

Application Reference Number:	2025/1060
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Application Type:	Full application
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Proposal Description:	Subdivision of existing supermarket to form two retail units (Use Class E) including a downsized supermarket and a separate retail unit, with associated external alterations; creation of new retail frontage; boundary treatments; rearrangement of car park and relocation of plant equipment.
Location:	Co Operative Stores, High Street, Royston, Barnsley, S71 4RF

Applicant:	Mr Jamie Agnew
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Third-party representations:	1 in objection.	Parish:	None.
		Ward:	Royston Ward

Summary:
<p>This application relates to the subdivision of the existing Co-Op supermarket and the subdivision of the associated car park, along with external alterations to the existing building and site. The Co-Op supermarket will remain in occupation of Unit 1 whilst no occupier is currently confirmed for the unit to be created (Unit 2). External alterations include a new retail frontage and changes to the Co-Op entrance foyer, as well as the re-arrangement of the existing car park.</p> <p>A separate application has been submitted for advertisement consent in relation to the amended Co-Op store (ref: 2025/1057).</p> <p>There are no outstanding consultee objections.</p> <p>Recommendation: Planning Permission GRANTED subject to conditions.</p>

Site Location & Description

The application site currently consists of a single storey building which is occupied as a Co-Op supermarket, with its associated car park. The existing building is positioned on the eastern side of the site, finished in red brick and white cladding, with a shallow pitched roof and parapet style eaves. A slightly lower height extension wraps around the south-western corner of the building to provide an entrance foyer for customers which can be accessed from both the front and side elevations. Deliveries are made via the roller shutter door and delivery area at the northern corner, adjacent to a plant enclosure. The existing supermarket has an existing sales area of 663sqm and a back office/storage area of circa 261sqm.

There is an existing car park to the front of the store, albeit only part of the car park lies within the application site. The car park lacks character, with poorly finished tarmac and faded road markings. There is a paved area with some landscaping in the south-western corner, separating the car park from the pedestrian footpath along High Street.

The vehicular access is positioned within the centre of the site and provides access onto High Street. Associated signage is positioned around the vehicular entrance. There is an additional pedestrian entrance further along High Street, with a path running along the southern elevation of the shop building.

An established woodland wraps around the northern, eastern and western boundaries of the wider Co-Op site. The woodland consists of large established trees, many of which overhang into the western part of the car park. The woodland is designated Green Space as defined in the adopted Local Plan.

There is a single tree positioned within a raised grassed area to the front of the entrance foyer. A low stone wall defines the front of the site, with a low metal gate securing the car park.

The site itself is fairly flat, though the land to the rear/north of the site is at a much higher level, with properties facing over the site. The land then falls away southwards.

The site lies within the Royston District Centre. Immediately to the east of the application site is a small paved open space with seating and signage. Adjacent uses include a dance school, butchers and post office amongst other local shops and businesses. Residential properties are located to the west and north though are screened by the presence of the large trees/wooded area.





Relevant Planning History

Application Reference	Application Description	Status
2025/1057	Advertisement consent for 7 fascia signs; 1 hanging sign and associated signs and graphics.	PENDING CONSIDERATION
B/01/1042/RO	Installation of 24 hour ATM cash machine	GRANTED – 12/10/2001
B/00/1383/RO	Installation of new shop front	GRANTED – 11/12/2000
B/94/0319/RO	Installation of security roller shutters to front and side windows and door	GRANTED – 14/4/1994
B/84/1323/RO	Alterations to shop front	GRANTED – 9/11/1984
B/80/1176/A/RO	Erection of one trilateral four sheet unit	GRANTED – 14/8/1980
B/78/3364/RO	Formation of vehicular access to supermarket	HISTORIC DECISION, 1/3/1979
B/78/2256/RO	Extension to car parking area for supermarket	HISTORIC DECISION, 19/6/1980
B/74/1038/RO	Shopping development and car parking	HISTORIC DECISION 14/10/1974

Proposed Development

This application seeks full planning permission to subdivide the existing Co-Op supermarket store to create a separate retail/commercial unit (Use Class E). The works include installing a dividing wall through the centre of the existing unit to create a smaller Unit 1/Co-Op store of circa 540sqm. A second dividing wall is proposed to create a smaller back-of-house area of 192sqm, with a sales area of 348sqm.

