Planning Potential
Planning Regeneration and Development

PLANNING, RETAIL AND ECONOMIC STATEMENT

Full Planning Permission for the Construction of New Foodstore, with Car Parking, Landscaping and Associated Works

AT

Land South of High Street, Royston, Barnsley

ON BEHALF OF

Aldi Stores Limited

DECEMBER 2014

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1.0 INTRODUCTION

1.1 This Planning, Retail and Economic Statement has been prepared by Planning Potential Ltd on behalf of 'Aldi Stores Limited' in support of a full planning application for the erection of foodstore with car parking, landscaping and associate works at Land South of High Street, Royston. A site location plan is attached at **Appendix 1**.

1.2 The site is located within the built fabric of Royston; a principle town within Barnsley Council's settlement hierarchy, where growth and investment are directed to. The site comprises a cleared development site, located approximately 170m to the west of Royston's defined district centre. The site therefore occupies an edge-of-centre location in retail planning terms, and a prominent location along High Street. At present the site is under-utilised in terms of built development when viewed from High Street, and also suffers from a generally poor quality environment with much of the land overgrown and in need of investment.

1.3 On the 04 June 2014, a hybrid planning application (App Ref: 2014/0318) for a new foodstore (in full), and residential development, with access unreserved (in outline form) was approved by Barnsley Metropolitan Council. The application received overwhelming support from local residents and ward councillors, with 90% of respondents in favour of the proposals. On this point, all policy considerations had been addressed and the application was determined under delegate powers.

1.4 Following approval, a Condition imposed by the Council presented construction requirements that Aldi were unable to fulfil. On revisiting the site proposals, it was established that the residential element of the approved scheme was not required for viability, and that planning could be achieved for slightly larger store more in line with Aldi's current requirements. The new proposals enable wiser landscaping buffers which will benefit existing residents.

1.5 This full planning application seeks permission for an Aldi foodstore with a gross footprint of 1,788sqm and net sales area of 1,254sqm. Overall, the proposal represents a modest uplift in floorspace and is designed to serve the local catchment of Royston. In line with the consented scheme, the proposal seeks to introduce choice and competition within the market place, and 'claw back' trade lost to competing stores outside of the settlement. This point was acknowledged by the Council under application 2014/0318, as existing stores within Royston currently seek to meet the day-to-day top-up shopping needs of local residents. This fact is reflected in Royston's low trade retention rates, as identified by Barnsley Metropolitan Council's retail studies. Overall, it is considered that the provision of an Aldi food store within Royston would complement existing retailers and facilitate 'linked trips'; given the nature of offer of a discount food store. On this point, following the ASDA acquisition of Netto; the nearest discount foodstore is located 3.53miles away at Aldi, Claycliffe Road, Barugh Green.

1.6 In terms of addressing other key planning policy considerations, we have demonstrated that the revised scheme will not have an adverse impact on highways, ecology, trees, flood risk, residential amenity and ground conditions.

1.7 The principle of retail development on site has already been accepted by the Council, it is therefore considered that the application should be approved without delay.

1.8 **Section 2** considers the site's location, and planning history of the site.

1.9 **Section 3** considers the application proposals in detail.

1.10 **Section 4** considers the national and local planning policy context for the proposal and highlights the current agenda to support economic growth and the provision of accessible retail facilities.

1.11 **Section 5** provides a background on Aldi Stores Limited, and its layout and design philosophy.

1.12 **Section 6** considers the retail element of the proposals. This includes addressing sequential approach in line with paragraph 24 of the NPPF. This section also looks at the potential benefits and perceived impacts of the proposed foodstore against the criteria set out in Paragraph 26 of NPPF and local policies.

1.13 **Section 7** considers other material considerations in the determination of this planning application.

1.14 Finally, **Section 8** summarises and concludes the statement.

2.0 SITE DESCRIPTION AND PLANNING HISTORY

Royston

2.1 The application site is located within Royston; a suburban village within in the Metropolitan Borough of Barnsley, located approximately 4.9miles north east of Barnsley town centre.

2.2 Royston is identified as an area in need of regeneration and investment. On this point, national statistics (2011) for the Royston Ward highlights that 4.6% of the residents are unemployed compared to an average for England of 4.4% - demonstrating a need for job creation within the local area. Demographics are attached in **Appendix 2**.

The Application Site and Surrounding Area

2.3 The application site is located along High Street (B6428), a key arterial route from the west into Royston district centre which lies approximately 170 metres to the east of the application site. The site therefore occupies an edge-of-centre location in retail planning terms. The site's relationship to the existing retail centre of Royston and surrounding land uses, as described below is illustrated in **Appendix 3** 'Context Plan'.

2.4 The whole site is approximately 1.03ha (2.53acres) in size, and is regular in shape and is relatively flat, with a gentle slope from High Street. The site was once occupied by a factory and associated warehouses (Use Classes B2 and B8) which was cleared post 2009, and now comprises vacant scrubland, with mature trees and hedging which border the site.

2.5 At present the site is under-utilised in terms of built development when viewed from High Street, and also suffers from a generally poor quality environment with much of the land overgrown and in need of investment.

2.6 The site is bounded to the north by High Street (B6428), beyond which are a small working men's club (Alexandra); area of green space; and

dense areas of residential development. Located to the west of the site is a small NHS practice including a pharmacy, and cluster of residential dwellings. The dwellings provide a mixture of types, including new three storey townhouses, and small semi-detached dwellings. Located to the southwest of these land uses is a school, with play grounds and dense areas of residential development.

2.7 To the south of the site are dense areas of residential development in cul-de-sac formations. Located to the east of the site fronting High Street are a mixture of detached and semi-detached dwellings which extends towards Royston district centre. At the entrance to the centre is a small Co-op, with car park.

2.8 Vehicular access to the site is from High Street to the north. The route connects the site to the district centre and is subject to a 30mph speed limit.

2.9 In terms of public transport, there are a number of bus stops located along High Street. Bus numbers 57, 59 and 59A provide a regular service into Royston district centre and the surrounding settlements.

2.10 Pedestrian access to the site can be achieved from High Street. We note that existing footpaths are wide, well-lit, clean and overlooked by neighbouring residential properties- facilitating clear, safe and direct pedestrian linkages to Royston district centre and the wider residential areas which is a 3 minute walk (based on Google Maps). The accessibility of the site has been recognised by Barnsley Metropolitan Council.

2.11 It is important to note that the site does not lie within a Conservation Area, and no Listed Buildings or TPO trees will be affected by the development proposal.

Planning History

2.12 In terms of planning history for the site, the principle of retail development was approved on the 04 June 2014, under application reference 2014/0318, the decision notice is attahced at **Appendix 4**. The application was submitted in hybrid form, and secured planning permsison for a new foodstore (in full) and residential development (in outline), with access unreserved. The application was submitted on behalf of joint developers QUORA Ltd and Aldi Stores Ltd.

2.13 Following approval, a Condition imposed by the Council presented construction requirements that Aldi were unable to fulfil. On revisiting the site proposals, it was established that the residential element of the approved scheme was not required for viability, and that planning could be achieved for slightly larger store more in line with Aldi's current requirements. The new proposals enable wider landscaping buffers which will benefit existing residents.

2.14 Prior to the above application, the planning history of the site related to its previous commercial uses (factory and assocaited warehouses) which have now been demolished. The site now comprises vacant scrubland.

3.0 PROPOSED DEVELOPMENT

Quantum and Nature of the Proposals

3.1 In June 2014, the principle of retail development on site was approved under application reference 2014/0318. The application was submitted in hybrid form which included full planning permission for a new Aldi foodstore and outline planning permission for residential development. The proposal secured planning permission for the redevelopment of the site in replacement of a new building with a 1590sqm gross external area, and the southern portion of the site would have been delivered for residential purposes. This application seeks to remove the residential element of the scheme, and its replacement with a slightly larger store in line with Aldi's current business requirements. Details on Aldi's business format/model are provided in Section 5 of this statement.

3.2 Table 1 highlights the proposed difference in floorspace from the approved development in comparison to the revised scheme. Overall, given the proposed modest uplift, we consider that the changes identified relate to minor design evolutions or operational requirements and none of them have any bearing on matters of principal or seek to make any fundamental changes that demand substantive re-assessment under planning policy.

Floorspace	**Consented Size (sqm)**	**Proposed Size (sqm)**	**Uplift (sqm)**
Net Sales Area	1,000	1,108	108+
Net Floorspace (including check outs, packing area entrance and exit lobbies)	1,140	1,254	114+
Gross Internal Area	1,537	1,728	191+
Gross External Area (including outdoor canopy)	1,590	1,788	198+

Table 1: Proposed and Consent Floorspace

Site Layout and Design

3.3 On revisiting the site proposals, to improve circulation and connectivity within the site; the footprint of the Aldi foodstore has been set back to enable two linear rows of car parking to the front, facing High Street. It is considered that this will help with connectivity within the site for customers and it will also provide an additional 27 unrestricted car parking spaces.

3.4 The store will provide 121 unrestricted car parking spaces, of these 7 will be disabled spaces, 8 will be parent and child spaces, two spaces for motor bikes and 5 cycle hoops. Pedestrian movement on and in to the site will be aided by clearly marked and visible pedestrian routes and access routes. On site vehicles will also benefit from wide and clear access road and wide, clearly visible parking spaces. The access road into and out of the site will run on along the western boundary of the site and will be screened by landscaping, increasing the safety of pedestrians.

3.5 The use of glazing to the stores fascia will offer views into the food store's sale area for people passing along High Street, adding interest to the current street scene. The use of glazing will also provide an expansive customer entrance and allow natural light to permeate throughout the store.

3.6 In store, shoppers will now benefit from designated customer toilets that will be positioned in the north east corner of the store, adjacent the customer packing area. The introduction of toilets in proposed Aldi Stores is in response to comments made by customers, and Aldi believes that the provision of this facility at Royston will add to the customer shopping experience.

3.7 In order to ensure that the amenity of the immediate residents on the southern boundary of the site is protected, the store footprint will remain on the eastern boundary of the site but additional landscaping will be put in place.

Amenity

3.8 The delivery yard will be located on the southern boundary of the site, immediately adjoining the stores footprint. The service yard will incorporate a loading bay (comprising self levelling dock), roller shutter access doors and a sheltered canopy system. The service yard is located to the south of the site to minimise impact on the existing residential amenity. On this point, appropriate screening is proposed, including a 2m high timber acoustic closed board fence on the immediate southern boundary of the service yard, beyond which is an enlarged area of green wedge with trees and hedging and additional close boarded fence.

3.9 It is anticipated that the Aldi store will receive 2 articulated lorry deliveries per day plus a single delivery from a local milk supplier. HGV deliveries are expected to typically take 30 minutes; and are a straightforward exercise, given that Aldi's stock is delivered on pallets which are simply rolled into the warehouse, utilising the automated dock levelling system. Furthermore, as part of Aldi's delivery procedure the responsibility for the unloading of a servicing vehicle rests with its driver, as such there is no potential for delay in the process as it is not necessary to wait for store staff to deal with the vehicle on its arrival (as is the case with many other mainstream convenience retailers). Aldi are willing to accept conditions to restrict deliveries to daytime hours only (defined as 7am to 11pm).

3.10 Lighting on the site will be carefully controlled to ensure no light spillage to existing neighbouring properties. Lights in the car park are turned off at night with low level lighting remaining in the store for security purposes.

3.11 With regards to scale and massing, the proposed store will be broadly

commensurate with the heights of surrounding residential properties.

Accessibility

3.12 Vehicular access to the foodstore site will be via a new access from High Street. This access point is designed to facilitate movement within the site, and onto the existing highway network.

