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Date of plot: 02/02/2016



Rutland County Council

Catmose,
Oakham,
Rutland
LE15 6HP

Application:	2015/0829/MAJ		Item 3
Proposal:	Proposed retail unit (A1 Use Class) with associated car parking, landscaping and servicing.		
Address:	Land West Of, Lands End Way, Oakham, Rutland		
Applicant:	Hawksmead Ltd / Aldi Stores Ltd	Parish	BARLEYTHORPE/ (OAKHAM ADJACENT)
Agent:	Stoas Architects	Ward	Oakham North West
Reason for presenting to Committee:		Contrary to the Development Plan	
Date of Committee:		16 th February 2016	

EXECUTIVE SUMMARY

Planning permission has been previously granted on the site for a supermarket, the additional loss of employment land to facilitate a larger store would not be significant. There would also not be a significant adverse impact upon the vitality or viability of Oakham Town Centre, subject to a section 106 agreement to secure a financial contribution towards public realm improvements in the town centre. In these circumstances an exception to the policies of the Development Plan is justified.

RECOMMENDATION

APPROVAL, subject to:

a) The satisfactory completion of a S106 Agreement to secure a financial contribution towards public realm improvements in the town centre (if an agreement is completed by 29th February 2016); and

b) the following conditions

1. The development shall be begun before the expiration of three years from the date of this permission. Reason - To comply with the requirements of Section 91 of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004.
2. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans; Site Location Plan C15A44-P001, Proposed Floor Plan C15A44-P200, Proposed Elevations C15A44-P201, Proposed Elevations C15A44-P202, Proposed Roof Plan C15A44-P203, Proposed Site Section C15A44-P204 Rev B, Site Plan C15A44-P003 Rev D, Drainage Plan C15A44-P004 Rev F, Landscaping Plan C15A44-P005 Rev E, Tree Constraints and Protection Plan GC.107305.201 Rev B, Cycle Stand Detail Ad5901, Loading Bay Ramp W208 Rev 2, Proposed Site Access Arrangements A1-12057-010 Rev A, 16.650m HGV Swept Path Analysis A1-12057-TR001 Rev A, Area of Flood Exceedance Plan 12057-SK160121.1. Reason - For the avoidance of doubt and in the interests of proper planning.
3. Within nine months of the first public opening of the retail unit, a Travel Plan based upon the provisions set out in the Framework Travel Plan submitted with the planning application shall be submitted to and approved in writing by the Local Planning Authority. The measures set out in the approved Travel Plan shall then be carried out within the timescales specified. Reason - To promote non-car modes of travel for staff, visitors and

shoppers, in the interests of sustainability.

