January 2014

Retail & Planning Assessment

Kings Head Public House
Darton Lane, Mapplewell

Proposed Convenience Store
(Use Class A1)

On behalf of

Punch Partnerships (PML) Ltd

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1.0 Introduction

1.1 This retail and planning assessment has been prepared on behalf of Punch Partnerships (PML) Ltd at the request of Barnsley MBC to support an application seeking full planning permission for demolition of existing buildings and construction of a convenience store (Use Class A1), associated access and parking.

1.2 The proposal includes provision of a class A1 local convenience store to provide for day to day top up convenience shopping in Mapplewell enhancing choice and quality of provision in the village.

1.3 This Report addresses both retail and general planning policy considerations and proceeds as follows. Section 2.0 briefly describes the application site and relevant planning history. Section 3.0 provides an overview of the redevelopment proposals whilst Section 4.0 summarises relevant planning policy. Section 5.0 deals with retail policy considerations including the sequential test. Section 6.0 addresses overall planning considerations and Section 7 sets out our conclusions.

2.0 Site Description & Planning History

Site Description

2.1 The site measures 0.22 hectares and is located at the corner of Darton Lane and Kingsway/Towngate, to the west of Mapplewell village centre. The site is bounded to the north by Kingsway/Towngate, east by Darton Lane and to the south by an area of soft landscaping and Croft Drive.

2.2 Surrounding land uses include a mix of residential and commercial uses with Mapplewell village centre a short distance to the east. Additional town centre uses including a butcher and barber shop are located just to the east of the application site. The existing Hill Brow Surgery is located immediately to the north on the opposite side of Towngate.

2.3 Residential uses are situated to the west off Croft Drive and Kingsway. The nearest residential property (No 2 Croft Drive) adjoins the site to the west with the property's rear garden extending along the western edge of the site. Existing boundary treatment includes wooden fencing.

2.4 South of Croft Drive is a parade of shops including Rowlands Pharmacy, Rhythm & Booze, a dry cleaners and De Niro's Pizza takeaway. Opposite the purpose built parade of shops is a Medical Centre with associated parking.

2.5 Immediately opposite the site on the other side of Darton Lane are residential properties that are side on to the Lane. Darton Lane is the main road into Mapplewell from the south west and at the north east corner of the site is a relatively sharp bend as the road turns east into the village centre.

2.6 Immediately north of the site and on the other side of Kingsway is a row of residential properties which overlook the public house car park from the first floor. Other residential areas are located to the north and west.

2.7 The site is therefore located on the edge of the commercial and central part of Mapplewell with residential areas further out. South of the site are existing retail uses which no doubt came forward to provide a unit for Rowlands Pharmacy and other local shops near the Doctor's surgery.

2.8 Existing bus stops are located close to the application site with one bus stop for east bound buses almost on the corner of Darton Lane and the south west bound bus stop a short walk south and outside the Doctor's surgery.

2.9 The site itself is occupied by the Kings Head public house. The public house building is located in the north eastern part of the site with beer garden to the rear bounding the western pavement along Darton Lane. The western part of the site is largely occupied by the public house car park with areas of soft landscaping and outbuildings associated with the public house. The latter includes a detached triple garage located to the south west of the public house. Existing vehicular access to the car park is from Kingsway/Towngate.

Planning History

2.10 The planning history of the site on the Council's public access system includes the following main applications:

- B/74/0073/A/DT - Illuminated Sign – Approved 31 July 1974
- B/76/0132/A/DT – Advertisement – Approved 6 January 1977
- B/82/1562/AD/DT – Illuminated Pictorial Sign – Approved 7 January 1983
- B/87/0473/DT – Alterations, extensions and formation of fire escape to Public House – Approved 14 May 1987
- B/92/1068/DT – Erection of four shop units and formation of car park – Approved 12 March 1993
- B/93/1273/DT – Outline for residential development – Approved 13 January 1994
- B/97/0135/DT – Erection of conservatory extension and toilet extension to public house – Approved 27 March 1997
- B/98/0951/DT – Formation of Children's play area and beer garden and erection of play equipment – Approved 5 November 1998

3.0 Proposed Development

3.1 The proposed development would entail demolition of existing buildings and erection of a Class A1 (retail) convenience store of 372 m² gross (279 m² net) with ATM, associated car parking and landscaping.

