Jones Lang LaSalle

Planning and Retail Statement

Client: **Bampton Property Group Ltd**

Property: **Caernarfon Road, Bangor**

20 February 2019

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1. Introduction

1.1. Introduction

1.1.1. JLL acts on behalf of Bampton Property Group and has been instructed to prepare this Planning and Retail Statement in support of a full planning application for the demolition of an existing building and the erection of a new foodstore and associated development on land at Caernarfon Road, Bangor. The proposed development is described on the application form as follows:

> *'Demolition of former cash and carry and erection of a foodstore (Use Class A1), car park, access and landscaping at former Blakemore Cash and Carry site; and reconfiguration of access and car park arrangements fronting the existing Dunelm store at Caernarfon Road, Bangor'.*

1.1.2. The planning application is submitted with the intention that the Use Class A1 retail foodstore will be occupied by a new Aldi Stores Limited ('Aldi' hereafter). This report therefore includes background information on the retailer, to help understand the specific format and retail use proposed. This background on Aldi as a retailer is considered to particularly relevant to assessing the proposals against relevant planning policy.

1.1.3. The planning application is accompanied by the following supporting documents:

- Planning Application Form (prepared by JLL)
- Planning and Retail Statement (inc. Need, Sequential Test, Impact Assessment) (prepared by JLL)
- Design and Access Statement (prepared by the Harris Partnership)
- Transport Assessment (prepared by Connect Consultants)
- Travel Plan (prepared by Connect Consultants)
- Preliminary Ecological Assessment (prepared by Cambrian Ecology Ltd)
- Flood Consequences Assessment (prepared by Weetwood)
- Noise Impact Assessment (prepared by Spectrum)
- Drainage Strategy Statement (prepared by GHD)
- Phase 1 Preliminary Risk Assessment (prepared by GHD)
- Air Quality Assessment (prepared by BWB)
- Welsh Language Statement (prepared by JLL)
- Planning Drawings (prepared by The Harris Partnership)
    - 15252 – 099C Location Plan

- 15252 – 100D Existing Site Plan
- 15252 – 101D Proposed Site Plan
- 15252-103B Existing Elevations
- 15252 – 104B Proposed G.A .Plan
- 15252 – 105C Proposed Elevations
- 15252-106B Proposed Roof Plan
- 15252-107B Proposed Boundary Treatment
- 15252-108B Proposed Demolition Plan
- 15252 Bangor CGI 01 (for information only)
- V15252 L01D Landscape Plan (prepared by Vector)

1.2. Structure

1.2.1. This Planning Statement identifies and addresses the issues relevant to the consideration of the application submission, as follows:

- Description of Site and Surrounding Area – describes the physical characteristics of the planning application site and its immediate surroundings.
- Planning History of the Site – sets out the planning history for the site
- Proposed Development – provides a description of the proposed development.
- Pre-application Discussions – Describes the pre-application discussions with officers at Gwynedd Council
- Relevant Planning Policy – describes the planning policies which are relevant to the proposed development.
- Retail Assessment – addresses need, the sequential test and impact assessment.
- Relevant Planning Considerations - provides an assessment of the planning application proposals against the relevant planning policies and material considerations.
- Conclusions - sets out the conclusions of this statement.

2. Description of Site and Surrounding Area

2.1. The Application Site

2.1.1. The planning application site extends to approximately 1.25 ha (3.09 acres) and is located off the A4087 Caenarfon Road, approximately 2.4km (1.5 miles) south of Bangor City Centre. The Site and surrounding context are illustrated on the 'Site Location Plan', which have been submitted to accompany the planning application.

2.2. Site Description

2.2.1. The application site is located within the administrative boundary of Gwynedd Council (GC) and situated to the south west of Bangor City Centre on the A4087 Caernarfon Road which connects with the A55 (Junction 10), an important strategic route within North Wales. The site comprises the former Blakemore Cash and Carry which comprises a floor space of 2,300 sqm and is set back from the road with 45 car parking spaces. It is considered that the building is in a dilapidated state and no longer fit for purpose.

2.2.2. The application site is located within the Bangor development boundary but is situated outside the defined town centre and main retail area as defined in the Development Plan. Caernarfon Road (A4087) bounds the site to the south of the proposed store, whilst on the opposite side of Caernarfon Road are several commercial properties.

2.2.3. Dunelm lies immediately to the east of the subject site. The application site includes the car park to the front of the Dunelm store to allow for the provision of a relocated access onto Caernarfon Road and the rationalisation of Dunelm's car park. A number of residential properties and a small retail park lie to the north and west.

2.3. The Surrounding Area

2.3.1. The site is within a mixed-use area of established retail development with uses such as MFI, Currys, B&Q, Next, Argos and Tesco all within close proximity to the site. The site is within an out-of-centre location in retail policy terms.

2.3.2. There are bus stops available on both sides of Caernarfon Road and are served by bus routes; 53, 56, 58, 58L, 6 and 73 which provide services to Bangor, Coed Mawr and Llanddona. Bangor Train Station is located 2.09km (1.3 miles) (5 min drive away) to the north east and provide regular services to Holyhead, Birmingham, Maesteg, Manchester, Cardiff and London.

2.4. Planning History

2.4.1. A planning history search has been undertaken via a desktop search of Gwynedd Council website. A summary of the most relevant applications are listed below:

- Planning application ref: 3/11/1288 sought planning approval for extension of warehouse, addition to the car park and yard. Planning consent was granted on 5 March 1992.

- Planning application ref: C10A/0534/11/LL sought planning approval for the Creation of new vehicular access. Planning consent was granted on 08 December 2010. It is understood that this consent was never implemented.

2.4.2. In respect of the Dunelm site, the following consents are relevant:

- 3/11/509 – granted conditional consent for the construction of a retail unit.
- C98A/0306 – granted approval for the deletion of condition 11 attached to 3/11/509 to allow unrestricted retail sales.

3. The Proposed Development

3.1. Proposal

3.1.1. This Planning Statement is submitted to support a full planning application comprising the following:

- A food store (Use Class A1) (1,801 sq. m Gross External Area; 1,725 sq. m Gross Internal Area; 1,254 sq. m net sales area) to be operated by Aldi Stores UK Limited;
- Associated car parking facilities comprising 113 dedicated spaces for the proposed foodstore. The car park will include 6no. disabled spaces, 7 no. parent and child spaces, 14 no. cycle spaces (7 hoops) and within the Service Yard – 7 staff car parking spaces.
- Reconfiguration of existing site access, to include new main road roundabout.
- Alteration to existing neighbouring Dunelm store car park in association with new site access.
- Alteration to existing service access – off Toronnen.
- New pedestrian access route -from Trehwfa (Road).
- Low maintenance landscaping.

3.1.2. The proposed development is described on the application form as follows:

> *'Demolition of former cash and carry and erection of a foodstore (Use Class A1), car park, access and landscaping at former Blakemore Cash and Carry site; and reconfiguration of access and car park arrangements fronting the existing Dunelm store at Caernarfon Road, Bangor'.*

3.2. Site Layout

3.2.1. The proposed site layout is informed by the design parameters of the site, such as a major road (Caernarfon Road), the no build zone over the culvert, additional access for servicing and proximity to the neighbouring store.

3.2.2. The proposed orientation of the building allows the service area of the store to be positioned to the south west of the site.

3.2.3. The proposed Aldi provides shop front glazing with an active façade treatment to the principal elevation. The store entrance is located along the south eastern facing elevation, featuring an internal lobby beneath the canopy. This arrangement takes advantage of the prominent view of the Aldi foodstore when travelling along Caernarfon Road and provides customers with direction in to the proposed store.

3.2.4. All new Aldi stores within Wales include bi-lingual signage within the store (such as signage of produce and customer and staff facilities) and within the wider site (such as directional signal and store opening hours).

3.3. Store Design

3.3.1. The majority of properties in the surrounding area, which are predominantly brick built, or industrial units which feature cladding as the primary material. Residential units further afield utilise brick as the primary material. Therefore, a simple palette of materials and crisp contemporary style are proposed to complement the local area by way of introducing a modern addition to the local vernacular and immediate context.

3.3.2. The new Aldi store proposal utilises a combination of charcoal brickwork plinth, anthracite grey and metallic silver cladding, representing qualities of both the nearby retail properties and adjacent residential properties.

3.3.3. Additional details are set out within the Design and Access Statement prepared by the Harris Partnership which accompanies the application submission.

3.4. Access

3.4.1. Vehicular access for customers to the site will be via a new proposed reconfigured access from Caernarfon Road. The proposal includes a new mini-roundabout where customer access and egress onto Caernarfon Road will be provided.

3.4.2. Once within the site, customers will continue either north or west to the car park areas. Separate service access delivery vehicles is provided off Toronnen. Ample circulation areas for both customers within the car park and delivery vehicles in the service yard have been included to facilitate efficient and safe movement within the site.

3.4.3. Pedestrian access will be provided from Caernarfon Road along the southern edge of the access route. A marked zebra crossing will provide safe pedestrian access to the store entrance for customers accessing the store. An additional pedestrian link path into the site is also proposed from Trehwfa. Given the significant difference in levels and the steep embankment along this boundary, stairs will provide a direct link to the proposed development from the Coed Mawr residential area, providing a more direct link for residents of this area.

3.5. Servicing and Deliveries

3.5.1. As detailed above, delivery and service vehicles will access the store via a dedicated access off Toronnen and will turn left to enter the service road from Caernarfon Road. This arrangement ensures there will be no conflict between service vehicles and customers.

3.5.2. Typically, Aldi stores receive 3-4 deliveries per day from its regional distribution centre (RDC). These can increase at peak seasonal periods. Deliveries would be carried out during the hours of 6am to 11pm.

3.5.3. Further deliveries include a fresh milk delivery each day; and a general waste collection once a week. All other waste is collected on Aldi's vehicles and returned as part of the normal delivery visits each day to reduce vehicle trips and utilise vehicles efficiently.

3.6. Car Park Layout

3.6.1. The proposed Aldi food store will provide 113 parking spaces, including, seven disabled, six parent and child, seven staff parking spaces to accommodate fourteen bicycles.

3.6.2. Cycle parking for up to fourteen bicycles, in the form of seven "Sheffield" type bicycle stands will be provided adjacent to the store entrance. It is expected that this will promote the use of cycling as a mode of transport by customers and employees of the site.

3.6.3. The development will also include an improved layout and access to the car park for Dunelm as part of the works involved with the creation of the new access road. The principal section of car parking at the front of Dunelm's store currently includes 37 car parking spaces, of which, 3 are disabled spaces. By moving the access further south and rearranging the car park in this area, the number of spaces will increase to 56 overall with 6 disabled bays.

3.7. Landscaping and Boundary Treatment

3.7.1. A considered landscaping scheme will create a buffer between the development site and adjacent properties. Proposed ornamental trees, native species and other landscaping will be added to the site to soften the appearance of the car park. The hard and soft landscape within the development boundary will be enhanced by a pedestrian route and new shrubbery. This proposed ornamental shrub planting will provide interest to the site and provide Aldi with a low maintenance landscape proposal.

3.7.2. Changes in the materials have been carefully selected to highlight the routes through the car park, in particular, marked pedestrian crossing linking the store entrance. The scheme will have formal landscaping including a quality paved area beneath the entrance canopy which will further emphasise this area on arrival from the pedestrian crossing approaches to the store entrance. The formal entrance into the site is intended to have a scheme wide approach marking the arrival with clear directional signage for the key elements within the site.

3.7.3. Significant new tree planting, including 13 new trees is proposed, in addition to ornamental and shrub planting. The submitted landscape drawing provides further details.

3.7.4. There is an existing boundary wall close to the footway along Caernarfon Road, this will be generally retained, but will be shortened and made good as necessary as part of the works to create the new site access. A timber knee fence will be installed along the boundary with Toronnen and along the internal spur of the shared access. Adjacent to the proposed service entry ramp a new retaining wall with acoustic fencing will be constructed to provide screening and mitigate the noise generated by servicing activities.

3.8. Sustainability

3.8.1. Aldi is committed to achieving sustainable development across its estate. The business operates a detailed sustainability plan across all UK development and includes a range of measures including:

- Reducing energy usage
- Applying a heat recovery system within its stores which uses a refrigerant-to-air-heat-exchanger to heat the sales area of each store
- Using sustainable materials and construction methods
- Reducing and managing waste

3.9. Design Out Crime

3.9.1. The scheme has been designed with safety and crime prevention in mind. It adopts principles of secure by design wherever possible including:

- There are few areas where criminal activity could occur unobserved.
- Most of the car parking areas are overlooked from the frontage of the building and are readily visible from the surrounding roads, allowing a good level of natural surveillance.
- Cycle parking for customers will be close to the store entrance.
- New lighting columns will be positioned across the site which will have LED lights fitted to give a uniform luminance level to the car park and service area. Lights will be operated by a time clock and photocell override and protected with covers against vandalism.
- Bin stores will be fully enclosed in the bin cage to the service yard for the foodstore.
- Shopping trolleys are controlled on a coin operated system and will be secured at night to prevent theft and misuse.
- Planting and vegetation in vulnerable areas will be kept to a maximum height of 1m.

