



Leeds
CITY COUNCIL

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Report of the Chief Planning Officer

PLANS PANEL WEST

Date: 12th January 2012

Subject: PLANNING APPLICATION 11/03417/FU – Detached retail unit with Car Parking at former Springfield Mill site, Stanningley Road, Bramley, Leeds, LS13 3LY

APPLICANT

Aldi UK

DATE VALID

16 August 2011

TARGET DATE

15 November 2011

Electoral Wards Affected:

Bramley and Stanningley

Yes Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION: DEFER AND DELEGATE approval to the Chief Planning Officer, subject to the signing of a Section 106 agreement within three months from the date of the resolution to ensure the following: -

- **Travel Plan, Travel Plan Coordinator and monitoring fee of £2,500;**
- **Store to be a discount supermarket only; and**
- **Local employment initiatives**
- **Public Transport Contribution of £52,903**

and subject to the following conditions:

1. **3 year time limit;**
2. **In accordance with the approved plans;**
3. **Restriction on good which can be sold, no tobacco, lottery, dry Cleaning, newspaper, magazines, in store counters etc**
4. **Area used by vehicles laid out, surfaced and drained;**
5. **Max gradients to areas to be used by vehicles,**

6. Car park to be completed prior to opening and retained thereafter
7. Details of cycle and motorcycle parking;
8. Visibility splays of 2.4m x 90m in each direction onto Stanningley Road
9. Travel Plan Measures;
10. Methods to be employed to prevent mud, grit and dirt being carried onto the public highway;
11. All off-site highway works completed before first occupation; (S278 agreement)
12. The access boundary treatment details to be submitted, including 1m max height of stone wall for 2m lengths at sides of access
13. Materials details and samples of external walling and roofing;
14. Details of surface materials;
15. Construction management plan;
16. Specific hour of construction;
17. Store Opening Hours; details to be submitted and approved by LPA
18. Store Delivery Hours only between hours of 07:00 and 21:00;
19. Delivery Scheme to be submitted and approved
20. HGV's over 7m in length to be made outside opening hours but not between 21:00 and 07:00
21. Details of plant to be submitted to, and approved by LPA, shall not exceed 5dB (A) below the lowest background (L90)
22. Full details of acoustic barrier along boundary opposite service yard
23. Provision of facilities for storage and disposal of litter;
24. Lighting Scheme;
25. Window Adverts;
26. Landscape maintenance and implementation;
27. Replacement planting within 5 years;
28. Root Protection of existing TPO trees (on adjacent land)
29. Boundary details;
30. Scheme to secure the car park outside opening hours;
31. Drainage details to be approved.
32. Surface water run-off rate;
33. Provision of oil interceptors;
34. Site remediation.

35. In granting permission for this development the City Council has taken into account all material planning considerations including those arising from the comments of any statutory and other consultees, public representations about the application and Government Guidance and Policy as detailed in the Planning Policy Guidance Notes and Statements, and (as specified below) the content and policies within Supplementary Planning Guidance (SPG), the Leeds Unitary Development Plan 2001 (UDP) and the Leeds Unitary Development Plan Review 2006 (UDPR).

Policies SA2, SA5, SP7, GP5, N12, N13, A4, BD5, BC7, N12, N39, LD1, S2, S5, T2 and T24.

On balance, the City Council considers the development would not

give rise to any unacceptable consequences for the environment, community or other public interests of acknowledged importance.

1.0 INTRODUCTION:

- 1.1 This application has been made following pre-application meetings and discussions with the Local Planning Authority and following a public exhibition and community consultation over the past year.
- 1.2 It is brought before Plans Panel due to the level of local representation produced and because the proposal does constitute out of centre retail development.

