



Planning and Retail Statement

For

Lidl UK GmbH (Lidl)

Full Planning Application for the demolition of the existing Lidl foodstore and Oakdale Lodge care home and the redevelopment of the site and adjacent land for a new Lidl foodstore at 32 Boldon Lane, South Shields, NE34 0BX



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#LidlSurprises

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<p>This Report has been prepared within the</p> <p>Quality System operated at Rapleys LLP</p> <p>According to British Standard ISO 9001 : 2008</p>	
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<p>Planning and Retail Statement Version 1</p>	

FOR AND ON BEHALF OF RAPLEYS LLP
 24/12/2015

1 INTRODUCTION

- 1.1 This Planning and Retail Statement has been prepared by Rapleys LLP on behalf of Lidl UK GMBH (Lidl), and is submitted in support of a full Planning Application for the demolition of the existing Lidl foodstore and Oakdale Lodge care home and the redevelopment of the site and adjacent land for a new Lidl foodstore at 32 Boldon Lane, South Shields, NE34 0BX. A site location plan is attached at **Appendix 1**.
- 1.2 Proposals for the development of the site have been subject to pre-application discussions with Officers at South Tyneside Council, details of which are summarised in Section 3 of this statement.
- 1.3 Against this background, we are instructed to submit an application for full planning consent for the demolition of the existing Lidl foodstore on Boldon Lane and the adjacent Oakdale Lodge care home on Stanley Street and the erection of a replacement discount foodstore (Use Class A1), measuring 2, 445sq.m (GIA). The works propose to include a reconfigured store layout and associated car parking.
- 1.4 The nature of the Lidl business model results in the store performing a predominately “top up” shopping role. Discount foodstore such as Lidl act as complimentary retailers to mainstream food shopping. The proposal will provide increased competition and consumer choice, and create additional local jobs, in addition to improving convenience shopping in this area of South Shields.
- 1.5 This statement addresses the planning and retail issues affecting the site through the consideration and assessment of the proposal against a key national and local planning policies and material considerations. It also provides evidence of the unique nature of the Lidl discount operations and their complementary role to mainstream convenience retailers, by identifying relevant appeal decisions where this has been demonstrated.
- 1.6 This statement should be read in conjunction with the documentation submitted in support of this application submission, namely:

Documents	Author
Application Forms Ownership Certificates Planning and Retail Statement Design and Access Statement	Rapleys LLP
Application Drawings Pack: Site Location Plan (Dwg ref: A(90)EXP002 Rev1) Existing Site Layout (Dwg ref: A(90)EXP001 Rev3) Existing Elevations (Dwg ref: A(90)EXE001 Rev1) Existing Ground Floor Plan (Dwg ref: A(90)EXP001 Rev1) Existing Roof Plan (Dwg ref: A(90)EXP002 Rev1)	_space

Proposed Elevations (Dwg ref: A(90)GAE001 Rev1) Proposed Floor Plans (Dwg ref: A(90)GAP001 Rev1) Proposed Roof Plan (Dwg ref: A(90)GAP201 Rev1) Proposed Site Layout (Dwg ref: A(90) GAP001 Rev7) Boundary Treatment (dwg ref: A(90)GAP001 Rev1)	
Landscape Details	fda landscape
Phase 1 Ecology Report Bat Survey	Enzygo
Environmental Noise Assessment Report Transport Assessment Travel Plan Air Quality Assessment	WYG
Flood Risk and Drainage Impact Assessment	BGP
Lighting Scheme	Philips
Arboricultural Assessment	All About Trees
Preliminary Site Investigation	Dunelm

1.7 The submission documents conclude that the proposed development is acceptable and should be supported in planning terms. Therefore, planning permission should be forthcoming.

2 APPLICATION SITE AND SURROUNDINGS

THE SITE

- 2.1 The site extends to approximately 0.82ha and comprises the existing single storey Lidl foodstore with associated car parking to the south and west at 32 Boldon Lane, South Shields. The site will be extended to the west to include the site of the former Oakdale Lodge care home which is located on Stanley Street.

OWNERSHIP/CURRENT USE

- 2.2 The existing Lidl site falls under the ownership of Lidl GmbH and the Oakdale Lodge care home currently falls under the ownership of The Hamilton Portfolio (Care Homes) Limited. Oakdale Lodge care home has been vacated in recent months

ACCESS

- 2.3 Existing vehicular access to the site is taken from Stanley Street via Boldon Lane to the south which will be retained and widened. The access to Oakdale Lodge care home will be stopped up allowing the existing single entrance and exit point to serve the development.
- 2.4 This access will also be utilised by Lidl's HGV vehicles for delivery and servicing purposes.

SURROUNDINGS

- 2.5 The retail core of Boldon Lane District Centre is located to the east of the site on the neighbouring side of Boldon Lane which is characterised by a range of shops, restaurants/cafes and services.
- 2.6 Stanley Street abuts the site to the south, on the neighbouring side of which is located Talbot Medical Centre, All Saints Community Centre and the Last Orders Public House. Access to the site is also taken from Stanley Street via Boldon Lane to the south.
- 2.7 The areas to the north and west of the site are predominantly residential in nature. South Dene bounds the site to the north beyond which are residential properties. South Dene also extends to the west of the site. The residential properties that front South Dene, share their rear boundary with the application site.

PLANNING HISTORY

- 2.8 A review of the South Tyneside online planning history records has been undertaken.
- 2.9 Planning permission for the erection of the original foodstore with associated car parking (Application ref: (ST/0028/00/DM) was approved on 3rd March 2000.
- 2.10 In 2003, permission was granted under application reference (ST/1648/03/DM) for an extension to the store warehouse and for the provision of a new loading dock accessed off South Dene.

2.11 In summary, it is clear from the planning history that the principle of retail (class A1) is acceptable in this location.

3 PRE-APPLICATION CONSULTATION

- 3.1 The National Planning Policy Framework (2012) (NPPF) identifies that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It is explained that good quality pre-application discussion enables better co-ordination between public and private resources and improved outcomes for the community.
- 3.2 Therefore, in light of the NPPF and the Government's Localism Agenda, Lidl have undertaken pre-application consultation with both South Tyneside Council and local residents. This consultation process has been extremely rewarding and has helped to refine the proposed development.

SOUTH TYNESIDE COUNCIL

- 3.3 This comprised a formal pre-application submission to South Tyneside Council on 18th September 2015, regarding a detailed application proposing a replacement discount foodstore (Use Class A1) of 2,540 sq.m (Gross External Area). The proposal also included a temporary store which was to be erected during the transitional period between the demolition of the existing store and the rebuilding of the replacement store.
- 3.4 South Shields Council provided written pre-application feedback on 19th October 2015. The response covered inter alia planning policy considerations including highways and environmental health issues. The comments raised through this pre-application consultation have been carefully considered in the preparation of the final development proposals and planning application submission pack which has been prepared in support of this planning application.
- 3.5 This written response also highlights the acceptability of the principle of development given that the majority of the site lies within the designated boundary of Boldon Lane District Centre in accordance with the Council's Local Development Framework (LDF) Site Specific Allocations Development Plan Document (2012).
- 3.6 It was therefore stated that a Town Centre Use Assessment would not be required as part of the planning application submission.

PUBLIC CONSULTATION

- 3.7 In parallel, as part of the pre-application process, the applicant undertook a public consultation exercise. The community consultation comprised:
- The delivery of letters to local Councillors informing them of the proposals;
 - The delivery of leaflets to neighbouring residents; and
 - An in store public exhibition held on Friday 27th November at the existing Lidl foodstore on Boldon Lane.
- 3.8 The exhibition board (attached at **Appendix 2**) displayed information in regard to the new store proposals and directed interested parties towards website details where information could be reviewed and comments submitted.

