is minimised and mitigated
- adequate access and internal road layouts are provided to allow the complete development of the entire site for residential purposes, and to provide appropriate vehicular and pedestrian links throughout the site and into adjacent areas.
- any drains and culverts are considered
- appropriate landscaped boundaries are provided where sites are adjacent to open countryside.
- any pylons are considered in the layout
- existing trees that are to remain on site are considered in the layout in order to avoid overshadowing."

Location of Growth

4.50 Policy LG2 states that priority will be given to:

- "Urban Barnsley
- Principle Towns of Cudworth, Wombwell, Hoyland, Goldthorpe (Dearne Towns), Penistone and Royston"

Town Centres and Retail

4.51 Policy TC1 states that support will be given to maintaining and enhancing the vitality and viability of the following centres:

Type of Centre	Centre
Town	Barnsley Town Centre
District	Cudworth, Hoyland, Wombwell, Goldthorpe, Penistone, Royston
Local	Athersley, Bolton on Dearne (St Andrews Square), Darfield, Darton, Dodworth, Grimethorpe, Hoyland Common, Lundwood, Mapplewell, Stairfoot, Thurnscoe (Houghton Road), Thurnscoe (Shepherd Lane)

4.52 Both policy LG2 and TC1 are consistent with Core Strategy policies.

4.53 **Policy TC3** states that *"proposals for retail and leisure uses will be required to provide an impact assessment if they are:*

'located outside the Primary Shopping Area of Barnsley Town Centre and are:

- within the catchment of Barnsley Town Centre
- are of a scale, role or function which means they are likely to have an impact on the town centre, and
- have a floorspace in excess of 2,500 square metres gross

located outside the Primary Shopping Area of a District Centre and are:

- within the catchment of a District Centre, and
- have a floorspace in excess of 1,000 square metres gross

located outside a Local Centre and are:

- within the catchment of a Local Centre, and
- have a floorspace in excess of 500 square metres gross"

5.0 Statement of Community Involvement

5.1 As the Proposed Development falls within the category of **'major development'**, the following pre-application consultation has been undertaken in line with the NPPF, NPPG and the Council's Statement of Community Involvement.

Barnsley Statement of Community Involvement (2015)

5.2 The Barnsley Statement of Community Involvement document was adopted by the Council in September 2015.

5.3 The Barnsley Statement of Community Involvement document states

'The council welcomes pre-application discussions with applicants and encourages those intending to submit a planning application to consult with local communities and Ward Members before making their application.

5.4 This informal process cannot prejudge the decision on a proposed application but the benefits include:

- Early identification of information requirements to submit with an application;
- General advice to help you shape the proposal;
- Better quality applications which are easier to understand and process;
- Early problem recognition and resolution, thereby avoiding possible objections at a later stage;
- Savings in time and resources spent revising proposals later;
- Quicker consultation responses once application submitted.'

The Consultation Process

5.5 It is widely recognised that a variety of methods and communication techniques can be used to encourage community involvement. As part of the community consultation process Lidl GmbH has sought to engage with the local planning authority, local community and key stakeholders.

5.6 As such, the consultation process utilised by Lidl has adopted a range of communicative techniques with a variety of different parties, details of which are outlined below.

Pre-application Process

5.7 A pre-application meeting was held in October 2014 and a written response was received in relation to the following proposed development *'mixed use development, retail, employment and residential development, former William Freeman Site off Wakefield Road Mapplewell'* . It states the following with relevance to this application:

- There is retail capacity in Mapplewell for a food store;

- The size of the proposed retail store is below the threshold for an impact assessment so an application should be accompanied by a sequential test. The catchment should be based on a 5-minute drive time; and
- A need to see indicative cross sections and visuals of the proposed food store.

Neighbourhood Engagement

Leaflet Drop

5.8 Local ward members, parish councillors, local residents and businesses were sent a consultation letter providing a brief summary of the proposals and an invitation to attend a public consultation event.

5.9 Letters were distributed to 494 local properties to inform residents in the immediately surrounding area of the Site, along with letters being sent to relevant ward and parish councillors.

5.10 A map of the local area where the letter was distributed can be found at **Appendix 1**.

5.11 A copy of the letter distributed can be found at **Appendix 2**.

Local Action Groups

5.12 The event was also advertised by Mapplewell Village Hall.

Public Exhibition

5.13 A public consultation event was held on Thursday 30th November between 3.30pm and 7.00pm at Mapplewell and Staincross Village Hall, in order to engage with the local community.

5.14 The consultation event provided a more formal opportunity for local residents, ward members, parish councillors and the wider community to learn about the proposed development, express their views and make comment.

5.15 As stated above, the public exhibition was very well advertised through the use of leaflets sent to residents and councillors and further advertisement of the event by Mapplewell Village Hall on their website and social media pages.

5.16 Several members of the development team were present at the consultation event and provided a range of knowledge regarding the scheme, allowing attendees to ask a variety of questions to the relevant experts.

5.17 Exhibition boards were produced to provide an informative visual aide for attendees to further learn about the scheme and its purpose. (**Appendix 3**)

5.18 A feedback form was provided to all who attended the consultation event in order to capture the views of those attending. Attendees were able to complete the feedback form at the event or alternatively complete it in their own time and return via post to the development team.

Feedback

5.19 No responses were received prior to the public consultation event.

5.20 Of those who attended the event, 14 response forms were completed, all of these forms had a positive response to the Proposed Development with only 1 objection referencing other development in the area rather than the Lidl proposals.