2.0 PROPOSAL:

- 2.1 The proposal is the construction of a detached retail food store of 1448m² with an internal sales area of 990m² with 90 no car parking spaces and associated hard and soft landscaping. Aldi UK are a discount food retailer; they propose around 20 – 30 jobs (mixture of part and full-time).
- 2.2 The building proposed is of brick construction with a clad apex roof construction. Some glazing is also shown around the public entrance (south-west corner) and the southern elevation. Its height at the highest point of the roof is 7m, with a shallow sloping pitched roof.
- 2.2 The site would be accessed by a new access point onto Stanningley Road. The existing stone wall frontage onto this road would be retained but lowered, to afford views into the site.
- 2.3 A draft Section 106 'Heads of Terms' Planning Obligation has been produced which lists the production of a Travel Plan (which incurs a monitoring fee of £2500), a contribution to be made to Public Transport and to endeavour to make employment opportunities available via the Council's Jobs and Skills Services.

3.0 SITE AND SURROUNDINGS

- 3.1 The application site, which is 0.65 hectares in area, is located on the northern side of Stanningley Road, to the west of the roundabout at Bramley Town End. Until 2007 there was a substantial complex of traditional industrial buildings on the site. These had become disused and derelict in their last years and were subject to vandalism. The buildings have been demolished in anticipation of redevelopment. Springfield Mills, (circa. 1880) occupied the eastern part of the site. Craven Mills occupied the remainder of the site. The

complex was accessed from Stanningley Road close to its junction with Ashby Avenue.

- 3.3 Springfield Mills, along the Stanningley Road site frontage, consisted of mainly single storey buildings of stone construction with pitched slate roofs. At the eastern end of the complex, the buildings were two storeys again of stone and slate construction. Attached to the rear of these buildings to the north east was a single storey brick building. The remainder of the site consisted of a series of sheds with asymmetrical pitches and roof-lights, which were about 1.5 storeys in height. There was also a substantial chimney within the site.
- 3.4 The adjacent Craven Mills, (circa. 1930), were more imposing. The main building is the 4-storey mill at the north east corner of the site facing onto Daisyfield Road and Windsor Court. The bulk of the building then reduced to 2 storey and then single storey along Daisyfield Road towards Ashby Avenue and down to 2 storeys and 1.5 storeys back towards Springfield Mill. There was a 4-storey tower in the middle which had telecoms equipment attached to the top of it. Craven Mills also had a large yard, which was open along the Ashby Avenue frontage.
- 3.5 The surrounding area is predominantly residential in nature. To the north is a modern residential development comprising 3 storey flats and 2 storey town houses at Windsor Court. There are substantial trees adjacent to the application site boundary within the rear gardens of the flats; these trees are protected by a TPO. To the east of the former Springfield Mills is a modern 2 storey flat development at Osbourne Court. Flat numbers 19 to 37 faced towards the stone two storey part of Springfield Mill, (known as Town End Works), which had windows on both floors facing the flats. There is a terrace of houses on the opposite side of Stanningley Road to the south with open space on either side. The terrace is 2 storey of traditional design with some dormers in the roof space. To the south west on the other side of Ashby Avenue is the rear of a 2 storey café at the Stanningley Road junction with 2 storey brick terrace houses behind.

4.0 Relevant Planning History:

- 4.1 08/03221/FU: Change of use of mill to offices and erection of 3 storey office block and part 3 and part 4 storey office block, with car parking. Refused on 'out of centre' and parking grounds. Dismissed at appeal in February 2009.
- 4.2 07/01516/FU: Change of use including part demolition of mill and 2 storey roof extension to 39 flats and erection of part 3 part 4 storey block of 21 flats and 3 storey block of 6 three bedroom terrace houses and 6 one bedroom flats on the combined Springfield and Craven Mills site. Approved March 2010.

- 4.3 06/04274/OT: Outline application to erect residential development on the Springfield Mills site only Approved 30 January 2007. All matters are reserved for future approval.
- 4.4 06/00579/FU: Demolition of mills, laying out of access road and erection of 58 flats in 3 blocks with car parking on the combined Springfield and Craven Mills site refused on 18 May 2006. The reasons for refusal concerned the proposed massing, the lack of an adequate building presence along the Stanningley Road frontage, the positioning of the development in close proximity to 19-37 Osbourne Court and the lack of useable amenity open space. An appeal lodged against this refusal was dismissed on 23 February 2007.
- 4.5 24/552/03/OT: Outline application to erect residential development on the Craven Mills site only approved 24th March 2004. This permission has since expired.