3.2 The proposed convenience store would in effect fulfil a dual function. Firstly, it would provide a small convenience outlet which is able to meet more day to day top up shopping needs of those living in the surrounding area. The store's retail offer will include basic ranges of day to day goods including groceries, fresh foods, newspapers, magazines, sandwiches, snacks, confectionery and tobacco, and other goods such as flowers, cleaning materials and basic personal hygiene products. The range of goods in modern convenience stores include a choice of fresh food (fruit and vegetables) and ready convenience meals.

3.3 In addition to providing a local convenience store for those living in the surrounding area, the shop will also act as a convenience outlet meeting day to day needs of motorists and others who pass the site on a regular basis. Darton Lane is the main route into and out of Mapplewell from the south west and is a route used by commuters and others alike. It would therefore attract pass by trade. Equally, those using the small parade of shops to the south and the Medical Centre may find it convenient to use on their way to or from those facilities.

3.4 The proposed convenience store is situated in the north eastern part of the site (ref:1062/06/Rev H) in a single storey rectangular shaped building, reflecting the location of the existing public house building albeit pulled back from the roadside creating a safer and more attractive pedestrian environment.

3.5 The sales area is positioned in the eastern part of the building with storage and servicing in the western part of the building. Plant for the store would be housed in a screened area adjoining the northwest corner of the building.

3.6 The location of the store in the northern part of the site is set back from Darton Lane/Kingsway/Towngate more so than the public house. This provides an area of hardscape treatment outside the pedestrian entrance to the store on the eastern elevation. This provides the most visible point for the pedestrian entrance to Darton Lane with easy access from the car park as well. It would provide an active frontage to the main road (Darton Lane). Cycle parking provision is provided on the frontage to Darton Lane.

3.7 Overall, we consider the proposal would improve the quality of the urban environment and provide attractive public realm. The store car park would be situated in the southern part of the site with the western area of hard standing to accommodate movements of delivery vehicles.

3.8 Areas of soft landscaping would be provided along the site boundaries on three sides with additional tree planting along the western boundary to screen views from the adjoining residential property. This would present a softer edge to the existing site all around.

3.9 Proposed elevations (1062/07/H) show how a modern and well designed building could be successfully assimilated into the local environment. The pitched roof to the building is uniform in height. The building would be constructed from a mix of red facing brick walls with some timber cladding around the top and on the gable ends. The roof would comprise concrete roof tiles with a dark grey colour. The eastern elevation would be the main shop front and incorporates double glazed windows and entrance door providing an active frontage to Darton Lane.

3.10 The overall feel of the building is of a modern design which will provide a sign of investment in this area. The use of varied materials and glazing breaks up the elevations and with a pitched roof provides a similar design approach to other buildings in the locality. We consider it would provide a positive addition to the local area.

3.11 The orientation of the store means it presents an active frontage to Darton lane with ATM in the southern corner of the elevation. The proposed southern elevation to the customer car park incorporates further glazing and a more limited area of red facing brick. On the western end of the store is an area fenced off to house the necessary plant. Bollards would be provided to the front of glazed areas as a security measure.

3.12 The proposed development would provide an alternative means of vehicular access to the existing situation with access taken from the main road (Darton Lane) and not from Kingsway / Towngate which is a narrow lane passing the site to the north. We consider access to the site is improved by the proposal.

3.13 The delivery area is located towards the rear of the building to provide direct access into the storage area. As indicated above plant is enclosed by a close boarded timber fence thus screening the plant area from the car park and housing areas to the north.

3.14 Proposed boundary treatment comprises a mix of retaining existing boundary treatments along the western boundary and to the south with provision of a new post and timber knee high rail fence along the Kingsway and Darton Lane frontages.