5.21 The comments made are summarised below: -

Positive Responses:

- *Good to see industrial land being put back into use.*
- *Good use of this particular area of land.*
- *Lidl products are excellently priced and good quality. This is good for the local area.*
- *Residents will no longer have to drive all the way to Barnsley Town Centre for a Lidl store.*
- *This will improve the local facilities and improve the current site.*

Areas of Concern:

- *Concern with access to supermarket – this was addressed at the event.*
- *Need a by-pass due to increase in traffic at the Wakefield Road/Bar Land junction.*
- *Too much planning being granted in the local area.*
- *Property owner immediately South of the proposed access voiced concerns.*

Proposed Changes:

- *Re-positioning of the pylon sign to the North of the proposed access point.*
- *Reviewing the proposed access location to move further North.*

6.0 Sequential Assessment

Introduction

6.1 The proposed development comprises the construction of a food store (use class A1) with associated access, parking and landscaping. The site lies outside the defined local centre of Mapplewell and Staincross.

6.2 As the Site is not located within a defined centre, it is necessary to demonstrate compliance with the sequential approach outlined in paragraphs 24 and 27 of the NPPF. This seeks to ensure that in-centre sites are assessed before less central options are considered; it gives preference to accessible sites that are well connected to the town centre; and requires flexibility to be demonstrated on issues such as format and scale.

6.3 The Sequential Assessment carried out on centres within a 5 minute drive time as requested by the Local Planning Authority. This included a search of sites within and on the edge of recognised district and local centres as allocated within the Barnsley UDP and Local Plan Publication Draft proposals maps. The centres where the sequential test was carried out included Mapplewell, Athersley, Royston and Darton.

Mapplewell Local Centre

6.4 Mapplewell Local Centre is located approximately 4km north-west of Barnsley Town Centre. It is a small centre with retail services extending for approximately 630m.

6.5 The centre primarily serves the day-to-day shopping and service needs of local residents. Retail provision and services include sandwich bars, takeaways, hairdressers, public houses, a village hall and health centre.

In Centre Vacant Units

6.6 The survey undertaken by DPP in November 2017 indicated that the following units are currently vacant within Mapplewell Local Centre:

- 110 Towngate
- 112 Towngate

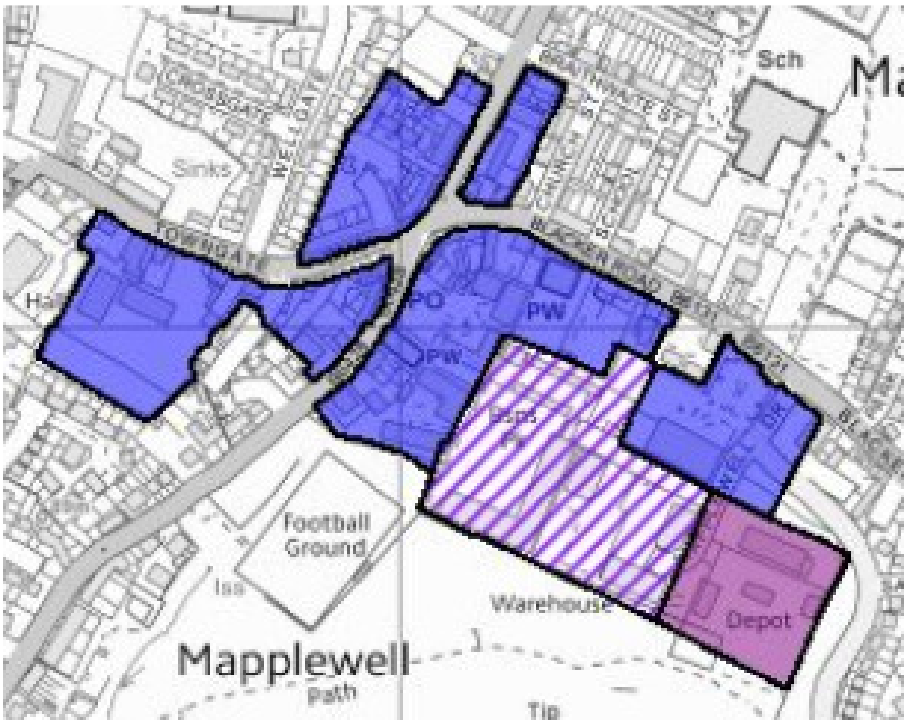
6.7 Neither of these units are of a sufficient scale to accommodate the proposed development and on this basis, they are **unsuitable** for the proposed.

Edge of Centre Vacant Units

6.8 The survey undertaken by DPP in November 2017 identified no vacant edge of centre units.

Sites Allocated for Development

6.9 Although dated, the Barnsley UDP identifies some potential development sites within and on the edge of Mapplewell Local Centre.



Mapplewell Business Park

6.10 Mapplewell Business Park *(ref: DT3/4)* is a 2.5-hectare site consisting of the residue of the undeveloped former North Gawber Colliery (purple shaded area above) and has planning consent for industrial development and is therefore not available.

6.11 Mapplewell Business Park (purple hatched area above) contains a number of occupied light industrial and trade units as such the site is **unsuitable** for the proposed development.

Darton Local Centre

6.12 Darton Local Centre is a linear shopping street which primarily serves the day-to-day shopping and service needs of the local residents in the nearby area. Darton is located approximately 5km north-west of Barnsley Town Centre and around 1.3km west of the local centre of Mapplewell.