5.0 HISTORY OF NEGIOGATIONS

- 5.1 Informal pre-application discussions were held with Officers in December 2010. This was followed up by further meetings which were held in June and July 2011. The design and highways issues were discussed at these meetings. The main issue surrounding this proposal is the fact the proposal is for retail development outside a specified centre. Discussions over the scope and catchment of the sequential test were also discussed.

6.0 PRE-APPLICATION COMMUNITY INVOLVEMENT

- 6.1 Officers have been informed that a meeting took place between the applicants and Ward Members on 14th December 2010, and that Ward Members were invited to attend the public exhibition.
- 6.2 A public exhibition containing details of the proposal was held on 30th March 2011 at Bramley Working Men's Club, 91 people attended. Feedback Forms could either be filled in at this exhibit or posted back by using the supplied postage paid envelopes. A telephone enquiry line was also set up by Aldi to offer information to interested persons and answer queries.
- 6.3 According to Aldi, 153 responses were received to this consultation exercise. 92% of respondents supported the proposals and 8% were 'not in support'. Of this 92% level of support, 57% provided positive comments, 21% supported the proposals with reservations, and 22% indicated they were supporters but did not offer reasoning behind their support.

7.0 PUBLIC/LOCAL RESPONSE

7.1 The application was publicised by 10 site notices which were posted adjacent to the site on 19th August 2011. An advert was also placed in the local press on 1st September 2011. Ward Members were personally informed of the application by e-mail.

7.2 In total the responses received to the application are highlighted below.

- 105 standard letters of support, which were sent to nearby residents by Aldi and then endorsed and forwarded on by residents.
- Six individual letters of support (including one letter with 13 different signatures, and one letter with 30 different signatures).
- One letter of objection
- No comments have been received by Ward Members.

7.3 It is debatable how much weight can be attached to standard letters of support received, as ultimately they have been written by the applicant, although endorsed by local residents. Aldi collected a list of 'supporters' from their Public Exhibition, and once the planning application was submitted to the Local Planning Authority, Aldi wrote to these people asking them to formally support the application.

7.4 This group of 'supporters' were provided with a standard letter of support by Aldi, which was addressed to the Local Planning Authority along with a pre-paid envelope. The covering letter which was sent to local residents even suggested further points for local residents to raise, to add to these letters of support. The points raised in these standard letters of support are summarised below.

- Increased shopping choice
- The proposal will enable local residents, many elderly to independently walk to the proposed store to get their own shopping. Bramley Shopping Centre is too far for many nearby elderly residents
- The proposed store has level access and disabled parking
- The proposal will be great for local people who do not own a car
- The proposal sells food at lower prices
- Other nearby supermarkets are inaccessible to some groups of people
- The proposal will create job opportunities
- The site is easily accessible and very convenient
- The site is an eyesore and needs developing
- The proposal will avoid the need for local residents to drive to other supermarkets
- The proposal will be more useful than a development of flats – the area is saturated with flats many of which are empty
- Will reduce the need on reliance on other, i.e to drive to other supermarkets
- The car park should be closed when the store is closed
- The proposal will improve the area
- May increase passing trade on other local business's

- The design, proposed landscaping and planting etc is far better than living under the shadow of a large mill

7.5 The points raised in the individual letters of support and highlighted below.

- The proposal makes use of a empty site
- Other supermarkets are a bus ride away
- Aldi's offers a good range of products
- There are 2 sheltered housing schemes for elderly adjacent to this site. The proposal will be very accessible and convenient for the elderly.
- The proposal will support other local business's by providing a car park, and Aldi's do not sell similar products such as newspapers and tobacco.
- The proposal will vastly improve the appearance of this derelict site
- The proposal will relieve some of the parking pressures at Bramley Shopping Centre