3.9.2. The Aldi building design also incorporates secure design features:

- Windows will have laminated double-glazed units.
- External security shutters over the entrance/exit doors out of hours.

3.9.3. Doors and windows are manufactured from steel with no visible ironmongery.

- An intruder alarm will be installed.
- The entrance to the store for customers is in an obvious position at the front, facing the car park.
- There are no recesses to the ground floor of the building exterior.
- There are no areas with access to the roof.

3.9.4. Further details are provided in the submitted Design and Access Statement.

3.10. Trading Hours

3.10.1. Aldi's stores trade as follows:

- 8am – 10 pm, Mondays to Saturdays
- A six hour period between the hours of 10 am – 6pm, Sundays
- 8am – 8pm, Bank Holidays. Bank holidays are classed as normal trading days and are not restricted to Sunday hours.

3.11. Aldi Store Concept

3.11.1. Aldi offers a modest sized supermarket range primarily selling its high quality, brand-matched products at heavily discounted prices. Awarded the 'Which? Best Supermarket' award for 2012, 2013 and 2015; and 'Best Supermarket' for 2015 at the Retail Industry Awards. Most recently, Aldi has won the Grocer of the Year award at the Grocer Gold 2018 Awards. Aldi has become not only the leading discount operator, but an established presence in the UK market.

3.11.2. The majority of the products on offer are Aldi's exclusive own brands supported by a small range of branded goods. This ensures highly competitive pricing for the customer. Each Aldi store carries the same range of up to 2000 core lines, in stark contrast to a large Tesco or Asda store which will carry in excess of 50,000 at their larger stores. While Aldi's business model is designed for efficiency in order to keep prices low, the quality of the own-brand products are exceptionally high and matched with the best brands. This is highlighted by the number of awards Aldi has received in recent years from established sources such as The Grocer, the Quality Food Awards, the Retail Industry Awards and the International Wine and Spirits Challenge.

3.11.3. Aldi does not provide a 'one-stop-shop' – with no facilities such as an in-store butchers, pharmacy, fishmonger or provision of tobacco products and stamps – and thus encourages linked trips with existing facilities. Rather than harm local trade, as the introduction of a large format supermarket operator may do, Aldi, can promote the use of local businesses, keeping shoppers spend in the local area and promoting sustainable shopping patterns rather than travelling further afield. A representation of Aldi's offer is set out below:

- Selection of fresh seasonal fruit and vegetable lines;
- Limited range of exclusively own label tinned, bottled and pre-packed groceries;
- Chilled and frozen products;
- "Specially Selected" range which offers premier quality, luxury foods hand-picked from around the world;
- Own label beers, wines and spirits;
- Pre-packed bread, morning goods and cakes;

- Everyday non-food household items e.g. toiletries and cleaning items;
- Special purchase products, twice weekly, non-food, limited availability, within the categories of textiles, leisure goods, electronics, DIY and home improvements.

3.12. Job Creation

3.12.1. The Current Aldi store in Bangor employs 27 staff. The proposed store will protect those jobs and is expected to create a further 10 new jobs. A range of roles are required in Aldi's stores including store managers, store assistants, caretakers and warehouse staff. Aldi provides a successful and highly regarded apprenticeship scheme and graduate scheme which provide extensive opportunities. As more stores open, Aldi is required to recruit and train additional area managers and distribution staff including delivery drivers and logistics staff. Thus, the benefits of a new store are significant to a local area and to the region.

3.12.2. Furthermore, Aldi pays above average wages at all levels within the retail sector and has introduced a new minimum rate for all UK staff which is higher than the national living wage. Aldi employees are the highest-paid compared with other national convenience retailers.

3.12.3. Additional employment opportunities will also be created for the local area through employment of local contractors and labour during the construction stage, plus further employment opportunities for ongoing maintenance of the site and landscaping.

4. Pre-Application Advice

4.1.1. A pre-application meeting was held at the offices of Gwynedd Council with Local Planning representatives to discuss the development, following which the council provided formal written pre-application advice.

4.1.2. The validation requirements for the full planning application were agreed as follows:

- Design and Access Statement
- Pre-application Consultation Report
- Flood Consequence Assessment
- Landscape Scheme
- Planning Statement including Retail Impact Assessment
- Noise Impact Assessment
- Air Quality Assessment
- Drainage Scheme
- Transport Assessment
- Ecological Assessment

4.1.3. At the meeting, the background and reasoning behind Aldi's decision to seek alternate permission in Bangor was explained. Officers advised that they were comfortable with the principle of the development, subject to the key retail policy tests of Need, Sequential Test and Impact being addressed within the application submission.

4.1.4. In terms of the design the Local Planning Authority considered that the design of the building, the materials and the colour pallet are appropriate. It was also noted that the proposed mono pitch roof, which is lower to the rear is an effective way of reducing the visual impact upon residential dwellings along Trehwfa.

4.1.5. In terms of residential amenity, it was agreed that the supermarket is unlikely to have greater/ more harmful impact on the living conditions than the former cash and carry / warehouse that was unrestricted in terms of hours of operation and control of deliveries. However, it was acknowledged that the building had been vacant for some time and therefore a noise assessment will be prepared to allow the LPA to assess the impact.

4.1.6. In terms of the scheme it was highlighted that it should include a landscape scheme, which show the planting of new native trees on the site to compensate for previously felled trees and to improve the visual appearance of the site.

4.1.7. In relation to Flooding and Drainage issues, the LPA required an FCA to be submitted with application, as the site lies entirely within a C2 floodzone. It was also advised that that the application will have to gain consent from the SUDS Approving Body (SAB), therefore, the submitted FCA takes into consideration the implementation of Sustainable Urban Drainage Systems (SUDS).

4.1.8. Gwynedd Council officers advised to undertake ecology surveys and contact the Council's biodiversity team to ensure the proposed development would not impact on nesting birds or any other protected species.

4.1.9. In terms of transportation matters, the Council advised that the proposed parking density was acceptable and provided a number of recommendations in regards to traffic arrangements, pedestrian access and scope for the Transport Assessment.

5. Planning Policy Context

5.1. Introduction

5.1.1. When determining any planning application, the relevant authorities (in this case Gwynedd Council) are under a statutory obligation as imposed by section 54A of the Town and Country Planning Act, repeated in Section 38(6) of the Planning and Compulsory Purchase Act 2004, to make their determination in accordance with the development plan, unless material considerations indicate otherwise.

5.1.2. In this instance the relevant development plan comprises the Anglesey & Gwynedd Joint Local Development Plan, adopted 31st July 2017. The Development Plan is supported by a range of Supplementary Planning Guidance adopted Gwynedd Council. Planning Policy Wales (PPW) and the relevant Technical Advice Notes (TANs) are also a material consideration.

5.2. The Development Plan

Anglesey & Gwynedd Joint Local Development Plan (2017)

5.2.1. The Anglesey & Gwynedd Joint Local Development Plan was formally adopted on 31 July 2017 and outlines the strategic planning policy covering the two planning authority areas. The document includes broad development management policies, outlines strategic locations for development, specific strategic sites and safeguarded land.

5.2.2. The following policies are considered relevant to the application:

5.2.3. Policy MAN 1 'Proposed Town Centre Developments' states that proposals for new retail, commercial and leisure development will be directed towards town centres, as shown on the proposals Maps. It goes on to state that retail and commercial proposals outside the defined town centres will need to be supported by evidence of need for additional provision and satisfy the sequential approach set out in National Policy and Local Development Plan.

5.2.4. Policy MAN 3 'Retailing outside defined town centres but within development boundaries' states that proposals for major retail development and sub-division of existing retail units outside the defined town centre boundaries will only be granted provided they conform to the following criteria:

- The development would not undermine the retail hierarchy set out in Policy PS 15
- The development either by itself or in combination with other permitted or allocated retail developments would not undermine the vitality and viability of the defined town centre
- Evidence of need for additional provision has been demonstrated
- The sequential approach set out in Planning Policy Wales.

5.2.5. Strategic Policy PS 1 'Welsh Language and Culture' highlights the Councils strategy to promote the use of the Welsh language in the Plan area. The overall strategy will be achieved by:

- Requiring a Welsh Language Statement
- Refusing proposals which would cause harm to the character and language balance of a community
- Requiring bilingual Signage
- Expect that Welsh names are used for new developments.

5.2.6. Strategic Policy PS 2 'Infrastructure and Developer Contributions' states that the Councils will expect new development to ensure sufficient provision of essential infrastructure (either on-site or to service the site) is either already available or provided in a timely manner to make the proposals acceptable, by means of a planning condition or obligation.

5.2.7. Strategic Policy PS 4 'Sustainable Transport, Development and Accessibility' states that new development will be located so as to minimise the need to travel. Furthermore, it highlights the Council's strategy to promote sustainable modes of transport including, walking, cycling and public transport.

5.2.8. Strategic Policy PS 5 'Sustainable Development' sets out the Council approach to achieve sustainable development and describe what it will require from new proposals.

5.2.9. Strategic Policy PS 6 'Alleviating and Adapting to the effects of Climate Change' provides details on the Councils approach to alleviate the effects of climate change. It highlights that proposals will only be permitted where it is demonstrated that they fully take account of and respond to the following:

- The energy hierarchy
- Reducing greenhouse gas emissions, help to reduce waste and encourage travel other than by car.

5.2.10. Strategic Policy PS 15 'Town Centres and Retail' has regard to Town Centres and retail development and sets out the settlements hierarchy in accordance to its retail, service and social functions.

5.2.11. Policy PCYFF 4 'Design and Landscaping' this policy states all proposals should integrate into their surroundings. Proposals that fail to show how landscaping has been considered from the outset as part of the design proposal will be refused.

5.2.12. Policy TRA 1 'Transport Network Developments' this policy sets out that proposals for large-scale developments in sensitive areas that substantially increase the number of journeys made by private vehicles will be refused unless they include measures as part of a Transport Assessment and/or a Travel Plan.

5.2.13. Policy PCYFF 2 'Development Criteria' this policy explains that planning permission will be refused where proposals would have an unacceptable adverse impact on the healthy, safety or amenity of occupiers of local residents, other land and property uses or characteristics of the locality due to increased activity, disturbance, noise, dust, fumes, litter, drainage, light pollution, or other form of pollution or nuisance.

5.2.14. Policy PCYFF 5 'Carbon Management' highlights the need for proposals to demonstrate how the energy hierarchy has been applied and how the contribution from renewable energy to satisfy the proposals need for energy and waste has been maximised.

5.2.15. Policy PCYFF 6 'Water Conservation' states that proposals should incorporate water conservation measures where practicable, including Sustainable Urban Drainage Systems (SUDS).

5.3. National Planning Policy and Guidance

<u>Planning Policy Wales (PPW) (Edition 10, December 2018)</u>

5.3.1. Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs) Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national policy framework for Wales.

5.3.2. The PPW sets out (paragraph 12) that the primary objective of planning is to contribute towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015, the wellbeing of Future Generations (Wales) Act 2015 and other key legislations.

5.3.3. Paragraph 1.11 highlights that the principles of sustainable development have been at the heart of planning policy since PPW was first published in 2002. However, the concept has been expanded under the Well-being Act and it requires an improvement in the delivery of all four aspects of well-being: social, economic, environmental and cultural'.

5.3.4. Paragraph 1.14 states:

'In order to demonstrate that appropriate consideration has been given to the Well-being goals and sustainable development principle in the decision making process, public bodies are required to have regard to the 'five ways of working' contained in the Well-being Act. These require consideration of: involvement; collaboration; integration; prevention; and long term factors'.

5.3.5. Paragraph 2.12 sets out the 5 key principles that should underpin the guiding vision for all development plans. The following principles support the culture change needed to embrace placemaking and ensure that planning facilitates the right development in the right place:

- Growing our economy in a sustainable manner
- Making best use of resources
- Facilitating accessible and healthy environments
- Creating & sustaining communities
- Maximising environmental protection and limiting environmental impact.

Previously Development Land

5.3.6. Paragraph 3.51 outlines that previous development land should, wherever possible be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.

5.3.7. Paragraph 3.52 goes on to state that planning authorities should work with landowners to ensure that suitably located previously developed sites are brought forward for development and to secure a coherent approach to their development.

Retail

5.3.8. National policies that will be considered are set out in Planning Policy Wales (PPW) (Edition 10, December 2018) along with the relevant Technical Advice Notes (TAN 4 'Retail and Commercial Development' November 2016).

5.3.9. For major new retail proposals, local planning authorities should consider not only the incremental effects of that proposal, but also the likely cumulative effects of recently completed development, together with outstanding planning permissions and development plan commitments, in the catchment areas of defined retail and commercial centres.

