

**Planning
Potential**



Planning Regeneration and Development

**PLANNING, ECONOMIC AND
RETAIL STATEMENT**

**HYBRID APPLICATION FOR ALDI
FOODSTORE (FULL) AND B1
USES (OUTLINE).**

AT

**LAND ADJACENT TO THE
CHESTNUT TREE**

BARUGH GREEN

**On behalf of
ALDI STORES LTD**

OCTOBER 2010



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1.0 INTRODUCTION

- 1.1 This Statement is submitted on behalf of Aldi Stores Ltd in support of a hybrid planning application for the creation of a new modern foodstore facility to serve the Barugh Green area of Barnsley, incorporating B1 Uses which are adaptable to support a range of businesses. The proposals will provide a localised convenience facility to serve the surrounding Barugh Green community; in addition, outline consent for B1 uses is also submitted. Aldi have confirmed that they will accept a condition to ensure that the employment land is serviced by an access levelling and clearing the site. The site will then be secured by palisade fencing to ensure the site is secure whilst maintaining visibility through the site.
- 1.2 The previous proposals for the creation of a local centre were discussed with Officers of the Council (See Appendix 1) it was agreed that the previous application should be withdrawn and that the application in its current format be the most appropriate way of securing provision of B1 uses on the site. The application site relates to land adjacent to the Chestnut Tree, Barugh Green Road/Claycliffe Road in Barugh Green, Barnsley.
- 1.3 Specifically, the application proposes the redevelopment through the regeneration of a brownfield site through the creation of a new access into the site and a foodstore of 990sqm net together with associated car parking, landscaping and the provision of an access into the western part of the site which will support B1 Uses of 1170sqm gross internal floor space, which are adaptable to support a range of businesses (in outline). Aldi are committed to providing the access as part of the development of the foodstore, and will accept an appropriately worded condition.
- 1.4 The application is submitted in accordance with national and local planning policies, which encourage and support employment opportunities, sustainable patterns of development, including
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through making the most efficient and effective use of brownfield sites.

- 1.5 In this context, the application follows extensive background research and an assessment of the Barnsley area. In relation to the retail element of the scheme, a deficiency of modern localised retail provision was identified, which in itself results in unsustainable shopping patterns, as people are having to travel further to meet their day to day needs. The application proposals will address this local need, thereby creating choice and minimising potential social exclusion.
- 1.6 The proposals will further benefit the area through the physical regeneration of the site and creation of numerous job opportunities, which represents a further boost and benefit to the local economy, as well as a modern and fresh development. It is anticipated that the proposals overall will create some 66 to 76 jobs, as well as acting as a catalyst for further development and employment opportunities in the Barugh Green Area, through facilitating employment generating uses, as well as improving both visual appearance and perceptions of Barugh Green and the wider Barnsley area.
- 1.7 The application is a resubmission of planning application number 2010-1044. Extensive pre application discussions with planning and transport officers of Barnsley Council were undertaken prior to the previous submission. Two pre-application meetings were held with Joe Jenkinson and Steve Kirkham to discuss the submission. The meetings confirmed that policy issues would need to be addressed, including the loss of employment land and retail impact. During the consultation process comments were made and a subsequent meeting was held with the Steve Kirkham (Case Officer), Robert Ellis (Planning Policy Department) and Richard Nutter (Barnsley Development Agency). It was agreed that the best approach in order to incorporate Policy and Development Agency suggestions

would be the re-submission of a revised scheme substituting the non-food retail uses on the site with an outline application for B1 uses with a gross internal floor space of 1170sqm. The proposed units will be adaptable to support a range of businesses. This Statement, together with other supporting plans and documents clarifies these considerations and demonstrates the acceptability of the proposals and wider benefits that will be delivered.

- 1.8 Consultation with local residents has also taken place, including a public exhibition that was held on 24th March 2010. Ward members were also invited to the exhibition. The feedback from the exhibition has been positive, including that both residents and ward members welcomed a convenience foodstore on the site and enhanced local facilities. In addition the consultation process for the previous submission received many positive responses from members of the public particularly in relation to the redevelopment of the vacant site, job opportunities and convenience provision that will be provided.
- 1.9 This statement outlines principle matters associated with the proposals, with Section 2 summarising that the current characteristics of the site and the background to the proposals. Section 3 outlines relevant material planning considerations to demonstrate the proposals acceptability in policy terms. Finally, Section 4 sets out Aldi's approach to sustainability and social issues.

2.0 DESCRIPTION OF DEVELOPMENT AND BACKGROUND TO THE PROPOSALS

Site Description

- 2.1 The 1.2 hectare site, which is irregular in shape, is located to the north of Barugh Green Road and has remained vacant for over 15 years. The location of the site is shown on the plan contained within Appendix 2.
- 2.2 The area surrounding the site is mainly commercial in nature with a number of employment uses and car showrooms. To the south of the site is a residential area. The wider surrounding area to the South, North and East is mainly high density residential uses. A site context plan is attached at Appendix 3.
- 2.3 The site does not lie within a conservation area and no listed buildings will be affected by the proposals. There are Tree Preservation Orders (reference 3/81) relating to a number of Trees on the site, this covers individual trees (horse chestnut and oak) on the Claycliffe Road frontage and a further horse chestnut towards the north west corner of the site, plus groups along the western flank comprising horse chestnut, oak and poplar. The planning application is supported by a tree survey, the layout, as detailed on the accompanying plans, shows that it is proposed to augment and enhance landscaping within the site.

Planning History

- 2.4 The site has been vacant for over 15 years, prior to that it was previously used as a petrol filling station and MOT testing centre as well as a garden centre. Planning applications for residential mixed use have come forward in the past, these have been withdrawn. Planning permission was granted in 2009 for the mixed use development of the site to include 3 offices, additional employment accommodation, retail units (A1, A3 and A5) and a 279sqm

foodstore. In determining the application the Local Planning Authority accepted that limited scale retail development was acceptable on the site.

- 2.5 The planning history of the site confirms that this is a brownfield site that has remained vacant for a long period of time.
- 2.6 Section 3 of the Statement considers the site's Local Plan allocation as 'employment' land in more detail. Nevertheless, and in respect of the planning history, it is useful to note that a viable application proposing only employment type uses has not come forward, despite the site remaining vacant. It is therefore considered that an 'enabler' is necessary to deliver B1 employment uses on the site.
- 2.7 In respect of the application permitted in 2009, despite the mixed-use element, that scheme has also not been viable, and the site has become available again. Aldi have purchased the site, and on examining local demand, consider that a convenience foodstore can achieve a viable use and act as a catalyst for future development. The proposals will also help to address local deficiencies in the area. The outline application for B1 uses needs to be adaptable to support a range of business uses. The provision of an access and site levelling / clearance into this part of the site, through a condition attached to the foodstore will provide the necessary confidence that Aldi will provide their best endeavours that the B1 component of site will come forward for development at some point in the future. Aldi will ensure that the site is maintained in a marketable condition. These issues are examined further below.
- 2.8 The application will not only allow for employment and retail provision in a sustainable location, but will provide the opportunity to significantly enhance a vacant and redundant site, which impacts negatively on its surroundings. Without investment, the site will continue to deteriorate, and have a detrimental impact on the wider perceptions of Barugh Green.
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Proposals for Employment and Retail Uses

- 2.9 The application has been submitted in full for the proposed new Aldi store, and in outline for the proposed office units. The reason for the outline application is that a certain amount of flexibility is required as occupiers have not yet been identified. It is proposed that the uses will be B1 which are adaptable to support a range of businesses, with final layout and design to be confirmed at reserved matters stage.
- 2.10 The need for employment and retail facilities and how this relates to the policy context is discussed in subsequent sections.

Background to Aldi Stores

- 2.12 Aldi's philosophy is to provide high quality products within a pleasant shopping environment, whilst ensuring that they are offered to customers at heavily discounted prices.
- 2.13 As a company, Aldi are conscious of demonstrating that they do not conform to stereotypical perceptions arising from prejudices created from the initial image of discount food operators when they first entered the market some 20 years ago. Discounted prices are achieved through considerable bulk buying power, specialisation in the number of lines offered and maximising efficiency within the operation of the stores. Prices are not lower because the quality of products is less.
- 2.14 Aldi have been successful in raising the profile of the company and have won a number of awards including 2009 winners of Which? Best Supermarket Award and Winner of The Grocer of the Year and Discounter of the Year 2009.

- 2.15 Aldi have a local sourcing policy ensuring that 100% of potatoes, bakery produce and milk come from within Yorkshire and 22% of fruit and vegetables and 10% of Aldi's core range are sourced from within Yorkshire.
- 2.16 It is on this basis that we believe the introduction of an Aldi Store will extend and enhance the existing convenience provision within not only the immediate locality but, by providing a facility which is highly accessible to the surrounding community, will also address the key Government objectives of minimising social exclusion. The store will also contribute to the overall range and choice of convenience facilities within its anticipated catchment by providing a discount foodstore as a further element of choice.
- 2.17 In respect of potential competition and serving a specific need, Aldi stores differ from larger foodstore formats in a number of respects. When the composition of product lines is considered, Aldi only sell an extremely limited range of meat lines and do not compete with local butchers. Stores do not stock loose vegetables and fruit and only sell limited lines compared to an average green grocer which may stock some 80-100 lines. Aldi mainly stock own label grocery products together with a small range of own label confectionary. Less than 1% of their products are branded goods, which are only sold, when in Aldi's opinion, the product offer cannot be 'bettered'.
- 2.18 Aldi do not sell cigarettes, newspapers or magazines and stock only a limited small range of branded wine and spirits as well as a limited range of breadlines and a small number of boxed cakes. Further, the Aldi format does not include specialist meat, fish, delicatessen, chemist or bakery counters, which are commonplace with larger supermarket chains.
- 2.19 The resulting arrangement is that, unlike larger supermarkets, an Aldi foodstore does not offer a 'one stop shop'. As such, rather than compete with local shops and services, Aldi complement local
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traders as, for example, customers who wish to purchase newspapers, branded products, specialist meat etc. will have to visit other outlets that sell such products, such as butchers, greengrocers, small convenience stores etc. to complete a shopping trip.

- 2.20 Indeed, the Aldi concept is recognised and accepted as providing an entirely complementary function, as confirmed at the appeal decision attached at Appendix 4. In this instance, an Inspector recognised and commended the Aldi concept and benefits the store will deliver, including that the store would complement, not compete with.
- 2.21 In terms of shopping market, it is our experience and that of Aldi Stores Ltd, that the overall extent of the principal catchment served by discount foodstores can be relatively small, particularly when compared to that of larger foodstore operators.
- 2.22 It is anticipated the stores customers will be drawn principally from a 5 minute drivetime catchment area and will serve both residential and employment uses. They will use the proposed store to meet their daily and main food shopping requirements in conjunction with other retail destinations within the wider area.
- 2.23 The introduction of an employment development enabled by an Aldi store will, in our opinion, improve the quantitative and qualitative range and choice within this area linking with other local facilities. We believe that the proposed foodstore will increase the choice available to shoppers within the catchment area and provide an accessible convenience facility to the area.
- 2.24 In this context, it is therefore considered that the proposed foodstore and office units is a proportionate and viable use for the application site. The development will both enhance local shopping facilities, as well as delivering economic and physical regeneration.

Full clarification on these matters is provided in subsequent sections.

3.0 MATERIAL PLANNING CONSIDERATIONS

- 3.1 This section addresses the main planning considerations and benefits of the scheme in respect of the application proposals.
- 3.2 The scheme represents the introduction of foodstore supporting offices which are adaptable to support a range of businesses, to serve the needs of local residents and surrounding employment uses. The development will enable employment uses to address planning policy and meet a local demand. The proposals will bring back into use land that has been vacant for over 15 years offering regeneration opportunities as well as significant benefits for the local community which are outlined below.

Planning Policy

- 3.3 Planning Policy relevant to the site is attached at Appendix 5. The policy issues outlined in National and Local guidance.

Employment Land Provision

- 3.4 The application site is identified on the UDP proposals map as an 'Employment Policy Area', where policy states that the site should remain in employment uses, although indicates that other employment uses may be acceptable. We consider that the outline element of this application is entirely in accordance with planning policy. In terms of the retail use on the site, it will be demonstrated below that impact issues can be addressed and there is a need to enhance localised provision in the catchment area, there is an emphasis in PPS4, that retail uses are a facilitator for economic development, in terms of this application, the retail element of the proposals will provide a serviced site through the provision of access and site levelling/ clearance which will be attractive to potential occupiers.

- 3.5 The proposals would offer a significant overall employment gain of initially around 66-76 jobs. In terms of promoting economic development and regeneration, that should be a material benefit of the scheme and should be welcomed.
- 3.6 The Council have previously accepted as part of a mixed use scheme on the site (reference 2009/0191) that the loss of some of the site to none B Class uses was acceptable to enable a viable scheme to come forward.
- 3.7 Following discussions with the Council, it is proposed that B1 Uses which are adaptable to support a range of businesses are incorporated into the development, to meet the Council's aspirations for some traditional employment uses on the site.
- 3.8 In addition to addressing policy issues, it should also be noted that local residents not only supported a foodstore and job opportunities on the site, but indicated that they would not wish to see another car showroom on the site.