3.13 A total of 121 car parking spaces will be provided for the food store adjacent to the store. This will include 7 disabled spaces and 8 parent / toddler spaces. Further to this 2 motorcycle spaces are proposed and 5 cycle hoops along to store frontage.

3.14 The new site layout also seeks to maximise existing pedestrian linkages, to ensure the car park area is easily navigable on foot. Consequently, the application proposes a number of pedestrian routes within the site which will facilitate movement between the store and adjoining car parking area, onto High Street to the north.

3.15 We note that footpath 13 Royston runs just outside the western boundary of the site. The Council's Public Right of Way Officer commented under application 2014/0318 that the proposal for a foodstore and residential development would not affect the existing PROW, but requested that a ramp be incorporated into the connecting point of the site to ensure compliance with the DDA legislation. This feature has been retained as part of this proposal and we consider that this will again not impact on the existing PROW.

3.16 The revised proposal also seeks to retain the pedestrian crossing secured under 2014/0318 along High Street which connects the site to the existing school and neighbouring land uses. On this point, statutory consultees and considered that the proposed pedestrian crossing of High Street would provide access for users of the path as well as residents.

Landscaping

3.17 The site currently comprises a cleared development site which clearly detracts from the visually amenity of the area, and is a poor reflection of Royston and the wider area to those passing by.

3.18 The introduction of a structured scheme to the front of the site has been carefully considered in order to enhance the streetscape, whilst still maintaining a strong visual link to the store and into the site. Appropriate screening has been incorporated within the scheme in the form of, a 2m acoustic fence to conceal the servicing area from the residential properties to the southern boundary, along with wildflower meadow planting and a robust native landscaping buffer to the embankment area.

3.19 In addition to the above, additional landscaping is proposed to the south - where the residential element of the previous scheme was once promoted. It I s considered that the introduction of structured landscaping in this area will improve the amenities of neighbouring residents.

3.20 To ensure the site is integrated within the built fabric of Royston, the application seeks to include a proposed retaining wall which will feature along the boundaries of the site. This feature is consistent with the current street scene of High Street which includes a continuation of low stone walls. Close boarded fencing is also proposed along the site boundaries.

3.21 It is also proposed that a landscaping strategy will be implemented within and surrounding the car parking area both to denote the parking layout and to break-up the visual impact of the hard-standing.

3.22 Further details on design and layout will be provided within the accompanying Design and Access statement produced by the Harris Partnership.

Employment

3.23 The proposal represents a significant investment opportunity for Royston, including the re-introduction of jobs on a former commercial site. Indeed, the proposed foodstore will create up to 50 full and part time jobs. It is also anticipated that up to 200+ job opportunities will be created at the construction phase for the Aldi store alone. On this note, Aldi are prepared to enter into a Local Labour Agreement or suitably worded conditions to ensure that this is implemented. Aldi have been able to offer positions to unemployed people looking to get back to work.

4.0 PLANNING POLICY REVIEW

4.1 This section addresses the planning policy background in respect of the application proposals. The National Planning Policy Framework (NPPF) is the principle national guidance in respect of sustainable development. The principal policy issues as outlined in national and local guidance are outlined below.

National Planning Policy Framework (NPPF) (2012)

4.2 The new National Planning Policy Framework (NPPF) was published by the DCLG on the 27th of March 2012.

4.3 The framework confirms the government's sustainable growth agenda as set out in the Greg Clark statements, and makes clear to local authorities that applications that support sustainable economic growth should be positively supported by LPA's. As such an application proposal must meet the following criteria as identified within the NPPF. This includes:

- Section 1: Building a Strong, Competitive Economy
- Section 2: Ensuring the Vitality of Town Centres
- Section 4: Promoting Sustainable Transport
- Section 7: Requiring Good Design
- Section 10: Meeting the Challenge of Climate Change, Flooding and Coastal Change
- Section 11: Conserving and Enhancing the Natural Environment

National Planning Policy Guidance (March 2014)

4.4 Former Planning Minister Nick Boles on the 06 March 2014 made a Written Ministerial Statement to parliament concerning the publication of the approved version of the National Planning Policy Guidance that will sit beneath the NPPF. In respect to retail development; the NPPG reflects the NPPF commitment to ensuring that vitality of town centres which reflects

the old PPS Practice Guidance and the NPPF requirements of sequential and impact tests where necessary.

Local Planning Policy: Unitary Development Plan

4.5 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 site is allocated under Policy RO41 as an existing employment area. The following policies are considered relevant to the determination of this application:

- Policy ED7 'Existing Employment Areas
- Policy BE5 'Improving Existing Areas of Poorer Quality Built Environment'
- Policy ED4 'Economic Development and Residential Amenity'
- Policy RO11 'Royston Community Area'
- Policy T2 'Development and the Highway Network'
- Policy T6 'Assessment of Improved Accessibility'
- Policy T8 'Highway Maintenance'

Local Development Framework

Barnsley Core Strategy (September 2011)

4.6 Adopted in September 2011, the Barnsley Core Strategy provides a spatial strategy for the future development of Barnsley up to the year 2026. The Core Strategy identifies Royston as a principle town in need of regeneration. The following policies are considered relevant:

- Policy CSP 1 'Climate Change'
- Policy CSP 2 'Sustainable Construction'
- Policy CSP 3 'Sustainable Drainage Systems (SUDS)'
- Policy CSP 4 'Flood Risk'
- Policy CSP 5 'Including Renewable Energy in Developments'
- Policy CSP 7 'City Regions'

- Policy CSP 8 'The Location of Growth'
- Policy CSP 19 'Protecting Existing Employment Land'
- Policy CSP 25 'New Development and Sustainable Travel'
- Policy CSP 26 'New Development and Highway Improvement'
- Policy CSP 27 'Parking Strategies'
- Policy CSP 28 'Reducing the Impact of Road Travel'
- Policy CSP 29 'Design'
- Policy CSP 33 'Green Infrastructure'
- Policy CSP 39 'Contaminated and Unstable Land'
- Policy CSP 40 'Pollution Control and Protection'
- Policy CSP 42 'Infrastructure and Planning Obligations'

Draft Development Sites and Places DPD (2012): Now Local Plan

4.8 The above document was released for consultation between the 23rd July 2012 and 28th September 2012. Barnsley Council have confirmed that they are no longer progressing with this document, but instead promoting a Local Plan which will be an amalgamation of elements of the Core Strategy (2011) and information submitted in support of the Draft Development Sites and Places DPD. The six week consultation period on the new Local Plan will take place at the end of October 2014 and the target adoption date is April 2016.

4.7 We note that the historic employment allocation for the site was not taken forward by the Council as part of this document, and comprised 'white land'.

4.8 Finally, we also note that the document identifies a list of policies. However, given that this document is no longer being progressed it holds no material weight and its policies have not been included on this basis.

Evidence Base

Retail Impact Analysis of Potential Superstore Developments in Barnsley (May 2011)

4.9 This study takes a number of superstore development scenarios and provides an analysis of their impacts on Barnsley Town Centre. It is designed to provide guidance to the Council in determining planning applications for superstores in edge or out of centre locations with regard to Barnsley Town Centre. The document provides information on market shares and trade draw analysis for existing commitments which will draw trade from the Royston zone.

Barnsley Town Centre Retail Capacity Update (March 2011)

4.10 This study provides an update on quantitative and qualitative capacity for additional retail development in Barnsley Town Centre (based on the 2007 household survey data). This study also provides expenditure figures for the 'Royston/North' zone until 2026. The study highlights that residents of Royston are predominately shopping at convenience stores within Barnsley. Notable convenience store destinations include ASDA, Old Moor Lane, Barnsley (£26.41 million from Zone 4) and Morrisons Barnsley (£9.63m from Zone 4) (at 2008). Consequently, both stores are significantly 'over-trading'. We note that the district centre of Royston retains a 6% market share within zone 4 which equates to a turnover of £4m.

Smaller Centre Study Addendum Report (May 2011)

4.11 This study updates the 'Smaller Centre Study Report' produced in 2010 following the production of Town Centre Retail Capacity Study (March 2011) and Retail Impact Analysis of Potential Superstore Developments in Barnsley Report (May 2011) for Barnsley MBC. This preceded the adoption of the Core Strategy of September 2011.

4.12 This Addendum Report states that PPS4 refers to the need to assess the impact of developments over 2,500 sqm gross floorspace that are not in line with the development plan and occupy either edge or out-of-centre site. This is consistent with the NPPF.

Smaller Centre Study Report (2010)

4.13 The study provides the most recently published health checks of centres, including in centre surveys of visitors and population and expenditure figures.

4.14 Royston is a defined district centre within, with capacity to expand its existing town centre boundaries. A health check was undertaken as part of the study. Overall, the study found a higher than average representation of convenience stores particularly at Midland Road and therefore a lower than average comparison representation. Service uses represented 36% of total units, lower than the national average. There is a particular low leisure service representation within the area. The vacancy rate of 21% is considerably higher than the national average.

4.15 An in-centre study identified Royston as a popular convenience shopping destination (80%). We note that the former Netto (a discount trader) was a popular shopping destination retaining 38.7% of trade. This discount facility has now been removed, and rebranded under the ASDA banner. Whilst the study identifies negative capacity, this was based on a static market share.

Growing Barnsley's Economy (2012)

4.16 In 2012, Barnsley Council's Cabinet approved a document entitled 'Growing Barnsley's Economy (2012-2033) – An Economic Strategy for the Borough.' The document identifies a number of challenges to Barnsley in respect of job opportunities and raising the skill base of the district.

Annual Monitoring Report

4.17 The Annual Monitoring Report (2009/2010) states that 3.8 hectares of employment land were developed in 2009/2010. This is below the council's policy aspirations for 350 hectares of employment land before 2026. This works out to be an average of 23.3 hectares of land a year. As

noted in Paragraph 40 above, the site has not been identified or progressed through the Council's LDF documents as an existing employment site.

5.0 BACKGROUND TO ALDI STORES AND SYNERGY WITH OTHER RETAILERS

Aldi

5.1 Aldi – an abbreviation of Albrecht Discount – is one of the world's leading grocery retailers. Aldi are present in Europe, the USA and Australia and have around 4,700 stores world-wide. Aldi first entered the UK market in 1990 and currently have over 500 trading stores nationwide and around 100 in the Republic of Ireland.

5.2 The Company's philosophy is simple - providing high quality products at discounted prices and within a pleasant shopping environment. Many people are often not familiar with the brand and, as a company, Aldi are conscious of demonstrating they do not conform to the stereotypical perceptions from prejudices arising from the initial image of discount food operators when they first entered the UK market nearly 25 years ago.

5.3 Aldi does not necessarily sell goods at the lowest possible prices, but rather retail the highest quality goods at the lowest possible prices. Discounted prices are generally achieved through bulk buying and economies of scale, specialisation in the number of lines offered and maximising efficiency within the operation of the stores.

5.4 Prices are not lower because the quality of products is less. Indeed, Aldi regularly receive widespread recognition of the quality of the brand. Aldi were recently awarded the prestigious Which? Best Supermarket award in 2012 and again in 2013, they were also awarded Grocer Gold Award 'Grocer of the Year 2013 and 16 Gold and 10 Silver at the Grocer Own Label Awards 2013.

Aldi Trading Policy

5.5 Aldi functions as a local supermarket, primarily acting as a 'weekly' food shop destination, albeit also providing a degree of top-up/one off purchases, such as weekly 'specials'. The stores tend to have a localised catchment; the benefits of cheaper shopping are diminished if customers have to travel far.

5.6 Aldi Stores are modest scale supermarkets, providing a limited product range. The current total product range is approximately 2000 lines, which is considerably limited in comparison to other grocery stores and supermarkets that carry anything between 2,500 and 40,000 product lines, with some of the larger formats carrying up to 60,000 lines. The result is Aldi do not stock numerous types of one product (e.g. pet food, bread ranges etc.), but rather one line of a given product range.