4.0 Planning Policy

The Development Plan

4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 stipulates that if regard is to be had to the Development Plan for the purposes of a determination to be made under the Planning Act, determination is to be made in accordance with the Plan unless material considerations indicate otherwise. The Development Plan for Barnsley comprises the following:-

- The Barnsley Core Strategy (September 2011)
- Barnsley Unitary Development Plan (UDP) (December 2000)

4.2 Emerging development plan policy will be provided by a new Local Plan which will incorporate some changes to the Core Strategy and proposed policies and allocations. The draft Local Plan is anticipated to be published in the summer of 2014 and therefore no weight can be attached to emerging policy at this stage.

4.3 A key material consideration is the **National Planning Policy Framework** ("NPPF"), which was published in March 2012 and replaces virtually all previous national guidance. Other material considerations include relevant supplementary planning documents (SPD's).

Barnsley Unitary Development Plan (UDP) (2000)

4.4 Barnsley UDP was adopted in 2000 with some policies subsequently saved in 2007. However the adopted Core Strategy replaced a number of the UDP policies. In addition to some of the UDP policies being saved, the allocations also remain in place until such a time as the new Local Plan has been adopted.

4.5 The Kings Head public house site is shown on the UDP Proposals Map as falling within an area zoned under **Policy DT2** as a Housing Policy Area. In such areas and in accordance with **Policy H8** they are to remain 'predominantly' in residential use.

4.6 **Policy S1** directs new retail development to locations within the central shopping area of Barnsley town centre and other centres. **Policy S3** deals with retail proposals outside the central shopping area of existing centres and permits such developments:

a) On sites allocated for that purpose in the plan;
b) Where there is no suitable site available within a defined centre, or where there is no available allocated site, then on a site at the edge of a defined shopping centre so long as it can provide a satisfactory functional connection thereto in terms of distance and physical relationship and where it is likely that development of the site will generate joint trips to it and the adjacent centre, subject to the provisions of Policy S4 (no longer saved), or
c) Where there is no suitable site available either within any of the centres defined above or in accordance with the requirements of (a) or

(b), then an out of centre site in a location accessible by a choice of means of transport.

4.7 The UDP preserves the defined centres as shown on the UDP Proposals Map, including Mapplewell. **Policy DT14/2** identifies the centre as being focussed on Towngate and Blacker Road.

4.8 Finally, **Policy ED4** provides guidance on economic development and residential amenity and states that proposals for economic development adjoining or close to housing will be assessed with particular regard to the likely impact on residential amenity in terms of:

- Air pollution including smell, fumes, smoke, soot, ash, dust or grit;
- Noise from operations on, or traffic entering or leaving, the site; and
- Visually intrusive buildings, plant, fencing, lighting or outside storage.

Barnsley Core Strategy

4.9 The Barnsley Core Strategy was adopted in September 2011. There are a number of policies within the document which are relevant to the proposed development and these are set out below.

4.10 The Core Strategy settlement hierarchy is set out at paragraph 7.4. Mapplewell is not specifically identified. However, the Darton/Dodworth area forms part of the 'Sub-Regional Town' of urban Barnsley. It is therefore considered that Mapplewell falls with the wider urban area of Barnsley. It is within urban Barnsley as a whole where most development is to take place (paragraph 7.9).

4.11 **Policy CSP1** sets out how the LPA will deal with climate change and states development will be expected to reduce and mitigate the impact of growth on the environment and carbon emissions to ensure existing and new communities are resilient to climate change and increase the efficient use of resources.

4.12 The policy goes on to state the LPA will take action to adapt to climate change by giving preference to development of previously developed land in sustainable locations, locating and designing development to reduce the risk of flooding and promoting the use of sustainable drainage systems

4.13 **Policy CSP3** states all development will be expected to use Sustainable Drainage Systems ("SuDS") with other drainage management systems permitted in certain circumstances.

4.14 **Policy CSP4** deals with flood risk and states all development proposals on brownfield sites should reduce surface water run-off by at least 30% and development on greenfield sites should maintain or reduce existing run-off rates.

4.15 **Policy CSP8** prioritises Urban Barnsley for development and identifies it as the main focus for housing, employment, shopping, health, leisure, business and public services.

4.16 **Policy CSP25** deals with new development and sustainable travel and states new development will be expected to be located and designed to reduce the need to travel as well as being accessible to public transport and meet the needs of pedestrians and cyclists.

