Land at 63 Main Street, Goldthorpe

Application for Certificate of Appropriate Alternative Development by Dransfield Properties Ltd

Land Compensation Act 1961 section 17
Localism Act 2011 section 232
Supporting Information and Statement

Planning Prospects Ltd (PPL)
October 2012

Introduction

Dransfield Properties Ltd (DPL) has a freehold interest in property at 63 Main Street, Goldthorpe (the relevant land). This is an application on behalf of DPL for a Certificate of Appropriate Alternative Development under Section 17 of the Land Compensation Act 1961, relating to that property and adjoining land. It seeks confirmation that if that property were not proposed to be acquired by Barnsley MBC, planning permission would have been granted for A1 retail development in the form of a large food store.

This Statement provides the relevant information requirements for a Section 17 application, a description of the land, and a statement describing and justifying the appropriate alternative development.

Relevant Information

A site location plan is provided at Appendix 1. It outlines the relevant land (i.e. 63 Main Street) in red, and other land in blue.

The name and address of the owner of the relevant land are:

FAO Mark Dransfield
Dransfield Properties Ltd
Wentworth House
Maple Court
Tankersley
Barnsley S75 3DP

The name of the local planning authority (also the acquiring authority) is Barnsley Metropolitan Borough Council (BMBC).

A copy of this application will be served on other parties directly concerned, on the date specified in the covering letter.

Description of the Land

The relevant land comprises 63 Main Street, Goldthorpe. It is a two storey dwelling house within and towards the eastern end of a terrace of similar houses (29 – 65

Main Street). This terrace including the relevant land is unoccupied and in a poor state of repair.

In terms of other land (edged in blue on the plan at Appendix 1), areas immediately to the east, west and north of the relevant land, i.e. west of Central Street, east of West Street, and north of Main Street, form a residential block which, with the exception of 2 – 8 West Street, is vacant and in the process of being demolished.

Land between East Street and Central Street has all been cleared and is vacant and overgrown, with the exception of a two storey block of retail units at 97 – 101 Doncaster Road which remains standing. Land between Central Street, West Street, Main Street and the rear of 43 – 79 Doncaster Road has similarly been cleared.

Adjoining areas to east (beyond East Street) and west (beyond West Street, and behind the Doncaster Road frontage) are residential in character. The northern Doncaster Road frontage west of Central Street comprises retail and service units. The opposite (southern) side of Doncaster Road similarly comprises residential and (to the west) commercial premises. An area of open space including allotment gardens adjoins to the north.

As such, the relevant land and other land comprise a building on the relevant land and a largely cleared and vacant site, part in the process of being cleared. This entire area is level, with little slope.

Statement

In the opinion of the applicant (DPL) there is appropriate alternative development for the land described above, comprising the relevant land together with other adjoining land if it were not proposed to be acquired by BMBC. In the opinion of the applicant it can be assumed that planning permission would have been granted for the appropriate alternative development set out below on the relevant valuation date. In this case the relevant valuation date is considered to be the date this application is determined.

BMBC is an authority possessing compulsory purchasing powers as defined in section 39 of the Land Compensation Act 1961 and for the purpose of section 22(2)(c), DPL has received an offer in writing from BMBC to negotiate for its interest in the relevant land.

The date of this offer to negotiate was 18 May 2012 which predates the launch date which is the date on which the scheme, i.e. the proposal to acquire the order land for a school is assumed to be cancelled. This is because no compulsory purchase order has yet been issued. It is therefore assumed in this application that the scheme must be assumed to be cancelled on 18 May 2012, which must be the launch date for the purpose of this application. This is in line with Circular 06/0004 Appendix P paragraphs 7 and 18.

The relevant valuation date is defined in section 5A of the Land Compensation Act 1961 where the value of land is to be assessed in accordance with rule (2) section 5 of the Act. At this stage of the proceedings, once the appropriate alternative development has been established it must be assumed the parties will reach agreement on price in the absence of a compulsory purchase order. Thus, the relevant valuation date for the purposes of this application must be the date the application is determined.

Description of Appropriate Alternative Development

It is considered that the appropriate alternative development comprises use class A1 retail development in the form of a large food store with associated car parking. The plan at Appendix 2 shows the form that such development might take. It comprises a large food store with a sales area of 2,323 sq m (25,000 sq ft) with servicing and a landscaped buffer in the north western part of the site. Car parking is shown in the eastern part of the site, with 202 spaces illustrated.

A dedicated access and area of public realm is shown around the point where Central Street currently forms a junction with Doncaster Road. Service vehicles would enter here and bear left to the rear of the commercial units at 41 – 79 Doncaster Road, to a service area between West Street and the rear of the store. Customer vehicles would enter here and bear right into the car park.