In Centre Vacant Units

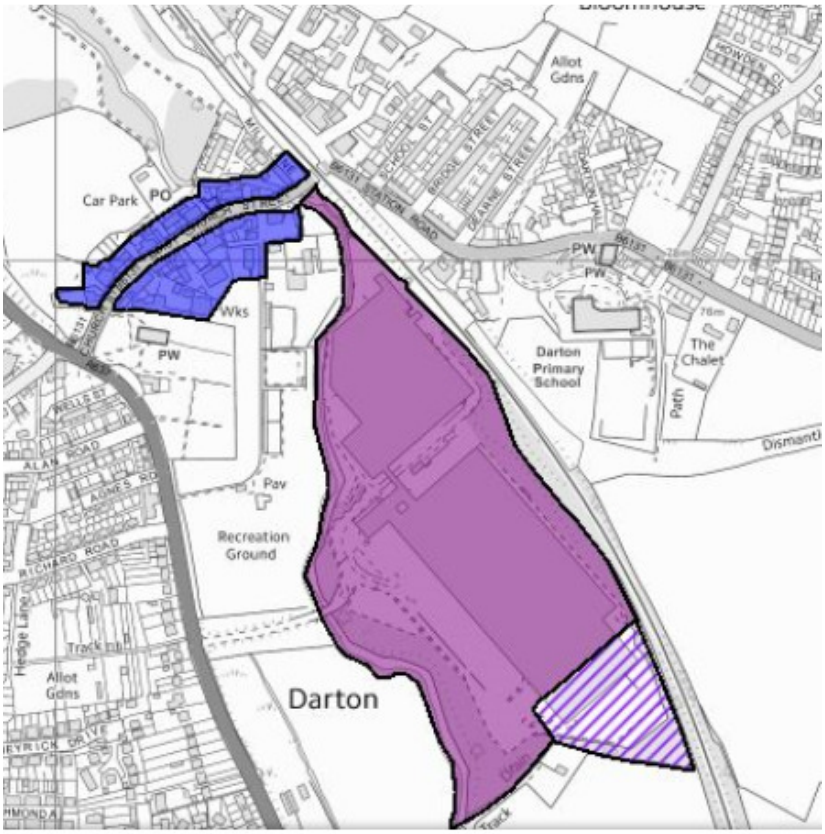
6.13 The survey undertaken by DPP in November 2017 indicated that there are no vacant units within Darton Local Centre.

Edge of Centre Vacant Units

6.14 The survey undertaken by DPP in November 2017 identified no vacant edge of centre units.

Sites Allocated for Development

6.15 The UDP identifies the following sites to potential development near the Darton Local Centre.



Shaw Cross Carpets, Barnsley Road

6.16 The 11.7-hectare site which begins at the edge of the Darton local centre is principally occupied by a manufacturer, however as identified in the Barnsley UDP, there is a 2-hectare site to the south which has the potential for development.

6.17 This site currently has landfill consent in association with the existing business and it is stated that B1, B2 and B8 uses would be most appropriate.

6.18 This 2-hectare site sites approximately 750m from the local centre of Darton and is therefore classed as an out of centre location and is no more sequentially preferable.

Athersley Local Centre

6.19 Athersley Local Centre is a very small local centre, comprising a medical centre and a small retail development of around 8 shops including Co-op, Fulton Foods, Pound Stretcher as well as a local bakery and takeaway.

In Centre Vacant Units

6.20 The survey undertaken by DPP in November 2017 indicated that there are no vacant units within Athersley Local Centre.

Edge of Centre Vacant Units

6.21 The survey undertaken by DPP in November 2017 identified no vacant edge of centre units.

Sites Allocated for Development

6.22 The Barnsley UDP does not indicate any development areas or proposals within or on the edge of Athersley Local Centre.

Royston District Centre

6.23 Royston district centre is located some 5.3km north east of Barnsley Town Centre. The centre is linear and extends approximately 800m from North Road to New Street. Within the centre there are many retail services including a Co-op, Asda, a number of sandwich shops, public houses and takeaways.

In Centre Vacant Units

6.24 The survey undertaken by DPP in November 2017 indicated that the following unit is currently vacant within Royston District Centre

- Royston Methodist Church, 55 Midland Road

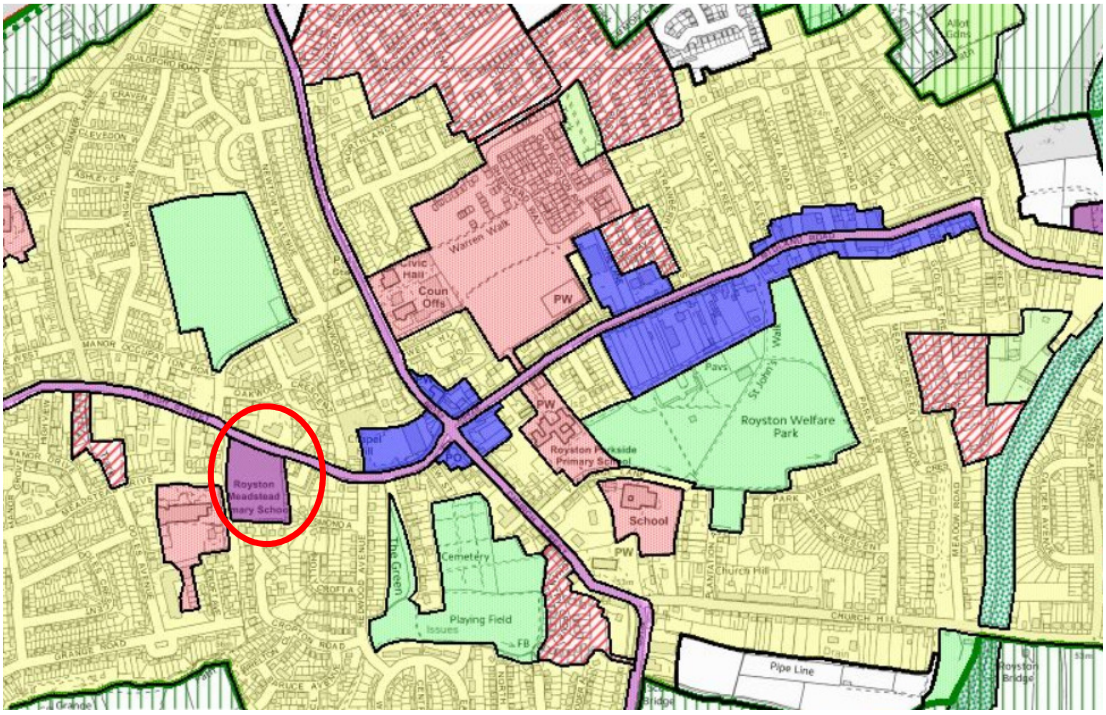
6.25 This unit is not of sufficient scale to accommodate the proposed development and on this basis, is **unsuitable** for the proposed.