Retail Proposals

- 3.9 As outlined, PPS4 relates to economic and employment generating uses, which includes retail development. In this context and specifically relating to retail operations, Policy EC3 (b) of PPS4 encourages that a "network" and "hierarchy" of centres are defined. It is anticipated that these centres (dependant on their hierarchical role) will meet the needs of the catchments that they serve.
- 3.10 In respect of types of retail centre, these are defined at Annex B of PPS4 and are listed as; city centre, town centre, district centre and local centre. Therefore, in respect of the hierarchy and catchments that a centre is expected to serve, City and Town centres will be

expected to draw from a wider area, which will also be dictated by the overall offer of the centre.

- 3.11 Attached at Appendix 6 is an extract from the Barnsley Local Plan, which shows the network of centres within the area. From this, it is clear that certain areas are well served by local and district centres, whilst deficiencies exist elsewhere, including at Barugh Green (as marked in RED on the plan).
- 3.12 To further illustrate the point, attached at Appendix 7, plan PP3 shows the local catchment (at 1km) of the nearest local centres at Dodworth and Darton, which are marked in BLUE. Despite the resident population and employment areas, Barugh Green completely lacks a district or local centre.
- 3.13 The RED 1km radius represents how this will change following the introduction of the proposed convenience facility proposed as part of the application, demonstrating that the deficiency will be addressed and a local facility will be provided at Barugh Green to meet the local community's day to day needs.
- 3.14 Given the deficiency identified, it is clear there is immediate need for the proposals to rectify the imbalance and that this would be fully in accordance with PPS4 objectives of creating sustainable shopping patterns. In addition, PPS4 gives further support for centres that will address deficiencies, especially where this will help to address potential social exclusion.
- 3.15 Overall, it is clear that the proposals will help to meet these key PPS4 objectives, which provides compelling policy support for the proposals. Nevertheless and in order to demonstrate the robustness of the proposals, the Statement further considers other policy requirements, including in respect of both PPS4 and the Local Plan.
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Reduction in CO2 Emissions.

- 3.16 Section 4 of this report and the Design and Access Statement (DAS) outline Aldi's commitment to reduce CO2 emissions and providing opportunities to use recycled energy. However and in summary, Aldi are committed to ensuring sustainable patterns of development, including that stores are able to function efficiently and effectively. This includes reducing carbon emissions and, as outlined, this is clarified further in Section 4 and the DAS.

Accessibility

- 3.17 The issues of access and transport are addressed fully in the accompanying Transport Assessment. Nevertheless, it is again useful to summarise the position.
- 3.18 The site is accessible by foot for those living to the south of the site and for those working at the surrounding business parks. It is envisaged that a range of services will be provided at the site depending on demand. Secure cycle facilities will also be provided both for staff and customers.
- 3.19 The Transport Assessment confirms that there are sufficient car parking spaces provided both operationally and in accordance with planning policy guidelines, thus further helping to ensure its vitality and viability. Provision has been made for parking provision in accordance with planning policy guidelines.
- 3.20 The site is also accessible by bus, bus stops are located 90 meters from the site and there are 4 hourly services that serve the area from surrounding villages into Barnsley town centre.

Design Issues

- 3.21 Significant thought has been given to the site layout and design of the proposals to provide a high quality development for the benefit of the surrounding area.
- 3.22 The layout of the site has been considered in relation to access, TPO's and the existing topography of the site. A similar layout to that previously approved in 2009 has been adopted.
- 3.23 The store is a modern design that will improve the outlook of the area. Where possible, the development, by virtue of the scale, layout and appearance has had regard to the character of the surrounding area and site constraints.
- 3.24 In respect of the Aldi store alone, where possible, Aldi have endeavoured to be flexible, although equally there are operational requirements in terms of size and layout of store that cannot be changed. A copy of a recent Inspectors Decision Letter for a proposed Aldi store in Tewkesbury (attached in Appendix 4) confirms that it would be of no benefit to promote a form of retail development that has no commercial viability. This is particularly relevant in this instance, where viability appears to be been a major constraint in why previous schemes have not come forward, resulting in the site remaining vacant.
- 3.25 The application for the office units on the remainder of the site has been submitted in outline only. An indication of likely design has been outlined in the Design and Access Statement, although, this will be subject to the requirements of the occupiers of the units.
- 3.26 Consideration has been given to the Tree Preservation Orders that exist on the site. Additional areas of landscaping have been introduced to enhance the outlook of the site and protect existing species.
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- 3.27 Detailed clarification of the evolution of the design and siting of the building is provided in the accompanying Design and Access Statement. The design of the proposals is of a scale and appearance to reflect and enhance the existing character of the area to the benefit of the wider community.

Regeneration / Social Inclusion Objectives

- 3.28 The application proposals will have a clear regenerative effect on a brownfield site, through the efficient use of an underutilised and currently inaccessible land. The proposals will assist in the promotion of economic development in accordance with Government objectives. The modern, high quality design approach will also provide uplift in visual terms, and provide a well designed modern store.
- 3.29 The introduction of a convenience facility will provide a range of services for the benefit of the local community. In terms of addressing social inclusion objectives, it is clearly beneficial to have a choice of shopping facilities at a local level, particularly a quality discount retailer, which can addresses potential issues of social exclusion.

Employment Opportunities

- 3.30 As well as regenerating the site itself, the proposal will also provide between 66-76 full and part time jobs for both the store and additional office uses. For the store itself, these will be aimed at local people as Aldi seek to employ those who live within the catchment area of the store, where possible. There will also be a number of employment opportunities during the construction stage, again, contractors and sub-contractors will be employed from the South Yorkshire region.

Impact on Investment

- 3.31 The proposals will ensure that the investment is achieved and employment uses are facilitated that are needed to redevelop a site which has been vacant for 15 years. It is proposed that a development will serve the local area in terms of the convenience retail provision and employment opportunities for the wider area of Barnsley. In terms of the enabling foodstore, by their nature, discount foodstores have smaller turnovers and smaller catchment areas to other foodstores.
- 3.32 It is acknowledged that areas of Barnsley have been identified for regeneration and major commercial development (Westgate), however, Aldi cannot provide the investment required to underpin this level of regeneration, furthermore, given the limited impact of discount retailers on trade patterns, it is unlikely that this will prevent the attraction of the town centre site to other retailers.

Town Centre Vitality and Viability

- 3.33 As identified on the catchment plan shown in Appendix 8, only the centre of Darton falls within the 5 minute catchment area. There is a clear demand for convenience provision, both in terms of capacity in expenditure (discussed below) and feedback received during the consultation process. The local centres of Mapplewell and Dodworth have also been considered as well as Barnsley Town Centre.
- 3.34 Dodworth is a thriving local centre with a good mix of uses including a Budgens foodstore, a health check was undertaken of this centre and it is considered through the sequential assessment which supports this application. There are no vacancies and the centre is well maintained. The centre performs a local function for the residents of Dodworth and is unlikely to be affected by the proposals due to the different catchments.

- 3.35 Darton is a smaller local centre with a co-op, a health check was undertaken of this centre and it is considered through the sequential assessment which supports this application. Darton serves a role as performing a top-up function for the local residents.
- 3.36 Mapplewell also contains a co-op foodstore and appears to be fulfilling its role as a local centre. Again, it is unlikely that the proposals will have an impact on the top-up function of this centre.
- 3.37 Barnsley Town Centre will draw from a wider catchment. The centre contains a Morison's foodstore and a Lidl store has recently been granted permission. Parts of the town have been earmarked for urban renaissance / regeneration which will improve the vitality and viability of the town, however, given the level turnover and likely catchment it is unlikely that the proposed local centre will undermine the town. The town itself would benefit from the introduction of an anchor department store.

Allocated Sites outside the Town Centre

- 3.38 There are no allocated sites outside the town centre that would be affected by the proposals for a new local centre.

The Sequential Approach

- 3.39 In accordance with the requirements of PPS4, a 5 minute drive time catchment area has been identified. Prior to discussions with council officers, it was agreed that the catchment would include Darton.
- 3.40 Accordingly it was considered in detail in the search for any sequentially preferable sites. However no in centre or edge of centre sites were identified for the proposed development or a stand alone foodstore. In addition to the lack of sequentially preferable sites, a foodstore and the supporting business uses that will be enabled by the proposed scheme are to meet a localised need in the Barugh

Green Area. Further development in another location would not serve the identified localised need among the population and business in Barugh Green.

3.41 Appended to this application for information, is the sequential approach undertaken for the 2009 application, it was requested that the sequential approach was demonstrated carried out in terms of accessibility. In terms of finding an assessable location for the proposals, is accepted this site is sequentially preferable by the council through the granting of this permission. The assessment, although not directly relating to the current application, demonstrates that it has been accepted by the council that there are no alternative sequentially preferable sites out of a centre that would be more appropriate to support the proposed uses.

3.42 An examination of the sites previously identified has found that the conclusions remain the same with regard to this application and the reasons previously identified in terms of site allocations and accessibility remains.

Other Planning Considerations

Scale/Impact

3.43 In order for the proposal to be viable, there must be a range of uses provided. It is proposed that the development will be enabled through investment provided by Aldi. In terms of the B Class proposals, flexibility is required by way of an outline application as tenants / occupiers have not been identified at this stage.

3.44 Again, having regard to the lack of a main food destination in area, it necessarily follows that main food and every day shopping trade is leaving the area. The catchment plan attached at Appendix 8 and

the retail assessment attached in Appendix 9 demonstrate the current position in terms of a 5 minute drivetime catchment area. It shows that currently there is a lack of local centres, a lack of main food shopping and that currently convenience expenditure is leaked outside the catchment area.

- 3.45 Table 1 identifies over £23 million of expenditure at 2015. Table 3 identifies that the Aldi foodstore will have a turnover at just over £3 million leaving nearly £20 million of convenience expenditure to continue to support other food provision outside the catchment area. This is summarised on Table 4.
- 3.46 Table 2 identifies comparison expenditure within the catchment area at 2010 and 2015. It confirms that there will be over £10.5 million of expenditure growth during the 5 year period. In context of the turnover achieved from the comparison element of the Aldi store will be less than £1 million and thus can be accommodated by the growth of expenditure alone.
- 3.47 Table 5 illustrates that at 2015, over £9.5m of of expenditure will continue to leak from the area.
- 3.48 In terms of impact on other proposals, it is unlikely given the level of turnover of the Aldi store in relation to expenditure levels from the catchment that this will have a significant impact on other centres or out of centre provision.
- 3.49 In terms of addressing PPS4 Policy EC11, these issues have been addressed above as part of addressing employment policy issues and impact considerations.
- 3.50 In terms of impact on other proposals, it given the low level of turnover of the Aldi store in relation to expenditure levels from the catchment, it is not considered that the proposal would have an adverse impact that would warrant refusal of the application.

Increased Choice and Competition

- 3.51 The creation of a new foodstore will help to create a convenience shopping facility for the residents of Barugh Green, whilst also helping to provide local choice so that local people do not need to travel to other destinations, including out-of-centre foodstores. The proposal will enable those who are less mobile or price conscious to adequately meet their shopping needs.
- 3.52 As already stated above, both PPS4 and emerging policies seek to afford greater emphasis to qualitative considerations when determining need as well as quantitative considerations. In this context, we believe there is a strong qualitative justification for a local centre anchored Aldi foodstore to serve Barugh Green and the surrounding area.

Linkage with Surrounding Uses

- 3.53 The benefits, from a land use perspective, have already been considered. It is the intention of the proposals to maximise the ability to integrate and link with adjoining uses. The ability to undertake a combined trip will meet Government objectives for accessibility and sustainability.
- 3.54 As discussed in Section 2, Aldi sell mainly own range products and a limited range of branded goods. They do not sell cigarette, lottery tickets and national newspapers. They can therefore work in tandem, with local newsagents and encourage linked trips and spin off trade for those who otherwise may have undertaken a more comprehensive shop elsewhere.
- 3.55 A new convenience facility will serve both local residents and employees of the Claycliffe Industrial Estate.

- 3.56 Safe pedestrian links will be incorporated within the site to encourage links between the retail uses and the public house.