5.3.10. The PPW states that the three test of retail need, sequential test and retail impact assessments may apply to new retail developments.

5.3.11. TAN 4 'Retail and Commercial Development (November 2016) should be read in conjunction with PPW. Paragraph 6 notes that the test of retail need are the starting point for planning for new retail development and requires any application relating to an out-of-centre location which is not in accordance with an adopted development plan, to consider need.

5.3.12. Within TAN 4 'Retail and Commercial Development' the sequential location of development plan allocations or planning application should be considered in the following order:

- Firstly, within retail and commercial centres.
- If no suitable sites are available in retail and commercial centres then edge-of centre locations should be considered, with preference given to brownfield sites that are well connected to the existing centre and accessible by a variety of means of transport.
- Only when retail and commercial centres and edge of centre locations have been considered and found to be unsuitable can out-of-centre options within, and outside, a settlement are to be considered. Preference to brownfield out-of-centre sites should be given, which are or will be served by a choice of means of transport and are close to established retail and commercial centre.

5.3.13. In regards to suitability, where a developer favours a development on the edge or outside a retail centre, evidence will need to be provided to explain why potential sites or building within the centre are unable to accommodate the format, scale and design of a proposed development.

Retailers should be flexible an innovative about the format, design and scale of the proposed development and the amount of car parking needed.

5.3.14. The TAN guidance for retail development requires retail development over 2,500 sqm gross floorspace to be supported by an impact assessment. However smaller retail planning applications may also be assessed where local planning authorities believe it will have a significant impact on a retail and commercial centre.

5.3.15. TAN 4 advises that in addition to the needs and sequential tests, planning applications for retail development outside a retail centre that are not in accordance within the development plan should be assessed against a range of impact criteria, including:

- *Impact of the proposal on existing, committed and planned public and private investment in a centre or centre in the catchment area.*
- *Impact of the proposal on centre vitality and viability, including local consumer choice and range and quality of the comparison and convenience retail offer.*
- *Consideration of the cumulative effects of the development proposal in relation to any outstanding planning permissions.*
- *The impact of the proposal on allocated sites outside centres being developed in accordance with the development plan.*
- *Impact of the proposal on in centre trade and turnover in the centre and other centres in the wider area, taking account of current and future consumer expenditure capacity in the catchment area.*
- *Assessment of the proportion of customers using the development travelling by different modes of transport.*
- *Impact on travel patterns over the catchment area.*
- *Any significant environmental impacts.*

Employment

5.3.16. Planning Policy Wales, paragraph 5.4.4 notes that local planning authorities should encourage and support developments which generate economic property and regeneration. Technical Advice Note 23 'Economic Development' notes that local planning authorities should apply judgement depending on the nature of the economic use and its applicability to a particular location. They should give first preference to sites within the boundaries of settlements (including planned new settlements and urban extensions). As a second preference, they should consider edge-of-settlement sites. As a third preference, they should consider identifying land in the open countryside.

5.4. Other Material Considerations

Supplementary Planning Guidance – Planning and the Welsh Language

5.4.1. This Guidance, jointly with local and national planning policies, will provide a means of:

- Raising awareness amongst prospective developers of the need to fully consider the links between development and the character of communities;
- Identify development proposals that will at the outset maintain or enrich the social, linguistic and cultural pattern of communities;
- Identify development proposals that can be modified as a result of discussions to ones that maintain or enrich the social, linguistic and cultural pattern of communities;
- Identify exceptions where the evidence shows that there is no opportunity to modify the proposal in a manner that will reduce the impact on the social, linguistic and cultural pattern of the community and that there are justifiable reasons for recommending the planning application's refusal.

Supplementary Planning Guidance – Planning for Sustainable Development

5.4.2. This SPG sets out the Council commitment to the principle of sustainable development. It highlights that the development plan aims to promote the concept of sustainable patterns of development as well as encouraging the sustainable design and construction of development.

5.4.3. The SPG seeks to:

- Raise awareness of all the factors that can help to improve the sustainability of a proposal
- Secure greater environmental sustainability in all new development, refurbishments and alteration to existing building
- Encourage developers and applicants to consider sustainable development form the earliest stage of the design process and go beyond minimum standards.

6. Retail Planning Considerations

6.1. Retail Proposal

6.1.1. A Retail Assessment is required in support of a planning application for a new Aldi food store located on land off Caernarfon Road, Bangor. The store size is detailed below:

- Sales Area: 1.254 sq. m
- Gross Internal Area: 1,725 sq. m
- Gross External Area: 1,801 sq. m

6.1.2. The proposed Aldi foodstore will provide a local supermarket selling predominantly convenience foods at 80% of the sales area and limited comparison goods such as seasonal and promotional goods, occupying 20% of the sales floorspace.

6.1.3. The application site sits within an out-of-centre location. The proposed store is intended to primarily serve the local community of Bangor.

6.2. Scope of Retail Assessment

6.2.1. The site already benefits from an extant permission including a cash and carry warehouse unit described earlier in this statement. As part of pre-application discussions, the Council has agreed that a proportionate assessment of need and impact is appropriate.

6.3. Study Area and Evidence Base

6.3.1. The study area for the assessment of need and impact is based upon Zone 7 of the Gwynedd and Anglesey Retail Study 2012 which is centred on Bangor. The zone is comprised of postcode sectors LL57 and LL56. The use of Zone 7 as the basis for the retail assessments was agreed with Council officers during pre-application discussions. A plan showing the Study Area is attached at Appendix 1.

6.3.2. It is considered that given its age, the Gwynedd and Anglesey Retail Study 2012 is out-of-date and that more up-to-date evidence of current shopping habits is needed to properly assess the proposed development. As such, a bespoke household survey of shopping patterns was carried out in November 2018. The survey asked those usually responsible for the household convenience shop where they usually shop for the main food shop and for any further top-up shopping trips. The survey also asked a number of additional questions around the shopping trip, including method of travel, propensity for linked trips and the reason for choosing a destination. A copy of the survey questionnaire is attached at Appendix 2.

6.3.3. The shopping patterns identified in the household survey allow an understanding of current shopping habits which underpins the assessments of both need and impact.

6.4. Relocation of Aldi

6.4.1. The proposed store has been planned in order to replace the existing store on Garth Road, which is 22 years old having opened in February 1997 and no longer meets the requirements of Aldi or its customers. The existing store is now significantly smaller than Aldi's current formats, providing only 1,310 sq.m GIA of floorspace with a 758 sq.m sales floor and only 70 car parking spaces compared with new stores of over 1,800 sq m GIA with 1,254 sq.m. sales floor and over 100 car park spaces. The constrained floor area has a number of key effects on the shopping experience. Aldi is not able to stock sufficient numbers of each item within its product range; the store has narrow, constrained aisles which means customers often cannot pass each other with trolleys; and there are not enough tills resulting in long queues into the aisles which creates further congestion for customers. The lack of car park spaces also means that customers cannot park and go elsewhere. Each of these factors means that Aldi is not able to offer its customers the quality of shopping experience customers have come to expect.

6.4.2. Given the above, Aldi has been looking at how best to address these issues. The site of the exiting store is highly constrained by surrounding uses and Aldi has concluded that it is not possible to extend the store. Therefore, as Aldi is committed to its investment in Bangor, it has been working to identify an alternative location in the city.

6.4.3. The existing store is within the ownership of Aldi who is working to identify a replacement tenant for the unit. As Aldi is in control of this process, it can ensure the unit is leased to a comparison goods retailer or a suitable main town centre use, subject to planning approval. It will not lease its own unit to a competitor selling convenience goods.

6.5. Bangor Town Centre

6.5.1. The overall health of Bangor City Centre has been considered in order to provide a base-line, against which the assessments of need and impact can be considered. The Gwynedd and Anglesey Retail Study 2012 concluded that:

'Bangor is an attractive shopping centre providing a range of goods and services whilst maintaining a high degree of individuality. Whilst attracting large numbers of tourists, the centre appears to primarily serve the local resident population and has few shops which are specifically tourist related. Clearly the current recession has taken its toll and the amount of vacant units is a concern but, taking this into account, the centre appears healthy in retail terms'.

6.5.2. While not providing a full and detailed update of the health check, this report considers a number of key indicators to provide a guide as to how Bangor has fared since 2012. A visit to Bangor City Centre was undertaken in February 2019 where a survey of the centre was carried out. During the visit, which was made mid-week and close to mid-day, the centre was observed to be well used, with good levels of pedestrian activity, particularly within the pedestrianised core of the City Centre. A map showing the land uses within the centre is attached at Appendix 3.

6.5.3. The table below sets out the proportion of vacant floorspace in Bangor in 2019 (source: GOAD Plan) compared to 2012 (taken from Table 10 of Gwynedd and Anglesey Retail Study 2012).

	2012		2019	
	Floorspace	Proportion	Floorspace	Proportion
Vacant	10,812	17.1%	4,740	7.5%
Total	63,128	100%	63,128	100%

6.5.4. The numbers indicate that there has been a significant reduction in vacant floorspace that would indicate that Bangor City Centre has strengthened over the last seven years.

6.5.5. Despite the recent troubles facing a number of national retailers, Bangor is still well represented by national brands with M&S, Debenhams, H&M, River Island, JD, Boots and TopShop all represented, indicating that the centre has been resilient in this regard. Bangor also benefits from a strong local, independent offer within the centre which provides an important individuality to the centre, complimenting the national retailers.

6.5.6. Reflecting the national trend in recent years, Bangor has seen an increase in the food and beverage (F&B) sector. Recently, Clio Lounge, part of the Lounger's national chain, opened a restaurant and bar on High Street and local independent café, Follow Your Bliss invested in Bangor, taking a much larger premises on High Street. Developments such as these indicate that confidence in Bangor is strong.

6.5.7. The centre remains well served by car parks and by public transport, ensuring the centre is accessible by a range of modes of transport.

6.5.8. The shopping environment within Bangor City Centre is generally good, with the retail centre focused on the pedestrianised section of High Street running from Bangor Cathedral to the junction with Dean Street. It was noted during the site visit that within the secondary areas to the south of the centre the shopping environment and shop frontages remain generally high, there is however, a drop in quality, exacerbated by clusters of vacant units, in the northern section of the secondary area. However, the overall environmental quality remains high.

6.5.9. Having regard to the above, it is concluded that the overall health of Bangor City Centre has improved in the seven years since the Gwynedd and Anglesey Retail Study 2012. Vacancy rates have fallen and there are good indications that the market retains confidence in Bangor. Accordingly, it is concluded that Bangor City Centre is a healthy and viable centre.

6.6. Need

<u>Quantitative Need</u>

6.6.1. As set out above, the assessment of quantitative need is based upon a bespoke household survey of local shopping patterns. The assessment also uses up-to-date population and spending data provided by CACI. The assessment of quantitative need is contained within the tables in Appendix 4.

6.6.2. Table 1 of Appendix 4 sets out the population of the Study Area. Population data is provided by CACI. The data shows that there is expected to be a modest growth in population over the next 5 years.

6.6.3. During pre-application discussions, the nature of the proposed retail store and Aldi's business model were discussed with Council officers. As such, it was agreed that the assessments of need and of impact only need to consider convenience goods shopping (food, drink and non-durable household goods). Given the ancillary nature of the comparison goods offer within Aldi stores, it was agreed that this does not need to be considered in detail. Table 2 sets out the level of personal spending on convenience goods in 2018 based upon CACI data. CACI do not provide estimates of future growth. As such, future spending levels are estimated using the growth rates set out in figure 6 of Experian Retail Planner Briefing Note 16. These growth rates make an allowance for the growth in non store-based internet shopping. The household survey identifies local levels of internet shopping in the base year.

6.6.4. Table 3 calculates the overall level of spending within the catchment by multiplying the population set out in table 1 by the levels of personal spending set out in table 2. Table 3 shows that although levels of personal spending are expected to remain static, local population growth will lead to modest growth in overall spending in the next five years to almost £72m.

6.6.5. Table 4 sets out the local shopping patterns identified in the household survey and calculates the turnover of retail facilities generated from residents within the Study Area. The Table shows the split between main food and top-up shopping trips. As would be expected, the five supermarkets in Bangor attract the majority (83.5%) of main food shopping trips whereas top-up shopping patterns are more diverse.

6.6.6. Table 5 goes on to estimate the total turnover of convenience shopping facilities, taking account of the inflow of tourism spending. The Gwynedd and Anglesey Retail Study 2012 estimated that convenience goods shops in Bangor benefited from tourism and that around 15% of turnover derived from tourist spending. Table 5 utilises this estimate, increasing the survey derived turnover to arrive at an estimate of overall turnover for shops and centres within the Study Area.

6.6.7. Table 6 estimates the capacity or quantitative need within Zone 7 to support new retail floorspace. It is considered that this capacity derives from three key sources: growth in local spending; growth in tourism spending; and the leakage of spending to shops outside the Study Area. Table 6 shows that these three sources of capacity amount to around £5.33 m in 2021.