The relevant land is situated just to the west of the centre of this scheme, on land taken up by the store building. Its location is marked on the plan at Appendix 2. Its retention would prevent delivery of the illustrated scheme. This would require the store and its servicing to be relocated, but even then the relevant land would be situated within an area that would be needed for store parking. It is clearly inappropriate to leave a single house standing in the middle of a car park.

The comprehensive redevelopment of the other land requires the relevant land. There is no suitable and viable way of accommodating a large supermarket and car park here without the relevant land.

The approach to policies

The Land Compensation Act 1961 as amended by the Localism Act 2011 requires BMBC to assume the scheme for the new school to be cancelled on 18 May 2012. Accordingly all planning policies published after that date which support the relocation of the school must be ignored to the extent to which they relate to the scheme.

The Need for this Type of Development

The Goldthorpe Masterplan was adopted by the Council on 1 August 2012, i.e. shortly after the launch date. It includes a 1,858 sq m (20,000 sq ft) net supermarket or anchor retail store plus 100 car parking spaces on the site of the existing junior and infant schools. This reflects the need in Goldthorpe for a major new retail facility to reinforce the town centre, and preferably a large new supermarket. However as it post dates the launch date it can be disregarded as a material consideration in so far as it contemplates a new supermarket on the school site as the scheme to relocate the school must be assumed to be cancelled.

The centre currently does not offer a large supermarket capable of enabling local people to meet their bulk weekly food shop in a convenient location close to where they live. The existing Asda (former Netto) and Co-op stores are both small (approximately 900 sq m and 465 sq m net respectively) and perform only a top-up function. As a result, local people have to travel some distance to locations elsewhere for this type of shopping, such as the Tesco Extra at Wath Upon Dearne, Morrisons at Brampton, and other large stores in and around Barnsley, Rotherham and Doncaster.

Less affluent and less mobile members of the community do not have access to such facilities. The existing distribution of stores is socially exclusive and unsustainable. The many local people travelling elsewhere for this type of shopping are also less likely to use other shops and services in Goldthorpe along the high street. This is reflected in the health of the centre; it is not thriving, and has a number of vacant premises. It is in need of investment in new built development.

A new large supermarket in Goldthorpe would meet this need. It would promote inclusive and sustainable shopping patterns. It would encourage people to shop locally, and generate linked trip spending to the advantage of other businesses within the centre. The allowance for such a facility in the masterplan therefore has the potential to create a number of benefits.

The Masterplan anticipates the relocation of the junior and infant schools to the area occupied by the relevant land and other land, and the replacement of the schools principally with the retail development and car parking mentioned above. The acquisition of the relevant land is intended to facilitate this relocation.

The current application examines the alternative whereby the scheme for the school was cancelled on the launch date. This would have preceded the Goldthorpe Masterplan. Accordingly the junior and infant schools would remain on their existing site. The need for a replacement site for the schools must be disregarded; by virtue of section 14 (5) (c) of the Land Compensation Act 1961 (as amended by section 232 Localism Act 2011), it must be assumed;

> "that there is no prospect of the same scheme, or any other project to meet the same or substantially the same need, being carried out in the exercise of a statutory function or by the exercise of compulsory purchase powers"

The need for a large food store to reinforce the centre and meet the requirements of local people in a sustainable and inclusive manner would remain. In the opinion of the applicant and in this alternative scenario that need would best and appropriately be met on the relevant land and the other land.

Development Plan Policy

The Masterplan does not form part of the Development Plan, and indeed was not adopted on the launch date.

On the launch date, Barnsley's statutory Development Plan consisted of the Core Strategy, the Barnsley Education Sites Development Plan Document (DPD) (both of which form part of the Local Development Framework), the remaining saved policies of the Unitary Development Plan, and the Regional Spatial Strategy.

The relocation of the junior and infant schools to the relevant land and other land has no policy basis in the Education Sites DPD, which addresses secondary provision.

For development of the scale and nature considered here (i.e. the appropriate alternative development) the most relevant policy is set out in the Core Strategy and the saved parts of the UDP.

The weight to attach to saved development management policies in the UDP is limited by the age of that document predating, as it does by some margin, the Planning and Compulsory Purchase Act 2004 and, of course, the NPPF. The approach and positive stance running through the NPPF (discussed below) is not

reflected in the UDP, and the continued relevance of the approach to development management in the UDP is restricted accordingly.

In terms of allocations and policies with a spatial expression the UDP identifies Doncaster Road including its northern frontage as far as East Street and including the remaining units at 97 – 101 Doncaster Road as part of The Principal Shopping / Commercial Centre (Policy DE17/3). As such these remaining units form part of the defined centre and are in an area to which policy seeks to direct retail development.