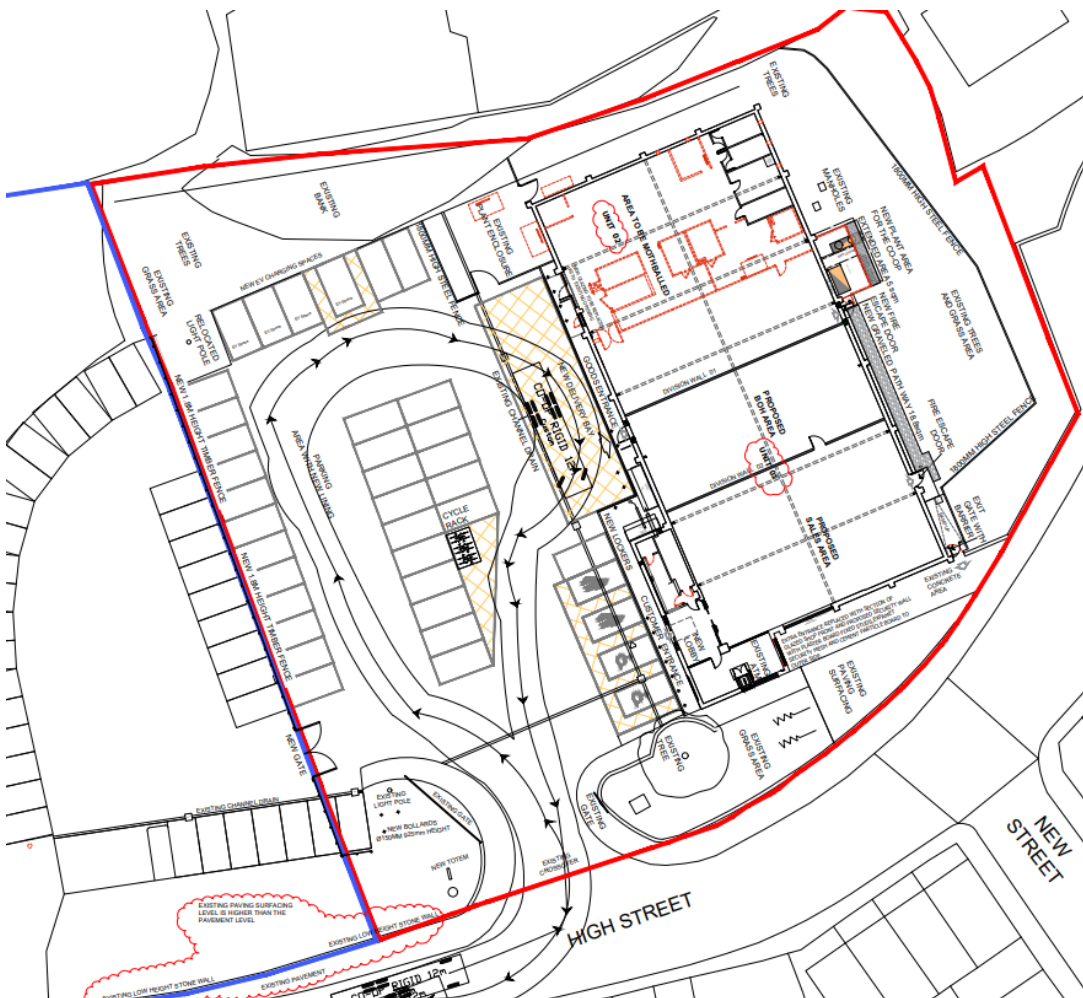
The new unit (Unit 2) would have a total floorspace of 420sqm. An occupier/final use for this unit is not currently proposed and therefore at this stage it remains unclear how Unit 2 would be laid out.

The development also includes altering the external elevations to create/improve the 2x retail frontages. The existing southern elevation entrance would be closed up, with a replacement glazed doorway installed on the western facing elevation to serve the Co-Op store. A new delivery entrance door will be installed within the centre of the western elevation to serve the back-of-house area for Unit 1, whilst the existing delivery door will be replaced by a glazed frontage which will serve Unit 2. Delivery lockers are to be installed adjacent to the Co-Op entrance.