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- 3.9 A member of the Rapleys planning team attended the in store exhibition and spoke to 96 members of the public, advising them of the proposals answering any queries and comments that were raised. Accordingly, the in-store exhibition provided the local community and Ward Councillors with an appropriate forum in which to provide their comments in respect of the proposed scheme.
- 3.10 Of the 96 customers who Rapleys liaised with during the exhibition, 87 were supportive of the proposed redevelopment of the store.

4 PROPOSED DEVELOPMENT

- 4.1 Full details of the proposed development are presented in the plans accompanying the submission and addressed in detail below.
- 4.2 The proposals submitted to South Tyneside Council at pre application stage have been amended in response to comments raised by Officers at South Tyneside Council and members of the public during the consultation period.
- 4.3 The application now seeks permission for the demolition of the existing Lidl foodstore and adjacent Oakdale Lodge care home and the redevelopment of the site to provide a 2,445 sq.m Gross Internal Area replacement discount foodstore (Use Class A1) with associated car parking and landscaping.
- 4.4 The proposed operator for the discount foodstore, Lidl, has confirmed that the net sales area for the proposed store is 1,424 sq.m, of which approximately 1,139 sq.m (80% of the net floor space) will be for convenience good sales. A figure of 285 sq.m (20% of net floor space) has been identified for comparison goods sales.
- 4.5 The table below provides a comparison between the existing foodstore and the proposed foodstore in terms of floorspace.

	Gross Internal Area	Net Sales Area
Existing Store	1,400 sq.m	1,043 sq.m
Proposed Store	2,445 sq.m	1,424 sq.m
Difference	1,045 sq.m	381 sq.m

- 4.6 The vacant former Oakfield Lodge care home measuring 907 sq.m Gross External Area, will be demolished and the site cleared to enable the redevelopment of the site.
- 4.7 The existing vehicular access to the store off Stanley Street will be retained and widened whilst current access to Oakdale Lodge care home will be stopped up. Pedestrian access will be provided via Boldon Lane to the east and Stanley Street to the south.
- 4.8 The proposed discount foodstore will be served by 128 car parking spaces which will be located to the south and west of the store, including dedicated 8 disabled spaces and 6 family and child spaces, together with secure cycle parking and storage provision.
- 4.9 The application site benefits from good accessibility for pedestrians and cyclists as well as public transport. Pedestrian pathways are provided along Boldon Lane and Stanley Street. Furthermore, bus stops are situated in close proximity to the site on Boldon Lane which provides a number of services to South Shields and Sunderland.
- 4.10 The proposed Lidl store has a dedicated servicing area adjacent to the western elevation of the store building. Delivery vehicles will approach the site in forward gear and reverse into the delivery bay, where products will be deposited within the warehouse. All store waste will be collected at the

same time as deliveries, thereby minimising HGV movements. There will be one HGV delivery per day with up to two deliveries during busy periods.

- 4.11 The Design and Access Statement accompanying this application appraises the aesthetic appearance of the proposed retail unit, which has been designed to present an attractive built frontage to Boldon Lane and will complement the visual character of the surrounding area.
- 4.12 Due to the operational requirements of Lidl, it is no longer feasible to progress with the erection of a temporary smaller format store during the demolition and construction phase of the development.
- 4.13 It is considered that the Lidl foodstore at Laygate, located approximately 1 mile to the north of the application site will continue to meet the shopping needs of the local community during the redevelopment of the store.

5 THE LIDL RETAIL OPERATION

- 5.1 This section provides an overview of the Lidl retail operation, including the position of the company within the UK retail market and its key trading characteristics.

POSITION WITHIN THE UK MARKET

- 5.2 Lidl and Schwarz Grocery Wholesale was founded in Germany in the 1930s, since then the company has diversified into hypermarkets under the trading name 'Kaufland' and discount foodstores known as 'Lidl'. Today the Schwarz Group is one of the largest grocery retailers in Europe.
- 5.3 The first Lidl stores opened in Germany in 1973 and by the 1980s Lidl had become a household name. In the early 1990s Lidl began to expand throughout Europe and now has more than 9,000 stores in 26 countries. Lidl commenced trading in the UK in November 1994 and since that date has grown to become a substantial presence in the convenience retail market, with over 600 stores currently trading nationwide. It is estimated by Verdict that UK sales will reach £2.9BN in 2014. Research from Kantar Worldpanel in July 2014 identified that Lidl had a 3.6% share of the grocery market.

DISCOUNT FORMAT

- 5.4 The Lidl retail philosophy is centred on simplicity and maximum efficiency at every stage of the business, from supplier to customer, enabling the company to sell high quality own brand products at the lowest prices. It is this format that has resulted in Lidl being classified by retail research company Verdict as a 'deep' or 'hard' discounter.
- 5.5 The "deep discount" sector includes Lidl and Aldi and, until a few years ago, Netto, before it withdrew from the UK market. 'Deep discounters' concentrate on selling a limited range of primarily own brand goods at extremely competitive prices. These retailers are therefore distinct from the mainstream convenience retailers such as Tesco, Asda, Sainsbury's and Morrisons in the offer that they provide to shoppers.
- 5.6 Lidl is able to offer high quality products at low prices due to extensive pan European bulk purchasing. This enables the company to achieve significant economies of scale that can then be passed on to the customer in the form of highly competitive prices. Other factors that enable Lidl to offer consistently low prices include the format of its stores and the approach taken to the display and sale of products.
- 5.7 The fact that Lidl provides a distinct offer to the main convenience retailers was recognised by the Competition Commission in its 2008 'Grocery Market Investigation'. The Glossary to the investigation report refers to Lidl as 'Limited Assortment Discounter' or 'LAD', which is defined as:

"Limited Assortment Discounters (i.e. grocery retailers offering noticeably lower prices than a conventional supermarket but which stock a limited range of products)."

5.8 Further reference is made to LAD stores at paragraph 3.3, page 30 of the investigation:

“Limited Assortment Discounters (LADs) carry a limited range of grocery products and base their retail offer on selling these products at very competitive prices. The three major LADs in the UK are Aldi, Lidl and Netto. Each of Aldi, Lidl and Netto carries in the region of 1,000 to 1,500 product lines in stores ranging from 500 to 1,500 sqm (Stores of a similar size operated by a large grocery retailer generally carry around 10,000 - 15,000 products.)”

5.9 Paragraph 4.80, page 70 of the investigation goes on to state that due to the limited number of products carried by LADs they are not close substitutes for other foodstores of a comparable size (i.e. they are different):

“The limited number of products carried by LADs stores means that these stores are not close substitutes for similarly-sized stores operated by CGL (Co-op), M&S, Sainsbury’s, Somerfield and Tesco. In particular, we note that Aldi, Lidl and Netto stores typically sell fewer than 1,000 products. In comparison, large grocery retailers generally sell around 5,000 to 10,000 products in stores in the same size range as those operated by LADs (i.e. 500 to 1,400 sqm). The results of our entry analysis also show that Aldi, Lidl and Netto stores are not close substitutes for the stores of large grocery retailers”.

5.10 The findings of the Competition Commission’s 2008 investigation therefore confirmed that Lidl does provide a different offer to the main food retailers.

5.11 This difference has also been acknowledged by the Secretary of State and Planning Inspectors in a number of appeal decisions relating to Lidl stores. In relation to a Secretary of State decision in the London Borough of Merton (APP/T5720/V/04/1171394), the planning inspector in his report concluded that:

“283. The Lidl offer is materially different to that provided by the mainstream food retailers”.