The rest of the other land and the relevant land, to the rear of Doncaster Road, are identified as a Housing Policy Area (Policy DE2) which should remain "predominantly" in residential use. With appropriate alternative development of the type envisaged here in place the area north of Doncaster Road in this part of Goldthorpe would remain predominantly in residential use. Equally, this policy has not been an impediment to the clearance of housing from the other land and its identification by the council for a different land use (i.e. educational). It is not therefore considered that the appropriate alternative development considered here conflicts with this policy.

Core Strategy Policy CSP31 supports maintaining and enhancing the vitality and viability of centres including Goldthorpe, which is identified as a district centre. The policy notes that;

> "The 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.
>
> 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."

The Core Strategy also identifies (policy CSP8) Goldthorpe as a priority location for growth.

As such, the Core Strategy seeks to direct development, including retail development, towards locations including Goldthorpe, adopting a sequential approach, and with reference back to national policy in the form of PPS 4. PPS 4 has now been superseded by the NPPF (discussed below). The extent of the centres is not defined by the Core Strategy, with that intended to follow as part of the Proposals Map accompanying the Development Sites and Places DPD. Consultation on the Development Sites and Places DPD and Proposals Map took place in August and September 2012 (i.e. after the launch date), and it does not yet form part of the development plan. Representations were made to that consultation on a number of issues, including the boundary of the centre of Goldthorpe and the allocation of sites for retail development.

National Planning Policy

The NPPF was adopted in March 2012 and so was in place on the launch date. It is framed as a positive and enabling document, seeking to facilitate sustainable development and growth. There is a clear commitment (paragraphs 18 – 19) to supporting and securing, rather than impeding, sustainable economic growth. Applications for sustainable development should be approved wherever possible (paragraph 187), consistent with an overarching approach that demands a "presumption in favour" of sustainable development (paragraph 14). It advocates a proactive, creative and solution seeking approach to planning (paragraphs 17 and 187).

Themes familiar from some of the policy documents replaced by the NPPF are reframed and reinforced as the core principles underpinning the new document. These include, inter alia, an emphasis on high quality design, carbon reduction, conserving and enhancing the natural environment, reusing brownfield land, promoting accessible mixed use development and sustainable transport, seeking to improve wellbeing, and encouraging the delivery of facilities and services to meet local needs.

Again carrying forward themes evident in replaced policy there remains an emphasis on positive planning for the promotion of competitive, expanding, healthy town centres at the heart of communities, encouraging choice and diversity. For the proposed development of main town centre uses outside centres, the sequential approach is retained and a revised, simplified impact test applies.

Assessment

Many of the saved development management policies in the UDP are out of date.

The defined centre of Goldthorpe in the UDP includes the front section of the other land along Doncaster Road. The rest of the other land extends back from the defined centre, and the relevant land is located in this area. The Core Strategy provides no alternative definition of the extent of the centre, and no alternative definition can be found elsewhere in the adopted development plan either now or at the launch date.

The appropriate alternative development proposed here extends back from Doncaster Road and uses the Doncaster Road frontage. As such, it should be regarded as forming part of the centre; it would be integrated with the centre and would function as part of the centre. Even if it were to be considered that the location of the store building should not be regarded as part of the centre, it could not be regarded as anything other than immediately edge of centre.

For the reasons set out above, the appropriate alternative development considered here does not conflict with the identification of the relevant land and other land to the rear of Doncaster Road as a Housing Policy Area.

The Core Strategy is concerned with appropriateness of scale, the policy tests set out in national policy (these include the sequential approach, and an assessment of impact), and promoting the growth of Goldthorpe. A large supermarket of the type considered here is consistent with a district centre role, and meeting the convenience retail needs of local people in a convenient place close to where they live.

As discussed above, it is considered that the scheme should be regarded as occupying a location within the centre, i.e. the sequentially preferred location. If it is instead regarded as being edge of centre, then only sites within the centre should be preferred in sequential terms. There are no alternative sites within the centre (noting as set out above that for the purposes of this application it must be assumed that the schools relocation proposals are cancelled, and there is no prospect of an alternative schools relocation scheme coming forward).

If the scheme considered here for the relevant land and other land is regarded as occupying an edge of centre site then it would be the preferred alternative, as there are no other sites within the centre or on the edge of the centre, and certainly not as well connected and integrated. If the scheme considered here for the relevant land and other land is regarded as forming part of the centre then it is the equivalent of sites such as the schools site in sequential terms in any event. In either case it complies with the sequential test.

The scheme considered here for the relevant land and other land would be well placed to have a positive impact on the rest of the centre. It would encourage many local shoppers currently travelling elsewhere to meet their main food shopping needs to shop locally instead. Spin off trade to the benefit of other businesses would be encouraged, with people visiting other shops and services as part of their main food shopping trip. The store car park would act as a short stay facility shared with the rest of the centre to maximise these benefits and enhance the overall attraction of Goldthorpe.