To the front of the building, new bollards are proposed whilst new signage will be added to the western and southern elevations as well as a new totem sign (assessed under separate application ref: 2025/1057). The existing white metal cladding on the southern elevation is to be sprayed grey to match the proposed signage.

The car park will sub-divided, meaning the western part of the car park will no longer be accessible for public use. A 1.8m high close board timber fence is proposed through the centre of the car park in a north-south direction, with bollards adjacent to prevent vehicular access. A secure gate is proposed at the southern end of the fence to enable private access into the land to the west of the application site. The eastern part car park (closest to the shop building) will be rearranged to provide 30x standard bays plus 4x EV spaces; 2x disabled bays and 2x child and parent spaces as well as cycle racks. The car park will utilise the existing access off High Street, with a new delivery bay created to the front of the building.

To the rear of the building, new plant equipment would be installed, as well as a widened gravel pathway and new fire escape doors. The grassed area and tree at the front of the site will be retained, along with the existing security gate.



Policy Context

Allocation/Designations

The application site falls within the Royston District Centre, and within the Primary Shopping Area. The southern elevation of the existing Co-Op building is a Primary Shopping Frontage.

The surrounding woodland area is designed Green Space (Ref: 1629 on Greenspace Register).

The roads wrapping around the southern and eastern boundary are classified as having local importance.

The site falls within a High-Risk Development Area as per the Mining Remediation Area mapping.

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for Barnsley consists of the Barnsley Local Plan (adopted January 2019).

The Local Plan review was approved at the full Council meeting held 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means, no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027, or earlier, if circumstances require it.

The following Local Plan policies are relevant in this case:

- Policy GD1: General Development
- Policy D1: High Quality Design and Place Making
- Policy SD1: Presumption in favour of Sustainable Development
- Policy T4: New Development and Transport Safety
- Policy E3: Uses on Employment Land
- Policy E4: Protecting Existing Employment Land
- Policy TC1: Town Centres
- Policy TC2: Primary and Secondary Shopping Frontages
- Policy TC3: Thresholds for Impact Assessments
- Policy CL1: Contaminated and Unstable Land
- Policy BIO1: Biodiversity and Geodiversity

National Planning Policy Framework (NPPF) and the National Planning Practice Guidance

In December 2024, The Government published a revised National Planning Policy Framework ("NPPF") which is the most recent revision of the original Framework, published first in 2012 and updated a number of times, providing the overarching planning framework for England. It sets out the Government's planning policies for England and how they are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions. This revised document has replaced the earlier planning policy statements, planning policy guidance and various policy letters and circulars, which are now cancelled.

Central to the NPPF is a presumption in favour of sustainable development which is at the heart of the framework (paragraph 10) and plans and decisions should apply this presumption in favour of sustainable development (paragraph 11). The NPPF confirms that there are three dimensions to

sustainable development: economic, social and environmental; each of these aspects are mutually dependent. The most relevant sections are:

Section 9 – Promoting Sustainable Transport
Section 11- Making Effective Use of Land
Section 12- Achieving Well-designed Places
Section 7 – Ensuring the Vitality of Town Centre

The National Design Guidance (2019) is a material consideration and sets out ten characteristics of well-designed places based on planning policy expectations. A written ministerial statement states that local planning authorities should take it into account when taking decisions.

Supplementary Planning Guidance

In line with the Town and Country Planning (Local Planning) (England) Regulations 2012, Barnsley has adopted twenty-eight Supplementary Planning Documents (SPDs) following the adoption of the Local Plan in January 2019. The most pertinent SPD's in this case are:

- Parking, November 2019
- Sustainable Travel, July 2022
- Shop Front Designs, May 2019
- Biodiversity and Geodiversity, March 2024

The adopted SPDs should be treated as material considerations in decision making and are afforded full weight.

Consultations

Biodiversity Officer – Initially queried the size of the gravel footpath and whether this exceeded the threshold for BNG. Based on the amended plan, it is agreed that the proposal is exempt from BNG. There would be no impact upon roosting bats, however precautionary measures should still be adopted in relation to nesting birds (informative attached). No objection subject to pre-commencement condition relating to biodiversity enhancements.

Forestry Officer – No objection subject to tree protection measures and an arboricultural method statement being submitted prior to commencement.