5.12 Further to this, it was recognised by an inspector when approving a new store in New Addington, Croydon (APP/L5240/A/07/2052053) that:

“17. The Lidl offer is materially different to that provided by the main food retailers and as a result ... would meet a qualitative need by extending consumer choice. Furthermore, it would add a new dimension to competition within the area”.

5.13 The different offer provided by discount foodstores to the likes of Tesco and Sainsbury’s is now widely recognised and accepted.

LIMITED PRODUCT RANGE

- 5.14 Aside from the difference in pricing from the main convenience retailers, another characteristic of the Lidl business model, as already highlighted in the Competition Commission's findings above, is that Lidl carry a comparatively limited range of primarily own brand products (around 90% of all products in store).
- 5.15 The majority of Lidl product lines consist of basic convenience goods sourced from Europe, with a few recognised brands sold, in addition to a limited range of fresh fruit and vegetables and also pre-packed meats and frozen food stuffs. Lidl aims to keep the shopping experience simple for its customers and operates a 'no frills' policy by avoiding unnecessary packaging and presentation, including a basic store fit-out, all of which contributes to keeping the cost of products low.
- 5.16 Non-food items are limited to around 15-20% of floorspace in store. The non-food offer is mainly focused on household cleaning and health and beauty products. Lidl stores do receive a twice weekly delivery of non-food 'specials', which can range from garden equipment and small items of furniture to flat screen TVs. These are also sourced on a pan European scale at competitive prices. These items are provided on a 'when it's gone, it's gone' basis and owing to the limited and constantly changing offer, the potential for impact upon other retailers is negligible.

NOT THE 'FULL' RETAIL OFFER

- 5.17 Lidl stores also differ from other convenience retailers by not offering any of the following products or services:
- Fresh meat counter
 - Fresh fish counter
 - Delicatessen/cheese counter
 - Hot food counter
 - Pharmacy
 - Dry-cleaning service
 - Post Office services
 - Photographic shop
 - Mobile phone shop
 - Café/restaurant
- 5.18 Lidl does not offer any of the above products/services because these do not fit with the company's retail concept and business model. Lidl has a successful, proven format that works, and there is no intention to change it. The introduction of any of the above could have an adverse impact on the prices offered to customers.
- 5.19 As a consequence of the Lidl business model, its customers tend to purchase part of their main grocery shop (i.e. basic staples) in store, taking advantage of the low prices, but then visit other retailers to purchase luxury food or more specialist items. This, combined with the fact that Lidl does not offer the products and services listed above that are found in many of the main convenience retailers as well as smaller local independents, means that its stores complement existing retail provision, while providing additional opportunity and choice for shoppers.

SHORTER TRADING HOURS

- 5.20 The standard opening hours for Lidl stores are also more limited than the main convenience retailers, as well as smaller independent convenience retailers. Generally Lidl stores open for a core period of between 0700 – 2200 Monday to Saturday and 1000 – 1600 on Sunday.
- 5.21 The standard opening hours of Lidl stores are therefore much more limited than other retailers, which is another factor underlining that Lidl do not compete to any significant degree with other retailers, in particular, smaller convenience retailers, many of whom offer different products and services and stay open for much longer periods.

STORE FORMAT

- 5.22 Lidl has a distinct store format that is integral to the success of its business model. The minimum store size that is normally required by Lidl (unless there are unusual circumstances) is a single level store of circa 2,500 sq m Gross External Area. This equates to a net sales area of approximately 1,400 sq m Gross Internal Area. The proposed store would have a net sales area of 1,424 sq m net. There are a number of reasons why this size of store is required.
- 5.23 Lidl stores already stock a limited number of products compared to other retailers, while space is needed in the sale areas for the non-food specials, which can be bulky items. In addition, in order to keep costs down, many products are placed in the sales areas on the original pallets that they were delivered to the store upon. A significantly smaller sales area would therefore reduce the number of products that could be displayed.
- 5.24 Furthermore, the market position of Lidl as a ‘deep discounter’ is dictated by its ability to cut costs throughout the business. In order to do so, as stated above, all products are displayed from the original pallets or boxes on/in which they were delivered to the store. This minimises the costs associated with manual handling by removing the need to break pallets down and stack them on shelves.
- 5.25 A single level store of 2,500 sq m Gross External Area allows for pallets to be easily moved directly from the delivery bay and placed in the sales area. This cannot be achieved in the same way in smaller stores, resulting in the need to break pallets down and stack more products on shelves, which consequently increases staff costs. This therefore makes it more difficult for Lidl to pass cost savings on to its customers, thereby impacting on its ability to deliver the benefits of discount retailing.
- 5.26 In addition, the standard store format has been purposefully designed in order to provide mobility impaired customers, the elderly and those with small children space to move through the store easily. Also by placing bulky products on the sales floor, Lidl ensure easy access to these items for all customers.
- 5.27 It has been recognised by the Secretary of State and planning inspectors that a single level retail operation is essential to the Lidl business model and that consequently ‘disaggregation’ (breaking stores down into convenience and comparison elements) cannot be achieved without the benefits of the discount format being lost. In this respect, in relation to a Lidl scheme in Oxford (APP/G3110/A/04/1171310L05/1195688) the Inspector noted (paragraph 82) that:

“The fact that Lidl only sell a limited range of goods means there is no realistic scope for disaggregation. Lidl stores cannot be broken down into constituent parts...”

LOCAL CATCHMENT

- 5.28 Lidl stores serve a relatively compact catchment area and are intended to provide a local shopping facility. The locational strategy of Lidl is for stores in urban areas, to serve an area that broadly equates to a 0-5 minute drive-time of the site. Because of its limited offer, people do not tend to travel long distances to shop at Lidl.
- 5.29 As stated above, many customers use Lidl stores to purchase part of their main grocery shop (i.e. basic staples), often on foot, taking advantage of the low prices, but then visit other retailers to purchase luxury food or more specialist items that are not offered at Lidl (e.g. fresh fish). In addition, many Lidl customers also continue to visit smaller independent convenience stores close to their homes for top-up/basket shopping (i.e. buying a pint of milk or a loaf of bread) as well as to use services that are not provided by Lidl (e.g. dry cleaning, Post Office etc).

EMPLOYMENT OPPORTUNITIES

- 5.30 The proposed Lidl store would retain employment opportunities for existing staff whilst employing up to 40 staff in total. Lidl has a policy of employing local people from all backgrounds to work in their stores. This allows for a short commute to work and for staff to potentially work at short notice. The company is an equal opportunities employer with a strong social inclusion policy. The following extract is taken from Lidl’s employee handbook, which sets out the company’s equal opportunities stance:

“Lidl is an equal opportunities employer. We wish to ensure that employees are treated, trained and promoted, and job applicants are selected on the basis of their respective skills, talents, performance and experience, without reference to their sex, marital status, race, colour, nationality, ethnic origin or disability. Whilst the company strives to realise these principles, it is your responsibility to ensure that they are applied in practice. We will not tolerate any form of harassment and we will seek to ensure that your working environment is free from prejudice. Harassment at work is unlawful.”

- 5.31 Lidl offer many different career paths and opportunities within the retail sector. These include managerial and administrative positions in addition to positions such as store assistants and cashiers. The company also runs comprehensive management development and training programmes, enhancing skills of staff and maximising staff retention.
- 5.32 Lidl will retain the current store manager who has links with the area. This is vital to provide the necessary experience and leadership during the training period of the new store staff. It is then the responsibility of the store manager and district manager to recruit and train the necessary numbers of staff prior to store opening. New staff are recruited from the local community using a variety of methods, including local newspaper advertisements, Job Centre advertisements and open days.