The scheme is functionally different to the existing small supermarkets in the centre which perform a more limited top up role, which would continue. It is not of a scale such that it would offer the wide range of comparison goods that is often found in large superstores, and would therefore complement existing comparison retailers in the centre. The inclusion of a comparable facility within the Masterplan indicates that it is regarded as acceptable in impact terms, including in relation to the impact it would have on competing stores elsewhere.

The scheme should be understood in the positive and enabling terms of the NPPF which strongly support and encourage sustainable development and growth, and establish the presumption in favour of sustainable development. It resonates with a number of the themes promoted by that document, for example in terms of reusing brownfield land, promoting accessible development, and meeting local needs.

It is therefore considered that the appropriate alternative development considered here would be acceptable in policy terms.

Other Development Management Issues

A request for a Screening Opinion for proposed retail development of the relevant land and other land was submitted to the Council in July 2011. This anticipated development of a very similar form to that considered here to be appropriate alternative development. In a decision dated 29 September 2011 the Council determined that EIA would not be required for such development, which would not have significant environmental impacts. This decision (included here at Appendix 3), whilst not an assessment of all development management issues, speaks to some of the relevant points in considering a proposal of this nature. It notes, for example:

- There would be no loss of natural resources
- Waste would be limited to construction waste and from the retail unit only

- Pollution and nuisance effects and other impacts would be local only
- The development would be small scale, and of local importance only
- The site was in the process of being cleared, with a cleared site likely when the development would take place
- There would be an increase in traffic of local significance
- The proposal would not be on a significantly greater scale than the existing use

The screening process was informed by a noise assessment undertaken by specialist acoustic consultants, after questions were initially raised by the authority in terms of disturbance from evening deliveries and car park usage. The noise assessment found that deliveries and car park usage would be acceptable in noise terms through to 22:00 assuming suitable screening was put in place. This was noted in the Screening Opinion.

There is nothing to suggest that a scheme of the type anticipated could not be brought forward in a satisfactory manner from a development management perspective. There are no significant site constraints, and all issues could be addressed through careful design and appropriate use of planning conditions. It would represent the relatively straightforward redevelopment of a largely cleared brown field site in a mixed residential and commercial urban setting.

Conditions and Planning Obligations

It is not considered that there would be any planning obligations associated with the appropriate alternative development. The required access formation and associated works to the highway would form part of the scheme and could be required via planning conditions.

Planning conditions would also be anticipated to control routine matters such as:

- Timescale for commencement
- Approved drawings
- Site investigation
- Drainage details
- Construction practices (e.g. site screening, wheel washing, worker parking, traffic routing and turning, no noisy activity overnight or on Sundays)
- Details of materials, landscaping, and lighting
- Details of plant, CCTV and other equipment
- Completion and operation of car park

In addition, from the discussion above, a condition would be expected preventing deliveries or store opening between 22:00 and 06:00.