6.6.8. It should be noted that this is a high-level assessment of capacity which does not take into account any existing capacity in the local area. As such, it is considered that assessment of capacity is robust in this regard.

6.6.9. When considering whether this level of capacity demonstrates quantitative need for the proposed development, consideration should be given to the fact that the proposed development involves the relocation of the existing Aldi. In that regard, Tables 7 and 7a estimate the likely turnover of the proposed development.

6.6.10. Table 7 calculates the likely turnover of the proposed Aldi store based upon the retailer's national average sales density. On that basis, it would be expected that the store would generate a turnover of around £11.5 m. (p. a. at the design year of 2022)

6.6.11. However, the household survey indicates that the existing store turns over around £10.5m. In order to ensure the assessment is robust, Table 7a calculates the potential turnover based upon a 20% uplift in turnover circa **£2.1m** from the existing store, which generates a slightly higher turnover of around £12.7m.

6.6.12. Given that the overall capacity is estimated at £5.33 m, there is clearly a quantitative need for the modest increase in convenience goods floorspace, which can be partly accommodated by the proposed replacement Aldi store.

<u>Qualitative Need</u>

6.6.13. The existing store on Garth Road is 22 years old and no longer meets the requirements of Aldi or its customers. The existing store is now significantly smaller than Aldi's current formats, providing only 1,310 sq.m GIA of floorspace and only 71 car parking spaces compared with new stores of over 1,800 sq m and over 100 car park spaces. The constrained floor area has a number of key effects on the shopping experience. Aldi is not able to stock sufficient numbers of each item within its product range; the store has narrow, constrained aisles which means customers often cannot pass each other with trolleys; and there are not enough tills resulting in long queues into the aisles which creates further congestion for customers. The lack of car park spaces also means that customers cannot park and go elsewhere. Each of these factors means that Aldi is not able to offer its customers the quality of shopping experience customers have come to expect.

6.6.14. Given the above, Aldi has been looking at how best to address these issues. The site of the exiting store is highly constrained by surrounding uses and Aldi has concluded that it is not possible to extend the store. Therefore, as Aldi is committed to its investment in Bangor, it has been working to identify an alternative location in the city.

6.6.15. With regard to qualitative need, it is considered that for the reasons set out above, the relocation to larger, modern premises will allow Aldi to provide a markedly better shopping experience to its customers. The new store will allow Aldi to stock full product range and provide a more spacious and attractive environment in which to shop.

6.6.16. Aldi reinvesting within Bangor will also help ensure that the residents of Bangor remain well provided for in terms of quality, choice and range of convenience goods shopping options.

6.6.17. Additionally, the proposed development is well related to other retail facilities in the area. Caernarfon Road is the main location within Bangor for larger, retail warehouse type units and supermarkets. The proposed development is therefore well located in that regard.

<u>Conclusions on Need</u>

6.6.18. Having regard to the above, it is concluded that there exists a need for the proposed development in both quantitative and qualitative terms. The expenditure available through growth in spending and claw-back of leakage is more than double the additional turnover generated by the relocation of the Aldi store. Additionally, the improved Aldi store will improve the quality, range and choice of convenience shopping in Bangor.

6.6.19. Accordingly, the proposed development accords with PPW, TAN4 and Policy MAN3 of the Development Plan.

6.7. Sequential Test

6.7.1. The requirements for a discount foodstore are a minimum site area of 0.75 ha (1.85 acres) to accommodate a single store development. This allows for accommodation of the food store, servicing and at least 100 car parking spaces. A site must be regular in shape to provide the most efficient use of land. Irregular shape sites can be less efficient requiring even more land to accommodate the proposal.

6.7.2. A prominent position on the highway is also required. Lack of visibility from the highway detracts from a viable business. The acquisition costs and any costs associated with physical constraints are taken into account when identifying a site such as remediation, topographical levels, ecological measures and diversion of services.

6.7.3. Development costs are an integral part of the site selection process and affect the overall price of goods sold. It is therefore essential that sites are viable so that the price of goods on the shop floor remain low in line with the company's business format. Only prominent and viable sites of the required size are considered further by deep discounters in terms of their suitability.

6.7.4. Discounters are modest in size as they sell a limited number of lines. The size of store also means they serve a local catchment area with a population of up to 25,000 people. Typically, within urban areas, a deep discounter store will serve a five minute drivetime as its catchment area. In more rural areas that catchment area extends to serve hinterland communities as population is generally sprawled out.

6.7.5. A discount foodstore's store format is designed to provide an efficient operation which includes providing sufficient floorspace for its stores to accommodate the sales floorspace, warehouse, amenity and other back of house uses, servicing, car park and access. There are two operators within the UK discount food market. In recent years their new stores have increased in size providing a sales area upwards of 1,254 sq.m to accommodate its range of produce, refrigeration, freezer and other display equipment, spacious aisles for customer movement and sufficient tills to manage queues.

6.7.6. The applicant's existing store on Garth Road is not operating efficiently due to its age and limited scale. Aldi is extending its smaller stores where possible to bring them in line with standard formats where there is sufficient land to do so. Where it is not possible to extend existing stores such as the existing store Bangor, Aldi is identifying additional relocation sites and building modern, efficient, fit for purpose stores such as the proposed store.

6.7.7. As set out below, the applicant has sought to identify a site to accommodate a new store in meeting its requirements for Bangor.

<u>Bangor City Centre</u>

6.7.8. Pre-application discussions with Council officers confirmed that there are no available development sites within Bangor City Centre. However, consideration has been given to available retail units within Bangor City Centre.

6.7.9. As set out above, there are a total of 38 vacant units in Bangor City Centre. However, most of these units are small, traditional town centre shop units, which are not suitable for use as a modern discount supermarket.

6.7.10. Combining units 8, 9 and 10 of the Menai Centre on Garth Road would theoretically create a single unit of 650 sq.m GIA which would be the largest available floorplate within the centre. This would provide a sales area of 500 to 550 sq.m. which is less than half the sales area of the proposed store. Notwithstanding this, the topography of Garth Road means the units have different floor levels and could not be realistically combined into one unit. As such, it is clear that the floorspace would still not be sufficient to suitable accommodate the proposed development.

6.7.11. Having regard to the above, it is concluded that there are no available sites within Bangor City Centre that are suitable for the proposed development.

<u>Edge-of-Centre Sites</u>

6.7.12. As the application site is in an out-of-centre location, it is appropriate to consider any potential sites located on the edge of Bangor City Centre. A review of Bangor identified three potential sites which are identified on the plan attached at Appendix 5 and are discussed below.

Land at Deiniol Road and Farrar Road

6.7.13. This site is located 200 metres walk from the southern end of Bangor City Centre and extends approximately 0.2 ha. The site is currently the subject of a planning application (ref: C19/0078/11/LL) for the construction of apartments comprising 38 dwellings. The site also benefits from planning permission for the construction of 49 flats (ref: C08A/0108/11/LL) which has been implemented but not completed.

6.7.14. At 0.2 ha, the site is just around a quarter of the size of the minimum requirement for the proposed development. Therefore, the site could not accommodate a store of the size proposed. It is concluded that the site is not suitable for the proposed development and therefore discarded from the sequential test.

Land of Deiniol Road

6.7.15. This site is located 200 metres walk from the of southern end of Bangor City Centre and extends approximately 0.1 ha. The site is located between residential properties on Deiniol Road and the landscaped area and pedestrian access to the Asda store, which is located to the rear of the site.

6.7.16. At 0.1 ha, the site is just over an eighth of the size of the minimum requirement for the proposed development. Therefore, the site could not accommodate a store of the size proposed and is clearly not suitable for the proposed development and it is therefore discarded from the sequential test.

Land off High Street

6.7.17. This site is located 240 metres to the north of Bangor City Centre and extends approximately 0.6 ha. The site is allocated for residential development (site T3) in the Development Plan and is estimated to deliver 17 homes.

6.7.18. With regard to development constraints, the site experience a noticeable drop in levels from the front to back of the site that would need to be addressed as part of any development proposals. The site is also within a residential area and is hard against the rear of properties on Penlon Gardens, Ambrose Street, Fountain Street and Strand Street. It is considered that the proximity of the site to a large number of residential properties would raise significant issues around residential amenity, meaning the site would be unsuitable for the form of development proposed.

6.7.19. Furthermore, at 0.6ha, the site is below the minimum area threshold for the proposed development outlined above. As such, it would not be possible to deliver a development of the same type as the application proposal without fundamentally affecting the nature of the proposal. This, in combination with the Local Plan allocation and the site constraints mean that the site is not suitable for the proposed development and it is therefore discarded from the sequential test.

<u>Conclusions on the Sequential Test</u>

6.7.20. Having regard to the above it is concluded that there are no sites within or on the edge of Bangor City Centre that are both available and suitable for the proposed development, having regard to the need for a flexible approach. As such, it is concluded that the application passes the sequential test and is in accordance with PPW, TAN4 and Policy MAN3 of the Development Plan.

6.8. Retail Impact Assessment

6.8.1. It should be noted that the proposed development is below the 2,500 sq.m. threshold set out in PPW, but it was agreed with Council officers during pre-application discussions that a high-level assessment would be carried out. The assessment of retail impact is based upon the assessment of quantitative need attached at Appendix 4. The assessment of trade diversion and impact in 2024 on existing stores is set out in Table 8.

6.8.2. The assessment is carried out on the basis of the higher level of turnover calculated in Table 7a. If the new store trades at national average levels, then the overall turnover, and likely impacts would be lower than those set out in Table 8. Accordingly, it is considered that the assessment is robust in this regard.

6.8.3. Given that the application proposal seeks a new store to allow for the relocation of Aldi within Bangor, the assessment assumes that those who shop at the existing Aldi will relocate their trade to the new store. Accordingly, the assessment indicates a 100% impact on the existing store. This accounts for just over 83% (£10.74 m) of the turnover of the new store. The balance of the turnover will be diverted from existing stores and it is assumed that this pattern of diversion will be broadly in-line with existing market shares.

6.8.4. The assessment indicates that aside from the existing store, the highest impact will be felt by the main supermarkets:

- Lidl (4.67%);
- Tesco (4.1%);
- Asda (3.82%); and

- Morrisons (3.24%).

6.8.5. All of these stores are located on the edge of Bangor City Centre or in out of centre locations. As such, they do not benefit from direct policy protection. In any event, the overall level of impact is considered to be low and would not result in any of the stores closing.

6.8.6. With regard to the level of impact on Bangor City Centre, the assessment indicates that the level of impact would be generally low with the highest level of impact being felt by the Iceland store in the St Deiniol Centre which would experience an impact of around 2.9%. The overall level of impact would be around 2.3%. Given the health check update, set out above, concludes that Bangor is a well-used town centre which is generally in good health, it is concluded that an impact of just over 2% would not have a significantly adverse impact on town centre vitality and viability.

6.8.7. There are no known investment schemes in Bangor City Centre for the proposed development to affect and as set out in the sequential assessment, there are no similarly sized units within the centre that the proposed development would potentially compete for tenants. Furthermore, there are no other significant permissions for retail development that would need to be included within the consideration of impact.

6.8.8. Having regard to all of the above, it is concluded that the proposed development would not have an unacceptable impact on Bangor City Centre and therefore accords with PPW, TAN 4 and Policy MAN3 of the Development Plan.

6.9. Summary of Retail Assessment

6.9.1. The assessment of the retail policy implications of the relocation of Aldi from its store on Garth Road to the application site has been informed by a bespoke household survey of shopping patterns, an up-to-date assessment of the health of Bangor City Centre and a thorough consideration of potential alternative sites within and on the edge of Bangor City Centre.

6.9.2. The scope of the assessment was discussed and agreed with Council officers during pre-application discussions and has been undertaken in a manner that is proportionate to the scale and nature of the proposal.

6.9.3. The assessment concludes that there is a need for the proposed development, both in quantitative and qualitative terms, that there are no available and suitable sequentially preferable sites and that there will not be any significantly adverse impact on the vitality and viability of Bangor City Centre. As such, it is concluded that the proposed development fully accords with retail polices within PPW, the provisions of TAN 4 and Policy MAN3 of the Anglesey and Gwynedd Joint Local Development Plan 2011 – 2026.

7. Planning Considerations

7.1. Introduction

7.1.1. This section assesses the proposed development against the requirements of national planning policy set out in PPW 10 and accompanying Technical Advice Notes and the Development Plan, as set out in Section 5. This section draws upon the conclusions of the suite of technical assessments submitted in support of the planning application.

7.2. Sustainable Development

7.2.1. Adopted Policy PS 5 sets out how the Council will encourage the sustainable growth across Anglesey and Gwynedd. It is considered that the criteria within this policy provide a reasonable framework for considering what constitutes sustainable development and therefore has significant weight in the decision-making process.