DELIVERIES

- 5.33 Lidl products are purchased throughout Europe and then packaged and distributed directly to the relevant Regional Distribution Centre (RDC), of which there are currently 9 in the UK, for onward distribution to its stores across the UK.
- 5.34 Lidl are mindful of the need to minimise any disturbance to neighbouring residents and landowners. To assist in achieving this, each store has only one or two dedicated deliveries per day. This provides all the necessary products for the store, including frozen and chilled goods, which are carried using individual temperature controlled units that can be loaded on to the vehicle. This ensures minimum disruption by removing the need for noisy air conditioning units on the vehicle.
- 5.35 During deliveries, it is company policy that vehicle engines are switched off to reduce noise and disturbance. New stores (such as that proposed) also feature graded ramps in the delivery bay and manual dock levellers, negating the need for noisy scissor or tail lifts. The total unloading time for deliveries is approximately 45 minutes.

SUSTAINABILITY MEASURES

- 5.36 Lidl implement a variety of measures to minimise the environmental impact of its stores and to contribute toward sustainability objectives, including:
- Charging for carrier bags rather than hiding the cost through higher prices; this provides the customer with a clear financial incentive to re-use their bags.
 - Limiting deliveries to a maximum of two per day. Delivery vehicles are also used to remove waste from the store on their return journey to the RDC where the waste/recyclable material is sorted and managed centrally. This also helps to reduce vehicle trips and emissions.
 - Lidl demonstrate a sector leading recycling and waste to landfill reduction by recycling all paper/cardboard and plastic waste produced by the store. This means that over 80% of all waste produced in store is recycled.
 - Lidl stores include highly efficient condensing boilers, which recover waste heat from the combustion process. All heating is regulated by sensors.
 - Lidl stores use a manual dock leveller for deliveries, reducing noise emissions and energy use.
 - All Lidl stores are fitted with a 'Building Management System' incorporating movement sensors, Lux meters and thermostatic controls. This ensures that the back of house areas of the store are only lit when people are using them, that external lighting is only used when required and that the temperatures of the various areas within store are maintained at the correct levels. Energy efficient LED lighting is used and lighting within the sales area is cutback to one third before and after trading hours.
 - Water consumption is carefully monitored and flow control devices and water meters are fitted in all stores.

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- Car park lighting is designed in accordance with Lidl's 'Dark Sky' policy with light fittings carefully specified in order to keep light spill beyond the site boundary to a minimum, with Lux and timer controls fitted.

- 5.37 Lidl also produce and implement Travel Plans to promote sustainable transport choices. A Travel Plan has been submitted as part of the application.
- 5.38 Lidl communicate to staff and customers on a continual basis and encourage all stakeholders to implement environmentally friendly practices where possible.

SECURE BY DESIGN AND THE DISABILITY DISCRIMINATION ACT

- 5.39 Lidl design their stores and sites to minimise anti-social behaviour and crime. Lidl provide open and well-lit schemes to deter criminal activity. Lidl will, if required, fit CCTV internally and/or externally to ensure the safety of staff, customers and property.
- 5.40 Lidl provides its customers with disabled car parking spaces that comply with the latest DDA Regulations, ensuring infirm or wheelchair bound customers can manoeuvre as simply as possible. Lidl car parks are designed with the customer in mind to ensure that cars can pass easily into and around the car park. Disabled and parent and child spaces are positioned near the store entrance, in order to provide shorter walking distances from cars to the store.

SUMMARY

- 5.41 The key trading characteristics that distinguish Lidl from the mainstream convenience retailers and smaller independent retailers are therefore as follows:
1. **Restricted number of product lines** – Lidl is not a one stop shop and sells a limited range of predominantly own brand goods, with customers visiting other stores for branded or luxury goods.
 2. **Not the full retail offer** – Lidl does not provide the full retail offer. A limited range of comparison goods are sold and the constantly changing nature of 'non-food specials' ensures that any impact of other retailers is not constant and is limited. Lidl stores do not offer the range of services provided by the mainstream food retailers or smaller independent stores.
 3. **Small store size and localised catchment** – Lidl stores do not draw customers from a wide area.
 4. **Shorter trading hours** – Lidl stores are not open 'all hours' and so do not attempt to compete with mainstream food retailers and local convenience stores.
- 5.42 The above factors ensure that the trading impacts of new Lidl stores on existing retailers and centres are very limited.

6 PLANNING POLICY CONTEXT

NATIONAL POLICY

- 6.1 The national tier of planning policy is set out within the National Planning Policy Framework (2012) (NPPF) which is supplemented by the National Planning Practice Guidance (2014) (NPPG).

The Presumption in Favour of Sustainable Development

- 6.2 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision taking this means:

- Approving development proposals that accord with the Development Plan without delay, and;
- Where the Development Plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against policies in the framework taken as a whole, or;
 - Specific policies in the Framework indicate development should be restricted.

Core Planning Principles

- 6.3 The NPPF (at Paragraph 17) sets out a range of core land-use planning principles that should underpin both plan-making and decision-taking. Those relevant to this proposal include the principles that the planning system should, inter alia:

- Proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made to objectively identify and then meet the housing, business and other development needs of an area and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business community;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Encourage the effective use of land by reusing land that has been previously developed, provided it is not of high environmental value;
- Promote mixed use developments and encourage multiple benefits from the use of land in urban areas; and
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Building a Strong, Competitive Economy

- 6.4 Paragraph 19 confirms that the Government is committed to ensuring that the planning system does not act as an impediment towards sustainable economic development. Significant weight should therefore be placed upon the need to support economic growth through the planning system.

Ensuring the Vitality of Town Centres

- 6.5 Paragraph 23 advises that planning policies should be positive, promote competitive town centre environments, and enable the management and growth of centres over the lifetime of the Council's Development Plan.
- 6.6 In these terms, local planning authorities should recognise town centres (including local centres) as the heart of their communities and pursue policies to support their viability and vitality, whilst seeking to define a network and hierarchy of centres that is resilient to anticipated future economic changes.
- 6.7 Furthermore, local planning authorities should promote competitive local centre environments that provide customer choice and a diverse retail offer, whilst also recognising that residential development can play an important role in ensuring the vitality of centres.
- 6.8 At paragraph 24, it is confirmed that local planning authorities should apply a sequential test to planning applications for main town centre uses (including retail) that are not in an existing centre and are not in accordance with an up-to-date local plan.
- 6.9 As the site is within a defined District Centre, a consideration of a retail assessment is not required.

Promoting Sustainable Transport

- 6.10 Paragraph 29 of the NPPF advises that the transport system should be balanced in favour of schemes that promote sustainable transport modes, to provide people with a real choice about how they travel. The document advises that encouragement should be given to development solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should therefore support schemes that seek to encourage and facilitate the use of sustainable modes of transport.
- 6.11 All developments that generate a significant amount of movement should be supported by a Transport Statement or Transport Assessment. Decisions should take account of whether:
- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site;
 - Safe and suitable access to the sites can be achieved for all people; and

-
- Whether improvements can be undertaken within the transport network that effectively limit any significant impact of the development. Development should only be prevented or refused on transport grounds where residual cumulative impacts of development are severe.

6.12 The NPPF states (at paragraph 39) that in setting local parking standards for residential and non-residential development, local authorities should take into account:

- (i) The accessibility of the development;
- (ii) The type, mix and use of development;
- (iii) The availability of an opportunities for public transport;
- (iv) Local car ownership levels, and
- (v) An overall need to reduce the use of high-emission vehicles.

6.13 The NPPG on travel plans, transport assessments and statements in decision-taking identifies that the documents are required (as appropriate) for all developments which generate significant amounts of movements.

Requiring Good Design

6.14 The NPPF (at paragraph 56) states that the Government holds the design of the built environment in great importance, and is a key aspect of sustainable development and indivisible from good planning. It is recognised that it is important to plan positively to achieve high quality and inclusive design for all developments.