Summary

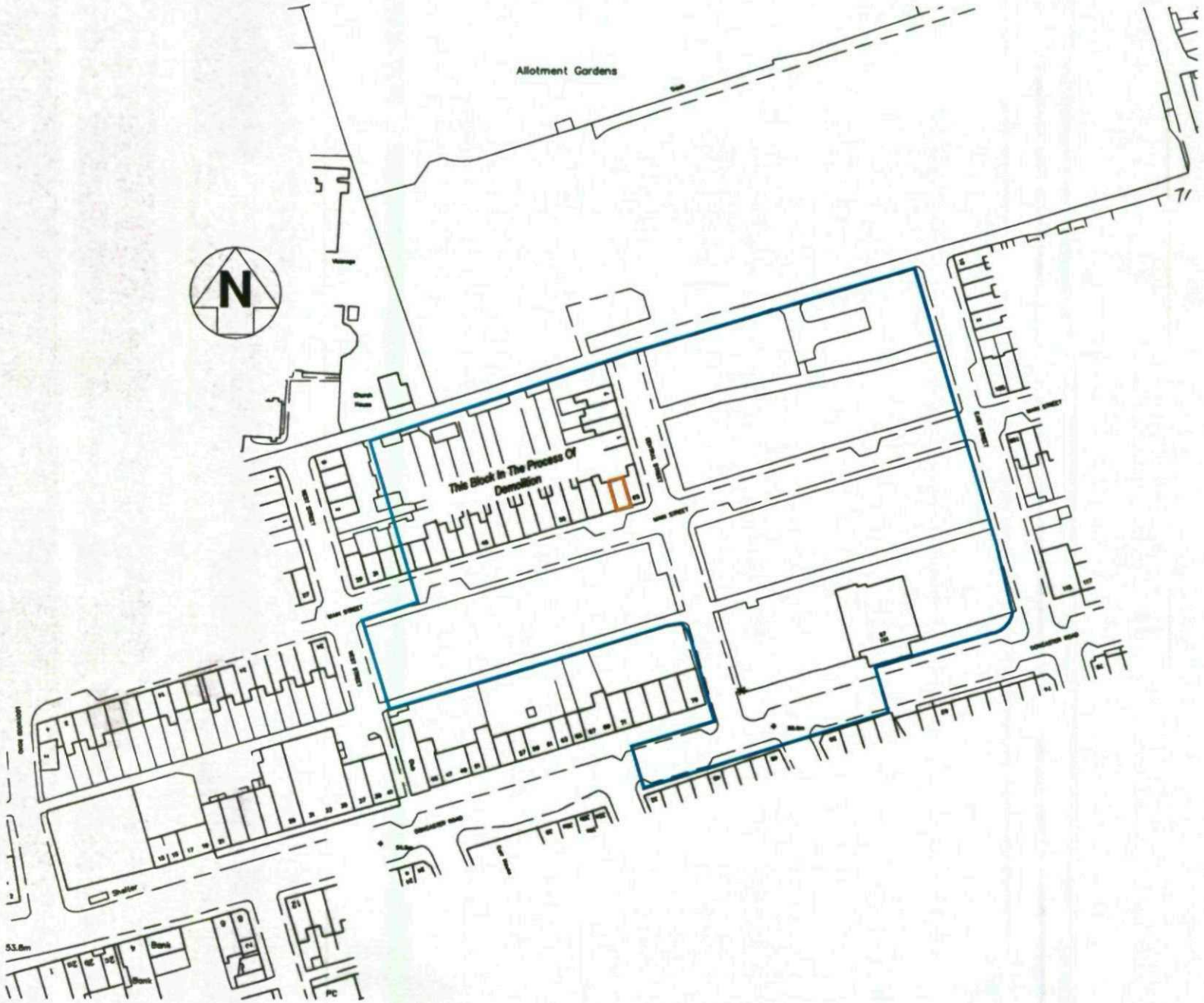
This application relates to 63 Main Street Goldthorpe and adjoining land.

In the opinion of the applicant there is appropriate alternative development for the relevant land if it were not proposed to be acquired by Barnsley MBC. In the opinion of the applicant it can be assumed that planning permission would have been granted for the appropriate alternative development on the relevant valuation date.

The appropriate alternative development comprises use class A1 retail development in the form of a large food store with associated car parking. There is a need for development of this kind in Goldthorpe, and it would be acceptable in policy terms. Furthermore, there is nothing to suggest that a scheme of the type anticipated could not be brought forward in a satisfactory manner from a development management perspective.

It is not considered that there would be any planning obligations associated with the appropriate alternative development. Planning conditions would be anticipated, to control routine matters. A restriction on store opening and deliveries between 22:00 and 06:00 might be applied.