4. No development shall be commenced until precise details of the manufacturer and types and colours of the external facing and roofing materials to be used in construction have been submitted to and agreed, in writing, by the Local Planning Authority. Such materials as may be agreed shall be those used in the development. Reason - To ensure that materials of an acceptable quality appropriate to the area are used.
5. All planting, seeding or turfing shown on the approved landscaping plan C15A44-P005 Rev E shall be carried out during the first planting and seeding season, (October to March inclusive) following the commencement of the development or such other phased arrangement as may be agreed in writing by the Local Planning Authority. Any trees or shrubs which, within a period of 5 years of being planted, which die, are removed or seriously damaged or seriously diseased, shall be replaced in the next planting season with others of similar size and species. Reason - To ensure satisfactory implementation of the approved landscaping scheme.
6. The building's services plant shall not exceed the noise emission limits and predicted noise levels as set out in section 7 of the revised Noise Assessment Report 2014 (Sandy Brown, 30 April 2014) as submitted as part of the planning application. Reason - To ensure that the plant services do not generate detrimental levels of noise pollution.
7. Prior to commencement of development, a scheme of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to the first public opening of the retail unit and be maintained thereafter in accordance with these details. Reason - To minimise skyglow and other light pollution, in the interests of the amenity of the area.
8. Prior to the first public opening of the retail unit, the car parking area (including disabled spaces) shall be laid out, hard surfaced and delineated in accordance with the approved details. Thereafter the spaces shall not be used for any other purposes including other parking within the disabled spaces. Reason - In the interests of highway safety and convenience, by ensuring that adequate off-street parking is provided and maintained thereby avoiding on-street parking, and to ensure convenient parking facilities for people with disabilities.
9. The development hereby permitted shall only be undertaken in complete accordance with the sustainable drainage scheme for the site, in accordance with the submitted plans, numbered 12057-SK160121.1, C15A44-P004F, and the permeability calculations dated 21/01/2016 03:22PM. Prior to the first public opening of the retail unit, a long term management and maintenance plan for the sustainable drainage scheme for the site shall be submitted to and approved in writing by the Local Planning Authority. The approved sustainable drainage system shall be retained and shall be managed and maintained in complete accordance with these approved details. Reason – To ensure that adequate drainage facilities are available and maintained for the site.
10. All surface water from the parking and manoeuvring area shall be passed through a petrol interceptor prior to disposal to groundwater, watercourse or surface water sewer and the interceptor shall be maintained in accordance with the manufacturers guidelines. Reason - To prevent pollution to the water environment.
11. The net sales area of the retail unit hereby permitted shall not exceed 1254 sqm, and no more than 80% of this area shall be used for the sale of convenience goods. Net sales area is defined as 'The sales area within a building (i.e. all internal areas accessible to the customer), but excluding checkouts, lobbies, concessions, restaurants, customer toilets and walkways behind the checkouts.' Convenience goods are defined as 'food and non-alcoholic beverages, tobacco, alcoholic beverages (off-trade), newspapers and periodicals, non-durable household goods.' That part of the net sales area used for

convenience goods shall be calculated as the shelving or other sales dispenser for such goods and the customer aisle in front of the shelf/dispenser (discounted to half its width where opposite a shelf/dispenser for comparison goods). Reason - To control the amount of convenience retail goods floor space in the new store in order to protect the vitality and viability of the town centres in Rutland.

Note to applicant

An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer. Failure to enforce the effective use of petrol / oil interceptors could result in pollution of the local watercourse and may constitute an offence.

Road cleaning will need to be carried out during construction to ensure that the highway is kept clear of deleterious material.

Site & Surroundings

1. The application site (approximately 0.8 hectares) is greenfield land, located in north-west Oakham, by the roundabout junction of Lands End Way and the Oakham Bypass (A606). This is approximately 1.6km north of the town centre.
2. The site is part of a larger area (10.54 hectares) safeguarded in the Core Strategy as employment land and (known as 'Employment Site 1'). Outline Planning Permission for Business use (Class B1), Industrial use (Class B2) and Warehousing (Class B8) was granted for the whole area in November 2006.
3. The site is open, undeveloped and rises to the west. The Oakham Bypass forms the northern boundary, with Lands End Way to the east of the site. The southern boundary faces an existing access road (Panniers Way) which serves new residential and commercial premises to the west. There are small earth bunds to the north and south boundaries. The clearest views of the site are when approaching along the Bypass from the east.
4. Immediately east of the site is a petrol filling station with ancillary shop. The petrol station is considered a road side service use, an exception to the safeguards of the Employment Land. Further west into the employment land allocation is a pub/restaurant, and permission has also been granted for a 60 bed hotel. Beyond this is the Oakham North housing development.
5. There are bus stops along Lands End Way served by Route 3 of the Oakham Hopper. Future bus stops along Bosal Way to the south of the site have been constructed but are not currently part of the Hopper service.

Proposal

6. Members will recall that planning permission was granted last year for a discount food store (reference number 2014/0258/FUL), with a net retail area of 990sqm, and gross external area of 1481sqm.
7. The current proposal is to construct a larger store, with a net retail area of 1254sqm, and gross external area of 1811sqm. Aldi have purchased an additional 0.12 hectares of land to the west of the original site to accommodate this.
8. The vehicular and pedestrian access is to the south of the site off Panniers Way, using the same site access as the petrol station.