Amenity Considerations

- 3.57 The site lies within an urban area, where the principle of development is acceptable. Nevertheless, through both the careful design and layout of the scheme, as well as the store's operation, the Aldi will respect both the character of the surrounding area, existing uses and local residents.
- 3.58 Clarification in respect of design matters is contained in the accompanying Design and Access Statement, although from an operational perspective, it is useful to clarify a number of points.
- 3.59 In Aldi's experience, owing to the careful management of stores, there is reduced potential for noise disturbance of a store's operation. This is further augmented at the proposed Barugh Green store. All plant is shown internally, whilst deliveries are dispatched directly into the store from lorries, which are enclosed at the dock leveller by a rubber shroud, to further shield noise.
- 3.60 Aldi take pride in the operation and appearance of their stores and the site will be comprehensively managed to ensure the general upkeep of the site is maintained to a high standard. Safety and the perception of a safe and accessible site is also of the utmost importance to Aldi. Their stores and the surrounding land are monitored closely to mitigate any anti-social behaviour, reduce litter, etc.
- 3.61 Although Aldi sell limited alcoholic goods, the Company has a strict policy of ensuring younger customers are always asked for identification. Stores do not sell cigarettes.

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- 3.62 Overall, it is clear that through the careful layout and design, together with controlled operation of the store, the proposals will successfully coexist with established uses in the area.

Summary

- 3.63 The introduction of the proposals will bring about a positive effect on the local environment by regenerating a brownfield site and by providing residents with more choice for their convenience shopping. The proposals will also bring about many other significant benefits including supporting B1 Uses which are adaptable to support a range of businesses and reducing the need to travel.

4.0 ALDI'S APPROACH TO SUSTAINABILITY AND SOCIAL ISSUES

- 4.1 The proposals for the foodstore element of the scheme will include a number of environmental, economic and socially sustainable initiatives.

Environmental

- 4.2 The accompanying Design and Access Statement provides more technical comment on the construction elements of the proposals and details how the applicants have sought to incorporate renewable and sustainable initiatives where possible.
- 4.3 However, the sustainable aspects of the proposed Aldi and how the company promotes the sustainable operation of their stores are outlined below.

Operational

- 4.4 From the outset, Aldi are keen to incorporate sustainability initiatives within their stores. For example: -
- Timber trussed rafter roof construction using renewable resources have significantly less impact than traditional steel frames.
 - Marble aggregate faced external wall sandwich panel construction with integral insulation provides a high level of thermal insulation, when demolished; such materials can be crushed and recycled.
 - Internal walls are constructed of painted unplastered concrete, thus reducing reliance on non-replaceable resources.
 - All insulation is non-ozone depleting.
 - Where applicable, Aldi use pre-treated post and rail fencing, using renewable resources- during construction, waste products such as timber pallets and cardboard wrappings etc. are removed only by approved waste recycling contractors.

- Where possible, Sustainable Urban Drainage Systems (SUDs) are incorporated where ground conditions allow.
- Overall, the Company meets and, where possible, strives to exceed building regulations, thus seeking to minimise heat loss/gain by creating airtight insulated buildings with controllable ventilation.
- Cycle provision within stores is a pre-requisite of Aldi to encourage non-car visitors.

4.5 Further, the scheme will include a heat recovery system, which would recover heat from food refrigeration circuits that would otherwise be discharged into the atmosphere. This heat ejected when the refrigerant hot gasses are cooled in condensers, these condensers being in the form of line duct mounted fan coil units. It is anticipated that 100% of the heating load of the whole building can be satisfied by the heat recovery system. Indeed, this approach has also been accepted elsewhere in the Country as an alternative, but innovative, method by which energy savings can be achieved.

4.6 Assuming that total estimated energy consumption of the foodstore would be some 513,941 kwh per year, to achieve 10% from renewable sources would require some 51,394 kwh per year. However, it is anticipated that a heat recovery system would recover 115,416 kwh per year, which represents a significant saving in energy, thereby reducing the amount of consumption otherwise required for heating the building.

4.7 As detailed in earlier sections, Aldi pride themselves on offering genuine quality products at heavily discounted prices. Crucial to this objective is the efficient running of operations in order to avoid having to transfer unnecessary costs on to customers. Such efficiencies also have added advantages in making the day-to-day running of stores more environmentally sustainable. In addition, Aldi further endeavour to generally operate in a sustainable manner

as a commitment to achieving a 'greener' company. Examples include:

- At the distribution depot, goods are prepared, packaged and palletted ready for delivery straight to the shop floor of the store. In addition to reducing the amount of packaging necessary for transportation, this also minimises the amount of vehicular movements required for deliveries as a store will only ever require, at most, two deliveries per day. This excludes bread and milk deliveries, although;
- Bread and milk is sourced locally, meaning that road time is further reduced as vehicles do not have to travel as far to dispatch deliveries of these products.
- Strict controls over packaging to minimise waste. Only returnable and reusable crates and pallets are used. The aim is to ensure that any waste that is generated is limited to cardboard and plastics, which are then recycled.
- Any organic waste from spoilage is stored in paladins and removed regularly for safe and sustainable disposal, such as compost and animal feed.
- Whilst sufficient lighting is fitted to allow for the safe and convenient use of, for example, car parks, this will be kept to a minimum to avoid light pollution and unnecessary use of energy. Lights are turned off outside of store opening hours.
- Aldi stores are not fitted with air conditioning systems, which consume excessive amounts of energy. Instead, stores are designed so as to be 'self-sufficient'. External doors are not left open. Efficient building techniques, to incorporate good insulation and natural circulation, enable temperatures to remain stable in both winter and summer.
- Carrier bags, which are made of recyclable materials are available for customers, although usage is discouraged as these come at a small price. Customers are instead encouraged to re-use carrier bags and boxes.

- Stringent management regimes of the external areas ensures that litter is kept to a minimum, whilst coin operated trolleys minimise the potential for these to be taken off site and discarded.

Social

4.8 Aldi are proud to be able to invest within the communities where they locate their stores, including being able to provide regeneration and enhanced vitality and viability. Many of the regenerative benefits, including the specific elements of this proposal, have been discussed earlier, although other social benefits will be delivered;

- Site and store layouts are designed so as to alleviate crime and antisocial behaviour. Public areas are lit and openings arranged in such a way so as to enable such areas to remain well monitored.
- Site and store layouts are further designed so as to be permeable and, therefore, socially inclusive to all, which is of particular benefit to the mobility impaired.
- Level store access, wide aisles and easily accessibly checkouts further add to this. In instances where underground parking is proposed, lifts and stairwells give direct access to the shop floor.
- In addition to being an economic benefit, Aldi also actively pursue an equal opportunities and local policy for staff recruitment.
- As detailed earlier, the Aldi concept is one that offers genuinely quality products at heavily discounted prices. In areas suffering from high levels of deprivation, particularly in respect of income, social exclusion is directly addressed.

Economic

- 4.9 Section 3 discusses a number of specific economic benefits of the proposals that are applicable to the retail considerations. For example, an Aldi store would facilitate employment opportunities in accordance with PPS4 and provide a site for further employment growth and represent significant economic investment to Barugh Green.
- 4.10 However, in addition to these, it is also important to consider that the proposals will result in the creation of some 20-30 local jobs for the Aldi store alone. This is in addition to local opportunities arising during the construction phase.
- 4.11 It is apparent that, in addition to the strong policy and retail justification for the proposals, there are many additional benefits of an Aldi store, providing an essential facility to its surrounding community and supporting B1 Uses which are adaptable to support a range of businesses.
- 4.12 The proposals will significantly improve and enhance the contribution of the site to the character of the surrounding area and, furthermore, will be carried out in such a manner so as to deliver significant environmental, social and economic benefits.

5.0 SUMMARY AND CONCLUSIONS

- 5.1 The analysis has shown that, within the retail hierarchy and network of centres in Barnsley, the Barugh Green area has a clear deficiency in respect of local shopping facilities. Aldi's proposals, through creation of new convenience facility and employment uses, enabled by an Aldi foodstore, will help to address this deficiency. The sequential and impact tests of PPS4 have been addressed.
- 5.2 The B1 Uses are proposed in outline to ensure they are adaptable to support a range of businesses. They are proposed entirely in accordance with local planning policies. Aldi will assist in the delivery of this land for employment uses by providing a serviced site in terms of access, site levelling/ clearance and security and maintenance.
- 5.3 The result will be a localised shopping facility where both local residents and those associated with surrounding industrial area will be able to shop for every day needs.
- 5.4 Further, the proposals will also introduce some 66-76 local jobs on the site, which is considered a further significant net gain. It will provide a highly accessible and sustainable development to enhance the area and serve its immediate catchment community.
- 5.5 The application proposals represent the regeneration of a previously developed brownfield site in a highly accessible location within an area of mixed commercial and residential uses. Again, this is entirely in accordance with Government guidance and the objectives of the Development Plan.
- 5.6 The proposed scheme is designed to be as accessible as possible and adheres to Government Guidance with regard to sustainable development and accessibility to non-car modes. Linkage between

the proposed development and the surrounding uses will be maximised.

- 5.7 The scheme will provide a high quality development which will have a regenerative effect on the surrounding area.
- 5.8 Aldi have given considerable thought to the proposals to ensure that the development will relate to, and complement, the existing land uses in the area. In this context, a number of pre-application discussions have taken place and a public exhibition held.
- 5.9 As demonstrated in both this and other supporting statements, the proposals are justified against national, regional and local policy objectives and aspirations and it is therefore, respectfully requested that permission is granted to facilitate this beneficial regeneration at Barugh Green.

**MEETING NOTES
7TH OCTOBER 2010
PROPOSED ALDI AND OFFICES, BARUGH GREEN, BARNSELEY**

ATTENDEES:

Steve Kirkham,
Robert Ellis,
Richard Nutter,
Mark Taylor,
Nick Charlesworth,
Claire Temple

Case Officer, Barnsley Council
Policy Planning Officer
Barnsley Development Agency
Aldi Stores Ltd
The Harris Partnership
Planning Potential

SK opened the meeting by thanking everyone for attending, there is a need to resolve some outstanding issues.

CT noted that policy comments had been received, albeit late in the day. She noted appeal decisions referred to but stated that these were fundamentally different to the proposals by Aldi as they related to residential schemes. There are also a number of recent appeal decisions that confirm retail use is an employment generator.

On sequential issues, a Geoplan 5 minute drivetime had been applied. This does not include Darton, however, after some discussion with RE it was agreed that Darton would be included, although this is unlikely to affect the conclusions of the retail assessment.

RE pointed out that if Darton was included, that this centre should also be considered sequentially, and questioned how this would affect the need for a local centre. CT and RE agreed that there are no sequential sites, CT confirmed that a health check and sequential assessment had already

been carried out by Planning Potential for robustness. In terms of the requirement for a local centre, CT referred to the walk in Catchment Plan in Appendix 6 that demonstrates the lack of facilities within walking distance, therefore there is still a case for localised provision.

RN confirmed that there is no problem with the Aldi as such; the Council are keen to ensure maximum benefits from the site. They are keen to ensure that more employment land is not lost, albeit most of what has been lost is to residential development, but they also want to ensure the site is deliverable.

MT noted the local support received for the proposals in their current form. SK agreed that locally the scheme is supported.

MT confirmed that Aldi's main desire was to achieve a foodstore on the site. RN appreciates this point, with regard to the development of the regional distribution centre at Goldthorpe. MT confirmed that Aldi were currently working on discharge of conditions and that the centre would serve the Yorkshire / North Lincolnshire region.

RN noted that from a BDA prospective, the aim would be to maximise the non-retail element of the site, although appreciates the difficulty with the current market. He could understand why the proposal would be popular locally. There hasn't been the opportunity to plan a centre for the local area and acknowledges expanding population. Members are concerned that there is little to offer expanding businesses in Barnsley. In particular there will be Members who will be interested in the part the site will have to play in the overall picture for Barnsley. It was acknowledged that PP's employment land assessment shows high levels of vacancies, but this represents a loss of jobs that need to be made up.

Whilst officers would prefer to see the site come forward as one, they accept that in terms of deliverability, it may be more sensible to split the site.

MT asked whether the Council would prefer to see the ground floor retail units changed to offices. RN confirmed that the BDA would support this.

MT confirmed that the Aldi could be built immediately but the offices would need confirmed tenants prior to building.

RN would want to retain options for the future, until the area is free of the recession there are few options. Freehold units are more popular.

NC confirmed that the outline part of the site could include a hybrid unit that would be high enough to have a mezzanine floor inserted at a later date if required.

It was agreed that if Aldi could commit to providing the access into the office area then this would give more confidence on future deliverability. MT confirmed that a condition to secure this would be acceptable.

Timings were discussed, post meeting it was agreed to withdraw the current application and resubmit in time for November committee.