7.2.2. As mentioned above, the Application Site is previously developed land, which comprises the former Blackmore Cash and carry. As such, the development represents the efficient re-use of land, thus contributing to sustainable objectives.

7.2.3. The proposed food store scheme compliments and integrates with surrounding land uses, which is predominantly a commercial area. As such, the development will not negatively impact on the surrounding setting and will reinforce the local economy.

7.2.4. The Application site is approximately 100 metres walk from bus stops on Caernarfon Road, which are served by services to Bangor, Coed Mawr and Llanddona. The site is also within the immediate setting of residential properties and within close range to local amenities and a variety of retail businesses. Accordingly, the Application Site is easily accessible by public transport and is well located to encourage walking, therefore, it is a sustainable location.

7.2.5. Based on the above, it is considered that the proposed development would support the main retail needs of the residents of Gwynedd and constitute positive economic investment, securing benefits across all dimensions of sustainable development (social, economic, environmental and cultural well-being) as set out in the PPW. Accordingly, it is concluded that the proposed development comprises sustainable development for the purposes of planning policy.

7.3. Principle of Retail Use

7.3.1. As the proposed development is for a town centre use in an out-of-centre location, a Sequential Assessment is required to give the Council comfort that the proposal is the most sequentially preferable site. The Sequential Assessment identified three sites within the defined study area.

7.3.2. After considering these sites along with vacant units in Bangor City Centre, it is concluded that there are no suitable and available sites for the proposed development.

7.3.3. Furthermore, a quantitative assessment of need and impact have been carried out in respect of the proposed development. The assessment is based on up-to-date evidence of local shopping patterns and spending. The assessment demonstrates that there is a need for the proposed development and that there would not be significant impact on the vitality and viability of Bangor City Centre.

7.3.4. The proposal passes the sequential test, need and impact test and thus complies with National Retail Policy and Policies PS 15, MAN 1 and MAN 3 within the Gwynedd Joint Local Development Plan.

7.4. Design

7.4.1. Careful consideration has been given to the design of the store due to its proximity to residential properties and its prominent location on Caernarfon Road, Bangor.

7.4.2. The proposal has been designed in such a way to ensure sufficient car parking provision and servicing access as well as visibility of the store from the surrounding road network. This is a fundamental requirement for any retailer. The layout ensures a prominent and active frontage onto the customer car park and the surrounding road network, which complements the existing neighbouring uses.

7.4.3. The layout also ensures it integrates well with the neighbouring Dunelm site to ensure improved and more efficient access in and out of the site.

7.4.4. The proposed boundary treatments have been carefully designed to ensure minimal impact on the amenity of local residents and present a clear line demarcating the foodstore element of the site.

7.4.5. Where possible, existing boundary treatment have been retrieved and enhanced to ensure the scheme integrates with its surroundings.

7.4.6. In terms of design and materials, the proposed store uses a simple palette of materials, drawing on locally used materials to complement the local area by a way of introducing a modern addition to the local vernacular and immediate context.

7.4.7. Having regard to the above, it considered that the development accords with section 3 of PPW and with Policies PS 5 and PCYFF 4 of the Development Plan.

7.5. Flood risk

7.5.1. Due to the application site being located within Flood Zone C2 a Flood Consequence Assessment (FCA) has been undertaken. The FCA concludes that the site is located in Flood Zone C and is not currently at risk of flooding from tidal sources, reservoirs, canals or other artificial sources but there is some risk of flooding from fluvial, surface water and groundwater sources. The FCA has concluded that the site may be developed safely providing that flood resistant and resilient construction techniques are incorporated into the design of the building, in line with government guidance, in order to address any residual risk of surface water flooding.

7.5.2. The planning application is supported by the FCA and it has been demonstrated that the proposal will not increase flood risk at the site. The proposal is therefore in accordance with Policies PS6, PCYFF 6 within the Gwynedd Joint Local Development Plan and Technical Advice Note 15.

7.6. Drainage

7.6.1. A Drainage Strategy Statement has been prepared by GHD to support the planning application. The Statement explains that the existing site is currently hard and positively drained with onsite attenuation or restricted discharge to the culverted watercourse.

7.6.2. The proposal has therefore included a number SUDS (Sustainable Urban Drainage System) components to reduce the volume of surface water runoff and control the rate of discharge from the redevelopment site.

7.6.3. Based on the above, it is considered that the proposed development is in accordance with SAB standards and in line with policy of PS 6 within the Anglesey and Gwynedd Joint Local Development Plan.

7.7. Highways

7.7.1. The application submission is supported by a Transport Assessment carried out by Connect Consultants Limited which examines the highway and transportation issues associated with the proposed development.

7.7.2. Based on the findings of the TA, it is considered that the proposal can be adequately accessed and serviced in a safe and efficient manner via Caernarfon Road. It is also found that the proposal will not have a material impact or give rise to any highways related issues.

7.7.3. The site is within a sustainable location as it is located in close proximity to the bus stops which provide services that are ideally placed to cater for the need of the proposed foodstore and is accessible by other sustainable modes of transport, including walking and cycling.

7.7.4. Furthermore, by creating a new mini roundabout at the proposed customers access to Caernarfon Road, the proposal creates betterment on the local highway network, benefiting all users of the highway network, including customers of the Dunelm store as well as the new Aldi store.

7.7.5. The proposed development will have a minimal impact on the operational performance of the local highway network and is accessible by a range of modes of transport, and therefore accords with the PPW and Policy TRA 1 within the adopted Development Plan.

7.8. Noise

7.8.1. A noise assessment has been undertaken by Spectrum Acoustic Consultants to assess the potential impact of noise produced by mechanical services plant and deliveries associated with the proposed development.

7.8.2. The noise assessment concludes that in relation to mechanical services plant at the proposed Aldi store, predictions indicate that the proposal would comfortably meet noise limit objectives and consequently have low adverse impact.

7.8.3. In relation to deliveries, the assessment concludes that with the proposed acoustic fence in place, the deliveries to the Aldi store between the hours of 6am and 11pm would comfortably meet noise limit objectives and consequently have low adverse impact an nearby residents.

7.8.4. The noise assessment has therefore concluded that the development would have very low noise impact on the nearby residential community, in line with Policy PCYFF 2 within the Anglesey and Gwynedd Joint Local Development Plan.

7.9. Air Quality

7.9.1. BWB consulting has undertaken an Air Quality Assessment (AQA). As part of the AQA, a qualitative construction phase assessment was undertaken, and measures are recommended to minimise dust emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions is considered to be ‘not significant’.

7.9.2. Furthermore, a detailed road traffic emission assessment was undertaken to consider the impact of development-generated road traffic on local air quality at identified existing receptor locations. The development was not predicted to result in any exceedances of the relevant air quality objectives and the impacts considered to be ‘negligible’.

7.9.3. In conclusion, it is considered that, with the recommended mitigation measures, air quality does not represent a material constraint to the development proposals, which is in line with Section 6.7 within Planning Policy Wales and Policy PCYFF 2 within the Anglesey and Gynedd Joint Local Development Plan.

7.10. Ecology

7.10.1. A Preliminary Ecological Assessment (PEA) has been undertaken by Cambrian Ecology Ltd. The purpose of the assessment was to gain baseline ecological information of the site in order to assess its current status, to identify any ecological constraints to development that may currently be associated with the development areas and/or the surrounding land, and to recommend further surveys if necessary.

7.10.2. The assessment concluded that the building has no potential for roosting bats and is highly unlikely to support nesting birds at any time of the year. Accordingly, there will be no impact on bats due to the proposed work and there is no reasonable justification for requesting any further work. There is some minimal potential for impacts on nesting birds within the hedgerows on the south-east and north-west boundaries. It is considered that following the implementation of reasonable avoidance measures, the proposed development would not have any harmful impact on nesting birds.

7.10.3. Based on the above, it is considered that the proposed development will be in accordance with section 3 within National Planning Wales and Policies PS 5 and PS 19 within the Anglesey and Gwynedd Joint Local Development Plan.

Trees

7.10.4. The PEA also concluded that from a botanical point of view, the habitats on the site are species with a very limited assemblage of common species, with the site dominated by managed amenity grassland. Therefore, no negative impact is anticipated as a result of the loss of this habitat. It has been recommended that native tree species of benefit to the wildlife are included in the planting and landscaping scheme for the site. Subject to this recommendation, the development accords with National Policy Wales and with Policy PS 5 within the Anglesey and Gwynedd Joint Local Development Plan.

7.11. Conclusion on Planning Considerations

7.11.1. On the basis of the relevant planning policies set out above, it is considered that the proposal is acceptable and on balance, taking account of the material considerations and evidence provided in support of the planning application, the proposal complies with objectives of the Development Plan.

8. Conclusions

8.1. Summary and Conclusion

8.1.1. This Planning Statement is submitted in support of an application for 'Demolition of former cash and carry and erection of a foodstore (Use Class A1), car park, access and landscaping at former Blakemore Cash and Carry site; and reconfiguration of access and car park arrangements fronting the existing Dunelm store at Caernarfon Road, Bangor'.

8.1.2. The application site is out of centre and as such, the Planning Policy Wales requires that all retail proposals should provide an assessment of sequentially preferable sites and that a proposal should only be supported if no sequentially preferable sites are identified.

8.1.3. An assessment of sequentially preferable sites has therefore been undertaken. Of the sites assessed, none were found to be suitable for the proposal. Therefore, the application site passes the sequential test.

8.1.4. The assessment of retail need demonstrates that there is a quantitative and qualitative need for the proposed development. Additionally, the assessment of potential impact demonstrates that the development will not undermine the vitality, and viability of Bangor City Centre. Accordingly, the proposed development accords with Policy Man 3 of the Development Plan and PPW.

8.1.5. Overall, the retail proposal will provide a sustainable development which will promote sustainable shopping patterns to benefit the local community. Aldi's Bangor store at Garth Road will close as a result of having no opportunity to expand. It is no longer fit for purpose and cannot align with the standard of size and quality of offer in its other stores as part of its business format. Aldi has therefore carried out a site search to replace the existing store and has identified a site at Caernarfon Road. No other sites have been identified therefore the Caernarfon site provides Aldi's only option to protect and relocate existing jobs and to continue to serve Bangor's community particularly to the south of the town.

8.1.6. The proposed use would protect the 27 jobs at the current Aldi store and create an additional 10 jobs.

8.1.7. The impact of the proposed development on the highway network has been thoroughly assessed as part of the development proposals. The Transport Assessment submitted in support of the application demonstrates that the proposed development would not have a severe impact on the operational performance of the highway network. It is therefore concluded that there are no overriding reasons preventing the Local Planning Authority from recognising that the proposal is acceptable with regard to the local highway network.

8.1.8. Furthermore, the proposal creates betterment on the network, benefiting users of the Dunelm store as well as the new Aldi store by creating a new roundabout at the proposed customers access of Caernarfon Road.

8.1.9. A Primary Ecological Assessment has been carried out and is submitted in support of the development proposals raising no concerns and recommends reasonable 'avoidance measures' to ensure no inadvertent breach of legislation with regards to nesting birds.

