
2024/0954

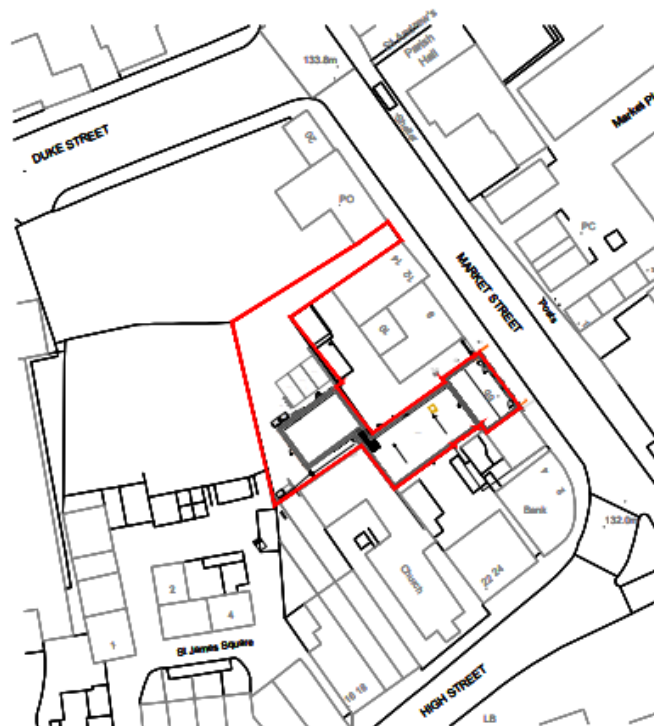
Domino's Pizza UK and Ireland

6B Market Street, Hoyland, Barnsley, S74 9QR

Change of use of a retail unit (Class E) to a Hot Food Takeaway (Sui Generis), installation of extraction and ventilation equipment, and external alterations.

Site Description

The application relates to a two-storey former retail premises located on Market Street – a primary shopping area in Hoyland District Centre. The building is situated within a row of properties of varying uses, including drinking establishments, retail and hot food takeaways. This row of properties forms a secondary shopping frontage. The surrounding area shows a similar mix of commercial uses. The premises is currently vacant and was last occupied in 2021 by 'Fultons Deals'. The building fronting Market Street is constructed of stone and has a pitched roof with slate roof tiles. To the rear of the premises are existing brick-constructed single storey, flat roofed projections. The westernmost part of the projection is elevated due to existing level differences. Vehicular access is taken to the north-east between 14 Market Street and 16-18 Market Street. This access serves existing parking spaces to the rear.



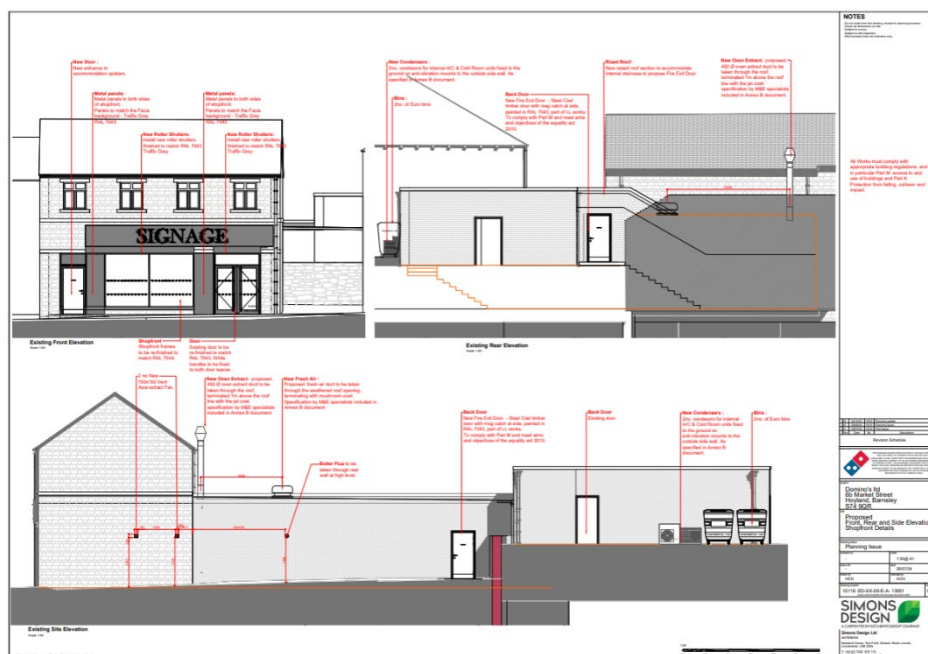
There is an extensive planning history associated with the application site, but the most recent and relevant applications are:

- ## Proposed Development

The applicant is seeking permission for the change of use of a vacant retail store (Class E) to a Hot Food Takeaway (Sui Generis), the installation of extraction and ventilation equipment, and external alterations, including minor shop front alterations and the installation of a fire exit door to the rear. The roof of an existing passageway would be raised to accommodate an internal staircase to provide access to the fire exit door leading to the parking area. Internal alterations are also proposed which would include the reinstatement of access to the first floor through a new staircase, accessed from Market Street, and the introduction of partition walls to create storage and wash-up areas required to accommodate the proposed use.

The unit would operate as a pizza takeaway business between 11:00am to 11:00pm daily through collections and deliveries; however, some ancillary seating (approximately 18 no. covers) has been proposed to enable customers to wait to collect their orders and to provide an option for consumption on the premises.

Two refuse bins would be provided at the rear of the unit for the separate provision for general waste and recyclables, and three existing parking spaces would be retained alongside a new cycle parking provision.



Policy Context

Planning decisions should be made in accordance with the current development plan policies unless material considerations indicate otherwise; the National Planning Policy Framework (NPPF) does not change the statutory status of the development plan as the starting point for decision making. The Local Plan was adopted in January 2019 and is accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment, and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies which are a material consideration in the decision-making process.

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

Local Plan Allocation – Hoyland District Centre

The application site is in the Hoyland District Centre, in a primary shopping area, and forms part of a secondary shopping frontage. The following policies are therefore relevant:

- ***Policy SD1: Presumption in favour of Sustainable Development.***
- ***Policy GD1: General Development.***
- ***Policy POLL1: Pollution Control and Protection.***
- ***Policy TC1: Town Centres.***
- ***Policy TC2: Primary and Secondary Shopping Frontages.***
- ***Policy D1: High quality design and place making.***
- ***Policy T3: New Development and Sustainable Travel.***
- ***Policy T4: New Development and Transport Safety.***

Supplementary Planning Document(s)

- ***Shop front designs.***
- ***Hot food takeaways.***
- ***Hot food takeaways planning advice note.***
- ***Parking.***

National Planning Policy Framework (December 2024)

The National Planning Policy Framework sets out the Government's planning policies and how these are expected to be applied. The core of this is a presumption in favour of sustainable development. Proposals that align with the Local Plan should be approved unless material considerations indicate otherwise. In respect of this application, relevant policies include:

- ***Section 7: Ensuring the vitality of town centres.***

Paragraph 90(a). Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should: a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters.

- ***Section 8: Promoting healthy and safe communities.***

Paragraph 96. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

Paragraph 97. Local planning authorities should refuse applications for hot food takeaways and fast food outlets:

a) within walking distance of schools and other places where children and young people congregate, unless the location is within a designated town centre; or

b) in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social-behaviour.

– Section 9: Promoting sustainable transport.

Paragraph 116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

– Section 12: Achieving well-designed places.

Paragraph 135. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Consultations

Highways Development Control	<p><i>Given that the location of the premises is within the centre of Hoyland with access to a public car park directly opposite, there are no objections to the proposal from a highways point of view.</i></p> <p><i>It must be borne in mind that there is a current retail use associated with the premises that has been brought forward with this application site, which in itself will generate vehicular trips. In terms of a hot food takeaway, whilst there is the likelihood of a delivery vehicle and trips from customers collecting orders, It has been taken into consideration that visits to the premises are likely to be brief in nature and given that there are parking restrictions outside of the premises, vehicles will have to find suitable parking - presumably in the public car park opposite or elsewhere where there are no restrictions. With regards to the access for the existing tenants that is within BMBC ownership, the applicant/owner of the premises also has access to parking to the rear of the building and as such we would be unable to prevent them from taking access.</i></p> <p><i>Parking to the front can be enforced.</i></p>
Pollution Control	<p><i>No objection subject to conditions.</i></p>