CLAYCLIFFE ROAD A637

CLAYCLIFFE AVENUE

BARUGH GREEN ROAD A635



Rev	Date	Description	Rev By	CHKD By
A	08-08-09		XXX	XXX

Drawing Title	Red Line Location Plan
Job-Only No	0454-50



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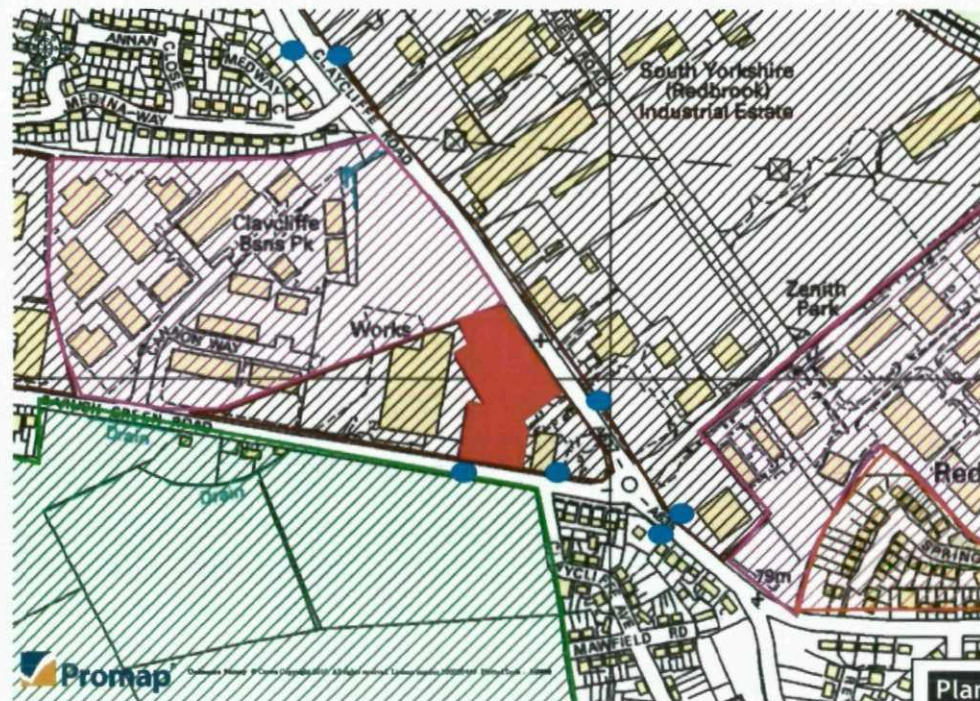
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Project Title	Proposed Aldi Foodstore	
	Claycliffe Road Barugh Green BARNESLEY	
Client	ALDI Stores Ltd	
Status	PLANNING	
Scale	1:1250	Drawing Size A4
Drawn By	JDS	Checked by NJC
Drawn By		Date 09-2010

Context Plan



KEY2010

-  Site Location
-  Employment Policy Area
-  Employment Proposal
-  Housing Proposal
-  Green Belt
-  Bus Stop

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Title:

Context Plan

Plan:

PP2

Date:

18.06.10

Job:

09/874

Author:

SA

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Appeal Decision

Inquiry held on 4 & 5 August 2009

Site visit made on 5 August 2009

**by Philip J A Crookes BSc (Hons) DipTP
MRTPI**

**an Inspector appointed by the Secretary of State
for Communities and Local Government**

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**Decision date:
3 September 2009**

Appeal Ref: APP/G1630/A/09/2099530

Warners Garage, Gloucester Road, Tewkesbury GL20 5SY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Aldi Stores Limited against the decision of Tewkesbury Borough Council.
- The application Ref 08/01445/FUL, dated 28 October 2008, was refused by notice dated 3 February 2009.
- The development proposed is redevelopment of existing site to provide a 1,510 sq.m. gross Class A1 Aldi food store, access and parking.

Decision

1. I allow the appeal and grant planning permission for redevelopment of existing site to provide a 1,510sq.m. gross Class A1 Aldi food store, access and parking at Warners Garage, Gloucester Road, Tewkesbury GL20 5SY in accordance with the terms of the application, Ref. 08/01445/FUL dated 28 October 2008, and the plans submitted with it, subject to the conditions set out in the attached schedule.

Preliminary matters

2. The Council's second reason for refusal relating to residential amenity was reconsidered by the Planning Committee at its meeting on 14 July 2009 in the light of corrected dimensions of the existing and proposed buildings. The Committee resolved that it would have been minded to refuse planning permission on the basis that the proposed development would have resulted in an unacceptably low degree of residential amenity for the occupiers of No's 9, 11 and 15 Lincoln Close only. At the inquiry the Council's case proceeded on the basis of the impact on those identified properties rather than those in Lincoln Close more generally.
3. At the inquiry the appellant submitted a planning obligation in the form of an executed unilateral undertaking. Although unilateral, I agreed with the parties that, because of their interest as highway authority, it would be beneficial for Gloucestershire County Council's views to be sought on the undertaking. Following consultation, an amended executed Unilateral Obligation was submitted a few days after the close of the inquiry. The latter is in respect of an undertaking to carry out off-site highway and drainage works in accordance with further agreements that would be made. I deal with this matter later.

Planning History of the Site

4. The site is previously developed land currently used for the sale of second hand cars, including outside display, a showroom and a substantial workshop. In 2003 outline planning permission was granted for the development of the site for residential purposes. Reserved matters for 7 pairs of semi detached houses were subsequently approved in 2005. It is common ground that the permission remains extant. In 2007 planning permission was refused on design grounds and in respect of a failure to meet sequential testing requirements for a 1,460 sq.m. Aldi food store. A subsequent appeal was dismissed for design reasons although the Inspector concluded that the development would accord with the sequential test set out in the development plan and national policy guidance (appeal ref: APP/G1630/A/07/2038163). A further application for a 1,479 sq.m. Aldi food store was refused in 2008 on design and residential amenity grounds. Although an appeal was lodged, it was subsequently withdrawn with the appellants considering a further revised scheme. The latter was again refused on design and residential amenity grounds and forms the subject of the current appeal.

Matters which are not in dispute

5. There is common ground between the main parties on the following matters:
- That retail policy has been met and that the development would not detrimentally affect the vitality or viability of the town centre or Tewkesbury's role in the retail hierarchy.
 - That there is no issue in respect of any loss of sunlight or daylight to the rooms of neighbouring houses in Lincoln Close.
 - Access arrangements and traffic impact.
 - Environmental issues of noise impact, odour, ground contamination (subject to conditions).
 - Flood risk and surface run off.
 - Archaeology.

Main issues

The main issues to be determined are:-

- (i) The effect of the proposed development on the character and appearance of the surrounding area; and
- (ii) The effect of the proposal on the living conditions of neighbouring residents in terms of whether it would have an unacceptably overbearing impact.

Reasons

6. Before moving to the main issues, it would be beneficial to refer to underlying retail considerations. Although the retail assessment carried out by the appellant is now over three years old I have no evidence that its findings are no longer sound. The Council accepts that a retail store on this site is

acceptable in principle. This would also accord with the 2007 Inspector's findings. There is undisputed evidence that by the design year of the store there will be a potential retail expenditure of approximately £6 million to be met. The appeal scheme would meet approximately one half of that. It has been established that there is no other sequentially preferable site available to meet the requirement in the short to medium term.

The effect on the character and appearance of the surrounding area

7. The appeal site is located on the western side of Gloucester Road to the south west of Tewkesbury town centre. Gloucester Road is a main arterial route into the town centre. The site measures 0.4ha. The general character of the area is one of suburban forms of development typified to the immediate north, west and south by residential properties on Lincoln Close, Battle Road and Gloucester Road and an area of landscaped open space at the junction of Lincoln Green Lane and Gloucester Road. The residential uses mainly comprise two storey houses of low-medium density of varied ages and characteristics, including detached properties in substantial grounds, semi detached and short terraces. Materials vary but red brick and smooth and rough cast render is much in evidence, most particularly on the properties facing the appeal site across Gloucester Road. There are also some significantly larger buildings in more spacious surroundings, including the Council Offices to the north of the site, the Tewkesbury Park Hotel, Golf and Country Club to the north west, in addition to the established commercial use of the appeal site. The site also lies within the identified site of the Battle of Tewkesbury (1471). However, the development on the site, and development within the surrounding area, has served to erode the historic character of this part of the battlefield.
8. Policy GNL1 of the Tewkesbury Local Plan to 2011, adopted 2006, referred to in the Council's reasons for refusal has not been 'saved'. The policy sought to promote high quality design that is in keeping with its setting and the character of the surrounding area. It says the aim, through good design, should be to upgrade the overall quality of the environment. Although the policy has not been 'saved' its overall objective is consistent with one of the key principles of Planning Policy Statement 1: *Delivering Sustainable Development* (PPS1) to promote high quality inclusive design. Consequently, although no longer part of the development plan, I consider the general guidance in GNL 1, although a material consideration, carries limited weight. Nevertheless, Structure Plan Policies S6 and S7 are extant and have similar objectives.
9. At the inquiry it was clear that, whilst the Council does not object to a retail store being established on the appeal site, it considers that the building proposed is too large to be assimilated into the surrounding area. This fundamental objection underpins the Council's specific concerns related to the form, design, mass and materials of the proposed building.
10. Whilst promoting high quality inclusive design, paragraph 13(iv) of PPS1 requires this to take account of the function of the development or building involved. It goes on to advise that design which fails to take the opportunities available for improving the character and quality of an area should not be accepted. PPS6: *Planning for Town Centres* lists in paragraph 1.4, as one of the Government's objectives, the need to support an efficient, competitive and innovative retail sector. Paragraph 3.14 of PPS6 also advises that "local

planning authorities should take into account any genuine difficulties, which the applicant can demonstrate are likely to occur in operating the applicant's business model from the sequentially preferred site, in terms of scale, format, car parking provision and the scope for disaggregation, such as where a retailer would be required to provide a significantly reduced range of products".

11. Having regard to the aspects of national guidance summarised above, I consider that the Council has adopted an incorrect starting point in its critique of the proposed design. In particular, it has failed to recognise that the contribution of the site to the recognised need for a substantial addition to convenience retailing in the town can only be met by a viable commercial operation. It would be of no benefit to promote a form of retail development that has no proven commercial viability as it would do nothing to address existing inadequacies in retail provision.
12. Aldi is a well known and proven discount food retailer that trades successfully. To achieve this, the company has developed a standard store format that enables its range of product lines to be displayed and sold effectively and efficiently and for the store to compete with other stores, for example with Morrisons and Tesco in Tewkesbury. A significantly smaller food store would not foster commercially viable trading within the Aldi business format nor provide for healthy competition and consumer choice within the food retail sector. Moreover there is no evidence before me that a smaller food store operated by any other retailer could do so. The fact that a smaller convenience store that once operated on the site in conjunction with the car related business was closed some years ago may be an indication of this.
13. The Council accepts that the mass of the existing garage buildings contrast with negative effect on the character of the area and considers that the appeal proposal would not address this either in terms of height, footprint or overall mass. I consider that the appeal site is located in a generally pleasant but not outstanding suburban area. Whilst it has prominence as a substantial site alongside a busy arterial road just outside the town centre, it is neither a gateway nor a corner site that might otherwise increase its visual significance. Furthermore, although the higher parts of the tower of Tewkesbury Abbey appear from viewpoints along Gloucester Road further into the town, the Abbey is not visible from the appeal site itself. Whilst fully recognising the importance of Tewkesbury as an important and attractive historic town, the site is not within a conservation area. Although clearly this does not justify an inferior or inappropriate form of development, I consider there is little in terms of a clear vernacular form, design or use of materials that dictates a specific outcome to the design exercise.
14. There is little to commend the existing buildings on the site. Although of relatively low profile so far as commercial buildings go, they are utilitarian and shabby in appearance and visually intrusive features in their surroundings. They detract from the overall attractiveness of one of the main approaches into the town. However, it is not unusual to expect larger footprint buildings to be present on larger sites along arterial roads such as Gloucester Road. This is not only a characteristic of the urban structure of Tewkesbury but is a common feature in many towns and cities. In principle, therefore, I do not consider it would be out of character with the wider area for a larger commercial building to replace the substantial structures that have existed on the appeal site for

many years. Moreover redevelopment of the site with a smaller retail unit more akin to the finer grain urban structure established by the pattern of nearby residential development is unlikely to enable the site to fulfil its potential to accommodate a commercially viable retail use.

15. I agree with the appellant that the approach to the design exercise should be adopted on the basis that 'form follows function'. I also take account of the 2007 Inspector's views that the food store proposed in that scheme would *"stand out as a bulky, monolithic and incongruous intrusion which would appear highly inappropriate to the character of the surrounding area."* Whilst the building now proposed would unashamedly appear to be a retail store it would be wrong, in my opinion, for there to be attempts to disguise it as something it is not. However, compared to previous schemes the current proposal represents a building of lower profile achieved by the incorporation of an essentially flat roof hidden behind a parapet. The visual impact of its scale and mass would be further reduced by the use of varying materials, including timber and fair faced concrete to articulate the elevations into smaller bays and by the use of glazing at focal points. Whilst the Council is critical of the use of concrete which it believes is more typical of industrial buildings, I see no reason why the restricted use of fair faced concrete should not reflect the quite extensive rough cast render finishes to many properties on Gloucester Road.
16. The building line along this side of Gloucester Road is both varied and indistinct. Although closer to Gloucester Road than the existing buildings, and slightly closer than proposed in previously rejected retail schemes, I am satisfied that the proposed building, would not be inappropriate. In this respect the assimilation of the building and its car park into the surroundings will be assisted by the proposed landscaping.
17. Overall, I have come to the conclusion that the scale, form, mass and design of building now proposed successfully addresses the criticisms of previous schemes and would sit appropriately on this established commercial site. To the extent that it would replace worn out and unattractive buildings, it would bring about a significant enhancement to the character and appearance of the area. I am also aware that the Council Architects Panel and the Tewkesbury Civic Society do not object to the proposal. Overall, I conclude that the scheme would accord with Policies S6 and S7 of the Structure Plan and the objectives of national guidance concerning retail provision and inclusive design.