4.17 **Policy CSP26** states new development will be expected to be designed and built to provide safe, secure and convenient access for all road users.

4.18 **Policy CSP29** sets out design principles and states that high quality development will be expected. Development should also contribute to place making and to a healthy, safe and sustainable environment as well as enabling all people to gain access safely and conveniently providing, in particular, for the needs of families and children, disabled people and older people.

4.19 **Policy CSP31** provides details on town centres and supports maintenance and enhancement of the vitality and viability of district centres. Mapplewell is defined as a 'local centre'. Development generally is expected to meet the needs of the local area. A sequential approach will be used to assess proposals for new retail and town centre development with edge of centre or out of centre proposals only allowed where it meets the requirements of PPS4. The latter has been replaced by the NPPF.

4.20 **Policy CSP32** deals with 'Small Shops' and is permissive of convenience shops that meet daily shopping needs of a local community if this need is not already met and the shops are located and designed to encourage trips by pedestrians and cyclists and would not encourage car trips. Small shops are 500 m^2 gross or less.

4.21 **Policy CSP40** deals with pollution control and protection. New development will be expected to demonstrate that it is not likely to result, directly or indirectly, in an increase in air pollution, noise, smell, dust, vibration, light or other pollution levels which would lead to unacceptable impact on the built or natural environment or people.

Material Considerations

National Planning Policy Framework

4.22 The National Planning Policy Framework ("NPPF") was published in March 2012 and replaces all previous national guidance. The introduction to the document confirms it is a material consideration in the determination of planning applications.

4.23 The policies in the NPPF, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system (paragraph 6). The three dimensions to sustainable development are: economic, social and environmental (paragraph 7). In this context the planning system is to perform a number of roles:

- An **economic** role – contributing to building a strong, responsive and competitive economy;
- A **social** role – supporting strong, vibrant and healthy communities by, amongst other things, creating a high quality built environment with

accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- An **environmental** role – contributing to protecting and enhancing the natural, built and historic environment.

4.24 At the heart of the NPPF is a 'presumption in favour of sustainable development' (paragraph 14).

4.25 In delivering sustainable development, the NPPF seeks to ensure the vitality of town centres. Paragraph 24 indicates that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan.

4.26 Impact assessments are required for retail development outside town centres which are not in accordance with an up to date Local Plan and over a threshold of 2,500 m^2 unless there is a locally set threshold. In this instance there is no local threshold set out in local planning policy and at 372 m^2 gross the proposed development sits well below the threshold. It has therefore been agreed with officers that a formal impact assessment is not required.

4.27 The NPPF makes clear (paragraph 19) that the planning system should operate to encourage and not act as an impediment to sustainable growth. Therefore, significant weight is to be placed on the need to support economic growth through the planning system.

4.28 Section 4 seeks to promote sustainable transport. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are "severe" (paragraph 32).

4.29 Section 7 highlights that the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development (paragraph 56). However, design policies should avoid unnecessary prescription or detail (paragraph 59).

4.30 In promoting healthy communities the NPPF seeks to promote safe and accessible environments as well as safe and accessible developments (paragraph 69).

4.31 The guidance also seeks to ensure that new development meets the challenge of climate change and takes account of relevant local plan policies and the landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 96).

Development Plan Supplementary Planning Documents

Residential Amenity and the Siting of Buildings (March 2012)

4.32 The Supplementary Planning Document on Residential Amenity and the Siting of Buildings ("the SPD") was adopted in March 2012 and supplements Policy CSP29 of the Core Strategy. The SPD sets out the design principles that will apply to the consideration of planning applications for non-residential buildings in proximity to existing residential properties.

4.33 The SPD states that for a development to make a positive impact it needs to be successfully integrated into the wider built environment in which it is located. To do this effectively new developments must fit in with their surroundings in terms of height, spacing, massing, landscaping and design and not cause undue loss of amenity to existing residents.

Supplementary Planning Document – Parking (March 2012)

4.34 The Supplementary Planning Document on 'Parking' ("the SPD") was also adopted in March 2012 and sets out the parking standards the Local Planning Authority will apply to all new development. The SPD supplements Core Strategy Policy CSP25.