6.15 The NPPF identifies (at paragraph 58) that local planning policies and decisions should aim to ensure that developments:

- (i) Will function well and add to the overall quality of the area, not just for short term, but over the life time of the development;
- (ii) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- (iii) Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
- (iv) Respond to local character and history and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- (v) Create safe and accessible environments without crime and disorder, and the fear of crime, and do not undermine quality of life or community cohesion, and
- (vi) Are visually attractive as a result of good architecture and appropriate landscaping.

6.16 Paragraph 60 states that planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

6.17 The NPPF directs local planning authorities (at paragraph 65) not to refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design.

6.18 The NPPG in respect of design sets out the following:

- i) The importance of good design;
- ii) The planning objectives good design can help achieve;
- iii) Guidance on well designed places;
- iv) Guidance on how buildings and the spaces between them should be considered
- v) The planning process and tools which can be utilised to achieve good design; and
- vi) Design issues which relate to particular types of development.

6.19 The NPPG confirms that good design should:

- Ensure that development can deliver a wide range of planning objectives;
- Enhance the quality buildings and spaces, by considering amongst other things form and function; efficiency and effectiveness and their impact on well being;
- Address the need for different uses sympathetically (paragraph ref: 26-002-20140306).

6.20 Development proposals should reflect the requirement for good design set out in national and local policy. Local planning authorities should give great weight to outstanding or innovative designs which help to raise the standard of design more generally in the area (paragraph ref: 26-004-20140306).

6.21 Design is only part of the planning process it can affect a range of economic, social and environmental objectives beyond the requirement for good design in its own right. Planning decisions should seek to ensure the physical environment supports these objectives (26-006-20140306).

Promoting Healthy Communities

6.22 Paragraph 69 confirms that planning policies and decisions should aim to achieve places which promote opportunities for meetings between members of the community who would not otherwise come into contact with each other, including through mixed use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity.

6.23 Furthermore, planning decisions should aim to achieve safe and accessible environments where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. Local authorities should encourage safe and accessible developments which contain clear and legible pedestrian routes and high quality public space that encourage the active and continual use of public areas.

6.24 In order to deliver the social, recreational and cultural facilities and services which a community needs, paragraph 70 outlines that local planning authorities should plan positively for the provision and use of community facilities (such as local shops) and other local services to enhance the sustainability of communities and residential environments, whilst ensuring an integrated approach to considering the location of housing, economic uses and community facilities and services.

Planning Conditions and Obligations

6.25 Paragraph 204 of the NPPF identifies that planning obligations should only be sought where they meet all of the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

6.26 Where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled (paragraph 205).

6.27 The NPPG on the use of planning conditions sets out the expectations on use of conditions on planning decisions including:

- i) Why and how planning conditions are imposed;
- ii) The application of the condition tests set out within the NPPF;
- iii) The approach that should be taken when imposing conditions;
- iv) Conditions relating to time limits; and
- v) Discharging and modifying conditions once planning permission is granted.

Decision-Taking

6.28 The NPPF (at paragraph 186) confirms that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. Local planning authorities should look for solutions rather than problems and decision-takers should seek to approve applications for sustainable development where possible.

6.29 Paragraph 190 of the NPPF confirms that the more issues that can be resolved at pre-application stage, the greater the benefits.

6.30 The Planning Practice Guidance states that pre-application engagement offers significant potential to improve the efficiency and effectiveness of the planning application system by:

- Providing an understanding of the of the relevant planning policies and other material considerations associated with a proposed development; and

-
- Working collaboratively and openly with interested parties at an early stage to identify, understand and seek to resolve issues associated with a proposed development (paragraph ref: 20-001-20140306).

6.31 At paragraph 197 the NPPF confirms that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

LOCAL PLANNING POLICY

6.32 The Development Plan for the site comprises the South Tyneside Core Strategy (2007), the Local Development Framework (LDF) Development Management Policies (2011) and LDF Site Specific Allocations (2012).

Core Strategy

6.33 The existing footsore site is located within Boldon Lane on the Core Strategy Key Diagram in accordance with Core Strategy Policy SC2. The care home site is identified as 'white land'.

6.34 **Policy ST1 Spatial Strategy for South Tyneside** states that the spatial strategy as shown on the Key Diagram, is to:

- A. Regenerate the River Tyne and coastal corridors including the Tyne Gateway and South Shields;
- B. Support development that reflect the scale and functions of the main towns of South Shields, Jarrow and Hebburn;
- C. Promote opportunities along the A19 Economic Growth Corridor;
- D. Ensure the sustainability of our settlements by reducing the emissions which cause climate change and adapting to its effects; and
- E. Maximise the re-use of previously developed land, in the built up areas.

6.35 The principles of securing mixed use development, promoting accessibility, and ensuring that development maximises the community benefits of regeneration, whilst avoiding or minimising environmental impacts and congestion and safeguarding natural and cultural assets.

6.36 **Policy A1 Improving Accessibility** states that the Council will support public transport, walking and cycling initiatives that maximise the accessibility of new development.

6.37 Priority will also be given to improving accessibility, particularly by encouraging and promoting public transport improvements, both within the Borough and between the Borough. The policy also requires that Transport Assessments will be required for any major development proposal.

6.38 **Policy SC1 Creating Sustainable Urban Areas** specifies that in order to deliver sustainable communities, development proposals will be focused and promoted within the built-up areas where they:

- A. Create a string sense of place by strengthening the distinctive historic and cultural qualities and townscape of our towns and villages, and promote high quality design;
- B. Revitalise our town centre and other main shopping centres;
- C. Maintain and improve the provision of accessible local services and community facilities.

-
- 6.39 **Policy SC2 Reviving Town Centre and other Shopping Centres** states that developments within the designated other main (district) shopping centres (including Boldon Lane) will be promoted and supported, provided that they compliment but do not adversely impact upon the regeneration of the three town centres.
- 6.40 **Policy EA3 Biodiversity and Geodiversity** states that to optimise conditions for wildlife, the Council will:
- A. Secure and enhance the integrity of designated sites;
 - B. Maintain, enhance, restore and add to biodiversity and geological conservation interests;
 - C. Ensure that new development would result in no net loss of biodiversity value of any designated habitat.
- 6.41 **Policy EA5 Environmental Protection** states that to compliment the regeneration of the Borough, the Council will control new development so that it:
- A. Acts to reduce levels of pollution, environmental risk and nuisance throughout the Borough;
 - B. Minimises adverse impacts on the Magnesian Limestone Aquifer and its associated groundwater protection zones;
 - C. Focuses the treatment of contaminated and derelict land so as to achieve a balance between:
 - i) the management of risk approach in its Contaminated Land Strategy; and
 - ii) the regeneration of the riverside corridor;
 - D. Ensures that the individual and cumulative effects of development do not breach noise, hazardous substances or pollution limits.

Development Management Policies

- 6.42 **Policy DM1 Management of Development** states that in determining applications under the planning Acts, the Council will ensure that, where relevant:
- A. The development, including new buildings, extension and alterations to existing buildings, is designed to convey sensitive consideration of its surroundings, and where possible enhance its local setting and reinforce local identity, having particular regard to scale and proportions, alignment, form, use of materials and architectural detailing;
 - B. The development is acceptable in relation to any impact in residential amenity;
 - C. The development protects existing soft landscaping, including trees and hedges, where possible or provides replacement planting where necessary;
 - D. The impact of the development is acceptable in relation to highways capacity and safety or includes proposals to mitigate adverse impacts;
 - E. The needs of all users for access around sites and into buildings for public use are considered as an integral part of the development;
 - F. The development is designed to achieve lower carbon emissions, and to be energy efficient;
 - G. The development is designed to minimise and mitigate localised flood risk where this has been identified by the Strategic Flood Risk Assessment.