5.7 This limited selection of goods includes:

- pre-packed seasonal fruit and vegetable lines;
- general tinned, bottled and pre-packed groceries;
- frozen and chilled goods;
- beers, wines and spirits;
- pre-packed bread, morning goods and cakes;
- A limited everyday range of non-food household items.

5.8 Aldi sell only a limited range of branded goods, which are only sold when, in Aldi's opinion, the product offer cannot be 'bettered'. Local and regional sourcing of products, particularly for fresh produce and bakery goods, is an important element within the range.

5.9 Aldi do not sell cigarettes or lottery tickets and stock only a small range of branded wines and spirits. There is a limited range of breadlines and a small number of boxed cakes. The Aldi format does not include specialist

butcher, fishmonger, bakery, delicatessen or chemist counters, which are commonplace in larger supermarket formats.

5.10 This is an important distinction with Aldi and crucial to understanding how stores operate. Unlike the larger formats, the reality is Aldi is not a 'one-stop-shop', meaning customers also have to visit other shops and services to complete their shopping trip, for example when purchasing a particular branded product or should they wish to visit a specialist service, such as a butcher. Further, stores have only a limited amount of non-food floorspace (20%), which is mainly used for changing weekly specials i.e. will not always be used for retailing one particular product throughout the year, but rather one-off special offers that vary from week to week and season to season. This is a further difference to larger supermarkets that can have anything between 30%-50% non-food floorspace, the majority of which is occupied by permanent product range.

5.11 As such, the reality is Aldi complements, rather than competes with, existing local traders and generates considerable propensity for linked trips and associated spin-off trade. Store opening hours are also more limited than traditional convenience shops/newsagents, which further limits direct competition with such outlets.

5.12 In this way, the introduction of an Aldi offers considerable benefits to the areas a new store will serve, increasing spin-off trade, as well as considerable physical and economic regeneration, alongside the re-introduction of jobs on a former commercial site.

Merchandising Layout and Store Equipment

5.13 Crucial to this is a tried and tested store format, which the company has developed to enable goods to be handled, displayed and sold efficiently, thus enabling stores to effectively compete and provide the award winning offer. Store layouts are eminently practical and reflect the Company philosophy of offering unrivalled value for money through cost effective

management. There is no unnecessary expenditure on elaborate shop fittings with resultant savings being reflected in low prices.

5.14 Merchandise is sensibly displayed in specially designed cases to eliminate stocking time and allow practical and efficient re-stocking. Aldi make enormous efficiency gains in this area that are in turn passed directly to the customer. Goods themselves are unloaded directly into the store via a dock leveller and can be transferred direct to the shop floor to go on display.

5.15 The internal store layout and operation has been designed to be efficient and practical for use by customers; these matters are routinely reviewed and monitored and adjustments made to the model as required. Retail is, of course, a constantly evolving and dynamic sector and Aldi are committed to improving operations and shopping experience to meet the demands and expectations of customers.

5.16 Features included to facilitate this are:

- Long till conveyors that hold a customer's full shop so as to allow goods to be unloaded, scanned and then packed quickly by customers;
- Level store access, automatic entrance doors, and wide aisles and checkouts for easy access by all;
- Gondolas and shelving that allow goods to be easily reached; and
- Stores are not 24hr. Deliveries can be schedules to arrive just before or after opening hours.

Opening hours-

Monday to Saturday: 8am – 10pm (inc. bank holidays)

Sundays: 10am to 4pm

Delivery hours-

Monday to Saturday: 7am – 11pm

Sundays: 9am – 6pm

5.17 The design and layout of new Aldi stores also complies with the requirements of the Disability Discrimination Act and ensure they are accessible to all.

Customer Experience

5.18 Store managers and assistants are carefully trained to give fast and courteous service at the checkouts and are multi-tasked to carry out stock replenishment and other duties.

5.19 A range of trolley sizes and types are provided offering customers a choice of trolley according to their likely size of shop. Trolleys are available on a £1 deposit arrangement, which ensures they are returned to the store rather than being abandoned and forming a nuisance. This also reduces the amount of lost/stolen trolleys. This is a further cost saving passed on to the customer to help further achieve discounted prices.

5.20 Carrier bags are available for customers to buy at a small price. The payment regime seeks to minimise the wasted use of carrier bags.

5.21 In store, shoppers will now also benefits from designated customer toilets which will further add to the customer shopping experience.

5.22 In summary, an Aldi store creates a highly beneficial and popular facility, a sentiment reflected in numerous examples throughout the UK and affirmed in both consumer groups' recognition of the brand and its increasing popularity with shoppers throughout the country.

6.0 PLANNING ASSESSMENT

Delivering Economic Regeneration and Growth

6.1 At the heart of the NPPF is the presumption of sustainable economic development. There can be no doubt that securing economic growth is a still a major priority for Central Government and therefore development that secures this must be determined in the presumption of favourability.

6.2 Historically the site has been identified as 'employment land' within the Council's UDP, given that the site once comprised commercial B Class premises. However, the Councils emerging 'Development Sites and Places DPD' identify the site as 'white land' which is not allocated for any specific use. On this note, the development proposal simply seeks to re-introduce a viable use on site which will deliver significant economic regeneration benefits through job creation and the physical regeneration through the redevelopment of a brownfield site. This in turn will lead to wider benefits for the residents of Royston, including choice and competition within the marketplace, through the introduction of a new discount foodstore which will 'claw back' trade lost to competing superstores outside of Royston. This point was accepted under application 2014/0318 and granted planning permission for the principle of retail development on site. It is therefore considered that the use of the site for a larger Aldi store is acceptable in principle.

6.3 We note that a key consideration in the determination of application 2014/0318 was the provision of local jobs. On this point, demographics for the Royston ward demonstrate that unemployment figures are above national average, which adds material weight to the importance of continued economic growth and regeneration in the area. This is recognised in the Council's 'Growing Barnsley's Economy' strategy document which highlights the importance of jobs and raising the skill base of the district.

6.4 In light of this, the proposal represents a significant investment into the local economy and will provide choice and competition within the market place of Royston. Importantly during uncertain economic times the store will create sustainable long-term employment (up to 50 new full and part-time jobs), attract investment and provide improved retail facilities to meet the weekly needs of local residents.

Existing Shopping Patterns

6.5 As part of planning application 2014/0318; full details of the existing retail provision and shopping patterns were detailed, all of which were assessed by the Local Planning Authority. It is important to note that at the time of resubmission, the existing retail provision on offer within and outside of Royston is the same as that recorded as part of the original application.

6.6 Royston District Centre comprises an ASDA store at Midland Road (951sqm net) and a Co-op (615sqm net) at the Wells; supplemented by a 'Sainsbury's Local' (168sqm net) and a 'Fulton Foods' (158sqm net) towards the eastern end of the centre. The centre also comprises two independent local butchers, a bakery and a newsagent, all of which provide a limited and specialised range of goods. In assessment of planning application 2014/0318, it was the view of the Council that the original proposal offered clear potential for linked trips to take place between the proposed and existing retail provision within the vicinity.

6.7 This resubmission has drawn reference to the Council's retail study, which despite the range of retailers present within the Royston District Centre identifies a high percentage of trade leakage from Royston, to the large food stores in Barnsley and Wakefield. A full assessment of this trade leakage was provided within the original application (2014/0318), as part of which, the Council's Policy Team accepted that Royston predominately attract top-up shopping (meeting more day-to-day food shopping needs) and that the store would draw trade from shops that fulfil a main food shopping function on a like for like basis.

NPPF Considerations – Sequential Approach and Impact Assessment

6.8 The key retail planning policy tests including a sequential site assessment and impact assessment, were thoroughly conducted by Planning Potential; the results of which were accepted as part of the original planning application 2014/0318.

Sequential Approach

6.9 Planning Potential under application 2014/0318 provided an assessment on potential 'available', 'suitable' and 'viable' sites to accommodate proposals for a retail foodstore to be operated by Aldi Stores Limited at Royston. The Council accepted that potentially available sites, and vacant retail units within the defined centre did not fulfil the operational requirements of our client.

6.10 On the above point, it is important to note that that the suitability of the available sequential site at Midland Road, was considered at length by the Council as part of the original application. Overall, it was acknowledged by Officers that the site did not fit in within our client's business model, specifically the requirement for active main road frontage which the Midland Road site does not benefit from. The Council concluded that the application site met the requirements of the sequential approach. Consequently, a further sequential assessment has not been undertaken as part of this revised submission, as the original planning application (2014/0318) demonstrated that there are no suitable sequential alternatives within the identified catchment and that the application site, due to its availability for redevelopment; its suitability to serve a localised catchment; active main road frontage; and overall accessibility is the most appropriate sequential site within Royston to deliver a localised food store. In addition, the site already benefits from extant permission for retail activity on site and is therefore sequentially preferable for development.

Impact Assessment

6.11 We note that a capacity assessment was provided by the applicant as part of proposals for application reference 2014/0318, alongside case study information on the feasibility of 'linked trips'. The assessment demonstrated that there was sufficient capacity to accommodate the development proposal and existing commitments at Midland Road, alongside any future proposals. This proposals represents a modest uplift in floorspace and will not impact on the vitality and viability of Royston Town Centre; on this point Officers at Barnsley Council under application reference 2014/0318, have confirmed that an Impact Assessment was not required because the proposal fell below the threshold of 2,500sqm gross. It is important to note that the proposed store as part of this resubmission will have a gross internal area of 1,728sqm and therefore remains below the 2,500sqm threshold; an Impact Assessment is not required in this instance and the proposals are therefore acceptable in principle.

7.0 OTHER MATERIAL CONSIDERATIONS

7.1 A key objective of the NPPF and local policy is to support development which is accessible, and leads to the reduction in car journey lengths. Indeed Paragraph 34 of the NPPF states that *'decisions should ensure developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised'*.

7.2 It is considered that the application site is a highly accessible location by a choice of means of transport. Situated within the built form of Royston, along High Street – a principle road into Royston district centre; the site is considered accessible, with 9,375 living within walking distance of the site.

7.3 Vehicular access to the site is from High Street to the north. The route connects the site to the district centre and wider residential areas, and is subject to a 30mph speed limit. Overall, it is considered that traffic associated with the development can be dissipated throughout the network with ease, avoiding pressure points.

7.4 In terms of public transport, there are a number of bus stops located along High Street. Bus numbers 57, 59 and 59A provide a regular service into Royston district centre and the surrounding settlements.

7.5 The site is also accessible via walking, with established pedestrian linkages connecting the site to the surrounding residential areas and neighbouring district centre of Royston. Existing pedestrian footways line High Street and are clean wide and well lit - facilitating pedestrian movement within Royston.

7.6 Following comments from Meadstead Primary Academy on application reference 2014/0318; this proposal seeks to retain the proposed pedestrian crossing along High Street which will facilitate pedestrian movement to the site in a safe manner.

7.7 Customer car parking will be provided for 121 vehicles, including 7 spaces for disabled shoppers and 8 spaces for parents with small children. In addition 2 motorcycle spaces will be provided. Customers will be able to undertake linked trips while using this car park, in particular, the nearby school, pharmacy, doctor's surgery and town centre. Located along the store frontage will be a cycle stand with capacity to securely lock 5 bikes, facilitating an alternative means of transport for local residents.

7.8 The accompanying Transport Assessment demonstrates that the proposed development will not significantly impact upon the highway network. The site is situated within a sustainable location close to public transport routes and is widely accessible by a range of modes of transport; therefore travel by sustainable modes is a genuine possibility for both staff and customers. The proposed development complements policy objectives by promoting sustainable transport choices and reducing the need to travel by private car. The Transport Assessment submitted as part of this application is in accordance with the assessment submitted as part of planning application 2014/0318, which Highway Officers and the South Yorkshire Passenger Transport Executive found acceptable.