9. The building is positioned on the western side of the site, with the front elevation facing east over the car park, which provides 118 spaces. A cycle link adjacent to the north elevation of the store connects the site to the bypass cycleway.
10. The supporting information in the application states that the number of products sold in the store will not significantly change from the approved store (around 1,500 lines), and that the reason for the increase in floor space is to enable sufficient customer circulation space and well stocked, easily accessed display shelving.
11. The proposed plans are attached at **APPENDIX 1**.

Relevant Planning History

12. Prior to the 2014 Aldi application, planning permission was refused for a Sainsbury's Store in this location in 2011 (FUL/2010/0729). The reasons for refusal related to loss of Employment Land, and that the application failed to satisfy the sequential test. While Sainsbury's have since been granted permission for a store on the former Tresham College site on Barleythorpe Road, development has not been forthcoming, and the site put up for sale.

Planning Number	Description	Decision
OUT/2003/1181	Outline application for use of land as B1, B2, and B8 employment development	Approved 09/11/06
FUL/2010/0729	New retail unit (Class A1) with associated car parking, petrol filling station, vehicular and pedestrian access, highway works, landscaping and servicing.	Refused 14/03/11
2014/0258/FUL	Proposed retail unit (A1 Use Class) with associated car parking, landscaping and servicing.	Approved 30/01/15
<i>Neighbouring land</i>		
APP/2010/1170	Construction of Public House/Restaurant (Class A3) and associated works.	Approved 28/08/12
APP/2010/1216	Outline application for erection of hotel and associated works.	Approved 13/09/12
APP/2012/0011	Outline application for petrol filling station, car wash, sales building	Approved 27/06/12
2013/0601/FUL	Construction of a Petrol Filling Station	Approved 24/09/13

Planning Guidance and Policy

Development Plan

Rutland Core Strategy (2011)

CS1	Sustainable development principles
CS2	The spatial strategy
CS4	The location of development
CS8	Developer contributions
CS13	Employment and economic development
CS14	New provision for industrial and office development and related uses
CS17	Town centres and retailing
CS18	Sustainable transport and accessibility
CS19	Promoting Good Design
CS21	The natural environment

Site Allocations and Policies Development Plan Document:

SP3	Sites for retail development
SP15	Design and Amenity
SP17	Outdoor lighting
SP19	Biodiversity and geodiversity conservation

Other Material Considerations

National Planning Policy Framework – NPPF (2012)

Section 2	Ensuring the vitality of Town Centres
Section 4	Sustainable Transport
Section 7	Design

Rutland Planning Policy Documents

Rutland Retail Capacity Assessment (2010)
Rutland Retail Capacity Assessment Update (2013)
Employment Land Assessment Report (ELAR) (2013)
Supplementary Planning Documents on Developer Contributions (2010)
Planning Obligations Supplementary Planning Document (2016)

Consultations

13. Oakham Town Council – Recommend Approval, but with the proviso that lighting is left on for security reasons only.
14. Langham Parish Council – Recommend Approval. Detailed comments relate to consideration of increased number of disabled and parent/child parking spaces, the store being on the highest part of the site, provision of customer toilets, vehicular and pedestrian access, and landscaping.
15. Planning Policy –The principle for retail use in the employment allocation was established by the approved (2014) Aldi planning application. It was considered that a supermarket would have economic benefits and not be detrimental to the overall supply [of employment land] in Rutland in accordance with Core Strategy Policy CS13 proviso d. The loss of the additional 0.12ha [from the larger store] would not be considered detrimental to the overall supply, given the economic benefits.

The application passes the sequential test based on the applicant's justification of the alternatives, as the Tesco and Tresham sites are not considered suitable, having regard

to Aldi's 'fall-back position', and that the principle of retail use on the site has therefore been established.

More trade diversion will take place from the existing Tesco store, and the proposal will have a higher impact than before, but not to a level that constitutes a 'significant adverse' impact.