The effect on residential amenity

18. The Council's concern relates to the impact on residential amenity due to the increase in height of the parapet wall to the south west elevation of the proposed building compared to the eaves height of the existing workshop building. This concern is limited to the impact on the occupiers of three houses, No's 9, 11 and 15 Lincoln Close. Not only do these houses have shorter rear gardens than those further along the Close but they face the existing northern workshop building that has a lower eaves height than the southern building.
19. The increase in height represented by the facing wall of the proposed building is agreed to be approximately 0.93m. The height of the wall does not interfere with objective standards of daylight and sunlight as gauged by reference to the

BRE document "*Site Planning for Daylight and Sunlight*". Whilst this should not be regarded as the only measure it goes some way to indicating that, with regard to its impact on daylight and sunlight, the proposed building would not have an overbearing effect. The proposed south western elevation would also have greater articulation and more attractive design than the rather shabby outworn concrete block and asbestos elevation currently faced by the rear of the houses on Lincoln Close. These factors and the removal of seven windows, facing the rear of the adjacent houses and likely to be particularly intrusive when the lights are on inside the workshop is, in my opinion, a significant benefit of the appeal scheme. Being essentially flat roofed, the overall height of the proposed store would be significantly lower than the ridge of the asbestos pitched roofs of the existing structures. This means that unattractive views of the roof from the first floor bedroom and, to some extent from ground floor windows and gardens of the adjacent dwellings, would no longer feature. Overall, I consider that these benefits of the appeal scheme outweigh the presence of an elevation that is 0.93m higher than the current eaves line. On balance therefore I consider that the proposal would result in a development that would not have an unacceptable overbearing presence. As a result, the proposal would comply with Policies S6 and S7 of the Structure Plan.

20. Other matters in relation to residential amenity have been raised by local residents. I have given careful consideration to all of these. The unloading bay for delivery vehicles would be located close to the boundary with houses further along Lincoln Close to the south. The appellant's noise assessment is not challenged by the Council. However, the assessment advises that some mitigation measures are necessary in order to protect nearby residents from any adverse effects associated with the use of the car park and from noise from fixed and mechanical plant installations. I appreciate the sensitive relationship of the proposed store to residential properties but I am also conscious that the site has been in commercial use for many years, involving the movement of vehicles and the use of workshops. Noise from within the latter was clearly audible from an adjacent garden during my site inspection. Being long established the existing use is uncontrolled by any planning restrictions. Overall, I am satisfied that conditions could be imposed on any planning permission that would control the noise from the development to acceptable levels. Such conditions will, by necessity, also have to control the hours during which the store is open to customers and the times of servicing/deliveries.
21. There are concerns about the introduction of additional traffic and turning movements on and off Gloucester Road. This concern is not shared by the highway authority which is satisfied with the appellant's Transport Assessment. In this context, the highway authority considers that Gloucester Road is capable of accommodating the likely increased traffic subject to a number of off-site highway works which have been agreed in principle by the appellant. The level of car parking proposed would comply with the Council's standards.
22. I also appreciate that many local people would prefer to see the site redeveloped for residential purposes in line with the outline planning permission and reserved matters approvals granted in 2003 and 2005 respectively. I fully respect the preferences of some people but that does not make the appeal proposal automatically unacceptable. Moreover, it is a well-

established principle that each application has to be considered on its own merits.

23. I also recognise that many representations are in support of the provisions of a discount food retailer in the area which it is considered would fill a gap in the retail provision and avoid lengthier journeys to food outlets elsewhere in the town and beyond. In my consideration, I have balanced this factor with the fact that many of these residents do not live in close proximity to the store. They would therefore derive the benefits of a discount food store in their neighbourhood without any of the disadvantages perceived by some residents who live adjacent to the site.

Planning Obligation and Conditions

24. At the inquiry a Unilateral Obligation pursuant to section 106 of the Town and Country Planning Act 1990 was handed in. This sets out to address a number of concerns and issues raised by the county highway authority. The undertaking is in a form whereby the appellant will enter into other agreements under section 106 of the Planning Act and section 278 of the Highways Act 1980. These will provide for funding towards the upgrading of two nearby bus shelters on Gloucester Road, the provision of islands and a ghost island on the Gloucester Road crossing and for the making of orders to extend waiting restrictions and the 30mph speed limit further along Gloucester Road past the frontage of the development. The undertaking also provides for drainage work associated with the works to the highway. I have given consideration to the contents of the undertaking and find that they generally relate well to the development to be provided and are reasonable. Most will also benefit the wider community.
25. So far as conditions are concerned, restriction on trading hours is necessary. I consider that the hours referred to in the statement of common ground of 08.30-20.00 Monday to Saturday and 10.00-17.00 on Sundays and Bank Holidays represents an appropriate balance between fostering a viable business and protecting the amenity of residents. For similar amenity reasons, conditions requiring the approval and implementation of a scheme of noise attenuation, lighting details, restriction on the use of the fire door on the south west elevation and restricting the hours of delivery should be imposed. I accept that the latter should ensure that no delivery vehicles arrive on site early in the morning or late in the evening. To help assimilate the building into its surroundings approval of external materials and the landscaping of the site will be required. In view of the use of the site for commercial purposes it will be necessary for investigations regarding ground contamination to take place with any necessary remedial measures put in place. In view of the site's location within the Registered Battle of Tewkesbury policy area and on the advice of the County Archaeological Officer I agree that an archaeological field evaluation is necessary.
26. In the interest of highway safety and convenience, I intend to impose conditions relating to the implementation of a highway safety scheme, access details, carriageway works, surfacing of the car park and manoeuvring areas, bicycle parking, approval and implementation of a travel plan and detail of the provision to be made for parking of vehicles, machinery etc. during the construction period. A car park risk assessment has already been undertaken

and found to be satisfactory by the highway authority. A condition in this respect is therefore unnecessary. Drainage details are more appropriately dealt with under other, non-planning, legislation. Consequently I shall not impose the suggested condition.

Overall Conclusions

27. I therefore conclude that, subject to conditions, the proposed development would not cause unacceptable harm to the character of the area or to the amenity of nearby residents, most notably those occupying No's 9, 11 and 15 Lincoln Close. The proposal would bring a well known food discount retailer to Tewkesbury that will help address the proven need for additional convenience retailing outlets.

Philip Crookes

INSPECTOR

SCHEDULE OF CONDITIONS

Page 1 of 3

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The retail trading use of the building hereby permitted shall not take place outside the hours of:
08.30 – 20.00 (Monday to Saturday); and
10.00 – 17.00 (Sundays and Bank Holidays).
- 3) No loading or unloading of service or delivery vehicles associated with the use hereby permitted shall take place on or adjacent to the site outside the hours of 0700 – 21.00 (Monday to Saturday) and 10.00 – 17.00 (Sundays and Bank Holidays) and no service vehicles shall arrive on the site outside these hours.
- 4) Before development commences a scheme of noise attenuating measures to ensure that noise from deliveries, air handling units, chillers or any other necessary plant has been submitted to and approved in writing by the local planning authority. The scheme shall include performance levels, a timetable for works along with the procedures for verification. The measurements and assessment shall be made in according to BS 4142:1997. The approved measures are to be implemented prior to the commencement of the use hereby permitted.
- 5) No development shall commence until a contaminated land assessment has been carried out and a remediation strategy to deal with contamination on the site has been submitted to and approved in writing by the local planning authority. The contaminated land assessment and remediation strategy shall include an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk to the environment, the general public and the proposed development. The scheme shall include a timetable of works and the remediation strategy shall be implemented in accordance with the approved details and timetable. A completion/validation report confirming the remediation has been carried out as agreed shall be submitted to and approved in writing by the local planning authority on completion of the development.
- 6) The landscape works set out in Planting Plan, drawing no. 08/126 02 shall be carried out in the first full planting season following the first use of the building or the completion of the works, whichever is the sooner. Any trees and plants which within a period of 5 years from the substantial completion of the works die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation of the first planting.
- 7) Building operations shall not be commenced until samples of external walling and roofing materials proposed to be used have been submitted to and approved in writing by the local planning authority and all materials used shall conform to the samples so approved:

- (a) the proposed brick walling shall be constructed in strict accordance with bonding and pointing details to be submitted to and approved in writing by the local planning authority and such details shall be demonstrated by the prior construction of a sample panel. The panel shall be retained until the completion of the walling;
- (b) the proposed concrete walling shall be constructed in strict accordance with details of shuttering and finish to be submitted to and approved in writing by the local planning authority and such details are to be demonstrated by the prior construction of a sample panel. The panel shall be retained on site until the completion of the walling.
- 8) Building operations shall not be commenced until details of the design and position of all external lighting units proposed to be installed have been submitted to and approved by the local planning authority. The details shall include the design of any lighting columns and a scheme for the configuration, installation and hours of operation of all external lighting.
- 9) The fire door on the south west elevation adjacent to the staff room shall be used for emergency purposes only.
- 10) No development shall take place until a programme of archaeological work has been implemented in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority.
- 11) Notwithstanding the submitted details, no development shall commence on site until full engineering details showing a proposed Highway Safety Scheme on Gloucester Road including 3 new pedestrian crossing islands (including one as part of the ghost island access proposals) and the widening of the existing island have been submitted to and approved in writing by the local planning authority. The approved Highway safety Scheme shall then be implemented in accordance with the approved details prior to the development being first brought into use.
- 12) No development shall commence on site until full details of the proposed access has been submitted to and approved in writing by the local planning authority. The access facilities shall then be completed in all respects in accordance with those details before the development is brought into use.
- 13) Before the store is first opened for business the car park and manoeuvring areas shown on Entran drawing no. RW014-002 shall be surfaced and drained in accordance with details to have previously been submitted to and approved in writing by the local planning authority. These areas shall thereafter be maintained and kept clear for the parking and manoeuvring of vehicles associated with the development.
- 14) No part of the development shall be brought into use until space has been laid out within the site in accordance with details to be submitted to and approved in writing by the local planning authority for 18 bicycles to be parked.

- 15) Prior to the store opening a Travel Plan shall be submitted to and approved in writing by the local planning authority. Within 3 months of the store opening for business the approved Travel Plan shall be implemented in all respects in accordance with those details and shall be maintained for the duration of the agreed period.
- 16) No construction works shall commence until provision has been made within the site for the parking and loading/unloading of construction vehicles, the storage of plant, machinery and materials, and the parking of site operatives' vehicles, and such provision shall be maintained for the duration of building works.

PLANNING POLICY CONTEXT

Relevant planning policy is contained in National Policy Guidance Notes (PPGs) and Statements (PPSs), the Regional Spatial Strategy for Yorkshire and the Humber (RSS), saved policies in the Barnsley UDP (2000) and the emerging Local Development Framework (LDF).

Prior to considering the Development Plan Context policies, we set out the context provided by National Planning Guidance.

National Planning Policy

PPS1 Delivering Sustainable Development (2005)

1. PPS1 sets out the Government's main objectives for the planning system. These are largely based on the principles of sustainable development – economic development, social inclusion, environmental protection and prudent use of resources. Central to this is the need to make more efficient use of land, the promotion of high intensity development and the reuse of previously developed land.
2. PPS1 aims to encourage economic growth and to minimise social inclusion. Paragraph 23 concerns sustainable economic development and confirms that the Government is committed to promoting a strong, stable, and productive economy that aims to bring jobs and prosperity for all. Planning authorities should attempt to ensure that suitable locations are available for industrial, commercial, retail, public sector, tourism and leisure developments so that the economy can prosper.
3. The application site forms a highly sustainable location to serve the surrounding residents of Barugh Green, allowing them to meet their day to day shopping needs. The site is Brownfield and will provide additional jobs, as well as the potential to act as a catalyst for further investment and regeneration within Barugh Green.