7.6 The points of objection made are summarised as follows:

- The proposal is contrary to the national planning guidance of PPS4
- Leeds Retail Study 2011 identifies further capacity within Bramley Local centre, this proposal undermines this study
- Allowing this out of centre retail development undermines the Core Strategy
- The submitted Sequential Test fails to identify why this store can not be located within a allocated centre
- Approval of this application would set a precedent for unsustainable out of centre retail development
- The fact the site is not 'cleared' site is not a reason to dismiss other sites
- This proposal could be accommodated behind the existing Bramley Shopping Centre building
- This proposal would drive custom away from Bramley Town Centre
- Only adjacent residents would walk to this site, others (the majority of customers) would drive to it, this is not sustainable
- The development is cut off from residential development, this is not good permeability
- The proposal is likely to threaten highway safety
- The proposal could impact upon nearby local shops
- The proposal would result in the loss of a housing site. This can not be accommodated within Bramley town centre, like this proposal could
- The proposal may create jobs, however its location within a town centre would also create jobs
- There is some doubt over the authenticity over the letters of support which have been sent in on standard letters.
- Aldi have not offered options to local residents, an Aldi store in an town centre location would probably attract a similar volume of support.

8 CONSULTATION RESPONSES

Statutory:

8.1 Highways

No objection subject to standard conditions, including agreed off-highway works to be secured through a S278 agreement. The store being conditioned to be only occupied by a discount food retailer.

Non-statutory:

8.2 Sustainable Development Unit

No objections now revisions have been secured to the design of the proposal

8.3 Architectural Liaison Officer

No objections, access to the parking area should be controlled when the store is closed

8.4 Travelwise' (Travel Plan Officer)

The Travel Plan is acceptable. A monitoring fee of £2500 is required.

8.5 Contaminated Land Officer

No objections to the proposal subject to a condition which places a duty on the applicant to submit a Remediation Statement.

8.6 Access Officer

No objection, the proposal offers level access and an adequate level of disabled car parking.

8.8 Environmental Health

No objections subject to conditions which limited the noise level from plant equipment

8.9 Mains Drainage

No objections subject to conditions.

9 PLANNING POLICIES

9.1 The development plan comprises the Regional Spatial Strategy to 2026 (RSS) and the adopted Leeds Unitary Development Plan (Review 2006) (UDPR). The RSS was issued in May 2008 and includes a broad development strategy for the region, setting out regional priorities in terms of location and scale of development.

9.2 The relevant RSS policy is considered to be E2 which states that town centres should be the focus for offices, retail, leisure and entertainment.

9.3 UDPR

GP5 – Detailed Planning Considerations
GP7 – Planning Obligations
N12 – Priorities for Urban Design
N13 – Design and New Buildings
N25 – Development and Site Boundaries
N39A – Sustainable Drainage
T2 – Transport Provision for Development
T7A – Cycle Parking Guidelines
T7B – Motor Cycle Parking Guidelines
T2C – Travel Plans
T2D – Public Transport Contributions
T24 – Parking Provision for New Development
S2 – Vitality and Viability of Town Centres
S4 – Retention of Retail Character
S5 – Major Retail Development Location (Sequential Test)
BD4 – Plant Equipment and Service Areas
BD5 – Amenity and New Buildings
LD1 – Landscaping Schemes

9.4 Leeds Local Development Framework (emerging)
Development Plan Document - Statement of Community Involvement (2007)

9.5 Supplementary Planning Advice
- Travel Plans (2011) – Supplementary Planning Document (draft)
- Public Transport Improvements and Developer Contributions (2008) -
Supplementary Planning Document
- Building for Tomorrow Today, Sustainable Design and Construction (2010) -
Supplementary Planning Document
- Sustainable Urban Drainage in Leeds (2004) - Supplementary Planning
Guidance