Edge of Centre Vacant Units

6.26 The survey undertaken by DPP in November 2017 identified that the site of the former Pack Horse Public House, Church Street, is vacant and sits approximately 250m outside the Royston district centre boundary.

6.27 This site is approximately 0.12 hectares in size and as such is of insufficient scale to accommodate the proposed development and on this basis, is **unsuitable** for the proposed.

Sites Allocated for Development



6.28 The site circled in red above which is allocated for Employment has planning consent for a retail foodstore. Aldi own the site and have recently submitted an application to discharge the planning conditions. The site is therefore not available for purchase by Lidl.

Summary

6.29 In summary, there are no more sequentially preferable sites within or on the edge of the allocated centres of Mapplewell, Athersley, Royston and Darton that are suitable or available to accommodate the proposed development. Therefore, the proposals are in full accordance with the sequential approach as outlined at paragraphs 24 to 27 of the NPPF.

7.0 Planning Assessment

7.1 The planning policy review at Section 5.0 has established the local and national planning policies which are relevant to the consideration of this planning application. This section will now consider the application against the following matters:

- The Principle of Development
- Retail Policy Issues
- Sustainable Development
- Other Material Considerations

7.2 We will address each of these matters in turn below.

Principle of Development

7.3 The Development Plan for the Site is made up of the saved policies of the UDP 2000 and the Core Strategy policies 2011. Within the UDP the site is allocated along with a wider area to the north as Employment Land under policy ED7.

7.4 Saved **Policy ED7** states that "*areas defined on the proposals maps as employment policy areas will remain in employment use. Unless otherwise stated in community area volumes, development will normally be permitted for business, industry and storage and distribution. Other employment generating uses may also be permitted if they are compatible with adjoining uses. Class A1 (shops) and Class A2 (finance and professional services) will not be permitted.*"

7.5 The NPPF provides guidance on the amount of weight that should be given to Local Plans and their policies in paragraph 214 and 215.

7.6 The UDP was adopted in 2000 and therefore, paragraph 215 applies and the policies within the UDP should be given weight in accordance with their consistency with the NPPF. Implicit within this statement is that if the policies within the UDP are in conflict with the guidance contained within the NPPF then no or little weight should be attributed to the policies.

7.7 As already set out, Paragraph 22 of the NPPF states that:

"Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities."

7.8 In summary the NPPF provides clear and succinct advice in relation to the loss of employment land and indicates that employment land should only be protected if there are strong economic reasons for doing so. The UDP is plainly out of date and no or limited weight can be attached to it. Indeed,

the Council are currently preparing their draft plan and within the draft plan the wider site is no longer allocated for employment uses and shown as being allocated for residential development. The Council have clearly accepted that there is no reasonable prospect of the site being used for its allocated employment use. Representations have been made on behalf of the applicant to the draft local plan to suggest the allocation of the site to be split to include retail development as well as residential.

7.9 Nevertheless, the proposed development will provide up to 40 full and part time jobs and will therefore provide an employment generating use.

7.10 In addition, pre-application discussions were held with the Council in October 2014 and concerns were not raised by officers in relation to the principle of retail development on the site. In fact the response stated that there was retail capacity within the Mapplewell area as long as any application for retail development on the site would need to be accompanied by a Sequential Assessment. A retail impact assessment would not be required for retail proposals under 2,500sqm in line with NPPF policy.

7.11 In summary, the site is allocated for employment purposes. The UDP policies are significantly out of date and the NPPF is clear in its intentions that employment sites should not be protected where there is no reasonable prospect of a site being used for the allocated employment use. The proposed use will generate a level of employment and it is therefore considered that the principle of development is acceptable in line with the NPPF subject to being able to meet the retail policy tests.

Retail Policy Issues

7.12 As discussed above, the proposals are for the erection of a retail foodstore with a gross internal floorspace of 2,125sqm and a net retail floorspace of 1,325sqm. The site is considered to be out of centre in retail terms and therefore, in line with paragraph 24 of the NPPF which states:

"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."

7.13 Section 6 of this statement demonstrates that a sequential assessment has been carried out based on a 5 minute drive time at the request of the Council.

7.14 The Sequential Assessment found that there are no more sequentially preferable sites within or on the edge of the allocated centres of Mapplewell, Athersley, Royston and Darton that are suitable or available to accommodate the proposed development. Therefore, the proposals are in full accordance with the sequential approach as outlined at paragraph 24 of the NPPF.

7.15 Paragraph 26 of the NPPF states that:

"*When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500 sq m).*"

7.16 The proposed development falls below this threshold and therefore, as agreed at the pre-application stage, an impact assessment is not required. Although there is a draft emerging policy which contains thresholds, this policy is not yet adopted and cannot be afforded full weight.

Sustainable Development

7.17 Paragraph 14 of the NPPF states 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'.*

7.18 There are three dimensions to sustainable development: economic, social and environmental, all of which are mutually dependent. To achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously. The application proposals contribute to all of these dimensions and the application will deliver substantial benefits in each area.

7.19 Socially, the scheme will provide retail facilities for residents of the local community, enhancing consumer choice within a sustainable and accessible location.

7.20 Economically, the proposals will provide an opportunity for additional inward investment in this area by introducing a new retail offer to the area and will bring the site back into a productive economic use.

7.21 The proposals will also facilitate the provision of up to 40 full time and part time job opportunities, reducing unemployment and boosting the local economy. Furthermore, construction jobs will be created during the development period and associated industries will benefit from the ongoing servicing and maintenance of the buildings as well as local supply chain networks. This will boost the local economy and contribute to the economic development of the area.