PPS 4 Planning for Prosperous Economies

4. Principle national guidance in relation to retail development is contained within the newly published PPS4, which supersedes PPS6. Notably PPS4 recognises the significant role retail developments play in terms of economic investment.
5. Policy EC10, Determining Planning Applications for Economic Development states that local authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably. The proposal meets the criteria outlined in EC10.2. The planning application proposes a new local centre which will promote sustainable shopping patterns, assisting in meeting both quantitative and qualitative needs. A new local centre facility in this location will provide a number of job opportunities, as well as the potential to attract further economic investment, particularly in terms of the positive effects regeneration of a vacant and redundant site will provide, resulting in more positive perceptions of Barugh Green. This policy also sets out a number of criteria by which applications should be assessed which are addressed within the Planning Statement.
6. Policy EC11 addresses the determination of planning applications for economic development not in accordance with an up to date development plan highlighting the need to take into account the long term benefits including job creation and consideration of the proposals in light of the wider objectives of the development plan. Although the site is not specifically allocated for retail development, as set out in the Development Plan Context section, the proposals do accord with wider objectives in terms of promoting economically, environmentally and socially sustainable communities.
7. PPS4 requires the consideration of impact, policy EC16 sets out an impact assessment required where retail uses are proposed in locations

not in accordance with an up to date development plan. The impact assessment is addressed within the Planning Statement. Further guidance for such uses not in accordance with an up to date development plan is set out in policy EC17.

PPG13: Transport (March 2001)

8. The latest version of PPG13 was formally published in March 2001. Although dated many of the key aims and objectives remain relevant. It emphasises the need to minimize the length of motor journeys and to encourage alternative means of travel and reduce the reliance on the private car. It seeks to encourage Local Planning Authorities to integrate transport and land use planning to influence the mode of travel chosen through infrastructure and transport policies contained in the Development Plan. Generators of significant numbers of journeys should be focused within existing shopping centres and/or be highly accessible to alternative means of travel other than the private car.
9. To this end, PPG13 endorses the advice provided through PPS4 on accessibility and easy walking distances between sites for proposed new retail development. Indeed such sites should be emphasised that are highly accessible to alternative modes of transport.
10. PPG13 positively encourages alternative modes of transport including walking and cycling, in addition to public transport other than car borne modes of transport. In respect of walking it states that this is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km. Walking also forms a forgotten part of all longer journeys by public transport and cars. Paragraph 76 sets out a number of key objectives in order to ensure that a high proportion of trips are made by those choosing to walk. These include the promotion of local day to day shops which are within easy walking distance of housing.

11. Plan PP2 contained within Appendix 2 demonstrates how the application proposals will integrate with other existing uses within Barugh Green and will form a highly accessible local centre to serve surrounding residents.

Development Plan Context

Barnsley Unitary Development Plan (UDP) (2000)

18. The current development plan for Barnsley is the UDP adopted in 2000. A number of the UDP policies have been saved whilst the Local Development Framework is prepared. The Barnsley UDP pre-dates PPS4, but still contains site specific policies.
19. The Local Development framework is at an early stage in the preparation process, the core strategy is scheduled for adoption in 2011.
20. Section 5 of the UDP sets out the Council's policies on Town Centres and Retailing.
21. The UDP aims to enable adequate provision for retail development consistent with the needs of the community; reflect the needs of individual communities for ready access to convenience based facilities; and ensure that less able members of the community have ready access to a choice of retail facilities. There are currently no defined centres in Barugh Green to meet the needs the local community.
21. Specific guidance for new retail development outside of defined shopping centres is detailed in policies S3, S4, S5 and S6. Policy S3 outlines that new retail development on an out of centre site will be permitted where there are no alternative suitable sites available within defined centres, and where the site is accessible. Policy S6 Local

Shops, states that "Local shopping facilities, serving the day to day needs of an immediate locality will be permitted subject to scale, traffic and environmental considerations."

22. The proposed development is in line with the retail objectives set out in the UDP, in the absence of a adequate convenience facilities to meet the needs of the local community a new foodstore will increase access, range and choice to convenience facilities for the residents of Barugh Green as well as support business uses through B1 units suitable for a range of business types.
23. The application site is identified on the UDP proposals map as an 'Employment Policy Area', part of the Claycliffe Industrial Estate. As outlined above PPS4 recognises the contribution retail development can provide in relation to employment generation. Further, in respect of this policy, it has already been accepted in the previous application granted in 2009, in relation to this site, the suitability for retail uses.
24. The application will provide the creation of 66-76 jobs, as well as significantly improving the appearance and perceptions of Claycliffe and the wider Barugh Green Area, which is turn is likely to attract further investment.
25. In terms of employment land provision the Committee report for the previous approved scheme noted that no schemes promoting B1, B2 and B8 uses have been forthcoming and that A1 development upon the site would be necessary in terms of viability, in order to bring other employment generating uses to the site. The site has remained vacant for over 15 years therefore it is no longer considered feasible that the site will come forward solely for employment uses.
26. Policy ED7 of the UDP indicates that other employment generating uses may be acceptable upon the site. Although this policy sets out that A1 uses should not normally be permitted, since the adoption of the UDP new policy guidance namely PPS4 and the RSS acknowledge

retail development as a form of economic development. As such, retail development is considered appropriate in this location due to the ability to generate employment; regenerate the site; attract further investment; and provide a localised convenience provision to serve the surrounding community. Further guidance is contained within SPG 23 Uses on Employment Sites and SPG 24 Re-use of Employment Policy Areas.

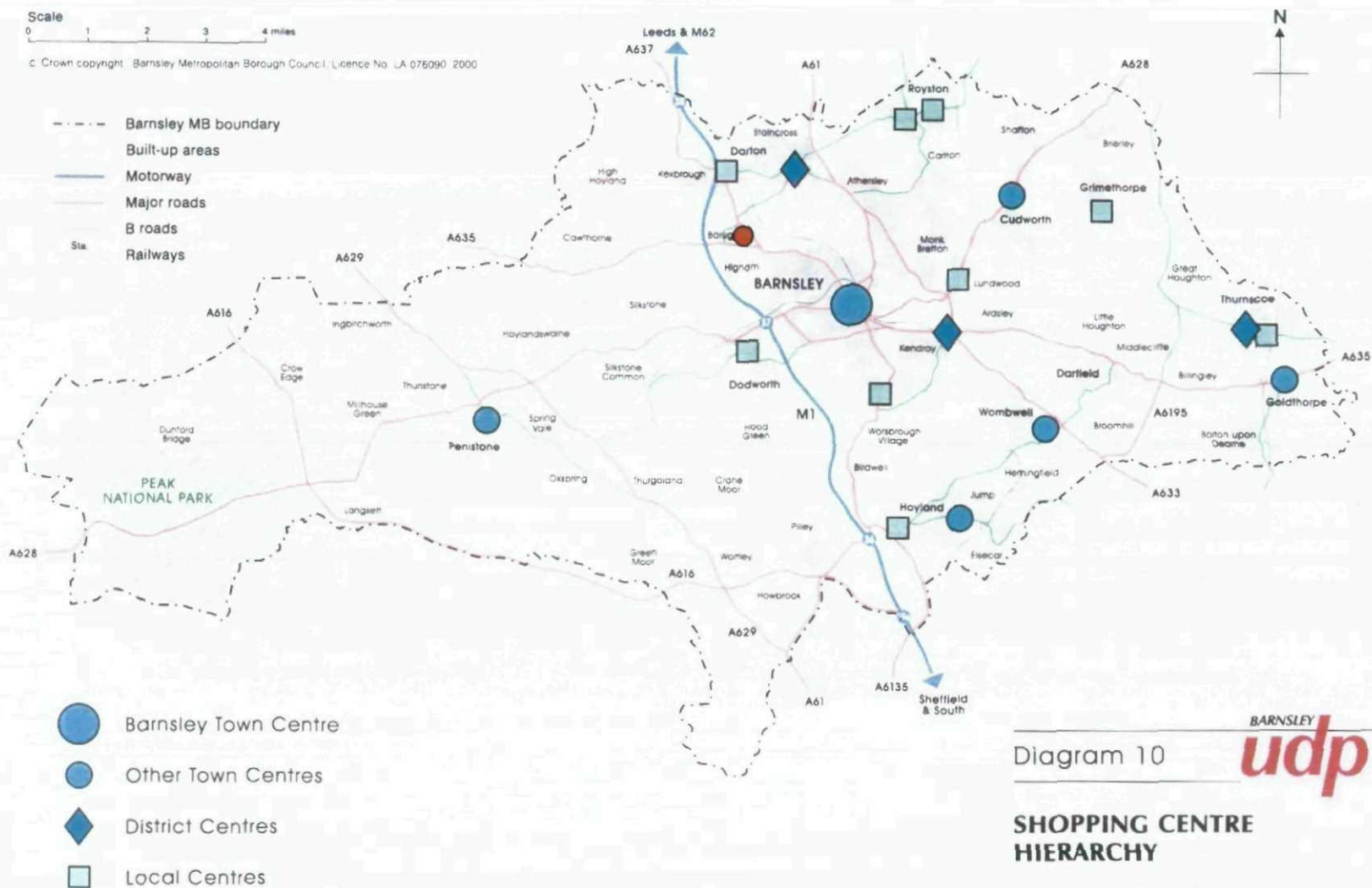
27. In terms of transport, the site is located in a prominent location on a main transport route into Barnsley. Policy T2 states that development will only be allowed if additional demand can be accommodated on the highway network without significant detriment to the environment or the safety and ease of movement of vehicles and pedestrians using the network. A full transport assessment accompanies this planning application.
28. Relevant policies providing guidance on design and conservation issues are contained within policy BE6 which sets out the Councils design standards, and sets out the criteria by which proposals for development will be assessed and policy GS22 Woodland Trees and Hedgerows seeks the retention and management of existing hedgerows, woodlands and trees. Further guidance is available in SPG 9 Trees and Hedgerows.
29. The proposals are in line with council policy encouraging planning applications to contribute to creating and maintaining an attractive built environment.