Public Health	<p><i>Barnsley has exceptionally high rates of adult obesity, with 67.8% of adults (18+) being either overweight or obese, compared to only 64% of the population nationally (2022/23).</i></p> <p><i>Particularly concerning, however, is the data surrounding children at Ward level. The most recent National Child Measurement Programme (NCMP) data in Barnsley shows that 23.2% of Reception age children are overweight, including living with obesity (2021/22 – 2023/24).</i></p> <p><i>The planning enquiry 2024/0954 is located in Hoyland Milton ward. Overweight and obesity rates for Hoyland Milton ward for Year 6 children are 36.7% (2021/22 – 2023/24). The Barnsley MBC Hot Food Takeaway Supplementary Planning Document (SPD) and Planning Advice Note (PAN) states that “proposals for hot food takeaways within a ward where more than 32% of 10 – 11 year olds are classed as having excess weight are... more likely to be in conflict with the National Planning Policy Framework (NPPF).”</i></p> <p><i>There is also a high proliferation of hot food takeaways in the local area. There is a cluster of 9 takeaways within 5 minutes walking distance of the proposed site, including 2 takeaways one door down from the location. Adding an additional takeaway in this location does not diversify the local food offer as mentioned in Barnsley’s Supplementary Planning Document for Hot Food Takeaways.</i></p> <p><i>As this ward has higher than average levels of childhood overweight and obesity and a high proliferation of existing hot food takeaways, the proposal would fail to contribute to the creation and protection of a healthy, safe place and is contrary to the Barnsley SPD and PAN for Hot Food Takeaways.</i></p>
Waste Management	<i>No response.</i>
Local Ward Councillors	<p><i>Councillor Franklin raised concerns about the addition of another takeaway and where it is situated as Market Street is busy and the vehicle movement in and out of the rear area will be constant during open times, parking at the front will cause chaos especially with the entrance to the B&M site. The entrance to the rear is in BMBC ownership and provides access to BMBC tenants.</i></p>

Representations

Neighbour notification letters were sent to surrounding properties. A site notice was placed nearby, expiring 6th December 2024. One representation was received in support of the application.

Assessment

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

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

Principle of Development

The overriding policies in relation to hot food takeaways are set out at a national level with paragraph 97 of the National Planning Policy Framework (NPPF) stating:

‘Local planning authorities should refuse applications for hot food takeaways and fast-food outlets:

a) within walking distance of schools and other places where children and young people congregate, unless the location is within a designated town centre; or

b) in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social behaviour.’

In relation to paragraph 97(a) of the NPPF, the nearest schools to the application site are St Helen’s Catholic Primary School located some 372 metres to the west and Greenfield Primary School located some 385 metres to the north-east. Paragraph 5.7 of the Hot Food Takeaways planning advice note, adopted May 2019, states that ‘continuing to permit school children access to food sold in hot food takeaways, often high in fat, salt and sugar, will perpetuate poor food choice. As such, restricting the development of hot food takeaways within a ten-minute walking distance of the school (i.e. a 400m radius) will limit children’s exposure.’ However, the application site is in a designated district centre, the Hoyland District Centre, and is in a primary shopping area forming part of a secondary shopping frontage. As such, the proposal does not conflict with paragraph 97(a) of the NPPF.

In relation to paragraph 97(b) of the NPPF, Public Health were consulted and objected because of higher-than-average levels of childhood overweight and obesity and a high proliferation of existing hot food takeaways in the locality. However, the statistics used to form the basis of this objection are from the period of 2021/22 – 2023/24, and therefore, are not included within the adopted Hot Food Takeaway SPD or planning advice note. As such, they cannot be attributed any weight in this regard. However, the statistics are attributed moderate weight with respect of national planning policies. The content of the recently added paragraph 97 of the NPPF were put to Public Health. However, no further demonstrable evidence could be provided in relation to the concentration of such uses having an adverse impact on local health, pollution or anti-social behaviour. However, it is acknowledged that such uses are a contributing factor. As such, the proposal does not conflict with paragraph 97(b) of the NPPF.

The Hot Food Takeaways planning advice note states that ‘proposals for hot food takeaways within a ward where more than 32% of 10–11-year-old pupils are classed as having excess weight and are

therefore more likely to conflict with this part of the NPPF. Table 1 in the planning advice note shows that the Hoyland Milton Ward has 27.5% of 10–11-year-old pupils classed as having excess weight. As such, the proposal does not conflict with the planning advice note in this regard.