7.22 The proposals will make a significant contribution to the creation of a strong, competitive local economy, ensuring that appropriate local retail facilities are comprehensively planned for and provided in the right location.

7.23 Environmentally, the application site is situated in a sustainable and accessible location, close to public and private transport links and a large local walking catchment. The site also will make use of previously developed land, one of the core planning principles contained within the NPPF contributing to environmentally sustainable patterns of development.

7.24 In summary, the proposed development will bring wider benefits to the area, providing an opportunity for inward investment, facilitating the provision of local jobs and aiding social and

economic development. The proposed development very much falls within the definition of sustainable development, on which the NPPF encourages planning authorities to take a positive approach and the application should therefore be determined positively without delay.

Other Material Considerations

7.25 The following section considers the site-specific issues listed below, and demonstrates that the development proposals will not have any adverse impacts which would significantly and demonstrably outweigh the benefits of granting planning permission.

- Design, Layout and Landscaping
- Accessibility and Highways
- Noise
- Air Quality
- Drainage and Flood Risk
- Ground Conditions

7.26 We will now turn to consider each of the issues below.

Design, Layout and Landscaping

7.27 Full details of the design and layout of the proposals can be found in the accompanying Design and Access Statement, the following simply provides an overview.

7.28 Externally the store will be of Lidl's latest design that are being deployed throughout the UK. The building uses extensive glazing, giving it a light and airy feel both inside and out. The store design incorporates active facades on key elevations and provides a shop front design which uses good quality of materials and relates well to the existing built context. On the part glazed elevations the remainder is white rendered walls with a grained finish and grey band to the base. The building's pitched roof will slope from the southern elevation to the lowest northern elevation and is finished in an aluminium raised seam cladding system.

7.29 The store will face onto the car park to promote natural surveillance. All pedestrian walkways will be well lit in order to ensure customer safety at all times.

7.30 Landscaping proposals have been designed to add to the aesthetic quality of the proposed building. Native shrub planting and a number of semi mature trees situated around the site's boundaries will to break up the built textures of the scheme and assist in assimilating the proposed development with the existing surrounding planting.

7.31 In terms of energy efficiency of the building, high quality low maintenance materials have been chosen to minimise lengthy constructions time, ongoing maintenance and the emissions and environmental strain these processes create. Large areas of glazing will reduce artificial lighting demand but where artificial lighting is required energy efficient lighting units with remote sensors will be used to minimise energy consumption. Lidl will operate an extensive recycling policy for all

waste cardboard and plastic with the collected materials returned to regional distribution centres for processing.

7.32 More detailed analysis of the design of the scheme can be found in the accompanying Design and Access Statement, but it can be concluded that the proposal complies fully with the requirements of Section 7 of the NPPF and policy CSP29 of the Core Strategy.

Accessibility and Highways

7.33 It is proposed that access will be from Wakefield Road on the western boundary of the Site. Service vehicles will share the customer vehicular access point and will travel through the site to the service yard at the eastern side of the store.

7.34 In terms of parking 139 car parking spaces are proposed. These include 9 disabled spaces close to the store entrance and a further 8 spaces for customers arriving with small children.

7.35 The proposed development will provide excellent accessibility for pedestrians. The site is well connected to the existing pedestrian network with the surrounding area heavily populated by residential properties. As it is expected that a large proportion of shoppers will arrive on foot from the local area.

7.36 The site is well served by bus stops allowing access to a number of frequent bus services (1, 485, 488 and X10) in the direction of Barnsley Town Centre, Leeds City Centre and Staincross. The nearest bus stops to the site are located on Bar Lane/B1631 approximately 350m away. In addition, there are residential properties located to the north south east and west, which are all within walking distance of the site. It is key for the development to utilise these existing public transport assets in order to deliver an accessible and sustainable design.

7.37 In addition to the above assessment a transport Statement and Travel Plan, prepared by EJS Associates, provides full details of the accessibility, highway and travel matters.

7.38 The transport assessment illustrates that the development complies with national and local transport policies and that the development provides sufficient parking, will enjoy good pedestrian access, good cycling facilities and good access to public transport.

7.39 The report also demonstrated through an assessment of development related traffic that there will be minimal impact on the surrounding highway network and ultimately concludes that, *'there are no highways or transport related reasons to refuse the planning application'.*

7.40 The Travel Plan provides details of what measure will be implemented in order to help reduce local congestion, reduce environmental impact, reduce car travel through there promotion of reliable alternatives and to raise awareness amongst staff and customers of the impacts of car.

7.41 Given the above, the proposals are in line with the NPPF and Core Strategy Policy CSP25.

Noise

7.42 The application is accompanied by a Noise Assessment prepared by ENS. The assessment looked in particular at the impact on existing surrounding properties but also as the potential future housing development to the north.

7.43 The report concludes that provided the recommendations contained within the assessment are implemented, noise is not considered to represent a constraint to the proposed Lidl food store or the proposed residential development to the north.

7.44 The proposals are therefore in line with the NPPF in that there would be no unacceptable harm to amenity.

Air Quality

7.45 An air quality assessment has been carried out. This assessment demonstrates that the potential impacts of the proposed development on air quality are considered to be minimal and in no way harmful to surrounding land uses or the wider area. Air quality issues are therefore not considered a constraint to planning consent for the development and standard good practice during construction should minimise dust issues during construction.

7.46 The proposals are therefore in line with the NPPF as adverse effects will not be caused to the air quality of the surrounding area.

Drainage and Flood Risk

7.47 The application site is shown on the EA statutory Flood Maps for Planning as being entirely within Flood Zone 1.

7.48 However, as the site area is above 1ha a flood risk assessment has been carried out in order to fully assess the risk associated with the development. The report accompanies the planning submission.