Site Specific Allocations

- 6.43 **Policy SA2 Improving Physical Accessibility and Transport Infrastructure** states that the accessibility of South Tyneside will be improved for all modes of transport giving priority to sustainable travel.
- 6.44 **Policy SA5 Retailing Opportunities** states that the Council will promote and encourage proposals that broaden the range of shopping facilities, to improve the vitality and viability of the Borough's district and other local neighbourhood shopping centres.
- 6.45 The future development of the district and local neighbourhood centres will be managed by allocating sites for new retail based developments to provide up to a maximum of 500 sq.m net additional convenience floorspace.

Supplementary Planning Documents (SPD)

SPD1 Sustainable Design and Construction

- 6.46 SPD1 requires applicants for certain larger scale or significant schemes to demonstrate the sustainability credential of their proposal.

SPD6 Parking Standards

- 6.47 SPD6 identifies that the level of parking required for a development will be determined by the specific characteristics of the development based in its land use and location, and will take into consideration particular circumstance such as capacity of the local highway network, accessibility by sustainable modes and any existing parking issues or problems in the vicinity of the site.
- 6.48 The SPD requires a maximum provision of 169 spaces (1 space per 15 sq.m of gross floor area) and therefore the proposed 128 car spaces meets this criteria and of the requirements of Core Strategy Policy A1.
- 6.49 The SPD also sets out the required number of spaces for cycle parking provision.

SPD7 Travel Plans

- 6.50 The accompanying Travel Plan has been prepared in accordance with the requirement of SPD7.

SUMMARY

- 6.51 From the foregoing commentary, the following conclusions are reached:
- i. There is a strong emphasis in planning being used in a positive manner to facilitate sustainable economic growth, and that planning should be operate to encourage and not act as an impediment to growth. Retail is classified as a form of economic development within the NPPF, and
 - ii. There is a strong emphasis in planning for the delivery of sustainable development which promotes the re-use of brownfield land.

-
- iii. Town centres are recognised as being the heart of their communities where LPAs should seek to support their vitality and viability.
 - iv. Local planning policy seeks to protect and enhance Boldon Lane District Centre and is supportive, in principle, of retail proposals at this location.

7 PLANNING ASSESSMENT

- 7.1 This section considers the merits of the current proposal with regard to the relevant national and local policy considerations identified in Section 6 and any other material considerations.
- 7.2 It should be noted that given the location of the site within Boldon Lane District Centre, there is no requirement for a sequential test or impact assessment to accompany this application, as outlined under paragraphs 24 and 26 of the NPPF.

PRINCIPLE OF DEVELOPMENT

- 7.3 The detailed application seeks the demolition of the existing Lidl foodstore and erection of a replacement foodstore (for Lidl) at the site. The principle of retail (Class A1) use is already established at the site by virtue of the planning history, dating back to 2000, as set out within Section 2 of this statement.
- 7.4 The existing Lidl store is small, dated and oppressive, and characterised by features such as a suspended ceiling, narrow isles and poor lighting. In terms of Lidl's current business model and operational requirements, it is considered that the store is inadequate to sufficiently serve both customers and staff in that it also lacks sufficient disabled and cycle parking provision and public convenience and staff welfare facilities.
- 7.5 The proposed redevelopment of the existing store would result in the sustainable re-use of previously developed land in accordance with national policy. The redevelopment would help to strengthen the vitality and viability of the District Centre in accordance with both national and Development Plan policy, whilst also improving the convenience offer for this area of South Shields.
- 7.6 The site is located within Boldon Lane District Centre under Core Strategy Policy SC2. The policy context confirms that the vitality and viability of centres in the retail hierarchy will be maintained and enhanced. Furthermore, it seeks to manage the future development of district and local centres by allocating sites for new retail-based developments to provide for a maximum 500 sq.m bet additional convenience shopping floorspce over and above the existing committed developments identified in Core Strategy Policy SA5.
- 7.7 At 381 sq.m net additional sales floor area, the proposed development would be in accordance with the provisions of this policy.
- 7.8 Furthermore, centres such as Boldon Lane will form the focal point for uses, services and facilities serving the surrounding population. In addition to meeting local needs, the role of the retail sector in attracting visitors and contributing to the economy will be supported.
- 7.9 Whilst this application represents the redevelopment of an existing Lidl store, the new store will enable Lidl to provide a modern enhanced discount retail facility which to effectively meet the needs of the local community.
- 7.10 Given the existing use of the site, planning history and outlined planning policy context, it is considered the principle of the proposed retail (Class A1) use is considered acceptable, in this District Centre location.

RETAIL POLICY

- 7.11 There are two main retail policy issues to address as part of these redevelopment proposals, relating to the need for a sequential and impact test.
- 7.12 Paragraph 24 of the NPPF confirms LPAs should apply a sequential test to planning applications for main town centre uses (including retail) that are not in an existing centre and are not in accordance with an up-to-date development plan. In this case, the proposed redevelopment of the site to provide a new Lidl foodstore represents in-centre development, as the site is located within Boldon Lane District Centre.
- 7.13 Given the in-centre location of the site and proposed town centre use (for retail) there is no requirement for a sequential test to accompany this application. Furthermore, the location of the site and its existing use demonstrates the sequentially preferable location for the re-provision of convenience floorspace in within the centre.
- 7.14 Paragraph 26 of the NPPF advises that when assessing applications for retail development outside of town centres, which are not in accordance with an up-to-date Local Plan, LPAs should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (or the default threshold of 2,500 sqm).
- 7.15 The site is located in an in-centre location in accordance with national policy. The net retail floorspace of the replacement foodstore measures 1,424 sqm which falls significantly below the national threshold of 2,500 sqm for a retail impact assessment. Furthermore, the floorspace of the replacement foodstore only represents a modest increase of 381 sqm to the existing foodstore. As such, there is no requirement for an impact assessment to support the proposed retail redevelopment proposals.

ECONOMIC BENEFITS

- 7.16 The economic role is one of the three dimensions for achieving sustainable development. In these terms, the economic role of sustainable development is to contribute to building a strong, responsive and competitive economy. The Government is committed to securing economic growth in order to create jobs and prosperity, and for the planning system to do everything it can to support sustainable economic growth as outlined at paragraph 18 of the NPPF.
- 7.17 The development proposal in itself represents a significant economic investment by Lidl and will result in the redevelopment of an outdated retail facility which is currently considered substandard in meeting the shopping needs of the local community.
- 7.18 As previously outlined in Section 5, Lidl offers an excellent work ethic and training opportunities for staff to progress within the company. The development proposals therefore support the local economy of South Shields and provide additional employment opportunities for local people. The positions will be wide ranging from material and administrative positions in addition to store assistants and cashiers.

7.19 In these terms the development proposals will assist in delivering sustainable economic development by producing direct economic benefits in the form of jobs and training opportunities in accordance with national policy and local policy.

SUSTAINABILITY

7.20 Lidl's approach to sustainability is set out within Section 4 of this Planning Statement. It concludes that the proposed development is in a suitable and sustainable location with access to key amenities.

7.21 The Statement outlines how an integrated approach to sustainability has been applied by Lidl in this development proposal. The enhanced store will enable Lidl to meet the discount shopping needs of the local catchment in a more effective manner, thereby reducing customer travel times.

7.22 Furthermore, Lidl's sustainable approach to deliveries, recycling, building management systems, water consumption, lighting and renewable energy is also outlined.