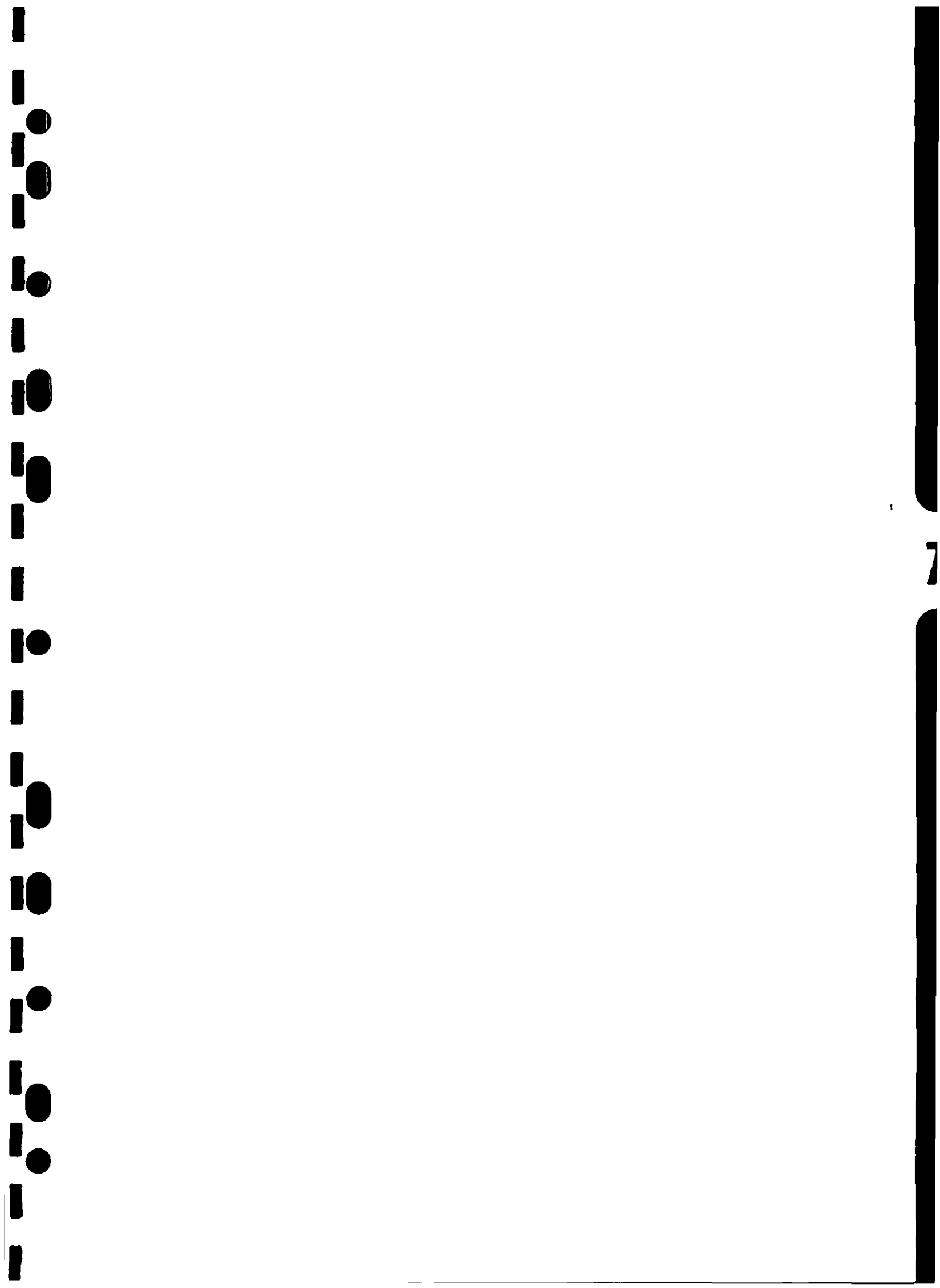
Employment Land Review

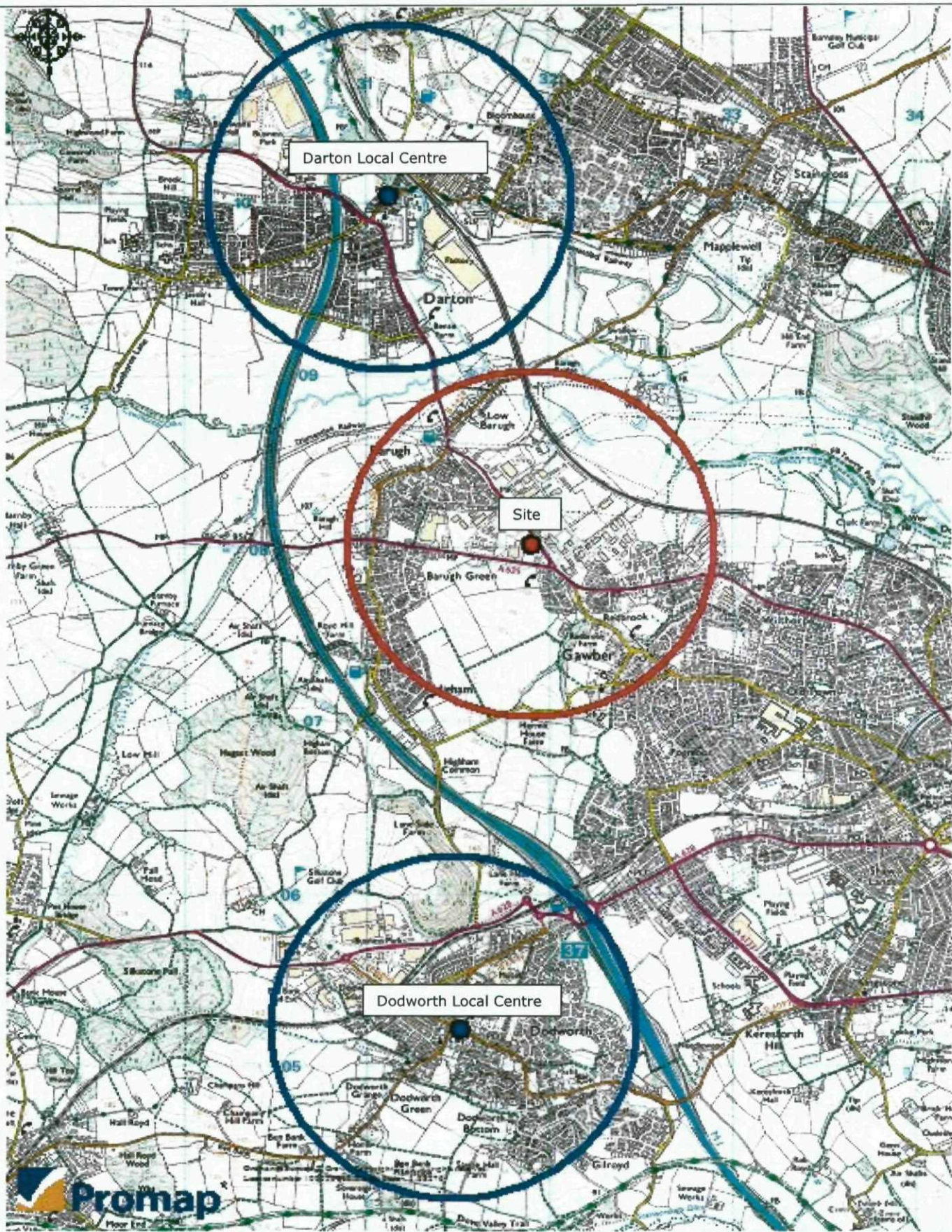
29. Barnsley does not have a current employment land review, although this will be undertaken in the future to support the local development framework.

Retail Study

30. A Retail Capacity study update was undertaken in 2007 for Barnsley Borough. This retail capacity study will form part of the evidence base for the preparation of the Development Plan Documents forming the Local Development Framework. This document is a material consideration in the determining of planning applications and is addressed within the Planning Statement.
31. To summarise, the proposals are fully compliant with the policies and objectives of both National and Local Planning Guidance. They will deliver significant benefits generating employment, regenerating a redundant site, as well as provide a localised facility to meet the day to day needs of the surrounding community, thus addressing social exclusion.







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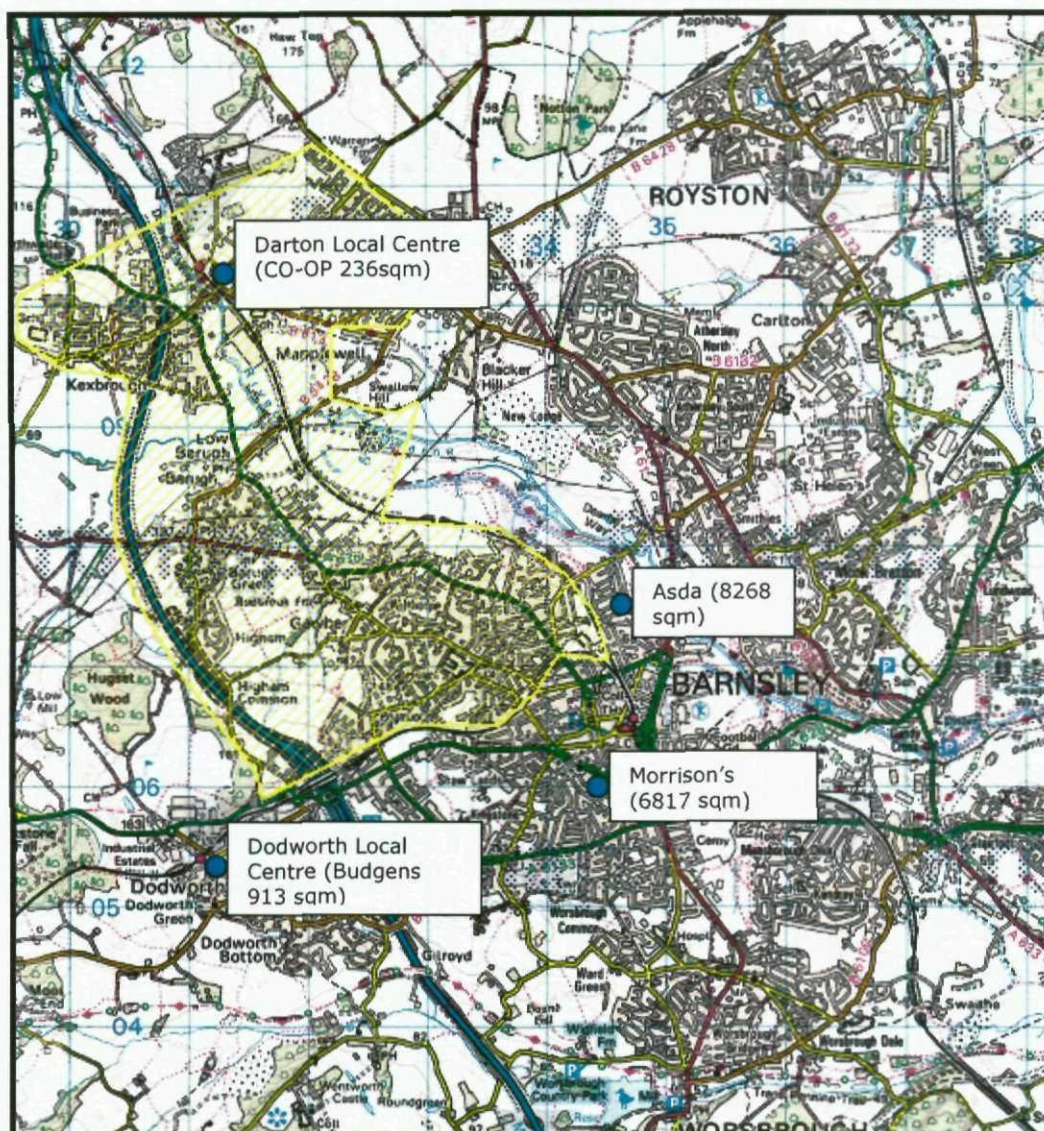
Title:
Aldi Barugh Green
and existing Local
Centres
1 km Catchment Map

Job: 09/874

Plan:

Date:
12/08/2010

Author:
GO'D



**Planning
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Title:
Aldi Barugh Green 5
Minute Drivetime
Catchment with Retail
Provision

Job: 09/874

Plan:
004b
Date:
12/10/2010

Author:
SA

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Table 1: Population and expenditure projections for convenience goods in 5-min PCA

	2010
Population	16,754
Expenditure per head	1,328
Available expenditure	21,915,572

	2,015
Population	17,113
Expenditure per head	1,389
Available expenditure	23,413,408
Expenditure growth 2010-2015	1,497,835

1. Population based on Geoplan Analysis of 5-Minute Drivetime PCA and Census data
2. Population growth identified in Bamsley Retail Study
3. Special forms of trading deducted at 1.5%.
4. Expenditure projections (1%) updated by MapInfo brief 08/02 and refinements provided by OEF.
5. Expenditure per head figures Bamsley Retail Study 2007

Table 2

Population and expenditure projections for comparison goods within the catchment of the Aldi store for 2010 and 2015

2010 Updated growth rates	
Population	16,754
Expenditure per head	2,739
Available expenditure on convenience goods	45,889,206
2015	
Population	17,113
Expenditure per head	3,299
Available expenditure on convenience goods	56,455,787
Expenditure growth 2010 - 2015	10,566,581

Notes

Population and expenditure per head figures based on Mapinfo Analysis of 5-Minute Drivetime PCA

2. Expenditure projections (3%) using mapinfo brief 08/02 and refinements provided by OEF.

3. Special forms of trading (5%) deducted at base

Table 3 Turnover of Proposal

Aldi Foodstore

2010

	Floor Area (sqm net)	Turnover (£ per sqm)	Turnover (£)
Convenience Goods	792	4554	3,606,768.00
Comparison Goods	198	4554	901,692.00

2015

Convenience Goods	792	4733	3,748,536.00
Comparison Goods	198	4733	937,134.00

Notes:

Turnover estimate taken from Mintel UK Retail Rankings 2006 and VAT 7%.

Projected forward using growth rate of 0.9% from MapInfo brief 08/02

Table 4

Turnover within 5 minute catchment

1 Store	2 Floorspace (net)	3 Net floorspace excluding comparison goods	4 National average turnover per m2	5 Turnover of convenience goods floorspace based on national average	6 % turnover from catchment	7 Turnover derived from catchment
In Centre Stores						
1 Co-op Darton	165	165	6,323	1,043,295	50	521,648
Existing total	165	165		1,043,295		521,648
Surplus Expenditure						22,891,760
Proposed Aldi Store	990	792	4,733	3,748,536	90	3,373,682
Total	1,155	957				3,895,330
Available Expenditure within PCA						23,413,408
Surplus						19,518,078

Notes

1. Floorspace derived from IGD, LPA records and site visits. Where net floorspace not known ratio of 70% applied to national operators and 80% for local stores.

2. Levels of comparison floorspace discerned via site visits. For local shops assumed at 10%.

3. National turnover taken from 2010 and 2006 retail rankings and adjusted for petrol (10%) where relevant, vat (7%) and projected forward growth rates set out in brief 08/02. Efficiency factor of 0.9% applied.