7.49 It is considered that the proposals are therefore fully in line with the NPPF and Core Strategy Policy CSP3 and will not result in an increased flood risk on the site or within the surrounding area.

Ground Conditions

7.50 Phase 1 desktop ground investigations have been carried out on site. The report suggests that a comprehensive scheme of ground investigation, sampling, laboratory testing and monitoring is required in to fully consider foundation solutions and contamination of the site. A phase II site investigation will therefore be undertaken proper to commencement of development.

8.0 Summary and Conclusions

8.1 This Planning and Retail Statement has been prepared in support of a planning application by Lidl (UK) GmbH which proposes the construction of a new food store (use class A1) with associated access, parking and landscaping at land to the east of Wakefield Road, Mapplewell.

8.2 The statement has demonstrated that there are no more sequentially preferable locations within nearby centres where the proposed development could be accommodated in line with the NPPF.

8.3 We have also shown that local policy predates the NPPF which states that planning policies should avoid the long term protection of sites allocated for employment use and nevertheless the proposal is classed as an economic and employment generating use. It is clear that the Council do not expect the site to come forward for employment use as allocated as they are proposing the re-allocation of the site for residential use within the emerging local plan. The proposal is therefore acceptable in principle as local policy is considered to be out of date and the proposals are in full accordance with the NPPF in that the sequential test has been met.

8.4 In addition, we have demonstrated that there are no site specific issues and that the development proposals will not have any adverse impacts which would significantly and demonstrably outweigh the benefits of granting planning permission for what is clearly a sustainable form of development.

8.5 In summary, the application proposes a new discount foodstore which is acceptable in principle and will bring with it a number of benefits, as follows:

- The scheme will bring inward investment into the Mapplewell area;
- The proposal will address a need for improved retail provision for the area, it will deliver a well-designed, modern food store that provides for food shopping needs;
- The scheme will enable the redevelopment of an important brownfield site situated within a sustainable, urban location;
- The development will provide enhanced and appropriate employment opportunities;
- The development will improve the quality of the built environment; and
- The store will incorporate sustainable design features in order to promote energy efficiency and minimise any impact on the environment.

8.6 The proposals comply fully with the retail and planning requirements of the NPPF, including paragraph 24; along with the relevant policies of the Core Strategy and all other material planning considerations. Therefore, in line with paragraph 14 of the NPPF, planning permission should be granted without delay.

Appendix 1 – Map of consultation Area



Appendix 2 – Letter to residents, Councillors and businesses

DPP Planning
Second Floor
1 City Square
Leeds
LS1 2ES

t 0113 350 9865
info@dppukltd

www.dppukltd.com

Ref: L001/2870le

Date: 21st November 2017

Dear Resident

PROPOSED DEVELOPMENT OF A NEW LIDL FOOD STORE (USE CLASS A1) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING AT LAND OFF WAKEFIELD ROAD, MAPPLEWELL

We are writing to inform you of a public consultation event in respect of the above development. We will shortly be submitting a planning application to Barnsley Metropolitan Borough Council for this scheme and are providing you with the opportunity to view and comment on the plans in advance of the submission. We are submitting this application on behalf of our client, Lidl UK GmbH.

Lidl

Since establishing itself in the UK in 1994, Lidl has experienced continuous growth in Great Britain and today has over 20,000 employees, 670 stores and 11 distribution centres in England, Scotland and Wales. As part of the Schwarz retail group, Lidl is one of Europe's leading organisations in the food retail industry. With a presence in 30 countries around the world, the supermarket, which has more than 225,000 employees globally, currently operates approximately 10,000 stores and more than 150 distribution centres in 28 countries globally. The family supermarket takes pride in providing its customers with the highest quality products at the lowest possible prices throughout Great Britain, from Kirkwall to the Isle of Wight. Social responsibility and sustainability are at the core of the company's daily operations, with the company placing a strong emphasis on its responsibility for people, society and the environment. Lidl UK is passionate about working with British producers and sources two thirds of its products from the UK, working with suppliers across the British Isles wherever possible.

Nevertheless, the Lidl store would stock a good selection of fresh and frozen food as well as an in-store bakery. A small selection of comparison goods is also stocked although the way in which these are sourced mean that there is little consistency in the products that are on sale at any one time. In this respect, comparison buys within a Lidl are very much 'impulse' buys rather than the store becoming a destination for non-food items in its own right.

The Proposal

The proposal is to construct a new Lidl store at land off Wakefield Road, Mapplewell. The Lidl store will be located in the north-western portion of the site with surface level car parking located to the front of the store to the south and west of the site. Access will be available from Wakefield Road.

The store has been designed to maximise customer parking facilities whilst using the land in the most efficient manner.

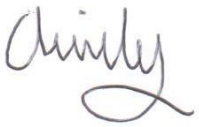
Your View

Your opinion is important to us. A consultation event will take place at Mapplewell and Staincross Village Hall, Darton Lane, Barnsley S75 6AL on 30th November between 3.30pm and 7pm. Plans of the proposed scheme will be on display

and members of the development team will be on hand to answer any queries. Feedback forms will be available on the day for you make comments.

Once the planning application has been submitted, full details will also be available on the Council website.

Yours faithfully,



Claire Linley
DPP
D: 0113 3509865
E: claire.linley@dppukltd.com

DPP Planning
Second Floor
1 City Square
Leeds
LS1 2ES

t 0113 350 9865
info@dppukltd

www.dppukltd.com

Ref: L002/2870le

Date: 21st November 2017

Dear Councillor,

PROPOSED DEVELOPMENT OF A NEW LIDL FOOD STORE (USE CLASS A1) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING AT LAND OFF WAKEFIELD ROAD, MAPPLEWELL

We write you on behalf of our Clients Lidl UK GmbH to explain their plans to provide a new Lidl food store at land off Wakefield Road, Mapplewell.