8.1.10. In terms of flooding, a FCA was submitted in support of the application which suggested that the proposal may be developed safely providing that flood resistant and resilient construction techniques are incorporated into the design of the building

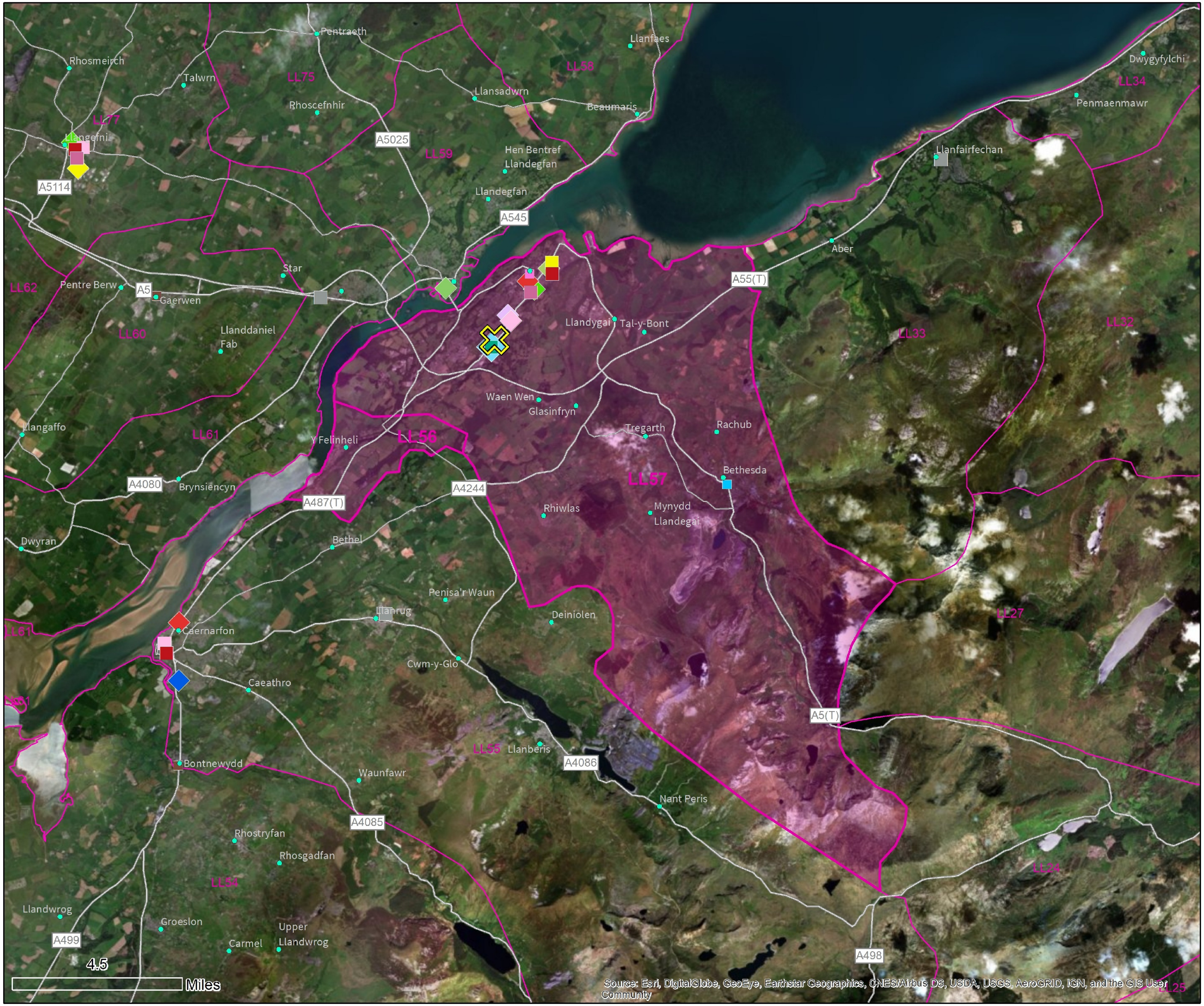
8.1.11. With regard to residential amenity, measures have been incorporated into the design of the layout and landscaping of the scheme to ensure the protection of the nearby. Most notably, the store has been positioned with care to mitigate any potential impact on amenity. Fencing along the site boundary and service area has been introduced to the proposed store, which is not a standard Aldi feature, to further mitigate any potential noise impacts as a result of the proposed operation. A Noise Assessment has been carried out and concludes that the proposed delivery hours are appropriate and will ensure that the amenity of any neighbours is not affected.

8.1.12. The proposal will provide a sensitively designed development which is compatible with and complementary to the surrounding uses. A significant quantum of jobs will be introduced as a result of the proposal; in the region of 37 jobs comprising full time and part time positions, with most being taken up by local people.

8.1.13. Overall, it is concluded that the proposed development comprises sustainable development which meets all relevant policy tests set out in the Development Plan, PPW and its accompanying Technical Advice Notes. Accordingly, it is concluded that the proposed development is in accordance with the Development Plan and should be granted consent.

Appendix 1
Study Area Plan

Catchment Area and Store Provision Map



Key site

Study Area: LL56 and LL57

Postal districts

Foodstore Category

Hypermarket

Superstore

Supermarket

Small Supermarket

Convenience Store

Fascia

ALDI
ASDA
B&M
BUDGENS
CO OP
FARMFOODS
HOME BARGAINS
ICELAND
LIDL
M&S SIMPLY FOOD
MCCOLLS
MORRISONS
TESCO
TESCO EXPRESS
TESCO EXTRA
WAITROSE

BANGOR

Site Plan

Scale 1:150,000 - A3 Landscape - 05 February 2019

JLL Achieve Ambitions

Appendix 2
Survey Questionnaire

Bangor Household Survey

Good morning / afternoon / evening, I am …… from NEMS market research, an independent market research company, and we are conducting a short survey in the Bangor area about food and grocery shopping habits. Do you have time to answer some questions please? It will take about 4 minutes.

QA **Are you person most responsible for food and grocery shopping in your household?**

Yes
No

IF 'YES' – CONTINUE INTERVIEW.
IF 'NO' – ASK, COULD I SPEAK TO THE PERSON WHO IS RESPONSIBLE FOR MOST OF THE FOOD SHOPPING, IF NOT AVAILABLE THANK AND CLOSE INTERVIEW

READ OUT: Firstly we have some questions about food shopping. In answering these questions the location could be a store, a centre or the internet

Q01 **In which store or centre do you normally do most of your households main food shopping?**
DO NOT READ OUT. ONE ANSWER ONLY. IF THEY SAY VARIES ASK FOR THE PLACE THEY GO TO MORE OFTEN THAN OTHERS EVEN IF SLIGHTLY.

#Food	Food List	
C	***Others:***	
035	Other (PLEASE WRITE IN)	GO TO Q02
036	Internet / delivery	**GO TO Q03**
037	(Don't know / varies)	**GO TO CLOSE**
038	(Don't do this type of shopping)	**GO TO CLOSE**

Excluding those who do their main food shopping via the Internet at Q01:

Q02 **How does your household normally travel to (STORE MENTIONED AT Q01)?**
DO NOT READ OUT. ONE ANSWER ONLY.

1 Car / van (as driver)
2 Car / van (as passenger)
3 Bus, minibus or coach
4 Motorcycle, scooter or moped
5 Walk
6 Taxi
7 Train
8 Bicycle
9 Disability vehicle (scooter, wheelchair etc.)
A Other (PLEASE WRITE IN)
B (Don't know / varies)

Q03 **How often do you visit (STORE MENTIONED AT Q01)?**
DO NOT READ OUT. ONE ANSWER ONLY.

1 Everyday
2 4 to 6 times a week
3 2 or 3 times a week
4 Once a week
5 Once a fortnight
6 Once a month
7 Less frequently
8 (Don't know / varies)

Q04 **What is the main reason you choose to use (STORE MENTIONED AT Q01)?**
DO NOT PROMPT. ONE ANSWER ONLY.

001 Accessibility by public transport
002 Car parking provision
003 Choice of food goods available
004 Cleanliness
005 Close to other facilities
006 Delivery service
007 Easy to get to by car
008 Good internal layout
009 Good service / friendly staff
010 Habit / always use it
011 Internet shopping is convenient
012 Lower prices
013 Loyalty card / points scheme
014 Near to home
015 Near to work
016 Preference for the retailer
017 Quality of food goods available
018 Staff discount / work there
019 Value for money
020 Other (PLEASE WRITE IN)
021 (Don't know / no reason in particular)

Excluding those who do their main food shopping via the Internet at Q01:

Q05 **When you undertake your main food and grocery shopping at (LOCATION MENTIONED AT Q01), do you or other members of your household usually visit other shops, services, or leisure facilities on the same shopping trip?**

DO NOT PROMPT. CAN BE MULTICODED. PROBE FULLY. Anything else?

1	Yes - buying fuel
2	Yes - leisure activity (excludes visiting swimming pool)
3	Yes - visit swimming pool
4	Yes - non-food shopping
5	Yes - other food shopping
6	Yes - travelling to / from school / college / university
7	Yes - travelling to / from work
8	Yes - visiting café / pub / restaurant
9	Yes - visiting family / friends
A	Yes - visiting financial service such as bank, building society, Post Office
B	Yes - visiting health service such as doctor, dentist, hospital
C	Yes - visiting other service such as laundrette, hairdresser, recycling
D	Yes - visiting the market
E	Yes - Other (PLEASE WRITE IN)
F	Window shopping / browsing
G	No
H	(Don't know)

Q06 **Apart from (STORE MENTIONED AT Q01), which other store or centre do you normally do most of your households main food shopping?**

DO NOT READ OUT. ONE ANSWER ONLY. IF THEY SAY VARIES ASK FOR THE PLACE THEY GO TO MORE OFTEN THAN OTHERS EVEN IF SLIGHTLY.

#Food	Food List	GO TO Q07
C	***Others:***	
035	Other (PLEASE WRITE IN)	GO TO Q07
036	Internet / delivery	GO TO Q08
037	(Don't know / varies)	**GO TO Q11**
038	(Nowhere else)	**GO TO Q11**

Those who do their main food shopping at another location (excluding via the Internet) at Q06:

Q07 **How does your household normally travel to (STORE MENTIONED AT Q06)?**

DO NOT READ OUT. ONE ANSWER ONLY.

1	Car / van (as driver)
2	Car / van (as passenger)
3	Bus, minibus or coach
4	Motorcycle, scooter or moped
5	Walk
6	Taxi
7	Train
8	Bicycle
9	Disability vehicle (scooter, wheelchair etc.)
A	Other (PLEASE WRITE IN)
B	(Don't know / varies)

Those who do their main food shopping at another location at Q06:

Q08 **How often do you visit (STORE MENTIONED AT Q06)?**

DO NOT READ OUT. ONE ANSWER ONLY.

1	Everyday
2	4 to 6 times a week
3	2 or 3 times a week
4	Once a week
5	Once a fortnight
6	Once a month
7	Less frequently
8	(Don't know / varies)

Those who do their main food shopping at another location at Q06:

Q09 **What is the main reason you choose to use (STORE MENTIONED AT Q06)?**

DO NOT PROMPT. ONE ANSWER ONLY.

001	Accessibility by public transport
002	Car parking provision
003	Choice of food goods available
004	Cleanliness
005	Close to other facilities
006	Delivery service
007	Easy to get to by car
008	Good internal layout
009	Good service / friendly staff
010	Habit / always use it
011	Internet shopping is convenient
012	Lower prices
013	Loyalty card / points scheme
014	Near to home
015	Near to work
016	Preference for the retailer
017	Quality of food goods available
018	Staff discount / work there
019	Value for money
020	Other (PLEASE WRITE IN)

021 (Don't know / no reason in particular)

Those who do their main food shopping at another location at Q06:

Q10 When you undertake your main food and grocery shopping at (LOCATION MENTIONED AT Q06), do you or other members of your household usually visit other shops, services, or leisure facilities on the same shopping trip?

DO NOT PROMPT. CAN BE MULTICODED. PROBE FULLY. Anything else?

1	Yes - buying fuel
2	Yes - leisure activity (excludes visiting swimming pool)
3	Yes - visit swimming pool
4	Yes - non-food shopping
5	Yes - other food shopping
6	Yes - travelling to / from school / college / university
7	Yes - travelling to / from work
8	Yes - visiting café / pub / restaurant
9	Yes - visiting family / friends
A	Yes - visiting financial service such as bank, building society, Post Office
B	Yes - visiting health service such as doctor, dentist, hospital
C	Yes - visiting other service such as laundrette, hairdresser, recycling
D	Yes - visiting the market
E	Yes - Other (PLEASE WRITE IN)
F	Window shopping / browsing
G	No
H	(Don't know)

Q11 Where do YOU normally go for most for your household small scale top-up shopping?
DO NOT READ OUT. ONE ANSWER ONLY. IF THEY SAY VARIES ASK FOR THE PLACE THEY GO TO MORE OFTEN THAN OTHERS EVEN IF SLIGHTLY.

#Food	Food List	
C	***Others:***	
035	Other (PLEASE WRITE IN)	
036	Internet / delivery	
037	(Don't know / varies)	
038	(Don't do)	**GO TO Q15**

Those who do top-up shopping at Q11:

Q12 How often do you usually do your top-up food shopping?
DO NOT READ OUT. ONE ANSWER ONLY.

1	Everyday
2	4 to 6 times a week
3	2 or 3 times a week
4	Once a week
5	Once a fortnight
6	Once a month
7	Less frequently
8	(Don't know / varies)

Those who do top-up shopping (excluding via the Internet) at Q11:

Q13 **What is the main reason why you choose (LOCATION MENTIONED AT Q11) for your top-up shopping?**
DO NOT PROMPT. ONE ANSWER ONLY.

001 Accessibility by public transport
002 Car parking provision
003 Choice of food goods available
004 Cleanliness
005 Close to other facilities
006 Delivery service
007 Easy to get to by car
008 Good internal layout
009 Good service / friendly staff
010 Habit / always use it
011 Internet shopping is convenient
012 Lower prices
013 Loyalty card / points scheme
014 Near to home
015 Near to work
016 Preference for the retailer
017 Quality of food goods available
018 Staff discount / work there
019 Value for money
020 Other (PLEASE WRITE IN)
021 (Don't know / no reason in particular)

Those who do top-up shopping (excluding via the Internet) at Q11:

Q14 **How does your household normally travel to (LOCATION MENTIONED AT Q11)?**
DO NOT READ OUT. ONE ANSWER ONLY.