Drainage – No conditions required.

Mining Remediation Authority – No objection, the works do not require significant groundworks or new foundations and therefore a Coal Mining Risk Assessment is not required. Informatives proposed.

Planning Policy – No objection to the proposal.

South Yorkshire Mining Advisory Service – The proposals are exempt from the Coal Mining Risk Assessment requirements (no significant foundation works) and the coal mining legacy risks at the site are relatively low. No objection on this basis.

Urban Design Officer – No response.

Yorkshire Water – No objection.

Pollution Control – No objection subject to pre-commencement condition requiring the submission of a Construction Method Statement; Noise Impact Assessment and conditions restricting operational hours; construction hours and times of deliveries. Informative also proposed.

Highways DC – The number of parking spaces proposed accords with the standards set out within the adopted Parking SPD which requires a minimum of 38 parking spaces. The tracking plan demonstrates that a delivery vehicle can access, egress and manoeuvre within the site satisfactorily. No objection subject to the development being constructed in accordance with the submitted plans.

Local Ward Cllrs – Discussions with a local resident regarding land ownership queries have taken place via a Local Ward Cllr, as expanded upon below.

Representations

This application has been advertised in accordance with the Development Management Procedure Order 2015, as follows:

- Site notice (public interest) displayed adjacent to the application site, consultation period expired: 12/1/2026
- Neighbour notification letters sent to adjoining properties/sites, consultation period expired: 9/1/2026

One neighbour representation has been received in response to the above publicity, though the comments were submitted via a Local Ward Cllr rather than directly to the Local Planning Authority. The comments received were primarily in relation to land ownership matters and concerns relating to historic land transactions rather than the current planning application proposals. In response to this, the LPA has liaised with the Council's Assets team and provided necessary information to the resident/Local Councillor. The resident did request a copy of the original planning permission associated with the existing building however this appears to predate the planning register and therefore a copy could not be located. Overall, the comments made by the resident are not considered to be material planning considerations and are therefore afforded no weight.

Assessment

For the purposes of considering the balance in this application the following planning weight is referred to in this report using the following scale:

- Substantial
- Considerable
- Significant
- Moderate
- Modest
- Limited
- Little or no

Principle of Development

The site falls within Royston District Centre. Local Plan Policy TC1 states that district centres have an important role serving localised catchments and meeting more local needs. To ensure they fulfil this role and continue to complement and support the role of Barnsley Town Centre new retail and town centre development will also be directed to the District Centres.... All retail and town centre developments will be expected to be appropriate to the scale, role, function and character of the centres in which they are proposed.

Local Plan Policy TC2: Primary and Secondary Shopping Frontages states that proposals for retail will be allowed within district centres provided that ground floor uses remain predominantly retail in nature, though other uses may be acceptable where they diversify and improve the provision of the centre.

NPPF Paragraph 90 states that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

The proposal looks to subdivide the existing retail store to create 2x separate retail units, both of which will remain within Class E use. Although the occupier of Unit 2 is not yet known, the size of the proposed unit means it is appropriate in scale for the District Centre. Meanwhile Unit 1 will continue to operate as a supermarket which provides a vital function for the residents of Royston.

It is recognised that the development will result in the loss of the pedestrian entrance on the southern elevation of the building which is designated as a Primary Shopping Frontage. However, signage/graphics as per the separate advertisement consent (ref: 2025/1057) will be retained along this elevation to ensure that it remains active and contributes to the character of the District Centre. The pedestrian pathway along southern elevation will also be retained to encourage activity along the shopping frontage. Nevertheless, the building will remain in Class E/retail uses thus accord with the objectives of Local Plan Policy TC2.

Overall, the development accords with the policies quoted above and is therefore acceptable in principle. This is afforded substantial weight in the planning balance.

Highways Considerations

NPPF Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

Local Plan Policy T4 states that new development will be expected to be designed and built to provide all transport users within and surrounding the development with safe, secure and convenient access and movement. It follows on state if a development is not suitably served by the existing highway or would add to problems of safety or the efficiency of the highway, developers will be expected to take mitigating action to make sure the necessary improvements go ahead.