The Hot Food Takeaways planning advice note also references the over proliferation of such uses. It states that consideration will be given to the number of existing hot food takeaways in each ward as per Table 1, and that the NPPD states 'planning decisions should aim to achieve healthy, inclusive and safe places which: enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs.' The greater the number of hot food takeaways within a ward the more likely it will be that proposals for further such takeaways would conflict with this part of the NPPF. Table 1 in the planning advice note shows the Hoyland Milton Ward has 19 existing hot food takeaways. It is acknowledged that there is localised concentration of existing hot food takeaways in the locality, specifically a group of 5 or 6 takeaways on King Street some 110 metres to the south-east of the application site. There are also two existing takeaways to the north-east of the application site and on the same shopping frontage. However, the addition of one new hot food takeaway is not considered to result in the over proliferation of such uses either locally or in the Ward in this instance.

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

Local Plan Policy TC2 states that 'Proposals for retail (A1-A5) uses will be allowed on Primary and Secondary Shopping frontages in Barnsley Town Centre provided that, within each primary shopping frontage in Barnsley Town Centre, ground floor uses would remain predominantly retail (Class A1) in nature. Other uses may be acceptable, especially where they diversify and improve provision in a centre, if it can be demonstrated that the vitality and viability of the primary shopping area concerned would not be negatively affected and that ground floor uses on the Primary Shopping Frontages remain predominantly retail (Class A1) in nature.'

Paragraph 4.7 of the Hot Food Takeaways SPD states that 'there should be no more than one A5 (hot food takeaway) use in any one length of frontage to protect the street scene, achieve a diverse mix of shops and maintain good standards of design.'

The proposal would see an additional hot food takeaway created in the Hoyland Milton Ward, taking the total amount in this ward to 20 based on 2018 BMBC local data source. Whilst there is a localised concentration of hot food takeaways in the locality and the new proposed use would result in a third takeaway on a secondary shopping frontage, resulting in some clustering, this is not considered to be detrimental to the character, function or vitality of the frontage or the wider District Centre. The proposal would not impact a primary shopping frontage and the main core of Hoyland District Centre, which is bounded by High Street, King Street, Southgate and Milton Road, would continue to remain predominantly retail alongside other Class E uses. The proposal is therefore considered acceptable regarding Local Plan Policies TC1 and TC2.

Consequently, whilst there is some conflict with policies, the principle of development is considered acceptable. The development would bring a long-standing vacant unit back into use allowing the site to continue to contribute to the vitality and viability of Hoyland District Centre, and would also bring other anticipated benefits, including the creation of new part-time and full-time jobs.

Health and Pollution Control

The application is supported by a Health Impact Assessment (HIA) and Noise Impact Assessment (NIA) which confirm amongst other things that the proposed ventilation and extract systems and air and cold room units would incorporate sound and odour attenuation and reduction measures. The systems would also be designed as to minimize potential operational air quality effects. As such, this is attributed moderate weight in favour of the proposed development.

Potential effects relating to littering associated with the operational activities of the hot food takeaway would be minimised as far as possible through active management of the immediate vicinity. There are several existing litter bins in the locality and separate general waste and recycling refuse bins are proposed to the rear. This is attributed modest weight in favour of the proposed development.

On the issue of healthy eating, the HIA states:

'Domino's Pizza typically caters for adults and families who purchase pizza as a luxury treat, with the average Domino's pizza customer ordering approximately five times a year.'

'In 2023, Domino's undertook a full nutritional review of their product portfolio and have launched the new Nutrition Strategy with the aim of offering a balanced choice. Measures being implemented and investigated as to help promote healthy choices include removing trans-fats from products, displaying calorie information for all products on menus, trialling 'Cheeky Little Pizzas range and wraps, and a responsible marketing policy ensuring promotion of products appropriately.'

The details included within the HIA sufficiently sets out Domino's approach to healthy eating, and in the context of surrounding uses which provide a food and beverage offering, it is concluded that the proposal would provide an appropriate mix and level of choice for local people. Domino's approach also reflects the aims and policies of Section 8 of the NPPF, including those specified by paragraph 96. This is attributed moderate weight in favour of the proposed development.