7.9 Overall the development fully complies with the requirements of Section 4 of the NPPF; Local Plan Policies T6 and T8; and Policies CSP25, CSP26, CSP27 and CSP28 of the Core Strategy which seeks to ensure developments are accessible and will not result in any adverse impact upon the surrounding highway network.

Urban Design

7.10 Planning policy at both national and local level stresses the importance of high quality design that all planning applications for economic development should be assessed against. This includes whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions.

7.11 The design of the proposed Aldi Store was comprehensively detailed as part of planning application 2014/0318; and the design of properties in the immediate area were also assessed. On the whole the design proposals for the original Aldi Store were supported by the Council's Design Officer; following a request for the materials used on the 'public' elevations (i.e. those facing the High Street) and car park to included more of a contrast between the split face and smooth face stones. It is important to note that as part of this resubmission, the requests made by the Senior Urban Design Officer have been incorporated into the design of the proposed store.

7.12 Overall, the layout and design of the proposed site has been carefully designed and has taken on board design comments from Officers and the general public during all of the consultation stages of the original planning application. It is considered that it is fully in accordance with that advice, as well as Section 7 of the NPPF, and Policy EN3.1 and ENV4.1 of the UDP and Policy CSP 29 of the Core Strategy for the reasons summarised above. This is discussed in more depth within the accompanying Design and Access Statement which provides details of the scheme.

Amenity

7.13 Paragraph 123 of the NPPF seek to ensure that developments do not conflict with or have any adverse impact upon neighbouring noise sensitive land uses.

7.14 The proposed delivery yard will be located on the southern elevation of the proposed Aldi foodstore, immediately adjoining the stores footprint. The service yard will incorporate a loading bay (comprising self levelling dock), roller shutter access doors and a sheltered canopy system. Notwithstanding the proposed store design and layout, an additional technical analysis on noise has been undertaken by independent consultants as part of this revised submission. The noise consultants (Acoustic Design Technology) recommend that an acoustic fence is

installed to the south of the service yard to protect the amenity of the existing residents located to the south of the site.

7.15 As a result of this recommendation, this revised application seeks to install a 2m high timber acoustic closed board fence, and will also incorporate a large landscape buffer that will mitigate the potential impact of the service yard and the car parking positioned on the southern side of the proposed store; an additional 2m high timber closed board fence is also propsoed on the southern edge of application site boundary. Consequently, the independent consultants confirm that the proposals are acceptable and will not result in any detrimental impact on the existing residential amenity.

7.16 Overall, it is anticipated that the Aldi store will receive 2 articulated lorry deliveries per day plus a single delivery from a local milk supplier. HGV deliveries are expected to typically take 30 minutes and unloading is a straightforward exercise, given that ALDI's stock is delivered on pallets which are simply rolled into the warehouse, utilising the automated dock levelling system. Furthermore, as part of ALDI's delivery procedure the responsibility for the unloading of a servicing vehicle rests with its driver, as such there is no potential for delay in the process as it is not necessary to wait for store staff to deal with the vehicle on its arrival (as is the case with many other mainstream convenience retailers). Aldi are willing to accept conditions to restrict deliveries to daytime hours only.

7.17 Lighting on the site will be carefully controlled to ensure no light spillage to neighbouring properties. Lights in the car park are turned off at night with low level lighting remaining in the store for security purposes.

7.18 With regards to scale and massing, the proposal will be broadly commensurate with the heights of surrounding residential properties. Furthermore given the sites current levels, it is proposed to level the site and effectively sit the store into the site using retaining walls. Therefore further reducing any visual impact and shielding existing neighbouring

properties from perceived noise.

Flood Risk and Drainage

7.19 Due to the sites area of 1.03 ha, a Flood Risk Management and Drainage Statement was submitted as part of the original application (2014/0318). The report concluded that the risk of flooding had been considered across a wide range of sources; and that the site was not exposed to any significant risks of flooding. In addition an outline Surface Water Management Strategy following best practice was prepared as part of original submission. We note that Barnsley Council's Drainage team raised no concerns with the original proposal. Due to the revision made to the original scheme, an amended Flood Risk Management and Drainage Statement has been prepared and supports this resubmission; however, give that the main conclusions and findings of the study have not changed the site is not considered to be at risk of flooding from a water course.

Geo-Environmental Factors

7.20 The phase 1 Geo-environmental Desk Study produced by 3E and submitted as part of the original planning application (2014/0318) was supported by the Council, subject to conditions from the Contaminated Land Officer. The findings of this report remain relevant to the consideration of this application; as site's conditions have not changed and no work has been carried out on site since the initial application. .

Trees

7.21 In consideration of planning application 2014/0318 the Council's Forestry Officer had no objections to the proposals; and acknowledged the ability to retain the site's mature trees. In light of the revised proposal, a further Aboricultural Report has been undertaken by independent consultants.

7.22 The results of the report demonstrate that the majority of trees are located adjacent to the site boundary, as a result there is 'a significant window for development with little impact on trees.' The report confirmed that category A and B trees should be retained, and confirmed that there would be limited aboricultural impact as a result of the revised scheme.

Sustainability

7.23 Another key objective of the NPPF is to support the transition to a low carbon future. As a result, the original application (2014/0318) sought to incorporate a number of energy and sustainability aspects. The original Design and Access statement provided details of the scheme's energy requirements, based upon energy efficiency and a low carbon and renewables assessment to identify the most viable option. The submission of the sustainability statement was acknowledged by the case officer, who recognised our client's commitment to reducing their environment impact. The officer acknowledged our client's intent of delivering a store with a BREEAM 'Very Good' rating and stated that this would be secured through a condition.

7.24 As with the originally consented Aldi store, the revised scheme will also reduce the need for local residents to travel outside of the area to undertake their main food shopping needs with a discount retailer. Furthermore, staff and customers will again be encouraged to use sustainable modes of travel (i.e. through the installation of five customer cycle spaces) to the store as set out in the Draft Travel Plan (which forms part of the Transport Assessment). In addition, Aldi continuously endeavour to generally operate in a sustainable manner as a commitment to achieving a 'greener' company.

7.25 This revised submission seeks to incorporate the same energy and sustainability aspects and commitments as those detailed within the original application. It is therefore considered acceptable to assume, given the Council's acceptance of the original proposal that the revised scheme

will again comply with the policy requirements of the section 10 of the NPPF and Draft Core Strategy Policy CS 28 and CS 30 and draft policies SP60 and SP67 of the emerging Sites and Policies DPD.

Conditions

7.26 Aldi would be happy to accept conditions in respect of opening and service hours, construction management, to ensure the benefits of the application are achieved.

7.27 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, such as providing an essential facility to its surrounding community. Indeed, there is a lack of provision in the area for existing residents, and the proposal by Aldi will enable the centre to be formally recognised.

7.28 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.

7.29 Overall, the proposed development fully complies with the NPPF and Local Planning Policy.

8.0 CONCLUSION

8.1 In June 2014, the principle of retail development at Land South of High Street was established on site through the successful granting of planning application 2014/0318.Under Application 2014/0318 a condition imposed by the Council which presented construction requirements that Aldi were unable to fulfil. However, given Aldi's commitment to Royston and the overwhelming level of local support for the provision of a foodstore in Royston, our client has amended the original scheme and produced a viable development option for Royston.

8.2 On revisiting the site proposals, our client established that the residential element of the approved scheme was not required for viability, and that planning could be achieved for slightly larger store more in line with Aldi's current requirements and wider landscaping buffers which will protect the amenity of existing residents.

8.3 This Planning, Retail and Economic Statement demonstrates how this revised scheme in retail terms, presents a viable development opportunity for Royston; that will see a underused and economically inactive site regenerated for an active use that will benefit local residents, through the introduction of choice and competition within the market place, alongside investment and job opportunities

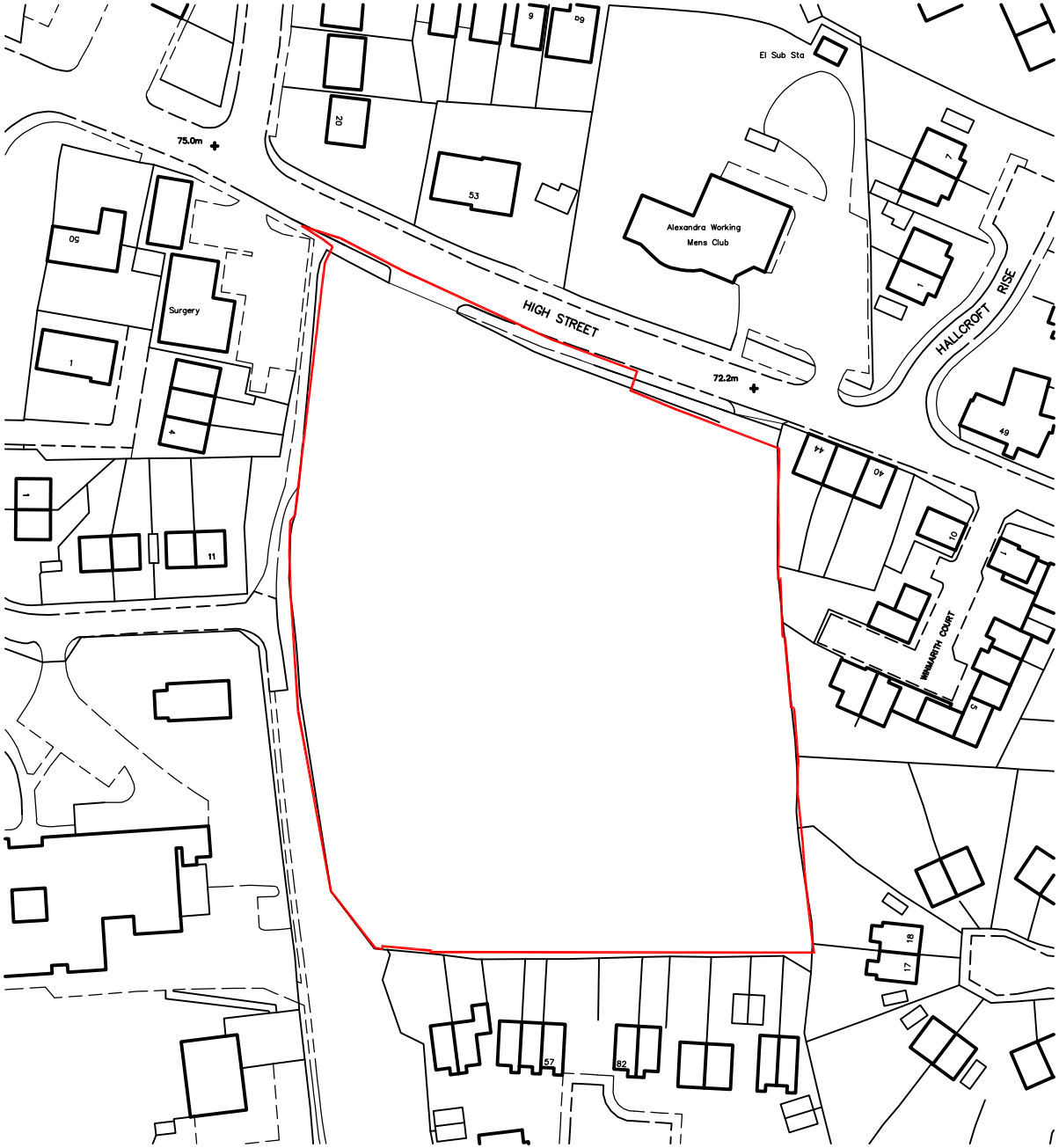
8.4 Overall, the site is sited in a highly accessible and sustainable location, which will enhance the area and serve its immediate catchment community. ALDI have given considerable thought to the proposals and have listened to the view of Council and residents to ensure that the development will relate to, and complement the area, being sensitive to the neighbouring land uses, in particular neighbouring residential properties. In this context, additional letters have been/will be sent to the residents of the Royston to inform/informing them of revised proposals.