7.23 In addition, the development proposes additional retail floorspace which will enhance the local economy and job markets. Overall, the Statement confirms that the proposed scheme provides a sustainable development which the NPPF seeks to achieve.

ECOLOGY

7.24 A Phase 1 Habitat Survey Report and Bat Survey have been undertaken in respect of the existing foodstore and also the former Oakdale Lodge care home. The reports identify that the proposed development does not have the potential to adversely impact upon protected species or habitats.

DESIGN

7.25 The proposed foodstore provides the opportunity to deliver a high quality modern building on a key gateway site, improving visitor perceptions and adding to the quality of the built environment. The store will be constructed to a high quality architectural standard.

7.26 The drawings package and Design & Access Statement set out the context of, and justification for, the scheme design – in terms of its layout, scale, visual impact, and appearance/materials.

7.27 The proposed Lidl store will create a unified visual composition that will integrate and complement the surrounding environment. The store will respond positively to its prominent location to create a quality site frontage and aesthetic appearance from the roadside which will be enhanced by provision of quality landscaping throughout the site.

7.28 In accordance with Core Strategy Policy SC1, the proposed development will deliver a high quality, contemporary design which is sympathetic to the scale, form and character of the existing buildings in the surrounding area helping to revitalise the centre. In addition, design measures have been incorporated into the scheme to limit the opportunities for crime. Compliance is therefore demonstrated with both local and national design and built environment policies.

TRANSPORT

- 7.29 The accompanying Transport Assessment and Travel Plan for the application fully appraises the existing transportation conditions and the likely impact of the proposed development.
- 7.30 The scheme is appraised in the assessment, and is concluded to be appropriate and acceptable relative to the proposed use for the site, the likely number of vehicle movements and its location.
- 7.31 Overall, the transport assessment concludes that the proposal is acceptable in traffic capacity terms and there is no highway traffic or transport reason why the development should not be permitted.
- 7.32 The site demonstrates excellent accessibility and sustainability credentials, and will be served by existing bus services which already provide direct connections with the wider urban area. The Transport Assessment demonstrates that the proposal will reduce the need to travel by car and is acceptable in terms of local and national policy.

FLOOD RISK

- 7.33 The application site is identified as being located within Flood Zone 1, where the probability of flooding from river or sea is less than 1 in 1000 in any year. All land uses are considered appropriate in this zone.
- 7.34 The Flood Risk and Drainage Strategy which has been prepared in support of the application demonstrates that the application site is suitable for all types of development. The site has a low probability of flooding from the following sources; rivers, sea, groundwater, sewers, reservoirs, canals and other artificial sources.
- 7.35 As such, the Assessment demonstrates that there is no reason, in flood risk terms, why the application should not be supported.

ARBORICULTURAL ASSESSMENT

- 7.36 The accompanying arboricultural report submitted as part of this application demonstrates that the proposed development will have no adverse impact upon any protected trees situated within the site boundary.

AIR QUALITY ASSESSMENT

- 7.37 In accordance with the provisions of LDF Development Management Policy DM1 *Management of Development - Air Pollution* the accompanying Air Quality Assessment has identified that the proposed development will not have an adverse impact on air quality.

LIGHTING

- 7.38 A lighting proposal has been prepared by Phillips for the external lighting to the car park area. The proposal identifies a level of lighting to enable the safe manoeuvring of cars, pedestrians and delivery vehicles within the car park and demonstrates that there will be minimal light spill from the lighting scheme proposed.

NOISE

- 7.39 A Noise Assessment has been undertaken by Enzygo in support of the application and concludes that there are no significant issues relating to noise impacts associated with the daytime and overnight operations of the proposed Lidl foodstore.

LANDSCAPE

- 7.40 FDA Landscape has produced a Landscape Plan (Ref: R-1818-1) in support of the application. The proposal provides a landscaped buffer along the eastern and western boundaries providing an attractive frontage to Boldon Lane and Stanley Street. A deep band of shrub planting is proposed along the northern boundary of the site creating a high level of visual amenity along South Dene.

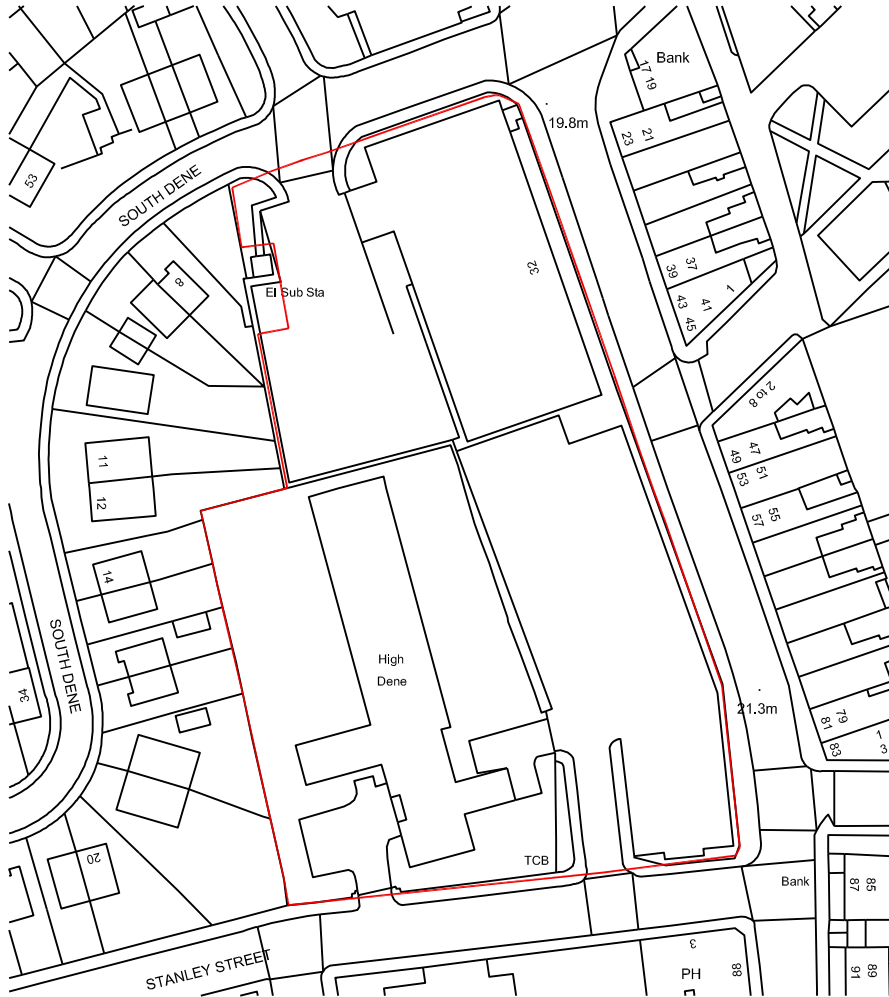
8 SUMMARY AND CONCLUSIONS

- 8.1 This Statement has assessed the proposed development against NPPF, relevant policies contained within the Development Plan and other relevant material considerations.
- 8.2 It is concluded that the proposal is in accordance with national policy and the Development Plan and there are no other material considerations that indicate planning permission should not be forthcoming. The development proposals constitutes sustainable development for the following reasons:
- The proposal comprises the redevelopment of an existing in-centre retail store for a discount convenience offer. It is therefore entirely consistent with national and local policy that promotes the vitality and viability of the centre;
 - The proposals will result in the sustainable re-use of previously developed land to deliver an enhanced, modern Lidl foodstore (Class A1 use) within Boldon Lane District Centre;
 - The proposal will improve consumer choice and complement the existing retail offer within this area of South Shields;
 - The principle of the proposed use is already accepted by the Council by virtue of the existing use of the site as a Lidl foodstore, the planning history and planning policy context for the site;
 - The redevelopment proposals will provide a contemporary building design that will be complimentary to the surrounding area;
 - The reconfigured site layout provides additional parking spaces, including disabled and parent & child;
 - There will be a positive economic impact as a result of continued employment, additional employment opportunities being retained in South Shields and increased earnings in the local area, and
 - New landscaping will be provided surrounding the site improving the visual amenity of the site.
- 8.3 Overall, the proposed scheme adopts the principles of sustainable development, in relation to social, economic and environmental factors. The proposals accord with the emphasis of national policy contained within the NPPF, which confirms a presumption in favour of sustainable development.
- 8.4 In these terms, it has been demonstrated that the scheme complies with relevant policy as set out within the NPPF and the Development Plan. Therefore, the application should be supported.