There could be some potential disturbance and disruption because of construction works, and whilst any potential impact is anticipated to be temporary, should the application be approved, a condition will be used to control construction hours.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and Local Plan Policy POLL1: Pollution Control and Protection and would be acceptable regarding residential amenity.

Residential Amenity

The application relates only to the ground floor of the premises. Whilst access to the first floor would be re-instated, it is understood that it would remain vacant. The landlord may want to use or change the use of this floor in the future, but this would be subject to a separate planning application.

The nearest residential properties are considered to be those located on the upper floors of existing hot food takeaways to the north-west of the site. There are other residential properties to the south-west on St James Square. The proposed development includes the installation of various equipment and could therefore contribute to potential noise and disturbance impacts, and smells and discharge of fumes. As such, application is supported by a Health Impact Assessment (HIA) and Noise Impact Assessment (NIA) which confirm amongst other things that the equipment would incorporate sound and odour attenuation and reduction measures and would also be designed as to minimize potential operational air quality effects. As such, this is attributed moderate weight in favour of the proposed development.

The business is proposed to be operational between 11:00am and 11:00pm daily through collections and deliveries. As such, there could be some disturbance because of comings and goings. However, the application site is located on a secondary shopping frontage in a primary shopping area in the Hoyland District Centre, which is characterised by a mix of commercial uses, some of which are also operational into the late evening. The addition of one new hot food takeaway in the area is therefore unlikely to present a considerable worsening of existing levels of impact. The proposed operational hours are also in accordance with paragraph 4.9 of the Hot Food Takeaways SPD. Nevertheless, if the application is approved, operational hours will be conditioned. As such, this is attributed modest weight in favour of the proposed development.

Pollution Control were consulted, and no objection was raised subject to conditions securing noise and odour mitigation measures and controlling of the hours of construction and development related activities.

The proposal is therefore considered to comply with Local Plan Policy GD1: General Development and Local Plan Policy POLL1: Pollution Control and Protection and would be acceptable regarding residential amenity.

Visual Amenity

The application unit is a two-storey commercial unit fronting Market Street – a secondary shopping frontage in a primary shopping area in the Hoyland District Centre. The building fronting Mark Street is constructed of coursed stone and has a pitched roof with slate roof tiles. To the rear of the building are two single storey flat roofed projections that are connected by a small passageway. The centre variety of commercial, and service uses, including retail stores, banks, barbers, public houses and hot food takeaways.

The proposed use of the application unit as a hot food takeaway would be appropriate to the scale, role, function and character of Hoyland District Centre. The proposed takeaway would sit amongst a variety of existing uses on Market Street, including retail stores, public houses, hot food takeaways, a pharmacy and a florist. There are two existing takeaways on the same shopping frontage located approximately 15 metres to the north-west. Whilst the proposal would result in minimal clustering of such uses on this frontage, contrary to the Hot Food Takeaways SPD, the proposal would not impact a primary shopping frontage and the main core of Hoyland District Centre, bounded by High Street, King Street, Southgate and Milton Road, would remain predominantly as retail alongside other Class E uses. Moreover, there is a localised concentration of existing hot food takeaways within the District Centre, specifically a group of existing takeaways on King Street some 110 metres to the south-east of the application site. Hot food takeaways therefore contribute to the mix of uses provided for within and the character of the local area. The proposal is therefore not considered to be detrimental to the character, function or vitality of the shopping frontage or the Hoyland District Centre as a whole, in accordance with Local Plan Policies TC1 and TC2. This is attributed moderate weight in favour of the proposed development.

The proposed alterations to the shopfront would be relatively minor in scale and would largely reflect the appearance of the existing shopfront. New metal panels and roller shutters would be installed in a 'Traffic Grey' (RAL 7043) colour. The existing shopfront door and window frames would be retained and re-finished to match the grey colour scheme. The amount of shopfront glazing would be reduced with a new access door installed to re-instate access to the first floor. This is attributed moderate weight in favour of the proposed development.

New extract vents would be installed on the north-west side elevation of the building fronting Market Street, with a new oven extract, new fresh air duct, boiler flue and back door installed on the adjoining projection immediately to the rear. This equipment would be largely obscured by the building fronting Market Street to the benefit of the character of the street scene and visual amenity more generally. New condenser units would be installed and fixed to the ground adjacent to the north-west elevation of the westernmost part of the existing rear projection. Refuse bins would also be in this area. A bin

store was suggested during the application process. However, the applicant declined to provide this given the rear yard is secured by gates. Further enclosure was therefore not considered necessary. The bins and equipment would also be out of public view. This is attributed modest weight in favour of the proposed development.