The application proposal includes subdividing the existing car park, meaning the western part of the application site will no longer be accessible for public/customer car parking. It is recognised that the existing car park does provide the primary parking provision within the district centre, meaning the reduction in parking spaces could impact the vitality of the wider centre. However, because the car park is privately owned by the Applicant, and has no policy designation for car parking uses, the subdivision of the car park/loss of parking spaces cannot constitute as a reason for refusal. The adopted Parking SPD sets out the minimum number of car parking spaces required in relation to the retail use. Based on the size of the retail floorspace hereby proposed, a minimum of 38 spaces is required. The proposed site plan achieves this minimum amount and is therefore acceptable. The LPA have no mechanism to request additional spaces or the retention of the western part of the existing car park in order to serve retail uses outside of the Applicant's ownership or the application site. Nevertheless, no adjoining or nearby businesses have submitted representations in response to the application publicity. On this basis, the subdivision of the existing car park is considered to be acceptable.

The development includes rearranging the existing car park, which includes re-lining and creating a new delivery bay in front of the retail building. The site plan has been updated to include tracking to demonstrate that delivery vehicles can sufficiently manoeuvre within the site. The Highways DC

Officer is satisfied that vehicles will be able to safely use the rearranged car park area and has no objection in this regard.

The existing parking provision will be improved with the addition of EV spaces and defined cycle parking, as well as parent and child, plus disabled bays. At this stage, full details of the EV charging equipment has not been provided and therefore a pre-commencement condition is attached in this regard.

To ensure that the proposed number of car parking spaces are implemented in accordance with the submitted plans, a condition has also been attached which states that the car park rearrangement works must be completed within 3 months of the shop subdivision.

Overall, the Highways DC Officer raises no objection to the proposal, which is afforded significant weight in the planning balance.

Design and Appearance

NPPF Paragraph 135 relates to high quality design and states that developments should function well and add to the overall quality of the area; are visually attractive; sympathetic to local character; maintain a strong sense of place whilst optimising the potential of the site and create places which are safe and inclusive and promote well-being.

Local Plan Policy D1 states that development is expected to be of high-quality design and should respect and reinforce the distinctive, local character and features. Development should contribute to place making and make the best use of materials.

The proposed development includes undertaking minor changes to the external appearance of the building such as the creation of an additional retail frontage to serve Unit 2; the installation of new doorways and the replacement entrance to the Co-Op supermarket. The proposed external works are considered to be acceptable and will enhance the dated appearance of the existing retail building.

New plant equipment is also proposed, however this will be contained to the rear of the building, thus not impact the appearance of the street scene or the wider District Centre.

It is recognised that the erection of the 1.8m high fence in the existing car park will alter the appearance of the site. However, this is proposed in a north-south direction only and will not run along the southern boundary of the site. This means that the fence will not be overly impactful upon the street scene and will only be in direct view from inside the site. The use of timber rather than metal for example, is considered to soften the appearance of the fence, particularly when viewed against the wider woodland landscape. This is considered to be appropriate on balance.

Together the works to the external elevations of the building and the alterations to the car park will improve the tired appearance of the existing site and are therefore acceptable. This is afforded significant weight.

The impact of the signage and graphics will be assessed separately under application reference: 2025/1057.

Impact upon Residential Amenity

Local Plan Policy GD1 states that proposals for development will be approved if there are no significant adverse effect on the living conditions and residential amenity of existing and future residents. Proposals should be compatible with neighbouring land and should not significantly prejudice the current or future use of neighbouring land.

Local Plan Policy POLL1 states that development will be expected to demonstrate that there would be no unacceptable affect or cause a nuisance to the natural and built environment or to people.

Existing residential properties are located to the north and west of the application site. However, given that the use of the site is not substantially changing it is not considered that existing amenity will be harmfully impacted. The site is already in retail use, and whilst the creation of an additional unit may increase the number of visitors to the site, given the designation of the site as a District Centre, this is acceptable.

Nevertheless, it is recognised that the works do include the installation of new plant and EV charging equipment which could disturb nearby residents by virtue of vibration/low level noises. As such the Environmental Health Officer has requested that a pre-commencement condition requiring the submission Noise Impact Assessment be attached to this permission. The noise assessment must demonstrate that, at relevant receptors, the noise generated from fixed plant and equipment shall not exceed the background sound levels. If the assessment indicates a potential exceedance of the background levels, then suitable mitigation measures will need to be agreed.