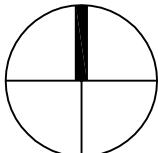
Appendix 1
Site Location Plan





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NORTH



Status	Planning		
Project	Lidl - Tyne Dock		
Drawing	Site Location Plan		
Project No.	06919	Dwg. No.	A(90)EXP002
		Rev.	01
Scale at A4	1:1250	Drawn	JH
		Checked	KH
		Date	25.08.15



this drawing is copyright - check all dimensions on site - inform architect / so of any discrepancies - work to figured dimensions only - do not scale



Appendix 2
Exhibition Board

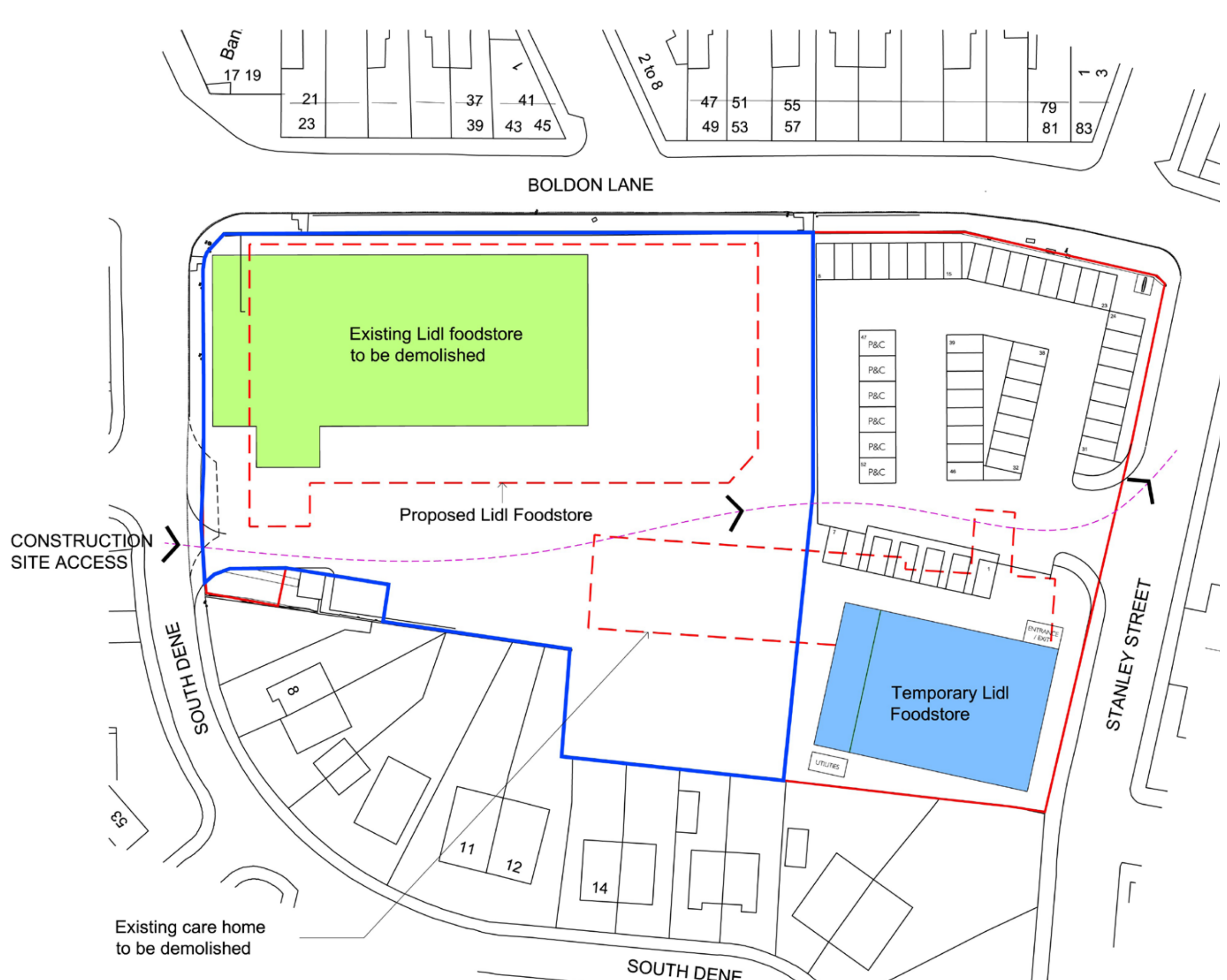




Proposed Redevelopment of Existing Lidl Store

Construction Phasing Plan

Proposed Site Layout



The Proposal

The proposed development includes the demolition of the existing Lidl foodstore and adjacent Oakdale Lodge Care Home on Stanley Street to allow the construction of a new replacement foodstore with increased parking provision and an improved in-store Bakery. This will result in an additional 908sq.m of floorspace.

During the construction of the new Lidl store, a temporary store will be erected within the site to minimise disruption and to allow customers to visit the store throughout the transition period.

The existing main vehicular access to the south of the site off Stanley Street will be slightly relocated and retained for Lidl's customers. Lidl's delivery vehicles will utilise this access and will deliver to a dedicated delivery bay located to the west of the store. A revised access to the north of the site off South Dene which previously facilitated HGV access and servicing, will now provide sole access for local council designated parking bays.

All waste will be collected during store delivery hours, thereby minimising daily HGV movements in and out of the site.

The proposals will include 131 car parking spaces, including 7 disabled spaces and 6 parent and child spaces which are positioned close to the customer entrance at the south west corner of the store. The car park will also include parking and storage provision for bicycles.

The new shop front will feature a full height glazed elevation extending the width of the sales area which provides an active frontage when entering the site. Trolley bays are positioned within the customer car park.

Benefits of the Redeveloped Store

The redevelopment of the store will provide the following benefits to the local area:

- A new, larger store which provides a clean and fresh shopping experience to meet the needs of customers.
- An improved Bakery Section with a better offer.
- A contemporary building design that will complement the surrounding area.
- A reconfigured site layout that provides a full resurfacing of the car park along with additional parking spaces, including disabled, and parent and child spaces.
- Continued employment and additional employment opportunities being retained in the local area.
- New landscaping will be provided around the site to improve the visual amenity of the store.

Your Thoughts

We would like to hear your views on the proposed development which will be taken into consideration when considering the final design proposal. The detailed proposals can also be viewed online at www.rapleys.co.uk/consultations.

Please submit your comments to us by 4th December providing your feedback using the following email address: lidltynedock@rapleys.co.uk

Alternatively, if you would prefer to submit your comments in writing, please use the following address:

Lidl Tyne Dock
Rapleys LLP
Pall Mall Court,
61-67 King St,
Manchester
M2 4PD

Once we have received and considered your comments, and subject to any further discussions with Officers at South Tyneside Metropolitan Borough Council, our proposals will be finalised and it is anticipated an application will be submitted mid December.



#LidlSurprises