To minimise potential impacts on the vitality and viability of Oakham Town Centre, the Council should seek to secure appropriate developer contributions for improvement works to the town centre.

Recommend that the floor space split between convenience and comparison goods is controlled by way of planning condition.

16. Highway Authority—Following the submission of the revised Transport Assessment and Appendixes in October 2015, Highways are satisfied that the current infrastructure is able to support this development, subject to conditions.
17. Public Protection – The noise condition [for] the previous smaller development relating to the noise assessment should apply to this development as well. The lighting scheme should comply with the criteria for E2 zone of ILE guidance on obtrusive lighting.
18. Environment Agency – The proposal falls outside the scope of matters on which the Environment Agency is a statutory consultee. Therefore we have no comment to make on this application.
19. Anglian Water – No objection, subject to condition for surface water disposal, and note to applicant
20. Local Lead Flood Authority (LLFA) – No objection, subject to a condition for implementation and management/maintenance.
21. Ecology – Report found no evidence of Badgers or Great Crested Newts and the findings are accepted. Concerned over the cumulative impact of piecemeal development in the area on the local badger population. Where possible trees should be retained to meet local wildlife site criteria.
22. Forestry Officer – The trees within the landscaping plan will provide some tree cover, but there is concern about their long term retention due to their proximity to the hard surfacing and car parking arrangements.

Neighbour Representations

23. This application has resulted in 66 letters of support from the local community. These emphasise:
 - Would like to have an Aldi in Oakham as soon as possible
 - Having to currently drive to Corby/Grantham to use their Aldi stores / would prevent consumers travelling out of Rutland for food shopping (and therefore more sustainable/better for environment).
 - Will be a benefit to the town
 - Easier access and exit than the former Rutland College site
 - Would benefit the whole county, especially as Sainsbury's and Tesco developments not going ahead
 - Job creation
 - Increased choice, range and competition

- Public demand
- Bigger store would make for a better shopping experience
- Existing site is an eyesore
- Discount items/value for money for low income households
- Greater capacity, given Oakham extension/new housing
- New customers would be attracted into Rutland/Oakham
- Larger car park welcomed to ensure safety and car park space for customers
- Good competition for existing supermarkets, including on pricing.
- Its impact on the landscape will be far less intrusive than factory or warehouse units.
- Need a supermarket that offers value for money

One resident feels that the former Rutland College site is the preferable site for a supermarket (with 3 hours free parking for the town centre and railway station), and that the application site would be better as a small convenience store.

One response offers no objection, but highlights increasing congestion on the access roads to the site, and cars exceeding the speed limits, and HGVs parking. Wants more double yellow lines.

Tim Norton Motors has objected to the scheme, on the grounds that their motor services site in Oakham is available for store development, sequentially preferable to the application site, and that a supermarket on the application site would result in loss of trade to the Town Centre.

Planning Assessment

24. The key issues for consideration are:

- Principle of development;
 - Sequential test
 - Retail impact
 - Loss of employment land
- Highways and accessibility
- Layout and Design
- Sustainable Drainage Systems (SuDS)

Other issues are then addressed at the end of the report.

Principle of Development

25. While the principle for a supermarket in this location has been previously established by planning permission 2014/0258/FUL, the current application is considered against the NPPF, paragraphs 23-27, and the Core Strategy Policies, in particular CS13 – Employment and Economic Development and CS17 – Town Centres and Retailing. This covers the sequential test, the retail impact, and the fact that the site is on allocated employment land.

Sequential test

26. Supermarkets are classed as retail development (use class A1), which should in the first instance be located in the town centre. Outside of the town centre, the NPPF requires that a sequential test is submitted for major retail facilities on 'edge-of-centre' and 'out-of-centre' sites. An 'edge-of-centre' site is defined as being within 300m of the primary shopping frontage (PSF). The application site is approximately 1.6km from the Oakham PSF, and is therefore considered an 'out of centre' site. The NPPF also advises that potential alternative sites, within the town centre, on the edge of the town centre and also in out of centre locations should all be assessed for their availability, suitability and viability before drawing any conclusions on the appropriateness of the proposed site.