Appendix 1
Site Location Plan



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XREF'S IN THIS DRAWING

KEY

Relevant Land
Other Land

CLIENT
DRANSFIELD PROPERTIES LIMITED

PROJECT
GOLDTHORPE S17 APPLICATION

TITLE
RELEVANT LAND AND OTHER LAND

DRAWING STATUS
FOR INFORMATION

DRAWN MC CHECKED DC

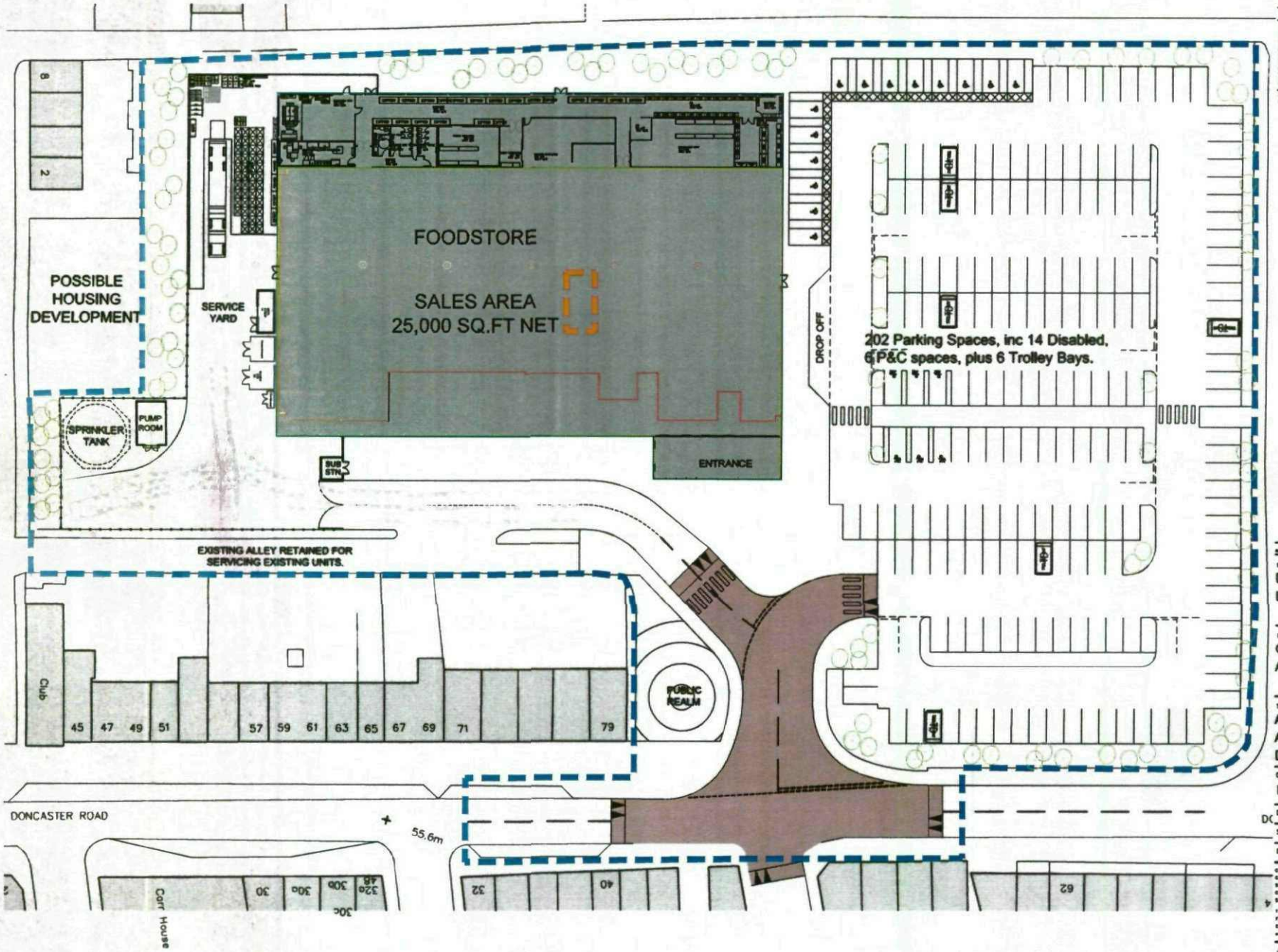
SCALE 1:500 @ A1

DATE OCTOBER 2012

wcec architects

JOB NO. 08-088 DRAWING NO. SK-51 REV

Appendix 2
Appropriate Alternative Development Scheme Plan



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Relevant Land
Other Land

CLIENT
DRANSFIELD PROPERTIES LIMITED

PROJECT
GOLDTHORPE S17 APPLICATION

TITLE
APPROPRIATE ALTERNATIVE DEVELOPMENT

DRAWING STATUS
INFORMATION

DRAWN DPB	CHECKED GW
SCALE 1:250 @ A1	
DATE NOVEMBER 2011	

WCEC ARCHITECTS

JOB NO.	DRAWING NUMBER	REV
08–088	SK–52	

Appendix 3
Screening Opinion

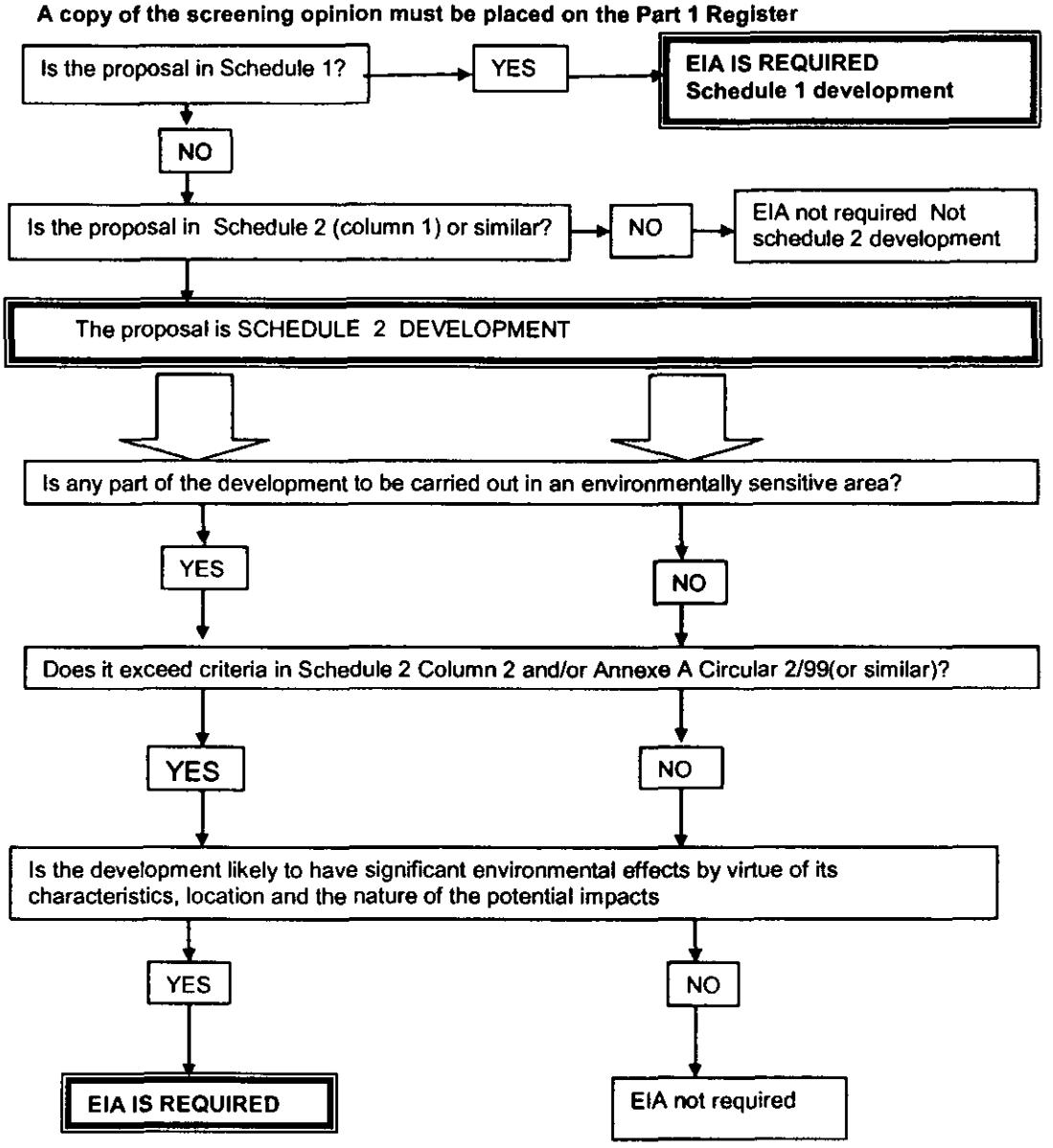
BARNSLEY
Metropolitan Borough Council

Town and Country Planning (Environmental Impact Assessment) Regulations 2011

Screening Opinion

APPLICATION No:n/a
LOCATION: Land off Doncaster Road Goldthorpe
Proposal: Retail Led re-development of cleared site.

A copy of the screening opinion must be placed on the Part 1 Register



SELECTION CRITERIA FOR SCREENING SCHEDULE 2 DEVELOPMENT AS SET OUT IN SCHEDULE 3 OF THE REGULATIONS AND CIRCULAR 2/99

Planning and Transportation Service
Development Control Section
PO BOX 604, S70 9FE
Tel: (01226) 770770 Fax: (01226) 772599

BARNSLEY
Metropolitan Borough Council

Town and Country Planning (Environmental Impact Assessment) Regulations 2011

Screening Opinion

Characteristics of the development

Does the development ie within a sensitive area as defined by Regulation 2(1)