9.6 National Planning Policy Advice
- Planning Policy Statement 1 (PPS1) – Delivering Sustainable Development
(2005)
- Planning Policy Statement 4 (PPS4) – Planning for Sustainable Economic
Growth (2009)
- Planning Policy Guidance Note 13 (PPG13) – Transport (2001)

- National Planning Policy Framework (draft)
- Ministerial Statement: Planning for Growth (March 2011)

10 MAIN ISSUES

- Principle of Development (Out of centre retail development)
- Design/ Appearance
- Impact on Residential Amenity
- Highway Safety
- Trees and Landscaping
- Economic Development and Planning Obligations

11 APPRAISAL

- 11.1 The principle of this proposal is concerned with retail development upon an unallocated site, which lies within a residential area. The proposal does constitute out of centre retail development. In policy terms, the starting point of this proposal is PPS4 'Planning for Sustainable Economic Growth'. Policy EC14 of PPS4 requires a sequential assessment for planning applications for main town centers uses that are not in an existing centre and are not accordance with an up to date development plan. It is considered that the applicants have successfully demonstrated there are no other available sites, located within town centre, or edge of centre locations within a 5 minute drive time from the site.
- 11.2 Local Plans have raised an objection to the principle of the proposal in this location, and have stated they do not consider the applicants have adequately demonstrated other more 'centrally' located sites are not available, which could potentially accommodate this proposal. Other sites which have been highlighted by Local Plans and which have been discounted by the applicants include the Morbaine site, Carr Crofts, Armley, and Waterloo Lane, Bramley.
- 11.3 The Morbaine site (Carr Crofts) in Armley, benefits from outline planning consent for a major retail development. This site is large, and could accommodate a supermarket, which has a floor space of circa 8 000sq m. This is considerably larger than this proposal, and would involve splitting the site. It is unlikely this would occur as the applicants have made 11 separate land acquisitions to form this one large site. This proposal is for one large supermarket, which aims to act as an anchor store to regenerate Armley Town Centre. Splitting the site, and reducing its size would make it less attractive to one of the major supermarket operators. It is not considered this is realistic option and therefore this site is not available for this development.
- 11.4 Other sites have been identified which lie to the rear of Bramley Town Centre, and lie within the boundary of Bramley Town Centre on Waterloo Road. These have been discounted by the applicants, due to their limited size and legal complications concerned with ownership and existing leases. These sites in Bramley town centre mean the format of the proposed Aldi store would need to be altered, It is also not considered realistic these sites are available in the short term. This has been confirmed by letters received from the agents acting for these landowners. Aldi have stated that part of their success lies with the format of the store, which allows them to buy quality goods in bulk. The format of the stores means they have to be of a certain size and layout in order to be efficient, and thus profitable. Aldi has stated other formats of the store have significantly reduced profitability and have failed. This assertion has been supported by previous appeal decisions for Aldi stores. It is considered these sites are unviable as a site assembly for an Aldi supermarket.

- 11.5 Although the proposal is located outside the boundary of Bramley town centre, it is not considered the proposal would harm the viability or vitality of this centre. The existing shopping centre is anchored by a Tesco store which is over-trading, according to Retail Impact Assessment which has been devised and submitted in support for another major planning application for a new supermarket in Kirkstall.
- 11.6 It is not considered this proposal would attract people away from the facilities at Bramley Shopping Centre. Aldi is essentially a specialist retailer which sells a limited range of basic food items. Aldi does not offer a 'one-stop-shopping experience', as items such as lottery, tobacco, newspaper and branded products are not available. Therefore customer will still need to visit other stores to gain access to these products.
- 11.7 It is important to note that the site lies in a fairly densely populated residential area, which is characterised by terraced properties. It is considered there is a large catchment of local residents who live within walking distance to the site who would shop at the proposal. This would lessen the demand for car travel to the proposal. The letters of support received, support the assertion that a large percentage of future customers would travel to the premises by foot.
- 11.8 The site lies within the Bramley ward, where the percentage of people owning no car or van is 40% (compared to 34% in Leeds, and 26% in England). It is important to note that the site lies adjacent to social housing for the over 55's. It is considered the proposal will improve social inclusion and accessibility to a foodstore. This is considered to be a benefit of the scheme, which outweighs any harm caused by the fact the site does not lie within an allocated town centre. A S106 agreement would ensure the proposal is only occupied by a discount food retailer, to ensure in the future it does not result in a out of centre retail store selling electrical items or clothing etc. The fact the proposal is to be occupied by Aldi, does impact upon the suitability of out of centre retail development in this location. It is therefore considered that the principle of this proposal for an discount food retailer only, in this out of centre location accords with the policy guidance of PPS4 and is acceptable in principle.