8.5 Finally, as demonstrated in the original planning application (2014/0318), this application and the supporting statements, the proposals are justified

against the NPPF and local policy objectives and local aspirations to see the site developed. It is therefore, respectfully requested that permission is granted for revised proposals at Land South of High Street, Royston for a new Aldi Foodstore.

Appendix 1: Site Location Plan

Site from Ordnance Survey and subject to full topographical survey. Assumed site boundary.



INDICATIVE TRUE NORTH

0 12.5 25 37.5 50 62.5m

SCALE 1:1250

Rev	Date	Description	Rev By	Chk'd By
A	14.08.14	Redline boundary altered	LH	JDB

Project Title	Proposed Development High Street Royston
Client	Aldi Stores Ltd
Status	Planning
Scale	1:1250
Drawing Size	A4
Drawn By	LH
Checked By	JDB
Date	02/14
Drawing Title	Location Plan
Job-Dwg No	1124-050
Rev	A

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Appendix 2:Demographics

Neighbourhood Statistics

Office for National Statistics

Original URL: http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=6505421&_c=Royston&d=14&e=9&f=32624&g=6353803&i=1001x1003x1004x1005&_l=2484&o=362&m=0&r=1&s=1393932852434&enc=1

Economic Activity, 2011 (KS601EW)
Period: Mar11

Area: Royston (Ward)

Variable	Measure	Royston	Barnsley (Metropolitan District)	Yorkshire and The Humber	England
All Usual Residents Aged 16 to 74 (Persons)[1]	Count	7,864	170,405	3,875,219	38,881,374
Economically Active; Employee; Part-Time (Persons)[1]	Count	1,114	24,807	564,578	5,333,268
Economically Active; Employee; Part-Time (Persons)[1]	%	14.2	14.6	14.6	13.7
Economically Active; Employee; Full-Time (Persons)[1]	Count	3,008	62,841	1,435,376	15,016,564
Economically Active; Employee; Full-Time (Persons)[1]	%	38.3	36.9	37.0	38.6
Economically Active; Self-Employed (Persons)[1]	Count	526	13,103	325,432	3,793,632
Economically Active; Self-Employed (Persons)[1]	%	6.7	7.7	8.4	9.8
Economically Active; Unemployed (Persons)[1]	Count	361	8,738	187,755	1,702,847
Economically Active; Unemployed (Persons)[1]	%	4.6	5.1	4.8	4.4
Economically Active; Full-Time Student (Persons)[1]	Count	172	3,817	136,834	1,336,823
Economically Active; Full-Time Student (Persons)[1]	%	2.2	2.2	3.5	3.4
Economically Inactive; Retired (Persons)[1]	Count	1,324	28,008	570,173	5,320,691
Economically Inactive; Retired (Persons)[1]	%	16.8	16.4	14.7	13.7
Economically Inactive; Student (Including Full-Time Students) (Persons)[1]	Count	309	6,225	228,653	2,255,831
Economically Inactive; Student (Including Full-Time Students) (Persons)[1]	%	3.9	3.7	5.9	5.8
Economically Inactive; Looking After Home or Family (Persons)[1]	Count	365	7,435	166,214	1,695,134
Economically Inactive; Looking After Home or Family (Persons)[1]	%	4.6	4.4	4.3	4.4
Economically Inactive; Long-Term Sick or Disabled (Persons)[1]	Count	550	11,925	174,493	1,574,134
Economically Inactive; Long-Term Sick or Disabled (Persons)[1]	%	7.0	7.0	4.5	4.0
Economically Inactive; Other (Persons)[1]	Count	135	3,506	85,711	852,450
Economically Inactive; Other (Persons)[1]	%	1.7	2.1	2.2	2.2
Unemployed; Age 16 to 24 (Persons)[1]	Count	129	2,942	56,251	471,666
Unemployed; Age 16 to 24 (Persons)[1]	%	1.6	1.7	1.5	1.2
Unemployed; Age 50 to 74 (Persons)[1]	Count	51	1,349	32,216	315,863

Unemployed; Age 50 to 74 (Persons)[1]	%	0.6	0.8	0.8	0.8
Unemployed; Never Worked (Persons)[1]	Count	56	1,639	32,785	276,121
Unemployed; Never Worked (Persons)[1]	%	0.7	1.0	0.8	0.7
Long-Term Unemployed (Persons)[1]	Count	147	3,577	75,113	668,496
Long-Term Unemployed (Persons)[1]	%	1.9	2.1	1.9	1.7

Last Updated: 30 January 2013
Source: Office for National Statistics

Notes

[1] National Statistics

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Appendix 3:Context Plan



KEY

Aldi Development Site

Primary Shopping/ Commercial Centres

Midland Road Foodstore Commitment

Author: SD

Planning Potential

14-15 Regent Parade, Harrogate, HG1 5AW
Tel: 01423 502123| Email: info@planningpotential.co.uk
www.planningpotential.co.uk

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Date: 02/12/2014

Title: Context Plan

Job Number: 13/1871

APPENDIX 4:
DECISION NOTICE – 2014/0318

1871

BARNSLEY
Metropolitan Borough Council

Development Service
Head of Planning: Stephen Moralee BA (Hons) MBA
P.O. Box 604, Barnsley S70 9FE

Planning Potential
14-15 Regent Parade
Harrogate
North Yorkshire
HG1 5AW

My ref:
Your ref:
Enquiries to: Steve Kirkham
Email: developmentmanagement@barnsley.gov.uk
Dial Direct: (01226) 775752
Fax: (01226) 772591
Date: 4 June 2014

Dear Sir/Madam

Application Number	2014/0318
Description	Erection of a foodstore with parking, landscaping and associated works (Full) and erection of a residential development (Outline) including details of access.
Location	Land at High Street, Royston, Barnsley

Your planning application described above has now been decided and I attach a copy of the decision notice.

In order to monitor our standards of customer service and to continue to improve the service, the Development Management team would value your feedback in relation to your experience of the planning process. We would be extremely grateful if you could spare a few minutes of your time to complete a short questionnaire, which can be accessed and completed electronically at the following internet address http://consult.barnsley.gov.uk/public/development/planning/dm/dmcsq

The information that you provide is only used within the service and is not passed on. Upon completion of the questionnaire you will not be contacted again.

If you require a paper copy of the questionnaire to complete please e-mail developmentmanagement@barnsley.gov.uk or telephone (01226) 772595.

In the meantime if you require any further information regarding the decision notice or the questionnaire then please do not hesitate to contact (01226) 772595 or the Planning Officer named above.

Yours sincerely

Stephen Moralee

Head of Planning, Building Control and Sustainability

Development Management
Stephen Moralee BA (Hons) MBA
Head of Planning, Building Control and Sustainability

www.barnsley.gov.uk/developmentmanagement

CUSTOMER SERVICE EXCELLENCE CSE

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CUSTOMER SERVICE EXCELLENCE CSE

BARNSLEY
Metropolitan Borough Council

GRANT OF PLANNING PERMISSION

TOWN AND COUNTRY PLANNING ACT 1990

APPLICATION NO. 2014/0318

To Planning Potential
14-15 Regent Parade
Harrogate
North Yorkshire
HG1 5AW

DESCRIPTION Erection of a foodstore with parking, landscaping and associated works (Full) and erection of a residential development (Outline) including details of access.

LOCATION Land at High Street, Royston, Barnsley

Permission is granted for the proposals which were the subject of the Application and Plans registered by the Council on 26 March 2014 and described above.

The approval is subject on compliance with the following conditions:

1 Excluding the area subject to the outline application, as shown on Dwg No. 11-24-100B-Proposed Site Plan (referred to elsewhere as 'the outline area'), the development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

2 Application for approval of the matters reserved in Condition No. 3 shall be made to the Local Planning Authority before the expiration of three years from the date of this permission, and the development of the land within the outline area, hereby permitted, shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved.
Reason: In order to comply with the provision of Section 92 of the Town and Country Planning Act 1990.

The grant of this consent does not constitute or imply permission, approval or consent by the Local Authority for any other purpose.

Signed Stephen Moralee
Head of Planning, Building Control and Sustainability

Dated 04 June 2014

Development Service
PO Box 604, Barnsley, S70 9FE

Telephone: 01226 - 772000
Fax: 01226 - 772591

3 The development of the land within the outline area hereby permitted shall not be commenced unless and until approval of the following reserved matters has been obtained in writing from the Local Planning Authority:-
(a) the layout of the proposed development.
(b) scale of building(s)
(c) the design and external appearance of the proposed development.
(d) landscaping
Reason: In order to allow the Local Planning Authority to assess the details of the reserved matters with regard to the development plan and other material considerations.

4 Excluding the outline area, the development hereby approved shall be carried out strictly in accordance with the plans (1124-50 Location Plan, 1124-100B Proposed Site Plan, 1124-101 Proposed GA Plan, 1124-102A Proposed Elevations, 1124-103 Proposed Sections, 1124-104 Roof Plan, 1124-01B&02B CGI, V1124 L01B Landscape Plan, Travel Plan (March 2014), Transport Assessment (March 2014), Environmental Noise Impact Report (March 2014), Economic, Planning and Retail Statement (March 2014), Housing Planning Statement (March 2014) Design & Access, Site Waste Management and Sustainability Report & Statement of Community Involvement (March 2014) Arboricultural Report ref 10605, FRA ref 13690) and specifications.
Reason: In the interests of the visual amenities of the locality and in accordance with LDF Core Strategy Policy CSP 29, Design.

5 No development shall take place until full details of the proposed external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 29, Design.

6 The building and boundary walls shall be constructed of coursed squared sandstone, samples of which shall be submitted to and approved by the local authority prior to the commencement of construction of the building. The sample shall comprise of a one-metre-square sample panel of stonework showing the pointing and coursing. The approved panel shall be retained on site until construction of the building has been completed. Development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual amenities of the locality and in accordance with Core Strategy Policy CSP 29, Design.

7 All planting, seeding or turfing comprised in the approved details of landscaping (V1124 L01B Landscape Plan) shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.
Reason: In the interests of the visual amenities of the locality, in accordance with Core Strategy Policy CSP 29.

8 The planting areas shall be maintained for a minimum of 5 years after practical completion of development in accordance with details contained in the approved Landscape Specification (V1124 L01B Landscape Plan)
Reason: In the interests of the visual amenities of the locality.

Development Service
PO Box 604, Barnsley, S70 9FE
Telephone: 01226 - 772600
Fax: 01226 - 772599

9 No development shall take place until:

(a) Full foul and surface water drainage details, including a scheme to reduce surface water run-off by a minimum of 30% and a programme of works for implementation, have been submitted to and approved in writing by the Local Planning Authority:
(b) Porosity tests are carried out in accordance with BRE 365, to demonstrate that the subsoil is suitable for soakaways;
(c) Calculations based on the results of these porosity tests to prove that adequate land area is available for the construction of the soakaways;

Thereafter no part of the development shall be occupied or brought into use until the approved scheme has been fully implemented. The scheme shall be retained throughout the life of the development, unless otherwise agreed in writing with the Local Planning Authority.
Reason: To ensure proper drainage of the area

10 Surface water draining from areas of hardstanding shall be passed through a trapped gully or series of trapped gullies, prior to being discharged into any watercourse, soakaway or surface water sewer. The gully/gullies shall be designed and constructed to have a capacity compatible with the area being drained, shall be installed prior to the occupation of the development and shall thereafter be retained and maintained throughout the lifetime of the development. Clean roof water shall not pass through the gully/gullies.
Reason: To reduce the risk of pollution to the water environment.