Size of the development. Does it exceed thresholds in schedule 2 column 2? Does it exceed guidance thresholds in Annex a of Circular 02/99	Yes, the site exceeds 0.5ha
The cumulation with other development. Will the proposal be undertaken in conjunction with other Development? Will there be any cumulative impact?	No.
Use of natural resources. Will any natural resources be lost? If so, will the loss be significant?	None
Production of waste. Will the proposal generate waste? Will this be significant in terms of impact on the site? Will this be significant in terms of off-site impacts?	Construction waste and from retail unit only
Pollution and nuisances; Will the proposal cause any pollution/nuisance? Will it be short term(eg during construction)? Will it be medium term (eg for the first 12 months of use)? Will it be longer term? Are the impacts significant?	Some nuisance eg noise and dust during construction phase. Noise report submitted. Local effects only
Risk of Accidents Is there higher than average risk of accidents during construction? Is there higher than average risk of accidents during operation?	No

Location of development

The environmental sensitivity of geographical areas likely to be affected by development

Existing land use Does the site have an existing landuse, if yes, what is it?	Brownfield housing site.
Is there an abundance of natural resources in the area? Are they of high quality? Do they have regenerative qualities?	No

Can the environment absorb the proposal having regard to wetlands, (coastal zones (not in Barnsley), forests, nature reserves, parks, protected areas, densely populated areas and historic/archaeological areas)?