In addition to the noise assessment, a condition requiring the submission of a Construction Method Statement and the restriction of construction hours are attached.

To further protect residential amenity, the operational hours of the retail units and the hours in which deliveries can take place are to be restricted.

Overall, the development is not considered to cause significant harm upon existing amenity, and is afforded substantial weight in the planning balance.

Conclusion

The proposed development relates to the subdivision of an existing supermarket building to form 2x retail uses. Whilst the existing supermarket use will be retained at Unit 1, the size of the sales area will be reduced. Nevertheless, the size of the supermarket is still considered to be suitable in terms of meeting the needs of the District Centre and is therefore acceptable.

The creation of a separate retail unit is envisaged to increase choice and complement the function of the District Centre. A condition is attached to ensure that any future operation falls within Use Class E.

Although the subdivision of the existing car park is unfortunate, the site will still provide a sufficient number of parking spaces for customers and staff, in accordance with the adopted parking standards.

The works proposed to the external elevations of the building and the car park will improve the overall appearance of the site.

When referring to the planning balance, the development is therefore recommended for approval subject to strict accordance with the approved plans.

RECOMMENDATION: Approve with conditions

Justification

STATEMENT OF COMPLIANCE WITH ARTICLE 35 OF THE TOWN AND COUNTRY DEVELOPMENT MANAGEMENT PROCEDURE ORDER 2015

In dealing with the application, the Local Planning Authority has worked with the applicant to find solutions to the following issues that arose whilst dealing with the planning application:

- Site plan updated to address queries regarding the gravel pathway and position of fence/bollards;
- Vehicular tracking added to the site plan to address Highway DC Officer's comments;
- Proposed floorplans updated to include additional annotations.

Due regard has been given to Article 8 and Protocol 1 of Article 1 of the European Convention for Human Rights Act 1998 when considering objections, the determination of the application and the resulting recommendation. It is considered that the recommendation will not interfere with the applicant's and/or any objector's right to respect for his private and family life, his home and his correspondence.

Conditions

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.
2. The development hereby approved shall be carried out strictly in accordance with the plans:
Location Plan, Drawing No: PL_001
Proposed Site Plan, Drawing No: PL_005, Rev: C, Received: 5/3/2026
Proposed Floorplans, Drawing No: PL_006, Rev: C, Received: 5/3/2026
Proposed Site Plan – Fence and Bollards, Drawing No: PL_010, Received: 4/3/2026
Proposed Elevations, Drawing No: PL_007, Rev: A, Received: 6/3/2026
Typical Fencing and Gate Details, Drawing No: PL_008
and specifications as approved unless required by any other conditions in this permission.
Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.
3. Prior to the commencement of the development, a scheme for biodiversity enhancement, such as the incorporation of permanent bat roosting feature(s) and nesting opportunities for birds, shall be submitted to and agreed in writing with the Local Planning Authority.
The scheme shall include, but not limited to, the following details:
 - Description, design or specification of the type of feature(s) or measure(s) to be undertaken;
 - Materials and construction to ensure long lifespan of the feature/measure;
 - A drawing(s) showing the location and where appropriate the elevation of the features or measures to be installed or undertaken.Once agreed, the enhancement measure will be installed/implemented prior to the occupation of the hereby approved subdivided unit(s) and shall be retained and maintained for the lifetime of the development.

Reason: In the interests of biodiversity in accordance with Local Plan Policy BIO1: Biodiversity and Geodiversity, and the adopted Biodiversity and Geodiversity SPD.

4. Prior to the commencement of the development, a Construction Method Statement shall be submitted to, and approved in writing by, the Local Planning Authority.

The Statement shall provide for:

- The parking of vehicles of site operatives and visitors;
- Means of access for construction traffic;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- Wheel washing facilities, or other measures to prevent debris;
- Details of the provision of an on-site water supply or water storage facility;
- Measures to control the emission of dust and dirt during construction;
- Measures to control noise emissions during construction;

Once agreed, the approved Statement shall be adhered to throughout the period of engineering operations and construction.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1: Pollution Control and Protection.