1 Car / van (as driver)
2 Car / van (as passenger)
3 Bus, minibus or coach
4 Motorcycle, scooter or moped
5 Walk
6 Taxi
7 Train
8 Bicycle
9 Disability vehicle (scooter, wheelchair etc.)
A Other (PLEASE WRITE IN)
B (Don't know / varies)

Those who do top-up shopping (excluding via the Internet) at Q11:

Q15 **When you undertake your top-up shopping at (LOCATION MENTIONED AT Q11), do you or other members of your household usually visit other shops, services, or leisure facilities on the same shopping trip?**
DO NOT PROMPT. CAN BE MULTICODED.

1 Yes - buying fuel
2 Yes - leisure activity (excludes visiting swimming pool)
3 Yes - visit swimming pool
4 Yes - non-food shopping
5 Yes - other food shopping
6 Yes - travelling to / from school / college / university
7 Yes - travelling to / from work
8 Yes - visiting café / pub / restaurant
9 Yes - visiting family / friends
A Yes - visiting financial service such as bank, building society, Post Office
B Yes - visiting health service such as doctor, dentist, hospital
C Yes - visiting other service such as laundrette, hairdresser, recycling
D Yes - visiting the market
E Yes - Other (PLEASE WRITE IN)
F Window shopping / browsing
G No
H (Don't know)

Those who do top-up shopping at Q11:

Q16 **And apart from (LOCATION MENTIONED AT Q11), where else do normally go for most for your household small scale top-up shopping?**
DO NOT READ OUT. ONE ANSWER ONLY. IF THEY SAY VARIES ASK FOR THE PLACE THEY GO TO MORE OFTEN THAN OTHERS EVEN IF SLIGHTLY.

#Food Food List
C ***Others:***
035 Other (PLEASE WRITE IN)
036 Internet / delivery
037 (Don't know / varies)
038 (Nowhere else) GO TO Q20

Those who do top-up shopping (excluding via the Internet) at another location at Q16:

Q17 What is the main reason why you choose (LOCATION MENTIONED AT Q16) for your top-up shopping?
DO NOT PROMPT. ONE ANSWER ONLY.

001 Accessibility by public transport
002 Car parking provision
003 Choice of food goods available
004 Cleanliness
005 Close to other facilities
006 Delivery service
007 Easy to get to by car
008 Good internal layout
009 Good service / friendly staff
010 Habit / always use it
011 Internet shopping is convenient
012 Lower prices
013 Loyalty card / points scheme
014 Near to home
015 Near to work
016 Preference for the retailer
017 Quality of food goods available
018 Staff discount / work there
019 Value for money
020 Other (PLEASE WRITE IN)
021 (Don't know / no reason in particular)

Those who do top-up shopping (excluding via the Internet) at another location at Q16:

Q18 How does your household normally travel to (LOCATION MENTIONED AT Q16)?
DO NOT READ OUT. ONE ANSWER ONLY.

1 Car / van (as driver)
2 Car / van (as passenger)
3 Bus, minibus or coach
4 Motorcycle, scooter or moped
5 Walk
6 Taxi
7 Train
8 Bicycle
9 Disability vehicle (scooter, wheelchair etc.)
A Other (PLEASE WRITE IN)
B (Don't know / varies)

Those who do top-up shopping (excluding via the Internet) at another location at Q16:

Q19 When you undertake your top-up shopping at (LOCATION MENTIONED AT Q16), do you or other members of your household usually visit other shops, services, or leisure facilities on the same shopping trip?
DO NOT PROMPT. CAN BE MULTICODED.

1 Yes - buying fuel
2 Yes - leisure activity (excludes visiting swimming pool)
3 Yes - visit swimming pool
4 Yes - non-food shopping
5 Yes - other food shopping
6 Yes - travelling to / from school / college / university
7 Yes - travelling to / from work
8 Yes - visiting café / pub / restaurant
9 Yes - visiting family / friends
A Yes - visiting financial service such as bank, building society, Post Office
B Yes - visiting health service such as doctor, dentist, hospital
C Yes - visiting other service such as laundrette, hairdresser, recycling
D Yes - visiting the market
E Yes - Other (PLEASE WRITE IN)
F Window shopping / browsing
G No
H (Don't know)

Q20 Do you ever visit Bangor Town Centre?
ONE ANSWER ONLY.

1 Yes GO TO Q21
2 No GO TO Q23

Those who visit Bangor town centre at Q20:

Q21 **What other shops / services do you use / visit whilst visiting Bangor town centre?**
DO NOT PROMPT. CAN BE MULTI-CODED. PROBE FULLY. Anything else?

1 Food shopping (PLEASE WRITE IN STORE DETAILS)
2 Non-food shopping
3 Healthcare (e.g. doctor, dentist, optician)
4 Visit swimming pool
5 Social / leisure reason (e.g. meeting friends, going to gym etc.)
6 To have a walk / stroll around
7 To use services (e.g. bank, post office, hairdresser etc.)
8 To visit a restaurant / café / public house
9 Tourism (e.g. holiday, day trip etc.)
A Window shopping
B Work / business purposes
C Other (PLEASE WRITE IN)
D (Don't know / cant remember)

Those who visit Bangor Town Centre at Q20:

Q22 **How often do you usually visit Bangor Town Centre?**
DO NOT READ OUT. ONE ANSWER ONLY.

1 Everyday
2 4 to 6 times a week
3 2 or 3 times a week
4 Once a week
5 Once a fortnight
6 Once a month
7 Less frequently
8 (Don't know / varies)

GEN **Gender of respondent:**
DO NOT READ OUT. CODE FROM OBSERVATION

1 Male
2 Female

AGE **Could I ask how old you are please?**
DO NOT READ OUT. ONE ANSWER ONLY.

1 18 – 24 years
2 25 – 34 years
3 35 – 44 years
4 45 – 54 years
5 55 – 64 years
6 65+ years
7 (Refused)

Thank & close

Appendix 3
Bangor Vacancy Plan

Bangor (Gwynedd)

Experian Goad Plan Created: 20/02/2019
Created By: Jones Lang LaSalle Ltd

For more information on our products and services:
www.experian.co.uk/goad | goad.sales@uk.experian.com | 0845 601 6011

Appendix 4
Need and Impact Assessment

Proposed Aldi Store

Bangor

Table 1: Population

	2018	2019	2020	2021	2022	2023	2024
Population	30,863	30,915	30,966	31,018	31,069	31,121	31,238

Note: Population estimates provided by CACI

Table 2: Personal Convenience Goods Expenditure

Personal Spend	2018	2019	2020	2021	2022	2023	2024
	£2,300	£2,302	£2,300	£2,302	£2,298	£2,298	£2,298

Note: personal spending estimate provided by CACI

Growth rates taken from Experian Retail Planner Briefing Note 16, Figure 6

Table 3: Total Convenience Goods Spending (£ m)

Total Spend	2018	2019	2020	2021	2022	2023	2024
	£70.98	£71.17	£71.22	£71.41	£71.39	£71.51	£71.78

Proposed Aldi Store

Bangor

Table 4: Shopping Patterns and Spending of Residents within Survey Area

	Patterns		Turnover 2019			Turnover 2021			Turnover 2024		
Store or Centre	Main	Top-up	Main	Top-up	Total	Main	Top-up	Total	Main	Top-up	Total
Aldi, Garth Road, Bangor	15.9%	7.1%	£7.49	£1.72	**£9.21**	£7.51	£1.73	**£9.24**	£7.55	£1.74	**£9.29**
Asda, Farrar Road, Bangor	15.5%	11.7%	£7.29	£2.84	**£10.13**	£7.31	£2.85	**£10.16**	£7.35	£2.86	**£10.21**
Asda, Bangor Road, Caernarfon	0.8%	1.7%	£0.37	£0.41	**£0.78**	£0.37	£0.41	**£0.79**	£0.38	£0.42	**£0.79**
Asda, Conway Road, Llandudno Junction	0.2%	0.6%	£0.09	£0.14	**£0.23**	£0.09	£0.14	**£0.24**	£0.09	£0.14	**£0.24**
Asda, Ffordd Cae Sel, Llangefni	0.0%	0.0%	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**
B&M, St Davids Retail Park, Caernarfon Road, Bangor	0.0%	1.0%	£0.00	£0.25	**£0.25**	£0.00	£0.25	**£0.25**	£0.00	£0.25	**£0.25**
Co-op, Village Road, Llanfairfechan	0.0%	1.0%	£0.00	£0.24	**£0.24**	£0.00	£0.24	**£0.24**	£0.00	£0.24	**£0.24**
Co-op, Llanfair Pg, Holyhead Road, Llanfairpwllgwyngyll	0.0%	0.0%	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**
Co-op, Station Road, Llanrug	0.0%	0.0%	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**
Farmfoods, Caernarfon Road, Bangor	0.3%	0.0%	£0.15	£0.00	**£0.15**	£0.15	£0.00	**£0.15**	£0.16	£0.00	**£0.16**
Iceland, St Deiniol Centre, High Street, Bangor	2.2%	3.4%	£1.05	£0.83	**£1.89**	£1.06	£0.83	**£1.89**	£1.06	£0.84	**£1.90**
Iceland, Poolside, Bridge Street, Caernarfon	0.1%	0.0%	£0.06	£0.00	**£0.06**	£0.06	£0.00	**£0.06**	£0.06	£0.00	**£0.06**
Lidl, High Street, Bangor	12.3%	5.5%	£5.78	£1.32	**£7.10**	£5.80	£1.33	**£7.12**	£5.83	£1.33	**£7.16**
Londis, Llanfair PG, Holyhead Road, Llanfairpwllgwyngyll	0.0%	0.0%	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**
Londis, Bangor Street, Y Felinheli	0.0%	2.1%	£0.00	£0.52	**£0.52**	£0.00	£0.52	**£0.52**	£0.00	£0.52	**£0.52**
M&S Simply Food, Garth Road, Menai Centre, Bangor	2.8%	4.7%	£1.31	£1.13	**£2.44**	£1.31	£1.13	**£2.45**	£1.32	£1.14	**£2.46**
Morrisons, Gwynfryn Villa, Holyhead Road, Bangor	16.9%	9.5%	£7.92	£2.30	**£10.22**	£7.95	£2.31	**£10.26**	£7.99	£2.32	**£10.31**
Morrisons, Ffordd Y Gogledd / North Road, Caernarfon	1.4%	1.1%	£0.68	£0.27	**£0.95**	£0.68	£0.27	**£0.95**	£0.68	£0.27	**£0.96**
One Stop, Penrhosgarnedd, Bangor	0.0%	0.3%	£0.00	£0.07	**£0.07**	£0.00	£0.07	**£0.07**	£0.00	£0.07	**£0.07**
Spar, Caernarfon Road, Bangor	0.0%	1.1%	£0.00	£0.28	**£0.28**	£0.00	£0.28	**£0.28**	£0.00	£0.28	**£0.28**
Spar, Euro Garage, Junction A5/55 Expressway, Llandegai	0.0%	1.0%	£0.00	£0.25	**£0.25**	£0.00	£0.25	**£0.25**	£0.00	£0.25	**£0.25**
Tesco Extra, Caernarfon Road, Bangor	22.8%	11.9%	£10.73	£2.88	**£13.61**	£10.77	£2.89	**£13.66**	£10.82	£2.90	**£13.73**
Tesco Superstore, South Road, Caernarfon	0.2%	0.5%	£0.08	£0.11	**£0.20**	£0.08	£0.11	**£0.20**	£0.09	£0.11	**£0.20**
Tesco Superstore, G Road, Llandudno Junction	0.4%	0.0%	£0.17	£0.00	**£0.17**	£0.17	£0.00	**£0.17**	£0.17	£0.00	**£0.17**
Tesco Express, High Street, Bethesda	1.9%	11.1%	£0.89	£2.68	**£3.57**	£0.89	£2.69	**£3.58**	£0.90	£2.70	**£3.60**
Waitrose, Mona Road, Menai Bridge	2.4%	2.1%	£1.11	£0.50	**£1.61**	£1.11	£0.50	**£1.62**	£1.12	£0.51	**£1.62**
Local shops, Bangor Town Centre	0.4%	5.6%	£0.20	£1.36	**£1.56**	£0.20	£1.37	**£1.57**	£0.20	£1.37	**£1.58**
Local shops, Bethesda Town Centre	0.0%	1.6%	£0.00	£0.38	**£0.38**	£0.00	£0.38	**£0.38**	£0.00	£0.38	**£0.38**
Local shops, Caernarfon Town Centre	0.0%	0.4%	£0.00	£0.09	**£0.09**	£0.00	£0.10	**£0.10**	£0.00	£0.10	**£0.10**
Local shops, Conwy Town Centre	0.0%	0.0%	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**
Local shops, Deiniolen Village Centre	0.0%	0.0%	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**
Local shops, Llandudno Town Centre	0.0%	1.0%	£0.00	£0.25	**£0.25**	£0.00	£0.25	**£0.25**	£0.00	£0.25	**£0.25**
Local shops, Llanfairfechan Town Centre	0.0%	0.0%	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**
Local shops, Tregarth Village Centre	0.0%	0.0%	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**
Local shops, Y Felinheli Village Centre	0.1%	0.8%	£0.06	£0.20	**£0.26**	£0.06	£0.21	**£0.26**	£0.06	£0.21	**£0.26**
Other	0.0%	0.0%	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**	£0.00	£0.00	**£0.00**
Internet / delivery	2.4%	0.2%	£1.12	£0.04	**£1.16**	£1.12	£0.04	**£1.16**	£1.13	£0.04	**£1.17**
Dimensions Health Store, Holyhead Road, Bangor	0.4%	0.0%	£0.20	£0.00	**£0.20**	£0.20	£0.00	**£0.20**	£0.21	£0.00	**£0.21**
Home Bargains, Caernarfon Road, A4087, Bangor	0.0%	1.3%	£0.00	£0.32	**£0.32**	£0.00	£0.32	**£0.32**	£0.00	£0.32	**£0.32**
Kwik Save, High Street, Bangor	0.0%	0.8%	£0.00	£0.18	**£0.18**	£0.00	£0.18	**£0.18**	£0.00	£0.18	**£0.18**
Local shops, Llandygai Village Centre	0.0%	0.3%	£0.00	£0.08	**£0.08**	£0.00	£0.08	**£0.08**	£0.00	£0.08	**£0.08**
Local shops, Maesgeirchen Local Centre	0.0%	0.3%	£0.00	£0.07	**£0.07**	£0.00	£0.07	**£0.07**	£0.00	£0.07	**£0.07**
Local shops, Rachub Village Centre	0.0%	0.4%	£0.00	£0.09	**£0.09**	£0.00	£0.09	**£0.09**	£0.00	£0.09	**£0.09**
Londis, High Street, Bethesda	0.0%	9.1%	£0.00	£2.21	**£2.21**	£0.00	£2.21	**£2.21**	£0.00	£2.22	**£2.22**
Morrisons, Penrhos Industrial Estate, Holyhead	0.2%	0.0%	£0.09	£0.00	**£0.09**	£0.09	£0.00	**£0.09**	£0.09	£0.00	**£0.09**
Poundland, The Menai Centre, Bangor	0.0%	0.2%	£0.00	£0.05	**£0.05**	£0.00	£0.05	**£0.05**	£0.00	£0.05	**£0.05**
Siop Glan Mor Stores, Beach Road, Bangor	0.0%	0.6%	£0.00	£0.14	**£0.14**	£0.00	£0.14	**£0.14**	£0.00	£0.14	**£0.14**
Spar, High Street, Bethesda	0.3%	0.0%	£0.12	£0.00	**£0.12**	£0.12	£0.00	**£0.12**	£0.12	£0.00	**£0.12**
Total	100.0%	100.0%	£46.98	£24.20	£71.17	£47.13	£24.28	£71.41	£47.37	£24.40	£71.78