11 Construction or remediation work comprising the use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40.

12 No development shall take place, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

The parking of vehicles of site operatives and visitors
Means of access for construction traffic
Loading and unloading of plant and materials
Storage of plant and materials used in constructing the development
The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
Wheel washing facilities
Measures to control the emission of dust and dirt during construction
Measures to control noise levels during construction
Reason: In the interests of highway safety, residential amenity and visual amenity, in accordance with Core Strategy Policies CSP 26 and CSP 40.

13 Prior to the occupation of the building a plan indicating the position of boundary treatments to be erected along the perimeter of the Eastern, Western and Southern boundaries shall be submitted to and approved in writing by the Local Planning Authority. The approved boundary treatment shall be completed before the foodstore opens to the public and shall be maintained as such thereafter.
Reason: In the interests of the visual amenities of the locality and the amenities of occupiers of adjoining property in accordance with Core Strategy policy CSP 29.

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14 Deliveries shall be only take place between the hours of 0700 & 2200 Monday to Saturday and 0800 & 1800 on Sundays and Bank Holidays.
Reason: In the interests of the amenities of local residents and in accordance with Core Strategy Policy CSP 40.

15 Prior to the commencement of development or other operations being undertaken on site in connection with the development, the following documents prepared in accordance with BS5837 (Trees in Relation to Construction 2005: Recommendations) shall be submitted to and approved in writing by the Local Planning Authority:

Tree protection plan (TPP)
Arboricultural implication assessment (AIA)
Arboricultural method statement (AMS)

No development or other operations shall take place except in complete accordance with the approved methodologies.
Reason: To ensure the continued well being of the trees in the interests of the amenity of the locality.

16 The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.
Reason: To safeguard existing trees, in the interest of visual amenity.

17 The outline area shall be cleared and levelled and the access installed in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority prior to commencement of development. The approved scheme shall be implemented in accordance with the approved details prior to the foodstore being brought into use.
Reason: To ensure that access to adjoining land is not prejudiced in the interests of comprehensive and sustainable planning in accordance with policy CSP 26.

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18 Prior to commencement of development an investigation and risk assessment to assess the nature and extent of any contamination on the site shall be submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:
(i) a survey of the extent, scale and nature of contamination;
(ii) an assessment of the potential risks to:
o Human health,
o Property (existing or proposed) including buildings, crops, livestock, pets, woodland and
o service lines and pipes,
o Adjoining land,
o Groundwaters and surface waters,
o Ecological systems,
o Archeological sites and ancient monuments;
(iii) an appraisal of remedial options, and proposal of the preferred option(s).
This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.
The development shall be carried out in accordance with the approved report including any remedial options.
Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Core Strategy Policy CSP 39.

19 The foodstore shall achieve BREEAM standard of 'very good' or equivalent. Upon completion of the development, an energy performance certificate shall be provided to the Local Planning Authority demonstrating that the required standard has been achieved and the measures provided to achieve the standard shall be retained as operational thereafter.
Reason: In the interest of sustainable development, in accordance with Core Strategy Policy CSP2.

20 Detailed plans shall accompany the reserved matters submission for the development indicating existing ground levels, finished floor levels of all dwellings and associated structures, road levels and any proposed alterations to ground levels. Thereafter the development shall proceed in accordance with the approved details.
Reason: To enable the impact arising from need for any changes in level to be assessed and in accordance with LDF Core Strategy Policy CSP 29, Design.

21 The residential development hereby approved shall not exceed a maximum of 10 residential units and no residential property shall be more than two storeys in height.
Reason: To ensure the development conforms with the approved outline planning Permission and stays with the maximum assessed level of development.

22 The dwelling(s) shall achieve a Code Level 3 in accordance with the requirements of the Code for Sustainable Homes: Technical Guide (or such national measure of sustainability for house design that replaces that scheme). No dwelling shall be occupied until a Final Code Certificate has been issued for it certifying that Code Level 3 has been achieved.
Reason: In the interest of sustainable development in accordance with Core Strategy Policy CSP2.

23 Prior to the commencement of development and as detailed in the site investigation report ref 13690 by 3E Consulting Engineers works shall be undertaken to investigate the ground conditions and mining legacy risks to the site. Suitable engineering/remedial solutions shall then be identified to ensure the safe and sustainable development of the site. The site investigation and subsequent development should be undertaken in compliance with CIRIA publication 32 "Construction over abandoned mine Workings" where applicable.
Reason: To accord with sections 120 & 121 of NPPF

24 The parking/manoeuvring facilities, indicated on the submitted plan, shall be surfaced in a solid bound material (i.e. not loose chippings) and made available for the manoeuvring and parking of motor vehicles prior to the development being brought into use, and shall be retained for that sole purpose at all times.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26

25 The measures contained within the Travel Plan, dated March 2014, shall be implemented, monitored and reviewed in accordance with the submitted details.
Reason: In the interests of promoting sustainable forms of transport, in accordance with policy CSP25.

26 Prior to any works commencing on-site, a condition survey (including structural integrity) of the highways to be used by construction traffic shall be carried out in association with the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be carried out and shall be submitted for the written approval of the Local Planning Authority, which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme to be agreed in writing by the Local Planning Authority.
Reason: In the interest of highway safety, in accordance with Core Strategy Policy CSP 26.

27 Visibility splays, having the dimensions 2.4m x 43m, shall be safeguarded at the junction of the access road with High Street, such that there is no obstruction to visibility and forming part of the adopted highway.
Reason: In the interests of road safety in accordance with policy CSP26.

28 Prior to the commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of arrangements which secure the following highway improvement works:

- Relocation of bus stop
- Provision of bus stop clearway
- Provision of pedestrian dropped crossing and tactile paving
- Measures to prevent/control parking on High Street
- Provision of/ any necessary amendments to highway drainage
- Provision of/ any necessary amendments to street lighting
- Any necessary resurfacing/reconstruction.

The works shall be completed in accordance with the approved details and a timetable to be submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of highway safety and the free flow of traffic in accordance with Core Strategy policy CSP 26.

29 Development shall not commence until details of all highway retaining structures, including specification and calculations, have been submitted to and approved in writing by the Local Planning Authority, and the development shall then be carried out in strict accordance with the approved details.
Reason: In the interests of road safety in accordance with policy CSP26.

30 All redundant vehicular accesses shall be reinstated as kerb and footway prior to the development being brought into use.
Reason: In the interests of road safety in accordance with policy CSP26.

31 Vehicular and pedestrian gradients within the site shall not exceed 1:12.
Reason: To ensure safe and adequate access.

32 Prior to the development being brought into use, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the car park shall be managed in accordance with the approved details.
Reason: In the interests of road safety in accordance with policy CSP26.

33 Prior to occupation of the building/commencement of the use, full details of security lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the location, orientation, angle and luminance of the lighting. The approved details shall be implemented prior to occupation of the building/commencement of the use and retained as such thereafter.
Reason: To protect the amenity of existing and future occupiers from glare and/or nuisance light in accordance with Core Strategy Policy CSP 40.

34 Fixed plant installed shall be designed to operate so that the noise rating level (as defined in BS 4142 : 1997) at the nearest neighbouring properties is no louder than 35dBA at all times.
Reason: In the interest of residential amenity in accordance with Core Strategy Policy CSP 40.

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NOTES:-

Appeals to the Secretary of State

If you are aggrieved by the decision of the Council to grant permission for the proposed development subject to conditions then you can appeal to the Secretary of State for the Environment, Transport and Regions under Section 78 of the Town and Country Planning Act. If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from The Planning Inspectorate, Room 3/24 Hawk Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of the development order and to any directions giving under the order. In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based its decision on a direction given by him.

Purchase Notices

If either the Local Planning Authority or the Secretary of State for the Environment, Transport and Regions refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor can he render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of part VI of the Town and Country Planning Act 1990.

Compensation

In certain circumstances compensation may be claimed from the Local Planning Authority if permission is refused or granted subject to conditions by the Secretary of State on appeal or on reference to the application to him. These circumstances are set out in Sections 114 and related provisions of the Town and Country Planning Act 1990.

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APPENDIX 5: CASE STUDIES

Planning Potential

Planning Regeneration and Development

case studies

ALDI, DINNINGTON

Store Location: Dinnington Town Centre

Progress: Store opened March 2012

The Proposals: Redevelopment of a former Co-op store to anchor the town centre.

The scheme

The proposals involved the redevelopment of a former Co-op store that at the time of the application had laid redundant for over 12 months. The site was in an untidy state and in need of complete redevelopment.

The proposals were made in accordance with the newly published PPS4 which supported the development proposed.

As well as being policy compliant, the proposals offered a number of additional positive benefits including;

- Employment opportunities,
- High quality design and reduction in carbon emissions,
- Investment and regeneration,
- Opportunities to improve landscaping,
- Reduced shopping bills for an area suffering from high levels of unemployment,
- Choice for local residents,
- Reduction of trade leakage to out of centre stores in Sheffield and Worksop.

As part of the planning process, minor design changes were made to the scheme to ensure that the proposal respected the character of the adjacent Conservation Area.

The store is 990sqm net, and has 84 car parking spaces that can be used by those visiting the town centre to encourage linked trips and spin-off trade.

Update August 12

The store is trading well and residents are benefiting from local jobs and low cost shopping. The car park provides an important facility for linkage with the town centre and appears to be well used by those carrying out linked trips.

The contribution the store has made to town centre regeneration has been highlighted by the policy and regeneration adviser for Barnsley and Rotherham Chamber of Commerce who stated in a press article in May 2012 that 'Aldi have invested in the town and provided a catalyst to increase economic activity, reduce long term unemployment through new sustainable employment opportunities and raise the aspirations of local people'.

Planning Potential

Planning Regeneration and Development

Shopper surveys

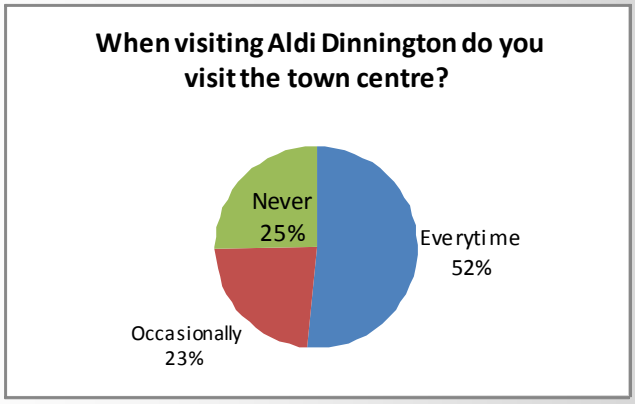
Aldi, Dinnington

Store Location: Dinnington, Rotherham

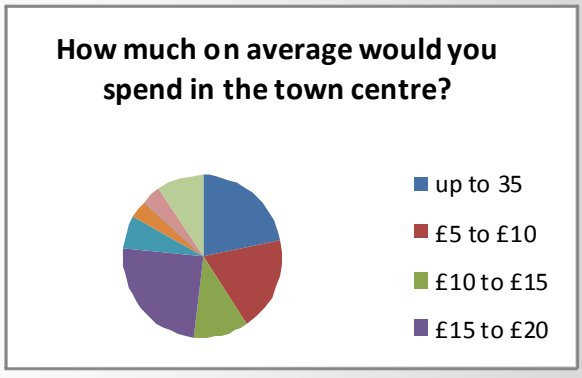
The Aldi store opened in 2011 and provide a main food shopping destination for residents of Dinnington and the surrounding area.

Shopper surveys were undertaken in March 2013 to establish linked trips, 150 customers were interviewed over the course of a day.