5. Prior to the commencement of development, tree protective barrier details; tree protection plan and an arboricultural method statement shall be submitted to and agreed in writing by the Local Planning Authority. The documents must be produced in accordance with British Standard 5837:2012 Trees in relation to design, demolition and construction.

Once agreed, the development shall take place in complete accordance with the approved methodologies.

Reason: To ensure the continued well-being of the trees in the interests of the amenity of the locality in accordance with Local Plan Policy D1: High Quality Design and Place Making.

6. Prior to the commencement of development, full details of the EV Charging equipment shall be submitted to and agreed in writing by the Local Planning Authority. The siting of the EV Charging infrastructure shall not encroach upon the rooting area of the adjacent trees.

Reason: To ensure the continued well-being of the trees in the interests of the amenity of the locality in accordance with Local Plan Policy D1: High Quality Design and Place Making.

7. Prior to the commencement of the development, a noise impact assessment shall be submitted to and agreed in writing by the Local Planning Authority. The assessment shall demonstrate that, at the relevant receptors, the Rating Levels arising from noise generated by the proposed fixed plant and equipment will not exceed background sound levels. The assessment must be carried out by a suitably qualified acoustic consultant/engineer and follow the principles contained in BS 4142:2014 Methods for rating and assessing industrial and commercial sound.

If the assessment indicates a potential exceedance of the background noise levels, then appropriate mitigation measures shall be identified and agreed with the Local Planning Authority. The agreed mitigation shall be installed/implemented prior to the occupation of the hereby approved subdivided unit(s) and shall be retained and maintained for the lifetime of the development.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1: Pollution Control and Protection.

8. During construction or demolition works, activity shall only take place between the hours of:
0800 to 1800 Monday to Friday; and
0900 to 1400 on Saturdays; and
At no time on Sundays or Bank Holidays
Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1: Pollution Control and Protection.
9. The retail unit(s) hereby approved shall only be operational during the following hours:
0700 to 2200 Monday – Sunday.
Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1: Pollution Control and Protection.
10. Deliveries, including the loading and unloading of goods can only take place during the following hours:
0600 to 2200 Monday to Sunday.
Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1: Pollution Control and Protection.
11. The car park rearrangement works hereby approved (as detailed on Proposed Site Plan, Drawing No: PL_005, Rev: C, Received: 5/3/2026) must be completed no later than 3months after the sub-divided shop is first occupied.
Reason: In the interests of highway safety in accordance with Local Plan Policy T4: New Development and Transport Safety.
12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and the Town and Country Planning (Use Classes) Order 1987, or any Order revoking and re-enacting that Order with or without modification), the development hereby approved shall only be used/occupied by uses falling within Use Class E- Commercial, Business and Service.
Reason: To protect the function of Royston District Centre in accordance with Local Plan Policy: TC1: Town Centres.

Informatives

1. The applicant is reminded that under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. The nesting bird season is considered to be between 1 March and 31 August inclusive, however some species can nest outside of this period. Suitable habitat for nesting birds are present on the application site and should be assumed to contain nesting birds between the above dates unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is certain that nesting birds are not present.
2. The proposed development lies within an area that has been defined as containing coal mining features at surface or shallow depth. These features may include: mine

entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such features are seldom readily visible, they can often be present and problems can occur, particularly as a result of new development taking place.

3. Under the Coal Industry Act 1994 any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) require the prior written permission of the Mining Remediation Authority since these activities can have serious public health and safety implications. Such activities could include site investigation boreholes, the piling of foundations, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain permission to enter or disturb our property will result in the potential for court action. Application forms for Mining Remediation Authority permission and further guidance can be obtained from: www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property
4. If any suspected coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0800 288 4242. Further information is available at: www.gov.uk/report-coal-mine-hazard.
5. It is recommended that measures are taken to prevent a nuisance/ or effect the quality of life of local residents. Please note that the Council's Pollution Control Team have a legal duty to investigate any complaints about noise, smoke or dust. No waste should be burnt. If a statutory nuisance is found to exist, they must serve an Abatement Notice under the Environmental Protection Act 1990. Failure to comply with the requirements of an Abatement Notice may result in a fine of up to £20,000 upon conviction in Magistrates' Court. It is therefore recommended that you give serious consideration to the steps that may be required to prevent a noise, dust or smoke nuisance from being created.