27. The previous application satisfied the sequential test, and the applicant has submitted an updated test which concludes that there are no suitable sites in more central locations and that therefore the application site is the most sequentially preferable. This has been independently assessed by the Council's consultants.
28. The major change in circumstances since the last application is the confirmation that both the Sainsbury's development at the former Rutland College, and the Tesco extension are not going ahead. This effectively means that two sites (one out of centre and one within the town centre) are now subject to the sequential test assessment.
29. The applicant's planning support statement suggests that the Sainsbury's site isn't sequentially preferable to the application site. However this is not the case as the Sainsbury's site is closer to the town centre, with more potential for links trips. It is also considered to be suitable for food retail, as it has an extant permission for a supermarket. However, the site is in excess of the area of land required by Aldi for this store, and the owner would be unlikely to sell only part of the site. Therefore, it would not be commercially as viable for Aldi to purchase a larger site at the values likely to be sought for it when there is an extant permission for their store on Lands' End Way.
30. The fall-back position (of an extant permission on Lands' End Way) is also applicable to the Tesco extension site. Additionally, the planning support statement submitted with the application sets out a number of reasons why the applicant's consider the site is not suitable for development, including that;
- it would be unlikely that Tesco would make the site available to a competitor,
 - the site is not large enough to accommodate an Aldi store and customer car parking
 - shared parking with Tesco would be unlikely to be acceptable
 - the site can only be accessed through Tesco car park, so Aldi would have no direct control over the operation of its store.
31. The points raised are noted, and while there are examples of mainline supermarkets trading successfully with discount stores adjacent, the issues of access and parking would be likely to result in a compromised trading position relative to the application site (and fall-back position). On this basis, the sequential test is satisfied.
32. The objection from Tim Norton Motors regarding the sequential test is noted. While the Tim Norton site is allocated for retail development in the Development Plan, it has been previously discounted as being suitable for food retail due to highway issues around the site; Access is constrained by the complex road system from Melton Road, via Cold Overton Road into Long Row. Queuing traffic, when the barriers are lowered at the Melton Road level crossing, adds further complications to this. Food retail here would generate greater volumes of traffic here than other potential forms of non-food retail development. This site is therefore not considered suitable for food retail.
33. There are no other available, suitable or viable sites that could reasonably accommodate the development, and therefore the current application site satisfies the sequential test criteria.

Retail Impact

34. It was concluded for the previous application that an Aldi store here would not result in a 'significant adverse' impact upon Oakham or Uppingham, however there would still be some impact on town centre trade. To mitigate against this identified impact, a financial contribution towards public realm improvements (as part of a Planning Obligation) was

agreed.

35. The applicant has submitted an updated retail impact assessment with the current application; this has been independently assessed. Whilst the enlarged store is not expected to sell a significantly greater number of product lines, the assessment considers potential turnover relative to the net sales area.
36. With regard to town centre vitality and viability, both Oakham and Uppingham are currently considered healthy destinations, exhibiting generally positive signs of vitality and viability. The proposed store would principally compete with the existing supermarkets, rather than the specialist retail offer in either town centre. In particular this impact would be focused on Tesco as the anchor food store within Oakham town centre. This loss of footfall from the anchor food store would result in subsequent loss of linked trips to other shops in the town centre.
37. While the Council's consultants do not agree with some of the figures and results put forward by the applicant, they have concluded that the impact against convenience goods turnover of the town centre is not high enough to constitute a 'significant adverse' impact.
38. The consequences of the proposed development on Oakham and Uppingham town centres are within acceptable parameters and are not of a level of significance that would lead to conflict with local or national policy. Notwithstanding this, an updated Planning Obligation has been agreed with the applicant, taking into account the larger floor space of the store.