The majority of shoppers visited the town centre whilst shopping at the Aldi store. **52%** of customers visited the centre **every time** they visited the Aldi store. A further **23%** visited the town centre occasionally. Out of all the people who visited the town centre, **71%** purchased additional convenience goods.



In terms of the amount of money spent in the centre, customers were asked their average spend. This equates to **£18** per head. In monetary terms out of 150 people shopping at Aldi creates additional expenditure of **£1,404** for the centre per 150 people. This does not include people who only 'occasionally' visit the centre. In total, this can be quantified at around £2.5m for an average store.



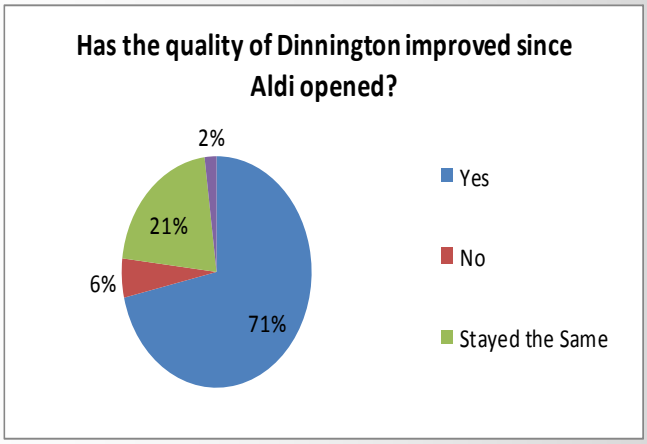
Planning Potential

Planning Regeneration and Development

Shopper surveys

Aldi, Dinnington

The majority of shoppers (**70%**) felt there had been improvements to the centre overall since the opening of the Aldi store. Only 5% felt that there hadn't been any improvement to the centre at all.



The majority of customers 81% confirmed that Aldi was their main food shopping destination. 19% still continued to use other stores to undertake a main food shopping trip.

49% of customers who visited the store were from the same postcode (S25 – Dinnington and Anston). Most of the remainder of customers are from S66 (Maltby and Wickersley/Bramley) and S26 (Swallownest/ Aston and Kiveton). These areas lack a food discounter which is people are currently prepared to travel.

It can be concluded that the store serves a main food shopping function and assists in retaining trade within the town centre. The centre benefits from high levels of linkage due to the Aldi and the perception from customers is that the town centre has improved.

Planning Potential

Planning Regeneration and Development

case studies

BARUGH GREEN

Store Location: Claycliffe Lane, Barugh Green

Progress: Store approved in December 2010. Store opened Spring 2012.

The Proposals: Aldi 1,390qm gross and 990sqm of net sales floorspace

The scheme

The site is located in the settlement of Barugh Green. The area is mixed use in nature; the site itself was previously used for commercial purposes and is adjacent to a public house. The site had been vacant for a number of years and had become overgrown and untidy in appearance. Barugh Green did not benefit from any centre as such; therefore residents were traveling out of the settlement to undertake a main food shopping trip. The proposals presented an opportunity to provide a localised shopping facility for the community. 94% of respondents to Aldi's community consultation were in support of the planning application.



Committee report

Weight was given to the employment opportunities that would be generated on the site through retail development. The proposals were seen as having the ability to address an identified deficiency in the area, and existing shopping patterns were acknowledged to be unsustainable. In design terms, the proposal was considered to be able to uplift the area and aid regeneration. Although a departure from policy, material considerations were considered sufficient to justify the departure.

The committee report concluded that the proposals would deliver a high quality development which would respond positively to the regeneration of a longstanding vacant site bringing both economic and environmental benefits. The report also concludes that the site is in a highly sustainable location which is accessible to a range of users. The application was recommended for approval which was carried by Members.

2013 Update

The store is open and trading well. 25 people are employed at the store; the majority of which live in the local area. The store provides a walk-in facility for members of the local community. The appearance of the site has improved for the benefit of the surrounding area. The store provides an important choice, particularly in recent economic times. Local shops and services in nearby centres as identified in Appendix one which includes the town centres of Darton, Dodworth and Mapplewell have continued to trade. This is demonstrated by each centres low vacancy rate and diversity of provision, served by its own food store.

Aldi Case Study:	**Darton Local Centre**
	
Travel Distance From Aldi Store to Darton Local Centre:	The store is located 2.4km from Darton Local Centre, as defined in Barnsley MBC's UDP (2000).
Characteristics of Darton Local Centre:	Darton is a village to the north of Barnsley and comprises a local centre which seeks to meet the day-to-day needs of local residents. The centre is linear in form, with its retail offer dispersed amongst residential properties along Church Street. The main anchor store in Darton is a 'Co-op' supermarket located at the northern end of Church Street.
Number of Units:	The centre comprises 21 units, including 2 convenience units; 6 comparison; 6 services; 4 restaurants/ cafes/ takeaways/ public houses; and 3 miscellaneous. Finally it is important to note that the centre has 0 vacant units.
Status in Development Plan:	Darton centre is identified as a Local Centre within the Barnsley UDP (2000).
Convenience/ Comparison Ratio:	2 convenience units, representing 9.5% of all units. 6 comparison units, representing 28.6% of all units.
Presence of Convenience Retailers:	The convenience offer in the centre is provided by a Co-op foodstore (132sqm net) and an independent sandwich shop on Church Street.

Aldi Case Study:	**Dodworth Local Centre**
	
Travel Distance From Aldi Store to Dodworth Local Centre:	The store is located 5.27km from Dodworth Local Centre, as defined in Barnsley MBC's UDP (2000).
Characteristics of Dodworth Local Centre:	Dodworth is a former coal mining village to the west of Barnsley; located in close proximity to Junction 37 of the M1 Motorway. The village comprises a local centre which is traditional and linear in form, with its retail offer dispersed in close proximity to the central road junction in the settlement.
Number of Units:	The centre comprises 28 units, including 3 convenience units; 7 comparison; 6 services; 7 restaurants/ cafes/ takeaways/ public houses; and 4 miscellaneous. Finally it is important to note that the centre has only 1 vacant unit.
Status in Development Plan:	Dodworth centre is identified as a Local Centre within the Barnsley UDP (2000).
Convenience/ Comparison Ratio:	3 convenience units, representing 10.7% of all units. 7 comparison units, representing 25% of all units.
Presence of Convenience Retailers:	The convenience offer in the centre is provided by a 'Budgens' supermarket (500sqm net), alongside a discount alcohol shop and sandwich shop.

Aldi Case Study:	**Mapplewell Local Centre**
	
Travel Distance From Aldi Store to Mapplewell Local Centre:	The store is located 3km from Mapplewell Local Centre, as defined in Barnsley MBC's UDP (2000).
Characteristics of Mapplewell Local Centre:	Mapplewell is a village located towards the northern edge of Barnsley, in a fairly low density area. The village comprises a local centre which is dispersed over a wide area. with a linear/corner junction style layout.
Number of Units:	The centre comprises 73 units, including 9 convenience; 14 comparison; 22 services; 12 restaurants/ cafes/ takeaways/ public houses; and 8 miscellaneous. The centre also comprises 8 vacant units respecting 10.9% of units. This figure is still below the national average of approximately 13%.
Status in Development Plan:	Mapplewell centre is identified as a Local Centre within the Barnsley UDP (2000).
Convenience/ Comparison Ratio:	9 convenience units, representing 12.3% of all units. 14 comparison units, representing 19.18% of all units.
Presence of Convenience Retailers:	The centre is anchored by a Co-op (850sqm net) and is supported by a Costcutter (300sqm net); Premier (56sqm net); Farm Shop and a number of butchers and bakers.

Aldi Case Study:	**Barnsley Town Centre**
 *Source: Barnsley Town Talk (2013)*	
Travel Distance From Aldi Store to Barnsley Town Centre:	The store is located 2.53km from Barnsley Town Centre, as defined in Barnsley MBC's UDP (2000).
Characteristics of Barnsley Town Centre:	Barnsley Town Centre is the main retail destination for the Barnsley Metropolitan area and the focus for retail and service provision in this area.
Number of Units:	There are 448 units in total in Barnsley Town Centre. Of the total number of units 38.2% are in retail use. 45.3% of units are occupied by 'service' uses. There are 73 vacant units in the centre, representing 16.3% of total number of units (information taken from 2012 Health Check produced as part of a planning application for a new foodstore at New Street, Barnsley).
Status in Development Plan:	Barnsley centre is identified as a Town Centre within the Barnsley UDP (2000).
Convenience/ Comparison Ratio:	31.7% of retail and commercial units sell comparison goods. 6.5% of units sell convenience goods.
Presence of Convenience Retailers:	The centre is anchored by a Morrison (3,380sqm: net) foodstore and a new Lidl store at Peel Street (1,286sqm).

Planning Potential

Planning Regeneration and Development

case studies

FORMER LUCAS WORKS, DRONFIELD

Store Location: Former Lucas Works, Sheffield Road, Dronfield

Progress: Permission granted at committee in November 2010. Store opened March 2013

Retail location: Out of Centre

The scheme

The new food store comprises some 1,457m² gross retail floor space containing some 990² of net sales floor space. The new store provided regeneration and enhancement of a vacant site that was previously occupied by a mill. The site had been cleared for several years prior to the application. Surrounding the site is a railway line, a number of residential properties and some industrial uses. The site is approximately 300m away from the town centre.

The Aldi food store, given its unique trading format complements the existing retailers in the town centre. Additionally, the provision of a discount food store forms an extension to the existing range and choice of shopping facilities within the town centre and strengthens the centre's overall function within its wider catchment, improving choice and contributing to environmental improvements. The aim of the store is to also directly address the key government objective of minimising social exclusion.

The new car park associated with the store provides 80 new parking spaces along with cycle bays. This will provide a new car park, which can also be used by people visiting the town centre.

Aldi undertook a local recruitment campaign which was very popular with local residents.

Community Consultation

The scheme received a huge level of support from local residents, with 119 letters of support received, including one from Dronfield Civic Society. Residents particularly welcomed the introduction of Aldi due to the lack of discounter in the town, the job creation, and how the proposals would improve the appearance of the site, which had lain vacant for several years.

Granted at Committee

The committee report concluded that although the proposal would result in loss of employment land, there is potential for these to be outweighed by other material considerations. Officers particularly welcomed the creation of local job opportunities, and the provision of around 200 construction jobs, and thus considered the scheme is acceptable in terms of retail and employment policies.

The officer report also considered that due to the limited range of goods, customers would continue to use shops and services in the town centre.

2013 Update

The store is trading well, with 35 jobs secured at the store upon opening.

Health checks were undertaken prior to submission of the planning application and six months following the store opening. There have been no changes to the centre—it continues to trade well with a variety of independent and high street retailers.

Customer surveys have been carried out to establish trading patterns and linked trips, these found that;

- 11% of shoppers were already Aldi shoppers undertaking their shopping at other Aldi stores,
- 62% of shoppers previously carried out main food shopping trips outside Dronfeld,
- 32% of shoppers were undertaking linked trips with the centre when undertaking a visit to Aldi.

Conclusion

The store is trading well and is providing a valuable asset to the local community. The store has clawed back trade that was currently being spent at stores outside of the centre and has improved choice and competition within the town.



HEALTH CHECK- DRONFIELD TOWN CENTRE

Introduction

1. The following assessment of vitality and viability is based upon the advice contained in the National Planning Policy Framework (NPPF) (2012) and PPS4 Practice Guidance (2009).

2. One of the key objectives of performing health checks is to consider a centre's performance over time. This will have a bearing when considering the likely impact of a new development on a centre. An initial Health Check was conducted by Planning Potential in August 2009 prior to the submission of the planning application for Aldi, Sheffield Road, Dronfield. A follow up health check was conducted 6 months after the store opening in August 2013 to assess the health and viability of the centre following the opening of the Aldi store.