Note:

Assumes that first named destination accounts for 66% of spending.

Assumes that Main food shopping accounts for 66% of spending

Proposed Aldi Store

Bangor

Table 5: Total Turnover of Existing Facilities (£ m)

	Total Turnover 2019			Total Turnover 2021			Total Turnover 2024		
Store or Centre	Survey	Tourism	Total	Survey	Inflow	Total	Survey	Inflow	Total
Bangor Town Centre									
Iceland, St Deiniol Centre, High Street, Bangor	£1.89	£0.28	**£2.17**	£1.89	£0.28	**£2.18**	£1.90	£0.29	**£2.19**
M&S Simply Food, Garth Road, Menai Centre, Bangor	£2.44	£0.37	**£2.80**	£2.45	£0.37	**£2.81**	£2.46	£0.37	**£2.83**
Local shops, Bangor Town Centre	£1.56	£0.23	**£1.80**	£1.57	£0.24	**£1.80**	£1.58	£0.24	**£1.81**
Bangor Edge of Centre									
Aldi, Garth Road, Bangor	£9.21	£1.38	**£10.59**	£9.24	£1.39	**£10.63**	£9.29	£1.39	**£10.68**
Asda, Farrar Road, Bangor	£10.13	£1.52	**£11.65**	£10.16	£1.52	**£11.68**	£10.21	£1.53	**£11.74**
Lidl, High Street, Bangor	£7.10	£1.06	**£8.16**	£7.12	£1.07	**£8.19**	£7.16	£1.07	**£8.23**
Morrisons, Gwynfryn Villa, Holyhead Road, Bangor	£10.22	£1.53	**£11.76**	£10.26	£1.54	**£11.79**	£10.31	£1.55	**£11.85**
Kwik Save, High Street, Bangor	£0.18	£0.03	**£0.21**	£0.18	£0.03	**£0.21**	£0.18	£0.03	**£0.21**
Other Bangor									
Tesco Extra, Caernarfon Road, Bangor	£13.61	£2.04	**£15.65**	£13.66	£2.05	**£15.70**	£13.73	£2.06	**£15.78**
Other Shops, Bangor	£1.46	£0.22	**£1.68**	£1.46	£0.22	**£1.68**	£1.47	£0.22	**£1.69**
Other shops in Catchment	£7.39	£1.11	**£8.50**	£7.41	£1.11	**£8.52**	£7.45	£1.12	**£8.57**
Other Shops Outside Catchment	£4.83	£0.73	**£5.56**	£4.85	£0.73	**£5.58**	£4.88	£0.73	**£5.61**
Internet	£1.16	£0.17	**£1.33**	£1.16	£0.17	**£1.34**	£1.17	£0.18	**£1.34**
Total	£71.17	£10.68	£81.85	£71.41	£10.71	£82.12	£71.78	£10.77	£82.54

Note:

Assumes Tourism is 15% of local spending. Derived from Gwynedd and Anglesey Retail Study 2012

Proposed Aldi Store

Bangor

Table 6: Convenience Goods Retail Need

	2021	2024
Growth in Local Spending	£0.43	£0.79
Growth in Tourism Spending	£0.04	£0.09
Leakage	£4.85	£4.88
Need	**£5.31**	**£5.76**

Local Spending taken from Table 3

Tourism Spending taken from Table 5

Leakage taken from Table 5

Proposed Aldi Store

Bangor

Table 7: Convenience Goods Turnover of Proposed Aldi Store

Sales Floorspace (sq m)			Sales Density	Turnover (£ m)					
Total	Comparison	Convenience		2019	2020	2021	2022	2023	2024
1,254	251	1,003	£11,322	£11.4	£11.4	£11.5	£11.5	£11.5	£11.6

Assumes convenience goods sold from 80% of sales floorspace

Sales Density Derived from Mintel Retail Rankings

Tabe 7a: Turnover Uplift

	2019	2021	2023
Existing Aldi	£10.59	£10.63	£10.68
Proposed Aldi	£12.71	£12.75	£12.82
Uplift	**£2.12**	**£2.13**	**£2.14**

Assumes uplift of 20% on current turnover

Proposed Aldi Store

Bangor

Table 8: Trade Diversion & Impact at 2024

Store or Centre	Trade Diversion		Turnover		Residual Turnover	Impact
	%	£ m	2019	2024		
Bangor Town Centre						
Iceland, St Deiniol Centre, High Street, Bangor	0.50%	£0.06	£2.17	£2.19	£2.12	2.93%
M&S Simply Food, Garth Road, Menai Centre, Bangor	0.50%	£0.06	£2.80	£2.83	£2.76	2.27%
Local shops, Bangor Town Centre	0.25%	£0.03	£1.80	£1.81	£1.78	1.77%
Bangor Edge of Centre						
Aldi, Garth Road, Bangor	83.30%	£10.68	£10.59	£10.68	£0.00	100.00%
Asda, Farrar Road, Bangor	3.50%	£0.45	£11.65	£11.74	£11.30	3.82%
Lidl, High Street, Bangor	3.00%	£0.38	£8.16	£8.23	£7.85	4.67%
Morrisons, Gwynfryn Villa, Holyhead Road, Bangor	3.00%	£0.38	£11.76	£11.85	£11.47	3.24%
Kwik Save, High Street, Bangor	0.05%	£0.01	£0.21	£0.21	£0.20	3.04%
Other Bangor						
Tesco Extra, Caernarfon Road, Bangor	5.05%	£0.65	£15.65	£15.78	£15.14	4.10%
Other Shops, Bangor	0.10%	£0.01	£1.68	£1.69	£1.68	0.76%
Other shops in Catchment	0.25%	£0.03	£8.50	£8.57	£8.54	0.37%
Other Shops Outside Catchment	0.50%	£0.06	£5.56	£5.61	£5.54	1.14%
Total	100.00%	£12.82	£80.52	£81.20	£68.38	

Notes:

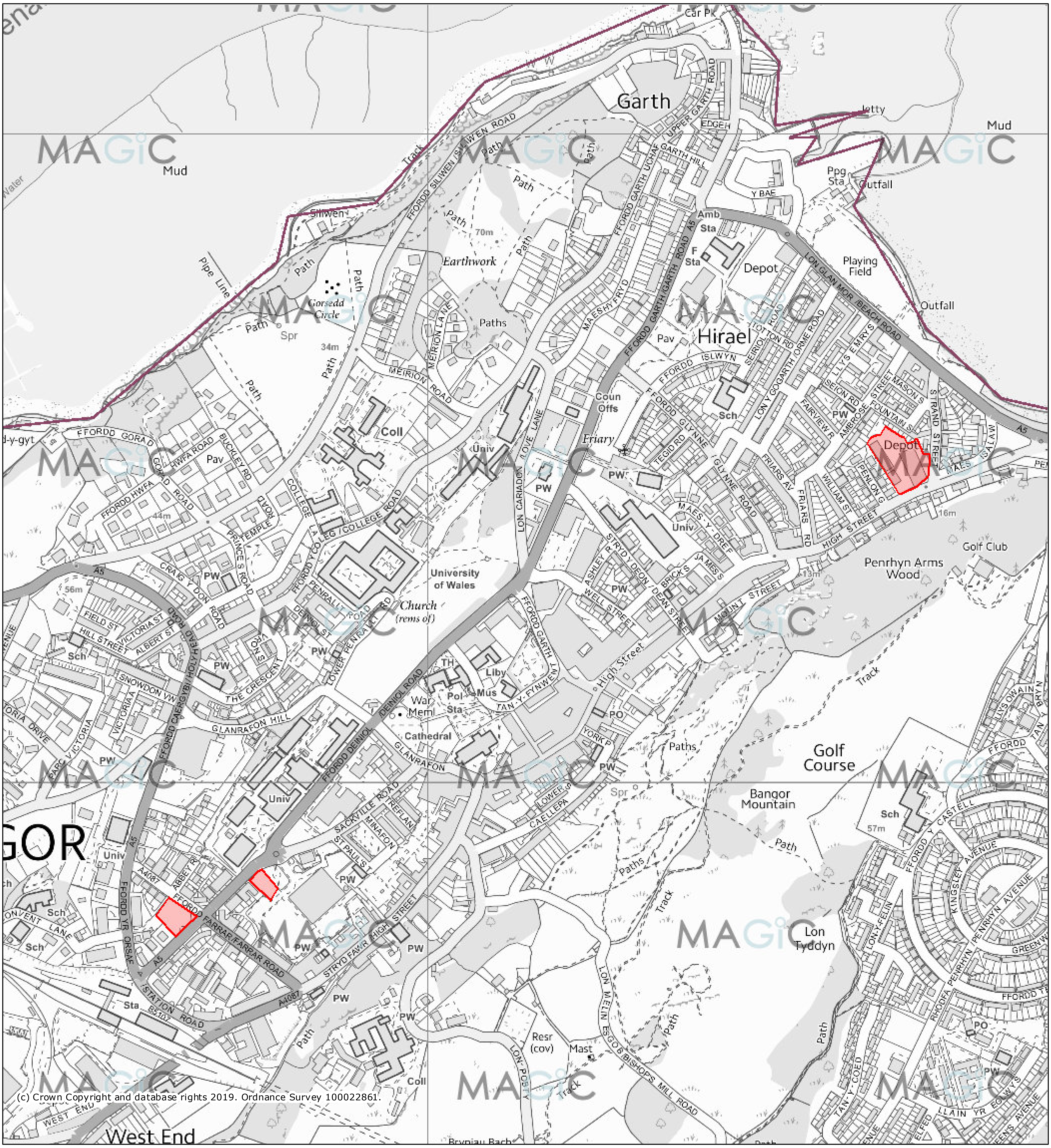
Trade Diversion based upon current market share and the proposed store will compete mainly with other supermarkets

Assumes all trade from existing Aldi will divert to new store.

Appendix 5
Sequential Site Plan

MAGIC

Bangor Sequential Sites



0 0.15 0.3
km

Projection = OSGB36
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ymin = 371600
xmax = 259600
ymax = 373000

Map produced by MAGIC on 20 February, 2019.

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