5.0 Retail Policy Considerations

5.1 The **"NPPF"** was published in March 2012 and replaces virtually all previous national guidance.

Sequential Approach

5.2 Paragraph 24 of the NPPF confirms a sequential assessment will be required for applications for main town centre uses which are not in an existing centre or in accordance with an up to date development plan.

5.3 The purpose of the sequential approach as set out in guidance is to ensure all in centre options have been thoroughly assessed before less central sites are considered and for it to be demonstrated that there are no town centre sites to accommodate a proposed development, followed by edge of centre sites before looking at an out of centre location.

5.4 When assessing edge of centre and out of centre sites the NPPF indicates a preference for sites that are well connected to an existing centre.

5.5 The application site lies around 70 metres from the edge of Mapplewell Local Centre, as defined on the UDP proposals Map. It is therefore a 'well connected' edge of centre site within easy walking distance of the local centre.

5.6 We note the last LDF Development Sites & Places consultation document extended the proposed local centre boundary to include the application site. Whilst limited weight can be given to the emerging plan, it nonetheless shows the direction of travel in terms of how the centre is to be defined in the emerging Local Plan.

5.7 The NPPF offers little guidance on how the sequential approach should be applied in practice. It states (paragraph 24) that when considering potential sequential sites applicants and local planning authorities should demonstrate flexibility in terms of scale and format.

5.8 Assistance in applying the sequential approach is provided by the former PPS4 Practice Guidance (PG) although it needs to be read in the context of the NPPF.

5.9 The proposal would provide a total of 372m^2 gross retail floorspace. The convenience store will be occupied by one of the national retailers. In order to meet modern retailer requirements the proposed unit includes adjoining car parking to facilitate access by car as well as other modes thus providing access by a choice of transport mode. Without the associated parking provision next to the units, retailers would not be attracted to the location and would not wish to occupy the unit.

5.10 Under the NPPF sequentially preferable sites are to be 'suitable' and 'available'. The question of what 'suitability' means in practice has been clarified through case law by the judgement of the Supreme Court in *Tesco Stores Limited (Appellants) v Dundee City Council (Respondents) 21 March 2012*. The judgement clarifies (paragraph 29) that the question of suitability

in the sequential test concerns *"whether an alternative site is suitable for the proposed development, not whether the proposed development can be altered or reduced so that it can be made to fit an alternative site".*

5.11 There does, however, remain a requirement on both the developer and decision maker to retain a degree of flexibility albeit as Lord Hope put it in the Dundee judgement, the need for flexibility in format and scale are criteria designed for use in the real world in which developers wish to operate and not some artificial world in which they have no interest in doing so.

5.12 In applying the sequential approach in the context of the need for flexibility, the NPPF indicates that applicants and local planning authorities should demonstrate flexibility on issues such as format and scale (paragraph 24).

5.13 This implies that as much as applicants are to demonstrate flexibility, local planning authorities are also to be flexible. This indicates that consideration should be given to the proposed business model when applying the sequential approach. This is highlighted by the comments of Lord Hope in the Dundee judgement.

5.14 In this case the proposed development seeks to enhance retail provision and attract modern retailers to Mapplewell local centre in an edge of centre location which would provide the opportunity for linked trips with other shops and services in the local centre. The 'real world' in this case is a proposed convenience store along with associated car parking.

5.15 Notwithstanding the above, we have applied flexibility in our approach. In the first instance our assessment does not seek to identify sites which could accommodate the entire proposed development. However, even allowing for some element of flexibility and from our own investigations there are no development sites 'within' the defined local centre which could accommodate the proposed convenience store with an element of associated car parking.

5.16 In our view the degree of flexibility sought under the sequential test does not include consideration of reoccupation of existing vacant units in the local centre with the proposed use. Notwithstanding this, our site visits revealed only a few vacant units and even these were small units.

5.17 In this context vacant units vary in size from around 40 m^2 gross down to an estimated size of around 25 m^2 gross. Vacant units include 41 & 18 Towngate and two units on Greenside. The proposed development measures 372 m^2 gross and therefore even allowing for some flexibility it is clear it could not reasonably be accommodated in any of the vacant units.