3. The performance indicators used within this study include the measurement and analysis of the diversity of uses; amount of retail floorspace; capacity for growth; retailer representation; vacancy rates; commercial yield; rental levels; pedestrian flows; accessibility; the monitoring of town centre improvements; perception of safety and the environmental quality of the centre.

4. For the purposes of this assessment, the boundaries of Dronfield Town Centre are based on the North East Derbyshire Local Plan Proposals Map (2005).

Dronfield Town Centre

5. Dronfield Town Centre contains the Civic Centre and a number of retail units along the southern section of High Street, and onto Church Street and Lea Road. North-west from Lea Road junction, the town centre also includes the frontage of Sheffield Road as far as the commercial units immediately to the west of Snape Hill Lane. To the south-east, the Town Centre extends along Chesterfield Road to the junction of Hallowes Lane. The new Aldi foodstore is located 300m to the north of the Town Centre boundary along Sheffield Road, therefore occupies an 'out of centre' location.

<u>Background</u>

6. Planning Potential undertook a follow up health check survey of Dronfield Town Centre on 13th August 2013. A comparison to assess the impact the store has had upon the vitality and viability of Dronfield Town Centre is provided below.

7. Diversity of Uses

8. Table 1 below shows the composition of retail units within Dronfield Town Centre in August 2009 and August 2013.

Table 1: Composition of Units

Retail Category	Use Class	Number of Outlets (August 2009)	August 2009 %	Number of Outlets (August 2013)	August 2013 %	UK Average
Convenience	A1	8	9.5%	9	9.4%	8.72%
Comparison	A1	19	22.6	20	20.8%	41.29%
Services	Mixed	53	63.1%	63	65.6%	19.98%
Vacant	Vacant	4	4.8%	4	4.2%	12.53%
Total		**84**	**100%**	**96**	**100%**	**100%**

9. Firstly it is useful to note that since 2009 there has been a net increase of 12 retail units; this demonstrates retail confidence and a desire to locate within the centre.

Convenience

10. A 'Co-Op' foodstore (1,269 sqm net) with a car park of approximately 80 spaces, anchors the civic centre which at the time of the survey in 2013 was 80% occupied.

11. In addition, a 'Sainsburys' superstore (2,116 sqm net) is located at the edge of the centre and has a dedicated car park which holds approximately 350 spaces. It was noted at the time of the 2013 survey that the car park was 40% capacity.

12. The 'Co-Op' foodstore is small in size, and aims to meet the top-up shopping demands of Dronfield's local residents. The 'Sainsburys' superstore is the anchor foodstore of Dronfield and caters for main food shop needs.

13. Between 2009 and 2013 there has been an increase of 1 convenience retailer in Dronfield, therefore the proportion of units in convenience use remains above the national average of 8.72% at 9.4%.

Comparison

14. The 2013 survey revealed comparison traders in the Town Centre occupied 22.3% of the total number of outlets in the centre, much lower than the 2013 national average of 41.29%. Since 2009 there has been an increase of one comparison unit within the centre. Many of these comparison traders are independent retailers dealing in homewear, jewellery, clothing, and D.I.Y materials. Within the Civic Centre lie

Dronfield's only national comparison retailers which include the 'Co-Op Travel', 'Bernardos', Clinton Cards', and a 'Lloyds Pharmacy'.

Services

15. 'Service' uses currently occupy 65.6% of units in Dronfield Town Centre. This figure is above the national average of 37.47% in 2013. The number of units in 'service' uses has increased by 10 units between 2009 and 2013. The majority of these outlets offer hairdressing and beauty service (12 units). Other services lie within Estate Agency, Banking, Solicitors and a Betting Office.

16. In addition the Town Centre has 4 public houses which are evenly distributed throughout the centre- 'The Blue Stoop', 'The Bridge Inn', 'The Dronfield Arms' and 'The White Swan'.

Vacant Units

17. Between 2009 and 2013, the number of vacant units within the centre has stayed at 4. It was noted in the August 2013 health check that these vacancies were small in size and distributed around the centre. We note that the level of vacancies within 2009 and 2013 are significantly below the national average of 12.53%. This demonstrates the overall vitality of Dronfield Town Centre despite recent economic trends and the opening of the out of centre Aldi foodstore.

Retailer Representation

Convenience

18. The two main food outlets in Dronfield Town Centre are a 'Co-Op' food store (1,269 sqm net) with an associated car park of 60 spaces (shared with the wider Civic Centre) and a 'Sainsburys' superstore (2,116 sqm net) with associated car parking of 350 spaces.

19. The remaining convenience provision is comprised of independent specialised convenience goods. The traders include 'Cooplands' (Bakery), Fisher and Son Family Butcher (Butcher), Kuchene (Bakery) and 'Newbury' (Newsagents).

Comparison

20. Within the comparison sector there are several national retailers trading from the Civic Centre- ''Lloyds Pharmacy', 'Clinton Cards', 'Bernardo's' and 'Co-Op Travel'. With regards to independent retailers there is 'Geoffs D.I.Y', 'Colante Jewellery', 'Framework ID' (Picture Frames), 'Eligante' (Shoes), and 'Gregorys Menswear'.

Other Services

21. The centre is dominated by independent service providers. Within the health and beauty sector retailers include 'Passion', 'Taylor Taylor', 'Scissor Sisters' and 'Halo Hair'. Other uses in this sector include a national betting office 'Betfred', high street banks 'HSBC and 'Natwest', a Dentists 'Stephen Godfrey', an Opticians 'Thomas and Holloway LTD', local

Estate Agents ‘Saxton Mee’, ‘Castle’ and ‘Staves’, solicitors ‘Athi Law’, ‘Banner James’, and building society ‘Yorkshire Building Society’.

Restaurants, Café, Takeaway and Public Houses

22. Dronfield Town Centre contains a number of public houses, cafes and takeaways located throughout the town. These include ‘The Dronfield Arms’ (Public House), ‘The Blue Stoops’ (Public House), ‘Bridge Inn’ (Public House), ‘Coffee Centre’ (Café), ‘Ferndale’ (Café), ‘Jamad Cottage’ (Restaurant), ‘Dominoes’ (Takeaway), ‘Green Dragon’ (Takeaway), ‘Village Fisheries Fish and Chips’ (Takeaway) and ‘Yit Hing’ (Takeaway).

Other Uses

23. There are also several other uses operating within Dronfield to cater for the day to day needs of the local population. The facilities include ‘Dronfield Post Office’, ‘Manor House Hotel’ ‘The Civic Hall’ and ‘Dronfield Sports Centre’. The recently developed Dronfield Sports Centre demonstrates a significant level of investment in Dronfields facilities in recent years.

<u>Pedestrian Flow</u>

24. Planning Potential have not undertaken a flow count, however, the perception of pedestrian flow in 2013 was low at the time of the survey (Tuesday Early-Afternoon).

<u>Accessibility</u>

25. Dronfield Town Centre is located along Chesterfield Road with access to the Civic Centre found along High Street. Off street free car parking is distributed throughout the centres within the Civic Centre (approximately 80 spaces); the ‘Sainsburys’ superstore on Wreakes Lane (approximately 350 spaces); Church Street (approximately 20 spaces); and within the Forge shopping centre (approximately 30 spaces). At the time of the survey these facilities were in moderate use at around 60% capacity.

26. A number of bus routes pass through the centre (routes 43,44,89,253/254, 294)- these services connect Dronfield to Sheffield City Centre and the surrounding residential population. The Town Centre is accessible by bus from surrounding settlements such as Chesterfield, Gosforth, and Holmesfield. Dronfield’s bus stops are located throughout the centre, with shelters and seating provided at some stops.

27. Movement of pedestrians, cyclists and the disabled is allowed by accessible footpaths and low levels of traffic passing through the centre. There is a lack of pelican and zebra crossings although these are used at the perceived busiest crossings such as at the ‘Sainsburys’ superstore, along Chesterfield Road at the station entrance and towards the edge of the Town Centre along Chesterfield Road.

Physical Environment

28. The environmental quality of the Town Centre is generally very high, with most units well presented and in keeping with the areas heritage. The largest retail units are found within the purpose built retail precinct referred to as the 'Civic Centre'.

29. Throughout Dronfield the retail units are set within two and three-storey terraced properties. Above retail units along High Street, Church Street and Chesterfield Road the use is a mix of residential flats and storage. Within the Civic Centre the building style is of a modern two-storey terrace with the retail unit on the ground floor and storage space on the first floor. Several detached buildings found around the Civic Centre's periphery such as Dronfield Sports Centre, the Civic Hall and the Yorkshire Building Society.

30. Due to the existing road network that intersects the Town Centre, Dronfield has a strong built form with a very strong identity with almost all of the buildings (excluding the Civic Centre) built in stone.

31. There is a moderate amount soft landscaping within the centre- given its location along a key transport route. Landscaping is found along verges, with hanging baskets used on buildings and street lighting, with areas of trees found within residential gardens.

32. The streets are clean and well maintained with an absence of litter and no signs of graffiti.

33. Chesterfield Road runs through Dronfield and is heavily trafficked with private vehicles throughout the day although along High Street and Church Street the roads are mainly used by local residents and are quiet both visually and in noise terms.

34. There is a lack of street furniture with only a handful of bins, benches and lamp posts found along High Street and Church Street. The Civic Centre and Chesterfield Road are better equipped as there is a greater need for these amenities due to the increased activity. Overall, at the time of the survey the centre was considered clean and active.

Perception of Safety

35. At the time of the survey, there were no signs of anti-social activity. There were no exterior CCTV systems which aides the perception that Dronfield Town Centre is perceived to be a safe and trouble-free shopping environment.

Capacity for Growth

36. There is limited potential for Dronfield Town Centre to expand further due to its compact urban grain and limited number of suitable plots. The road network dissects and restricts the wide scale redevelopment of the centre.

Existing Convenience Provision

Sainsburys, Wreakes Lane (2,116 sqm net)

37. This store offers an extensive range of convenience goods as well as a small range of comparison goods including school wear, electrical and seasonal goods (approximately 10% of floorspace) across 13 aisles. The store also holds a deli, bakery and fish counter. At the time of the survey (mid-day Tuesday) the store was experiencing moderate levels of predominately basket trade and shelf stacking.

38. The store has 10 manned tills with 6 self service till points, at the time of survey only 2 tills were open. There were no queues at the open tills or at the self serve checkouts. The entrance has an ATM facility, community board, benches and bins which demonstrate a sense of community involvement and pride with the store integrating in to the wider community.

39. The car park adjacent to the store provides approximately 350 spaces including disabled and parent child spaces. At the time of survey the car park was at 40% capacity. There was little evidence of customers using the car park to conduct linked trips with other stores within the centre. The car park boundaries are well defined with soft landscaping lining the entrance and wooden fencing to the rear which forms a barrier between the store and neighbouring properties. Vehicular access into the site is taken from Wreakes Lane.

Co-Op, Civic Centre (1,269sqm net)

40. The store offers a range of convenience goods as well as a significant range of comparison goods (approximately 30% of floorspace). At the time of survey goods included a range of electrical products, DVDs and CDs and seasonal products i.e. gardening and BBQ goods. The store was quiet with predominantly basket trade and shelf stackers restacking fresh produce.

41. The store has 6 manned tills and at the time of the survey only 1 was in operation.

42. This store shares a car park with the wider Civic Centre and provides approximately 80 car parking spaces. At the time of the 2013 surveys, this car park was at approximately 80% capacity.

Summary

43. Overall, it is evident from the comparison health checks that the opening of an Aldi foodstore in an out-of-centre position, has not impacted on the vitality and viability of Dronfield town centre. On this point, we note that no existing convenience retailers have closed and appear to be trading well.