Design Issues:

- 11.9 The store has been located towards the western part of the site, with the parking area being located to the eastern side. The irregular shape of the site, means the building does not have a flat frontage which is parallel with Stanningley Road.
- 11.10 The siting of the proposed store has been subject of much negotiation with the Local Planning Authority. It is considered the proposed siting has been carefully considered and is the best solution for this site, given its constraints and the retail requirements of Aldi. The chosen siting allows the

delivery and service area to be discretely sited to the rear/ side of the building and allows for the parking area to have a frontage onto Stanningley Road, which will benefit from a high level of surveillance.

- 11.11 Only the front narrower elevation of the store has a glazed frontage. This is due to the internal layout of the store which only includes a small number of checkouts, and the requirement for shelving, which does not allow for a larger proportion of the external walls to be glazed. This siting avoids the longer 55m elevation (which only has high level glazing above the shelves) having a frontage onto Stanningley Road which would appear overly dominant and provide little interaction with the street scene. This siting is considered to provide an active frontage and reduces the dominance of the store onto the street scene. The car parking is situated to the side of the store making it visible from customers approaching the site in both directions from the east and west.
- 11.12 The majority of the residential properties in the immediate area of the site are constructed from red brick. The proposed food store will incorporate elements of glazing together with an oversailing canopy to signify the entrance to the store facing onto the primary elevations from which the public shall approach the store. High level glazing will flood light over the top of the sales area in a ribbon arrangement in line with the canopy structure and add interest to the long elevation facing the Parent and Disabled car park.
- 11.13 The elevations have been broken up with two contrasting types of bricks, which are arranged in panel sections with piers. Above the ground floor brick sections of the elevations is a rendered ribbon band which goes around the building, just below the eaves level. The affect of this, it is considered is to successfully break up the mass/ size of the building by adding a lightweight component, under the roof.
- 11.14 It is considered the proposal is of a quality design, which although simple, contains quality detailing features. The form of the building, and the fact it is only single storey in height means it will have a far less dominant impact on adjacent occupiers, when compared to the previous mill building. The scale of this proposal is considered to be in keeping with the residential character of this locality. For all of these reasons it is considered the proposal follows the policy guidance of N12 and N13.

Amenity Considerations

- 11.15 The site does lie in an established residential area and is surrounded by residential properties to all sides. The siting of the proposed store places it in very close proximity to the properties which lie to the north on Ashby Terrace and Ashby Mount, and to the flats on Windsor Court which lie to the east. The car park lies directly adjacent to a development of flats, Osbourne Court which lies to the east.