Impact Considerations

5.18 At 372m^2 gross, the proposed development falls well below the NPPF threshold at which a formal impact assessment would be required (2,500 m^2 gross). Consequently, it was agreed with officers to address such matters in more qualitative terms.

5.19 Convenience provision in Mapplewell local centre includes a number of national and local retailers. At the opposite end of the local centre to the application site is a Co-op supermarket. This measures around 683 m^2 net.

On the southern edge of the centre is Costcutter measuring around 180 m^2 net. Currently there is no local convenience provision on the western edge of the local centre where the application site is situated.

5.20 Other provision in the centre includes the small Premier shop on Towngate along with a butchers (C Birkinshaw), bakers (L Birkinshaw & Sons) and Ruby's Farm Shop (28 m^2 net). A newsagent is also located on Towngate, opposite the Premier store. A further butchers (L Brown & Sons) is located outside the defined local centre and close to the application site on Towngate. Rhythm & Booze operate a unit outside the defined local centre to the south west of the application site, next to the Rowlands Pharmacy, Pizza takeaway and laundrette.

5.21 Aside from convenience provision, the local centre contains a range of other uses but with limited comparison shopping. Other uses include a choice of public houses, employment uses including a bakery, hair dressers, hardware shop, florist, pharmacy, post office, betting shop (BetFred), cafes, restaurant, Methodist Church, takeaways, Yorkshire Building Society, carpet shop and a yarn/wool shop.

5.22 The local centre therefore contains a relatively wide range and choice of services including retailing.

5.23 In impact terms, we consider the proposed convenience store on the western edge of the centre would provide a benefit and enhance choice for those living in the surrounding area. It would offer a choice with Co-op located at the eastern end of the centre and Costcutter at the southern end of the centre.

5.24 It is therefore likely that any trading impact would be across a range of facilities as well as representing clawback of those who currently do some of their day to day top up shopping away from Mapplewell. It would also attract pass by trade from those regularly travelling past the site.

5.25 The location of the butchers shop close to the application site would, in our view, benefit from the proposed development. The butcher would have a different and complementary offer to the convenience store and could attract more trade from people visiting the proposal providing a more personal service.

5.26 Some trade may be diverted from Co-op and Costcutter. However, given the scale of development proposed and its focus on day to day top up shopping, we do not consider it would give rise to significant adverse impact on either store.

5.27 Co-op performs a limited main food function as well as meeting some local top up shopping needs. Costcutter has a more limited offer meeting some day to day top up needs. There is less of an emphasis on fresh foods and ready convenience meals in Costcutter. The proposal would include fresh foods and other perishables for day to day consumption. This would complement other shops in the village. Therefore, whilst some trade would be diverted from Co-op and Costcutter, we do not consider the extent of trade diversion would be likely to give rise to significant adverse impact on those facilities or the local centre's convenience trade.

5.28 The existing independent butchers, bakers and farm shop in the village currently provide a complementary offer to Co-op and Costcutter and clearly trade successfully alongside those retailers. We consider this situation would continue as the local independents provide a different offer and choice of goods with a more personal service.

5.29 Against the above background, we do not consider there to be any sequentially preferable sites which are suitable and available for the proposed development in Mapplewell local centre. Neither do we consider the proposed development would give rise to significant adverse impact on the local centre.

6.0 Planning Assessment

6.1 Section 38(6) of the Planning & Compulsory Purchase Act 2004 stipulates that if regard is to be had to the Development Plan for the purposes of a determination to be made under the Act, determination is to be made in accordance with the Plan unless material considerations indicate otherwise.

6.2 The Development Plan comprises the following:

- The Barnsley Core Strategy (September 2011)
- Barnsley Unitary Development Plan (UDP) (December 2000) (Saved Policies)

6.3 Whilst the development plan provides the starting point for our assessment, the NPPF represents an important material planning consideration. Other material considerations include the March 2012 adopted Supplementary Planning Documents relating to 'Parking' and 'Residential Amenity and the Siting of Buildings'.