We have sent out the enclosed letters to a number of residents and business who live or trade close to the site and we wanted to make you aware of the proposals so you are fully informed. We are also extremely keen to gain your views on the proposals.

The Proposal

The Lidl store will be located in the north-western portion of the site with surface level car parking located to the front of the store to the south and west of the site. Access will be available from Wakefield Road.

Externally the store will conform to Lidl's latest design ethos and principles. The building will make use of extensive glazed elements to the key southern elevation creating an active façade which ensures interest and interaction between the building and its users. Glazed elements will continue onto the western elevation, denoting the site's primary entrance at the south west corner of the store. This creates a legible building design and will allow users to easily locate the store's entrance.

The scheme proposes 139 parking spaces. These include 9 disabled spaces located directly in front of the store and a further 8 spaces for customers arriving with small children, again located directly in front of the store to the west. A further 3 staff parking spaces are proposed in the north-east corner of the site.

The store has been designed to maximise customer parking facilities whilst using the land in the most efficient manner.

DPP One Limited
Company number 08129507
VAT number 138284595

Your View

A consultation event will take place at Mapplewell and Staincross Village Hall, Darton Lane, Barnsley S75 6AL on 30th November between 3.30pm and 7pm. Plans of the proposed scheme will be on display and members of the development team will be on hand to answer any queries. Feedback forms will be available on the day for comments.

Should you think that a meeting would be beneficial we would be more than happy to sit down with you to explain the proposals in detail.

We look forward to hearing your thoughts,

Yours sincerely



Claire Linley
DPP
D: 0113 3509865
E: claire.linley@dppukltd.com

DPP Planning
Second Floor
1 City Square
Leeds
LS1 2ES

t 0113 350 9865
info@dppukltd

www.dppukltd.com

Ref: L001/2870le

Date: 21st November 2017

Dear Local Business Owner,

PROPOSED DEVELOPMENT OF A NEW LIDL FOOD STORE (USE CLASS A1) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING AT LAND OFF WAKEFIELD ROAD, MAPPLEWELL

We are writing to inform you of a public consultation event in respect of the above development. We will shortly be submitting a planning application to Barnsley Metropolitan Borough Council for this scheme and are providing you with the opportunity to view and comment on the plans in advance of the submission. We are submitting this application on behalf of our client, Lidl UK GmbH.

Lidl

Since establishing itself in the UK in 1994, Lidl has experienced continuous growth in Great Britain and today has over 20,000 employees, 670 stores and 11 distribution centres in England, Scotland and Wales. As part of the Schwarz retail group, Lidl is one of Europe's leading organisations in the food retail industry. With a presence in 30 countries around the world, the supermarket, which has more than 225,000 employees globally, currently operates approximately 10,000 stores and more than 150 distribution centres in 28 countries globally. The family supermarket takes pride in providing its customers with the highest quality products at the lowest possible prices throughout Great Britain, from Kirkwall to the Isle of Wight. Social responsibility and sustainability are at the core of the company's daily operations, with the company placing a strong emphasis on its responsibility for people, society and the environment. Lidl UK is passionate about working with British producers and sources two thirds of its products from the UK, working with suppliers across the British Isles wherever possible.

Nevertheless, the Lidl store would stock a good selection of fresh and frozen food as well as an in-store bakery. A small selection of comparison goods is also stocked although the way in which these are sourced mean that there is little consistency in the products that are on sale at any one time. In this respect, comparison buys within a Lidl are very much 'impulse' buys rather than the store becoming a destination for non-food items in its own right.

The Proposal

The proposal is to construct a new Lidl store at land off Wakefield Road, Mapplewell. The Lidl store will be located in the north-western portion of the site with surface level car parking located to the front of the store to the south and west of the site. Access will be available from Wakefield Road.

The store has been designed to maximise customer parking facilities whilst using the land in the most efficient manner.

Your View

Your opinion is important to us. A consultation event will take place at Mapplewell and Staincross Village Hall, Darton Lane, Barnsley S75 6AL on 30th November between 3.30pm and 7pm. Plans of the proposed scheme will be on display

and members of the development team will be on hand to answer any queries. Feedback forms will be available on the day for you make comments.

Once the planning application has been submitted, full details will also be available on the Council website.

Yours faithfully,



Claire Linley
DPP
D: 0113 3509865
E: claire.linley@dppukltd.com

Appendix 3 – Consultation Boards

New Lidl Store

Land off Wakefield Road, Mapplewell

1 Welcome



We are seeking your views on proposals by Lidl UK GmbH for a new Lidl store on Wakefield Road, Mapplewell.

We hope that this consultation event is helpful in providing information on the plans and how you can have your say.

About Lidl UK GmbH

Since establishing itself in the UK in 1994, Lidl has experienced continuous growth in Great Britain and today has over 20,000 employees, 670 stores and 11 distribution centres in England, Scotland and Wales. As part of the Schwarz retail group, Lidl is one of Europe's leading organisations in the food retail industry. With a presence in 30 countries around the world, the supermarket, which has more than 225,000 employees globally, currently operates approximately 10,000 stores and more than 150 distribution centres in 28 countries globally. The family supermarket takes pride in providing its customers with the highest quality products at the lowest possible prices throughout Great Britain, from Kirkwall to the Isle of Wight. Social responsibility and sustainability are at the core of the company's daily operations, with the company placing a strong emphasis on its responsibility for people, society and the environment. Lidl UK is passionate about working with British producers and sources two thirds of its products from the UK, working with suppliers across the British Isles wherever possible.