- 11.16 The rear elevation of the proposed store, faces north onto Daisyfield Road. Opposite this, at a 13m distance lie the gable ends of the terraced properties on Ashby Terrace and Ashby Mount. This relationship is described as 'side and side' and it is not considered the proposal would have any adverse impact on the living conditions of the occupiers of these properties.
- 11.17 The service yard, and delivery point of entry into the store does lie opposite the side elevations of the 3 storey flats which are located on Windsor Court. This service area is located at the nearest point, 10m away from these flats. A 2m high acoustic fence is proposed along this boundary, in order to protect the amenity of these residents. The full details of this will be conditioned on approval. The side elevation of these flats faces onto this service area, which serves to minimise the impact of the proposal on the occupiers of these flats. Subject to a condition prohibiting deliveries to the store in the late evening and night time hours, it is not considered the proposal would have a significant impact on the living conditions on the occupiers of Windsor Court.
- 11.18 A 1m buffer strip of landscaping, and a 2m high fence is proposed along the eastern boundary of the site, adjacent to the parking area between this site and the adjacent flat development at Osbourne Court. It is considered this will protect the amenity of these adjacent occupiers. It is also important to note that the proposal has its only access into the site from Stanningley Road, therefore the adjacent residential streets such as Ashby Avenue and Daisyfield Road would not experience higher levels of traffic.
- 11.19 The development which is the subject of this proposal falls in an area which suffers crime in line with the National Average for England and Wales. As out of town car parks can attract anti social activities, consideration should be given to a means of securing the car park outside opening hours to prevent misuse of the facility. A condition is imposed to control this. In view of all of these issues it is not considered the proposal would have an adverse impact on the living conditions of nearby and adjacent residents, particularly when considered against the previous use of the site.

Highways

- 11.20 Highways have raised no objections to the proposal. The application was supported by a full Transport Assessment and Travel Plan. The proposal includes 90 car parking spaces. This includes disabled parking space and Parent and Child parking spaces which are located nearest to the site entrance. Highways have stated this level of parking is only acceptable as the proposal is for a discount retailer, and this needs to be secured through a S106. There is no concern with regards to the proposed means of access subject to a condition which lowers the height of the stone boundary wall by 1m for 2m at each side of the access, to ensure visibility on leaving the site, onto Stanningley Road which is a strategic route.

- 11.21 A S278 agreement is required, and a condition to implement these off-site highway works prior to the occupation of the supermarket is recommended. These off-site highway works include TRO parking restrictions along Stanningley Road, Ashby Avenue, and the junction with Billingbark Drive/ Stanningley Road, and the building out of this junction, to improve visibility.
- 11.22 The submitted Travel Plan is considered to be acceptable, and the layout of the building has been amended to include showering facilities for staff who wish to cycle to the premises. The £2500 Travel Plan monitoring fee will be secured through the S106 agreement. The proposal includes cycle parking at the front of the store. The duty to ensure these cycle spaces are provided and retained will be conditioned on approval. A Public Transport contribution is also sought, this sum is £52,903 and includes a 10% deduction given the previous trip generation on the site and out of peak hour trips.

Tree and Landscaping

- 11.23 The site is vacant at the moment and devoid of any trees and vegetation. The proposal includes a landscaping scheme which includes planting trees along the site boundaries, and a landscaping buffer. It is considered the proposal would improve the appearance of the site by increasing the amount of soft landscaping on the site when compared to its previous and existing form. A condition regarding root protection for the TPO trees in the adjacent site will be imposed on the approval of this application to ensure they are adequately protected throughout the construction period.