Table 5

Capacity for additional convenience floorspace within the catchment at 2015

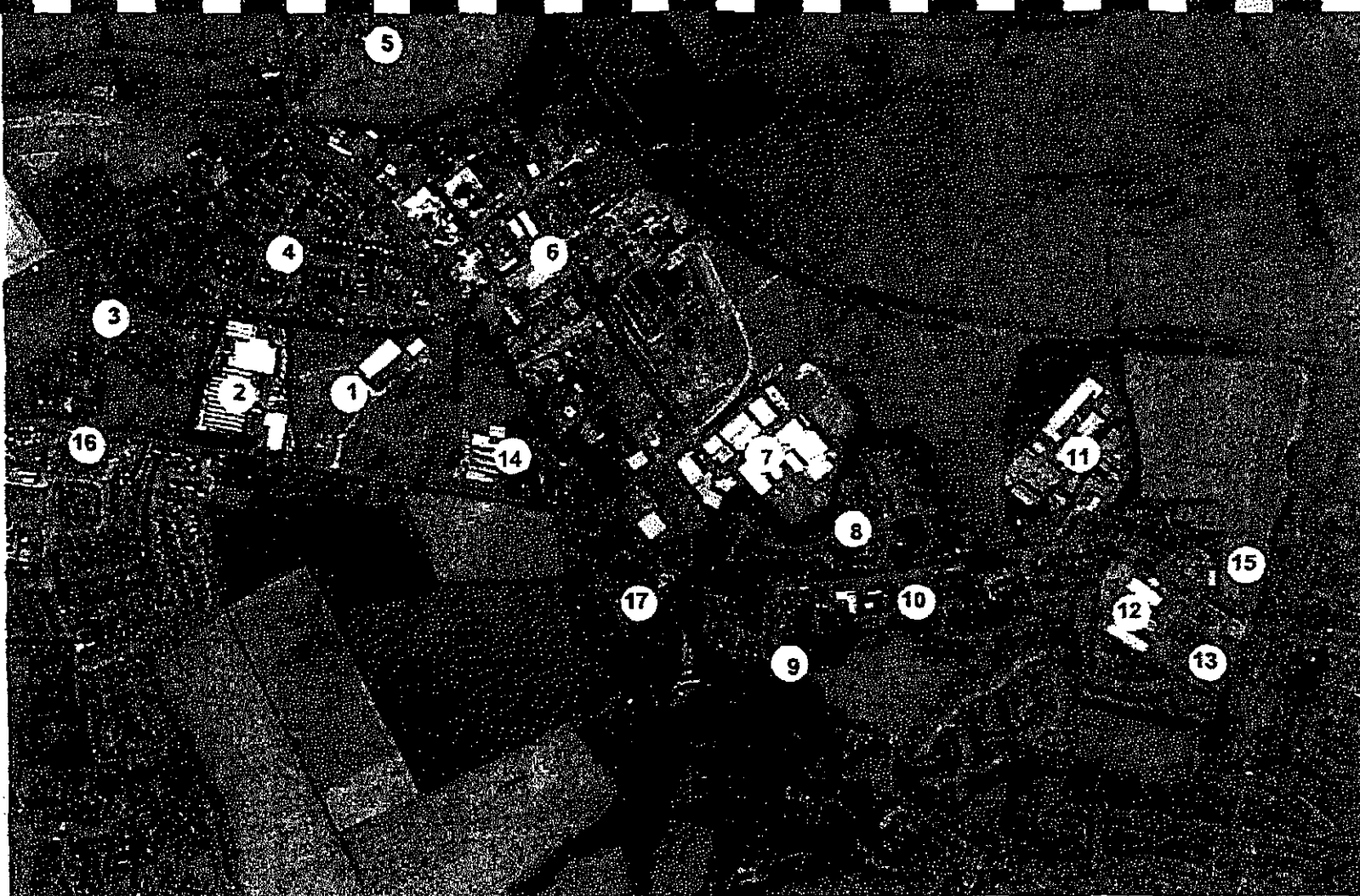
1 Total available expenditure within the catchment at 2010	21,915,572
2 Total available expenditure within the catchment at 2015	23,413,408
3 Available expenditure due to growth	1,497,835
4 Capacity accounting for Co-op at Darton	22,891,760
6 Turnover of proposed Aldi (2015)	3,373,682
7 Continued leakage following introduction of Aldi.	19,518,078

Notes

- 1 All main food shopping trade currently leaking to out of centre stores
- 2 Assumed leakage at 100% to stores outside PCA is continued unsustainable position.

Appendix 3

Assessment of Alternative Sites



Site 1. Land between Claycliffe Road & Barugh Green Road
Site 3. Land at Barugh Lane
Site 5. Deane Hall Farm lane
Site 7. Claycliffe Industrial Estate
Site 9. Land at Wilbrook Rise
Site 11. Redbrook Business Park
Site 13. Land at Innovation Way
Site 15. Land north of Wilthorpe Road
Site 17. Land at Redbrook Close

Site 2. Metro Trading Estate
Site 4. Land at Claycliffe Road
Site 6. Claycliffe Industrial Estate
Site 8. Dayhouse Farm, Wilthorpe
Site 10. Land at Wilthorpe Road
Site 12. Barnsley Business Innovation Centre
Site 14. E.B. Equipment building & adjacent land
Site 16. Land at Barugh Green Road

SITE SCHEDULE

Site Number	Site Name
Site 1	Land between Claycliffe Road and Barugh Green Road
Site 2	R.J. Masters, Metro Trading Estate, Barugh Green Road
Site 3	Land at Barugh Lane
Site 4	Land at Claycliffe Road
Site 5	Deane Hall Farm land
Site 6	Claycliffe Industrial Estate, Claycliffe Lane
Site 7	Claycliffe Industrial Estate (Zenith Park), Claycliffe Road
Site 8	Dayhouse Farm, Willthorpe
Site 9	Land at Wilbrook Rise
Site 10	Land at Willthorpe Road/Ripley Grove
Site 11	Redbrook Business Park, Willthorpe Road
Site 12	Barnsley Business Innovation Centre, Innovation Way
Site 13	Land at Innovation Way/Ripley Grove
Site 14	E.B. Equipment building and associated land.
Site 15	Land north of Willthorpe Road, Redbrook
Site 16	Land at Barugh Green Road
Site 17	Land at Redbrook Close

Site 1	Land between Claycliffe Road and Barugh Green Road
Description	This site is allocated within the Barnsley UDP for development for employment uses under policy BA4 (1). Part of this site has been developed as Claycliffe Business Park for B1, B2 B8 use classes (7.5 ha). Part of the site, north of E.B. Equipment, is still available (2.2 ha) and is <i>currently open space</i>.
Site Area	9.7 ha
Comment	The site is located within an employment zone and as such majority of the site has already being brought forward for this purpose. The majority of this site is therefore not available as it has already undergone redevelopment for employment uses. The remainder of the site which is still available is allocated for employment purposes and due to its location and setting it is well suited to this use. It offers no advantages over the application site in policy or accessibility terms. On this basis this site is discounted.

Site 2	R.J. Masters, Metro Trading Estate, Barugh Green Road
Description	This site is allocated within the Barnsley UDP as an existing employment area and as such is <i>protected under policy BA5 (1)</i>. The site currently contains a haulage, storage and distribution depot. Small industrial units have been provided along the western side of the site. Majority of the units are occupied.
Site Area	3.7 ha
Comment	Existing employment site. The site is not currently available as it is already in employment use. The site may theoretically be available for redevelopment but due to its location, access and use employment development would remain the most viable option for this site. On this basis this site is discounted.

Site 3	Land at Barugh Lane
Description	This site is allocated for housing within the Bamsley UDP under policy BA1/2. This area consists of three areas of land accessed from Barugh Lane which are now occupied by residential accommodation. The entire site has been developed for housing in accordance with the UDP.
Site Area	2.42 ha
Comment	The site is located within a predominantly residential setting and has already being brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 4	Land at Claycliffe Road
Description	This site is allocated for housing within the Bamsley UDP under policy BA1/3. The entire site has been developed for housing in accordance with the UDP.
Site Area	7.85 ha
Comment	The site is located within a predominantly residential setting and has already being brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 5	Deane Hall Farm land
Description	This site is allocated for housing within the Barnsley UDP under policy BA1/1. The site has been developed for housing in accordance with the UDP.
Site Area	0.79 ha
Comment	The site is located within a predominantly residential setting and as such has already been brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 6	Claycliffe Industrial Estate, Claycliffe Lane
Description	This site is allocated within the Barnsley UDP as an existing employment area and as such is protected under policy BA5 (3). This site is a well established industrial estate and is occupied by employment units. There are parts of the site which could still be developed, for example, to the north east an area is going to be developed as a new business park providing 2,500-60,000 sqft of factory, warehouse and office space.
Site Area	34.3 ha
Comment	The site is located within an employment zone and as such majority of the site has already being brought forward for this purpose. The majority of this site is therefore not available as it has already undergone development. The remainder of the site which is still available is allocated for employment purposes and due to its location and setting it is well suited to this use. Moreover, the land that remains available for development is at the periphery of the site and has a low profile. It is less central and less accessible to the identified demand, and is commercially unappealing. It offers no advantages over the application site in policy or accessibility terms. On this basis this site is discounted.

Site 7	Claycliffe Industrial Estate (Zenith Park), Claycliffe Road
Description	This site is allocated within the Barnsley UDP for development for employment uses under policy BA4/2. As the site is in several ownerships it has been brought forward for development at different stages. The site has now been fully developed for the following: • 1.2 ha of the site owned by the Langtree Group provides 19 small advance units for B1, B2, B8 uses. • 3.0 ha of the site owned by the Langtree Group provides 8 small/medium advance units for B1, B2, B8 uses. • 3.7 ha of the site owned by Yorkshire Forward has several buildings for B1, B2, B8 use classes. • 1.2 ha of the site owned by Westleigh Developments has several buildings providing B1 office space.
Site Area	9.2 ha
Comment	The site is located within an employment zone and the majority of the site has now been brought forward for this purpose. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 8	Dayhouse Farm, Wilthorpe
Description	This site is allocated for housing within the Barnsley UDP under policy BA1/4. The site has been developed for housing in accordance with the UDP.
Site Area	6.71 ha
Comment	The site is located within a predominantly residential setting and has already been brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 9	Land at Wilbrook Rise
Description	This site is allocated for housing within the Bamsley UDP under policy BA1/5. The site has been developed for housing in accordance with the UDP.
Site Area	1.8 ha
Comment	The site is located within a predominantly residential setting and has already been brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 10	Land at Willthorpe Road/Ripley Grove
Description	This site is allocated for housing within the Bamsley UDP under policy BA1/6. The site has been developed for housing in accordance with the UDP.
Site Area	0.55 ha
Comment	The site is located within a predominantly residential setting and has already been brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 11	Redbrook Business Park, Willthorpe Road
Description	This site is allocated within the Barnsley UDP for development for employment uses under policy BA4/3. The site has been developed and provides buildings for B1, B2, B8 uses.
Site Area	4.6 ha
Comment	The site is allocated for employment development and has now been brought forward for this purpose. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 12	Barnsley Business Innovation Centre, Innovation Way
Description	This site is allocated within the Barnsley UDP for development for employment uses under policy BA4/4. All phases of development have been built out and it is now a B1 employment site providing 84 units of managed hi-tech incubation workspace varying from 198 to 2,000 sq ft.
Site Area	2.7 ha
Comment	The site is allocated for employment development and the site has now been brought forward for this purpose. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 13	Land at Innovation Way/Ripley Grove
Description	This site is allocated for housing within the Barnsley UDP under policy BA1/8. The site has been developed for housing in accordance with the UDP.
Site Area	4.15 ha
Comment	The site is located within a predominantly residential setting and has already been brought forward for housing. The site is therefore not available as it has already undergone redevelopment. On this basis this site is discounted.

Site 14	E.B. Equipment building and associated land.
Description	This site is allocated within the Barnsley UDP as an existing employment area. This site contains the premises of E.B. Equipment, a long established agricultural equipment firm, a public house (Chestnut Tree) and vacant land formerly used as a garden centre, garage and dwelling. The vacant land is suitable for redevelopment, and is the subject of the current proposals.
Site Area	3.5 ha
Comment	The majority of this site is occupied by E.B Equipment and the public house and is not available. The vacant part of the site is the subject of the current proposals.

Site 15	Land north of Willthorpe Road, Redbrook
Description	This site is allocated as land to remain undeveloped within the Barnsley UDP under policy BA11/2. This land is located between two areas of existing development but has no satisfactory means of access. It is also valued locally as open land. In the longer term it may have potential for development if a satisfactory access solution can be found and if the extent and form of development can be satisfactorily related to adjacent development and to the landscape of the Dearne Valley.
Site Area	1.6 ha
Comment	The site is protected and offers no advantage over the application site in policy terms. It is less central and less accessible to the identified demand. On this basis this site is discounted.

Site 16	Land at Barugh Green Road
Description	The site is not allocated for any specific use within the Barnsley UDP. The site is a small area of open space situated in a predominantly residential setting. The site is "L" shaped and is generally level. The site has outline planning permission (reference 2007/0800) for a residential development of one three storey block and one two storey block of nine apartments. The permission was granted on 3 August 2007. The site is currently for sale.
Site Area	0.12 ha
Comment	Residential development is most appropriate for this site. It is too small by some margin for the current proposals. It is also less central and less accessible to the identified demand. On this basis this site is discounted.

Site 17	Land at Redbrook Close
Description	This site is not allocated for any specific use within the Barnsley UDP. The site is currently being developed for housing.
Site Area	0.61 ha
Comment	The site has already been brought forward for housing and is therefore not available as it is currently undergoing redevelopment. On this basis this site is discounted.