The proposal indicates areas of signage on the shopfront. However, this is not under consideration and requires the submission of an application for advertisement consent.

The development is therefore considered to comply with Local Plan Policy D1: High Quality Design and Placemaking and is acceptable regarding visual amenity.

Highway Safety

During the application process, concerns were raised regarding the location of the development as Market Street is busy and vehicular movements would be constant during operational hours. There were concerns raised regarding parking to the front and potential conflict with the access to the B&M store opposite. Concerns were also raised regarding the access to the rear of the site in which BMBC has ownership.

In relation to access to the rear of the site, this is not a material planning consideration. Nevertheless, it was advised that enquires should be made as to whether this would present any issues. The Agent has sought and confirmed that the applicant has access rights. Highways Development Control also confirmed this. The applicant or owner of the premises cannot therefore be prevented from taking access between 14 Market Street and 16-18 Market Street. The access serves three parking spaces to the rear of the premises which are to be retained and used for staff parking and deliveries. Cycle parking spaces are also proposed. Should the application be approved, the provision of cycle parking spaces will be secured by condition, in accordance with Local Plan Policy T3. This is attributed little weight in favour of the proposed development.

In relation to parking to the front of the premises on Market Street, parking restrictions are in place by means of double yellow lines.

In relation to increased vehicular movements, it is necessary to consider that the existing retail use of the premises and the fact that it could reopen as such. It could also operate as other Class E uses without planning permission. Such circumstances would present similar vehicular movements in the area. Highways Development Control were consulted, and no objection was raised as the premises is located in the centre of Hoyland with access to a public car park directly opposite. Highways stated that they had taken into consideration the likelihood of deliveries and collections, the fact that trips made for collections are likely to be brief in nature given the parking restrictions in place and the fact that because of the parking restrictions customers would need to find suitable parking – presumably in the public car park opposite or elsewhere. As such, this is attributed moderate weight in favour of the proposed development

Paragraph 116 of the NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

In this instance, the proposal is not considered to have an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe. The application site is in a sustainable location and is easily accessible on foot, by car and with reasonable access to public transport links. In addition, in view of a previous allowed appeal at a nearby site at 14 High Street, it is considered that, whilst each application is considered on its own merits, an attempt to refuse this application on highway safety grounds would unlikely be upheld at appeal.

The development is therefore considered to comply with Local Plan Policy T3: New Development and Sustainable Travel and Local Plan Policy T4: New Development and Transport Safety and is acceptable regarding highway safety.

Planning Balance and Conclusion

In considering the above assessment, it is acknowledged that there will be some conflict regarding localised concentrations and clusters of hot food takeaways, contrary to the Hot Food Takeaways SPD. However, it is not considered that this would be detrimental to the character, function or vitality of the Hoyland District Centre, in accordance with Local Plan Policy TC1, and whilst the proposal would introduce an additional takeaway to the area, it is not considered that this would result in the over proliferation of such uses both within the immediate locality and the wider Hoyland Milton Ward. The proposed hot food takeaway is considered to be in an appropriate and sustainable location on a secondary shopping frontage in a primary shopping area in the Hoyland District Centre. The main shopping core of the centre would be unaffected by the proposal, remaining predominantly retail, in accordance with Local Plan Policy TC2. The application site is easily accessible on foot, by car and with reasonable access to public transport links. Cycle parking spaces are also proposed to the rear to encourage alternative and sustainable transport methods. The proposed use is not considered to be prejudicial to highway safety as associated vehicular movements are likely to be brief and similar to those associated with the current retail use of the premises, in accordance with Local Plan Policy T4. The proposal would bring a national brand to the Hoyland District Centre with a well-established healthy eating strategy and complimentary food offer in an already mixed environment. The proposal would bring back into use a long-standing vacant premises and would create a number of part-time and full-time jobs. The proposal would maintain an active shopping frontage and would ensure the long-term vitality and viability of the Hoyland District Centre. The anticipated benefits of allowing the development are therefore considered to significantly outweigh relatively minor conflicts in relation to localised concentrations and clustering of hot food takeaways, and as such, and on balance, this application is recommended for approval.

**Recommendation -
Approve with Conditions**