Economic Development and Planning Obligations

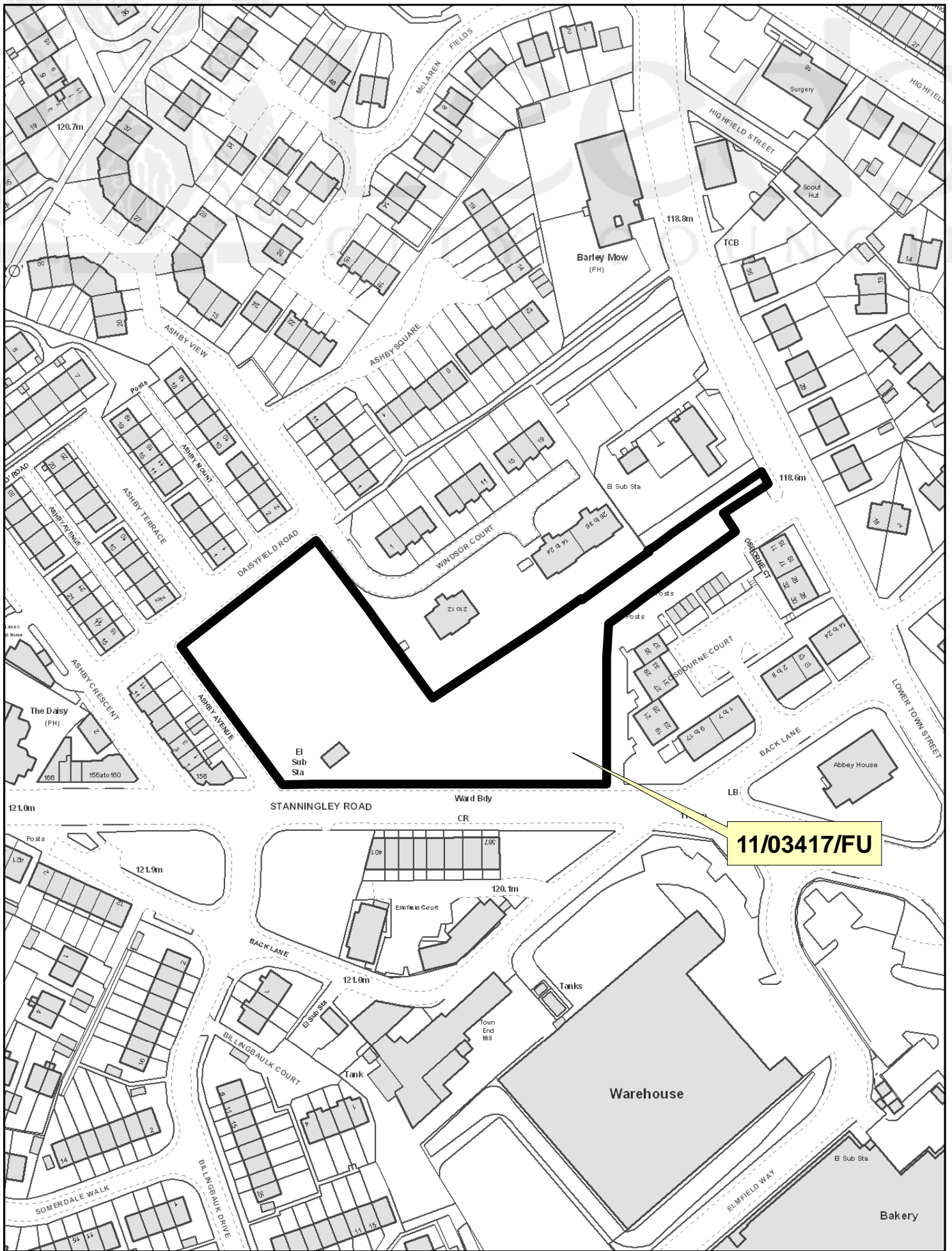
- 11.24 The proposal would amount to a development intended to create between 20 - 30 jobs, split between part and full time positions. Up to 100 positions during the construction phase are also anticipated by Aldi. This in an area which suffers higher than average (national and local) unemployment and deprivation. The applicants have entered into discussions with the Council's Employment and Skills Service who have in principle confirmed their agreement to work with Aldi to promote and secure positions for local residents. Aldi in turn have suggested that this could be controlled through a Section 106 Agreement and have listed this as a 'Heads of Terms' matter for consideration.
- 11.25 This offering is in no doubt a positive consideration and in current economic conditions should be given appropriate weight where PPS4 and guidance in the National Policy Framework very much advocate the importance of job creation and general economic related development. Indeed the Ministerial Statement has highlighted that sustainable economic growth should be given important consideration amongst other relevant considerations and that appropriate weight is given to the need to support economic recovery.

CONCLUSION

- 12.1 Although the proposal does constitute out of centre retail development, given the unavailability of other more 'central' sites and the benefits of providing a new discount retailer in this location, redeveloping a vacant site and providing new jobs, whilst providing an increased in retail choice and competition, the proposal is on balance considered to be acceptable.

Background Papers:

File Planning Application 08/03221/FU



WEST PLANS PANEL