6.4 Work on the Council's Sites and Places DPD is now being rolled into preparation of one document in the form of a Local Plan, which will include a partial revision of Core Strategy policies. Consequently, no real weight can be given to any consultation documents published to date.

6.5 The NPPF carries a presumption in favour of **sustainable development**. We consider the proposal would provide for sustainable development. Having regard to the three strands of sustainable development set out in the NPPF, we consider the proposal would serve an economic role by providing new employment opportunities in Mapplewell, many of which would be ideal for local residents given the nature of the work provided. Local convenience stores operated by national retailers typically provide around 30 to 40 total employment opportunities.

6.6 The proposal would also provide a social role in that it would help support strong, vibrant and healthy communities by enhancing choice of day to day convenience shopping in the local area and reducing the need to travel elsewhere. The provision of new employment opportunities would also provide a wider spin off benefit for the local economy leading to additional available spend for other local shops and services.

6.7 In relation to the environmental role of the proposal, its location on the western edge of the local centre would improve the general distribution of local food shopping around the centre. It would increase local choice in an accessible location. In doing so it would provide a modern top up shopping facility which would contribute to wider sustainable development principles.

6.8 The NPPF also states that significant weight should be placed on the need to support **economic growth**.

6.9 The proposal represents economic investment in the local economy and with provision of new employment opportunities should be supported. Indeed, the NPPF confirms that 'significant weight' should be afforded to the proposed

development. New employment opportunities in stores such as proposed in Mapplewell can provide a total of around 30 to 40 employment opportunities, many of which would be suitable for local people offering greater flexibility on hours to be worked to fit in with different lifestyle patterns.

6.10 In relation to the **land use allocation** of the application site in the adopted UDP (Housing Policy Area – Policy DT2), this does not preclude other uses locating in such areas. It merely seeks to ensure that the areas remain 'predominantly' in residential use, which it would. Existing residential areas to the north, west and south west would remain. There is no conflict with Policy DT2 or Policy H8.

6.11 With regard to **retail policy** considerations, Section 5 addresses relevant issues including the sequential and impact tests for a proposed edge of centre development. In this case it has been shown there are no suitable and available sequentially preferable sites in Mapplewell local centre which could accommodate the proposed development.

6.12 Neither do we consider the trading impact of the proposed convenience store would be likely to give rise to significant adverse impact on the local centre. Indeed, we consider it would make a positive contribution in terms of enhancing local day to day top up shopping facilities in Mapplewell and help provide an equitable distribution of local convenience shopping throughout the village.

6.13 In light of the above and taking account of relevant material considerations, the principal one of which in this context is the NPPF, we find no material conflict with retail planning policy. Adopted UDP Policy S1 does not preclude retail development outside existing centres. Policy S3 incorporates the sequential test. In relation to criterion (c) we consider the site to be accessible by a choice of transport mode.

6.14 Equally, we have had regard to relevant retail policies in the adopted Core Strategy and find no conflict with Policy CSP31 or CSP32. The latter deals with proposals for 'Small Shops'. When considering Policy CSP32 it is relevant to note that demonstration of need is not a development management test. As indicated above the proposal would be accessible by a choice of transport mode with nearby bus stops and residential areas within easy walking distance.

6.15 In addition, we consider the proposal would comply with Policy CSP8 which priorities Urban Barnsley as the main focus for new development.

6.16 Turning to **highways** and **access considerations**, the submitted Transport Statement demonstrates how the proposed development can be accommodated on the application with appropriate access and servicing arrangements.

6.17 In this context we consider the proposed development would be located and designed to reduce the need to travel by enhancing local convenience provision in the village. The store would also be accessible by a choice of transport mode with nearby bus stops and residential areas close by for walk in trade. Cyclists will also be able to access the site. We therefore consider it would comply with Policy CSP25.

6.18 The layout (Plan: 1062/06/H) of the proposed development takes account of the need to provide for safe, secure and convenient access for all road users. The proposal includes the widening of existing footways around the site to 2m width which would improve pedestrian routes around the site and provide improved access on foot. This would assist in providing safe and convenient access from surrounding residential areas.