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Town and Country Planning (Environmental Impact Assessment) Regulations 2011

Screening Opinion

Characteristics of the potential impact	
The potential significant effects of development must be considered in relation to criteria set t under paragraphs 1 and 2 above, and having regard in particular to:	
Extent of the impact How far will the impacts extend beyond the site? What size of population will be affected?	Impacts felt only locally
Transfrontier impact Any impacts beyond national boundary? If so, what are they?	no
Magnitude and complexity of the impact Are impacts of greater scale/complexity than other applications? If so what are they?	Noise from retail use and traffic movements at unsocial hours. Noise report submitted.
Probability of the impacts Are the impacts likely to occur (100%)? Less likely to occur (50%)? Limited chance (25%)? Which impacts are unlikely to occur and why?	Likely to occur.
Duration, frequency and reversibility of the impact. Will impacts last beyond construction phase? Will the impacts be frequent? Which impacts are reversible? Which impacts are irreversible?	Main impacts likely to last during construction phase.

ADDITIONAL COMMENTS

Screening Opinion

1. Having examined Schedule 1 of The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011, the proposal clearly does not fall within any of the descriptions of development.

2. Interpreting Schedule 2 widely, the proposal falls under description of development (column 1) 10b, 'Urban Development Projects and is therefore Schedule 2 development.

   Part /No part of the proposed development is located wholly or in part in a sensitive area as defined in regulation 2(1).

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The area of the site (red line boundary) exceeds the applicable threshold (0.5 hectares) in column 2 of Schedule 2. The proposed development therefore potentially requires an EIA.

3. The question is therefore, is the proposed development likely to have significant effects on the environment by virtue of its characteristics, location and the nature of the potential impacts? Government guidance in Circular 02/99: Environmental Impact Assessment, states that, in general, EIA will be needed for Schedule 2 developments in three main types of case:
a) For major developments which are of more than local importance;
b) For developments which are proposed for particularly environmentally sensitive or vulnerable locations; and
c) For projects with unusually complex and potentially hazardous environmental effects.

With regard to the characteristics of the development, its scale is small and is of local importance only. Circular 2/99 para states:

A18. In addition to the physical scale of such developments, particular consideration should be given to the potential increase in traffic, emissions and noise. EIA is unlikely to be required for the redevelopment of land unless the new development is on a significantly greater scale than the previous use, or the types of impact are of a markedly different nature or there is a high level of contamination.

The site is in a predominantly residential area that is currently in the process of demolition following the grant of demolition consent for the whole of the application site. So given the above there will likely be a completely cleared site when this development takes place.

There are still houses remaining around the site. In terms of location, as previously noted, the site is not in a sensitive area as defined in Regulation 2(1). However,

"Urban locations may also be considered sensitive as a result of their heavier concentrations of population".

Therefore a noise assessment has been carried out to show the impact of the operation of the retail unit that concludes that

'trading and deliveries in the 20:00 hours to 22:00 hours period will not lead to significant noise impact as long as appropriate acoustic screening is put in place to the service yard as discussed above. The

precise form and position of the acoustic screening can be finalised at the detailed design stage'.

There will be increased traffic especially heavy vehicles during the construction phase. There will be no demolition traffic.

It is considered that there is no higher risk than average of accidents during construction and retail operations.

There are likely to be significantly more vehicular movements associated with the new retail unit in comparison with the traffic movements that currently take place in association with the existing residential uses, albeit that these will be affected by the fact that the area is undergoing demolition. There will also be additional vehicular movements associated with the construction phase. Vehicular movements associated with the scheme may be locally significant due to the floorspace involved in the new development. However, this is not a large store but is a medium sized store.
It is considered that given the scale of the proposed retail development, which should include the construction phase but not the demolition works already granted and underway, means that the proposal is **not** on a significantly greater scale than the existing use.

Conclusion

From the above it can be seen that main considerations for determining the need for an EIA are:

a) For major developments which are of more than local importance;
b) For developments which are proposed for particularly environmentally sensitive or vulnerable locations; and
c) For projects with unusually complex and potentially hazardous environmental effects.

The development is considered to be of local importance only, it is not in a particularly environmentally sensitive or vulnerable location and is not an unusually complex or hazardous project. It is considered that the proposal will **not** have significant environmental impacts within the meaning set out in The Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 2011.

BARNSLEY
Metropolitan Borough Council

Town and Country Planning (Environmental Impact Assessment) Regulations 2011

Screening Opinion

[redacted]

OFFICER SIGNATURE
DATE 29th September 2011

Planning and Transportation Service
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