We would like your views.....

dpp PLANNING

htaarchitects

New Lidl Store

Land off Wakefield Road, Mapplewell

2 The Existing Site





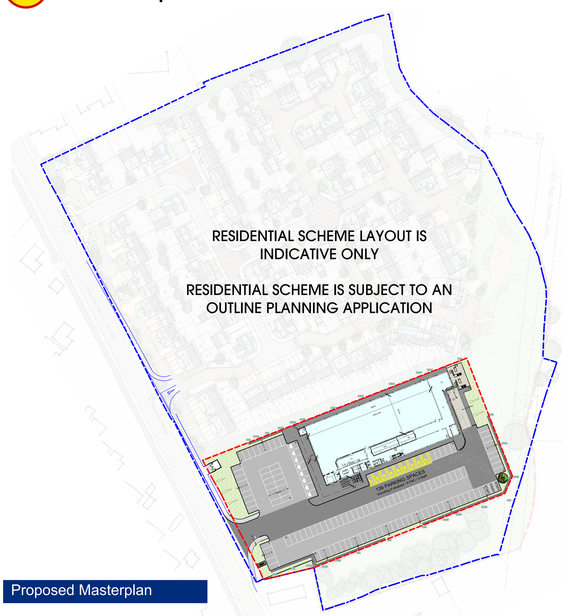


The application site sits close to the local facilities of Mapplewell and Staincross. Linked by their reliance on the nail making industry in the 17th century and transference to mining villages in the 19th century Staincross and Mapplewell have effectively merged in recent years.

The existing site contains the redundant buildings of the former William Freemans Rubber Factory which went into administration and ceased trading in May 2006 resulting in the loss of almost 100 jobs. The factory building, and the site has been vacant and neglected since this time.

The application site is predominantly surrounded by residential housing but also a mixture of developments including a garage, nursery, Indian restaurant, public house, industrial spray painting warehouse and a disused railway.

3 Masterplan



Proposed Masterplan

The residential scheme to the North of the proposed new Lidl store comprises approximately 82 Residential Units. This will be subject to a separate planning application which will be submitted by others.

We would like your views.....

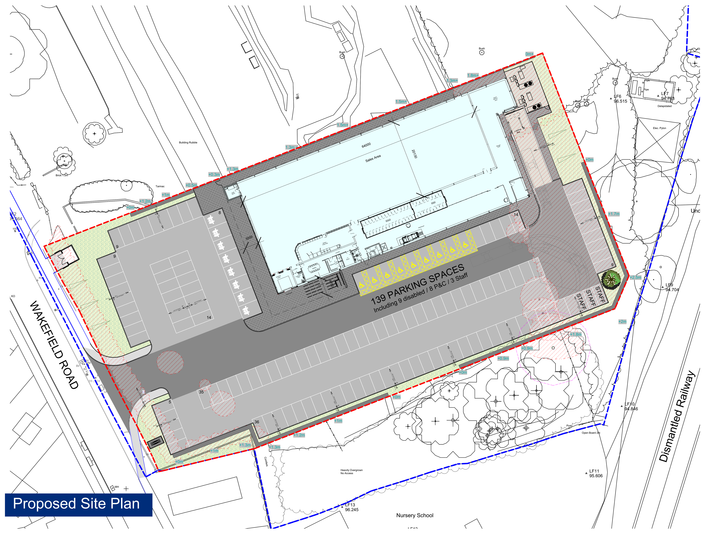
dpp PLANNING

htaarchitects

New Lidl Store

Land off Wakefield Road, Mapplewell

4 A New Lidl Store



Proposed Site Plan

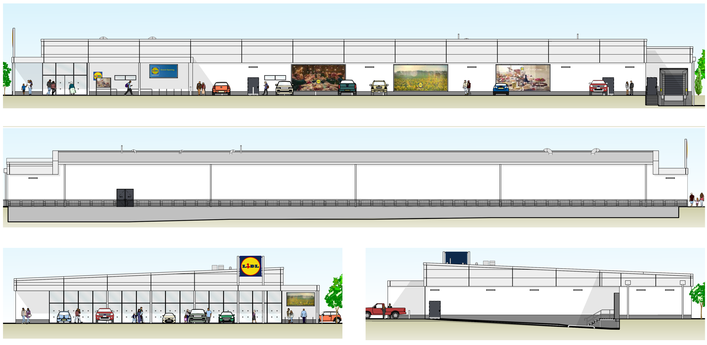
The project team is currently preparing a full planning application, which will be submitted to Barnsley Metropolitan Borough Council shortly.

The new store would provide a more spacious and attractive shopping centre for residents of Mapplewell in a conveniently accessible location. It will enable Lidl to sell their full range of products and provide staff amenity space and training facilities.

The proposed store will be developed in line with Lidl's latest format and be of a contemporary and high quality design.

The proposals include;

- A Modern new Lidl Store of 1325 sqm sales area
- 139 Car Parking Spaces, including 9 disabled spaces and 8 parent and child spaces
- New and improved vehicular access from Wakefield Road
- Areas of Hard and Soft Landscaping including areas of open space to soften the appearance of the new store
- Store will boast state of the art facilities including an instore bakery, longer style tills with dual packing facilities and customer toilets



Proposed Elevations

We would like your views.....

dpp PLANNING

htaarchitects

New Lidl Store

Land off Wakefield Road, Mapplewell

5 Key Benefits

The proposed development would result in the following benefits



Enhancing the existing range of foodstore provision available to local residents in an accessible location



Providing more competition for other existing nearby shops



Providing free short stay parking for Lidl Customers



Creation of up to 40 full time and part time jobs in the store, plus further jobs during the construction period



A high quality, contemporary store design based upon Lidl's latest format and product offer

Have Your Say

This exhibition forms part of our public consultation in advance of submitting a formal planning application. Any comments received will be carefully considered before the proposals are finalised.

Forms are available for you to comment on the proposals. These should be completed at this event and placed in the box provided.

If you have any questions, please speak to a representative from the project team.

We would like your views.....

dpp PLANNING

htaarchitects