6.19 The layout has also been designed to take full account of deliveries to the site enabling delivery vehicles to access the site and unload to the storage area at the rear of the store. We find no material conflict with Policy CSP26.

6.20 We have also taken account of the March 2012 adopted Parking SPD and consider the proposal complies with relevant guidance in the document.

6.21 The **design** of the proposed development would provide a modern building on this corner site with the use of appropriate materials to the local context. It would provide a good quality development and would contribute to place making with a positive addition to local convenience provision in Mapplewell.

6.22 As already indicated, the layout of the site would ensure access to the site by a choice of transport mode. It would provide an attractive and convenient facility for all, including older people who may not be able to access more distant modern local shopping facilities and would benefit from greater local choice. The proposal would therefore accord with Policy CSP29.

6.23 Policy ED4 provides guidance on economic development in the context of impact on **residential amenity**. The layout of the proposed site locates the convenience store building towards the Darton Road frontage and away from nearby residential properties. Equally, the car park layout includes parking areas to the south of the convenience unit, away from the western and northern site boundaries towards residential uses. The edges of the site are proposed to be landscaped with trees planted along the western boundary to offer some screening to nearby residential properties.

6.24 The orientation of the building and its location in the north east corner of the site also means that the building shields activity in the car park and service area from residential properties to the north on Kingsway. Relocation of the existing access from Kingsway to Darton Lane will take traffic movements away from existing residential properties which lie opposite the site.

6.25 Consequently, we do not consider the proposed development would result in adverse impact on residential amenity with respect to air pollution, noise, visually intrusive buildings or lighting. Storage is provided within the building. We find no conflict with Policy ED4.

6.26 Neither do we find conflict with Policy CSP40 in that we do not consider the proposal would give rise, directly or indirectly, to increased pollution (air, surface water, noise, dust, vibration, light or other) which would unacceptably affect or cause a nuisance to the natural and built environment or to people.

6.27 We have also had regard to the March 2012 SPD addressing residential amenity considerations in the siting of new buildings. It is considered the proposed development does not conflict with the supplementary guidance.

6.28 The proposal provides a satisfactory relationship with existing built development in the surrounding area. Proposed plant would be screened thus providing visual and acoustic screening from surrounding areas. There would be no adverse impact on sunlight or daylight.

6.29 In terms of general **sustainability** principles, the proposed development will be of modern construction with the use of appropriate materials providing an efficient and well designed building. It would also use previously developed land thus making efficient use of an existing land resource. The proposed development would be in a sustainable location accessible by a choice of transport mode. No material conflict would arise with Policy CSP1.

6.30 Given the existing built development on the site, the proposal would be able to address drainage matters in accordance with Policy CSP3. The proposal would not lead to material conflict with Policy CSP4.

7.0 Conclusions

7.1 This report has considered the proposed convenience store development against the relevant development plan for the area and we conclude no material conflict with the adopted plan and relevant policies and proposals therein.

7.2 Material considerations have also been taken into account including key matters such as the NPPF and other material considerations including relevant adopted Supplementary Planning Documents (SPD's). Having regard to those material considerations there are no reasons why our view as to the acceptability of the proposed development would be altered.

7.3 We consider the proposal would be in line with the NPPF's presumption in favour of sustainable development. It would deliver economic growth in the local economy to which the NPPF attaches significant weight.

7.4 The proposal would be on the edge of the defined centre of Mapplewell thereby facilitating linkage with the centre. It would also provide a more equitable distribution of local day to day top up shopping facilities in the village securing such provision on the western edge of the centre.

7.5 There are no sequentially preferable sites on which the proposed development could be accommodated in the defined centre and we do not consider the proposal would give rise to significant adverse impact on the centre as a whole.

7.6 The site's location would facilitate access by a choice of transport mode with existing residential areas within easy walking distance and bus stops close to the site. This would provide a sustainable local convenience store in Mapplewell.

7.7 The modern design of the proposal and associated landscaping to be provided within the site would result in an attractive development which would assimilate well into the local environment.

7.8 Having regard to all of the above, we consider the proposed development accords with the development plan and there are no material considerations which would indicate a view otherwise. In light of the above we consider the proposed development should be supported and planning permission granted.