Loss of employment land

39. The application site is safeguarded for employment use (B1 (business)/B2 (general industry) and B8 (storage/distribution)) under Core Strategy Policy CS13 (d), unless it can be demonstrated that an alternative use would have economic benefits and would not be detrimental to the overall supply and quality of employment land in the County.
40. However, the principle for retail development on this site has already been established as an alternative use under the terms of Policy CS13 (d). It was concluded that the previous application for a supermarket here would have economic benefits and not be detrimental to the employment land supply in Rutland.
41. The proposal involves an additional loss (0.12 hectares) of employment land to facilitate the larger store and parking area. However, given that the principle of a supermarket here has been established, and the resultant strong 'fall-back' position, the loss of 0.12 hectares is not considered to be detrimental to the overall supply and quality of employment land within Rutland. It is on this basis that an exception to the Development Plan is justified.

Highways and accessibility

42. The comments from the local resident regarding congestion/access and speeding around the site are noted, as are the parking comments from Langham Parish Council. A Transport Assessment has been submitted with the proposal, and been independently assessed by the Council's Consultants. It is agreed that the surrounding highway network has capacity to absorb the development. Turning provision for delivery vehicles has been incorporated into the design of the car park, and there are sufficient parking spaces for the size of the store. The proposal would not have a detrimental impact upon the highway network or highway safety, and the Highway Authority has no objection to the proposal in principle, subject to conditions.

Layout and design

43. The proposed store follows the corporate design and scale of modern Aldi stores. The previously approved store was approximately 61 metres long, 26 metres deep, and 5.5 metres high. The larger store would be approximately 4 metres longer and wider.
44. The store would be situated on the western side of the site, with the shop entrance on the north-east corner facing the bypass roundabout. The building would be located on higher land (between 0.5 - 0.75 metres) than the previous approval. This increase in height, particularly when combined with the greater bulk of the building, would mean that the store would be more prominent within the landscape, especially when travelling west along the bypass. Officer requests to reduce this visual impact by having the ground level of the store the same as previously approved have not resulted in revised plans with the developer citing concerns over a retaining wall needed to the boundary. Your officers consider the levels should preferably be reduced but this issue needs to be considered in the context of all the other issues. This issue on its own is not so serious that a reason for refusal on this ground alone is justifiable.
45. The store's entrance and northern elevation is largely glazed, with a flat roofed canopy. Part of the boundary hedging would be removed by the northern gable to facilitate a cycle link between the store and the bypass. It is acknowledged that this would have a greater visual impact than retaining the entire length of hedgerow, however the public benefits of creating a cycle link here would outweigh this impact. Cycle stands are provided adjacent to this cycle link.
46. While the design of the store is utilitarian in appearance, it is functional in its design. The larger store would have a greater impact upon this sensitive edge of countryside location, however, given the fall-back position of the previously approved store, this impact is not significant enough to warrant refusal.
47. The car park has 118 parking spaces, however originally 122 spaces were proposed. This was an overprovision of spaces (only 113 spaces are needed to satisfy the Council's parking standards), and therefore a reduction of spaces in the north-east and south-east corners has been negotiated to facilitate a greater level of landscaping around the site and its boundaries. This includes a mix of tree (hornbeam and birch) and shrub planting. The Forestry Officer's concerns about the retention of the landscaping are noted. Aldi's agent have advised that the trees would be managed so that they do not outgrow their context, however a tree preservation order could be imposed when the trees are planted to ensure their long term protection.

Sustainable Drainage Systems (SuDS)

48. In May 2015 legislation was changed to make the Local Lead Flood Authority (LLFA) a statutory consultee to planning on all major applications regarding surface water flood risk and the implementation of SuDS through planning. As stated in the ministerial statement from December 2014, all major planning applications must ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate.
49. Additional information has been sought from the agent during the lifetime of the application, in order to meet the above requirements. Permeable paving is now proposed, and the LLFA are content that the proposal would comply with the SuDS requirements. A condition is included to ensure that SuDS are delivered, and maintained.

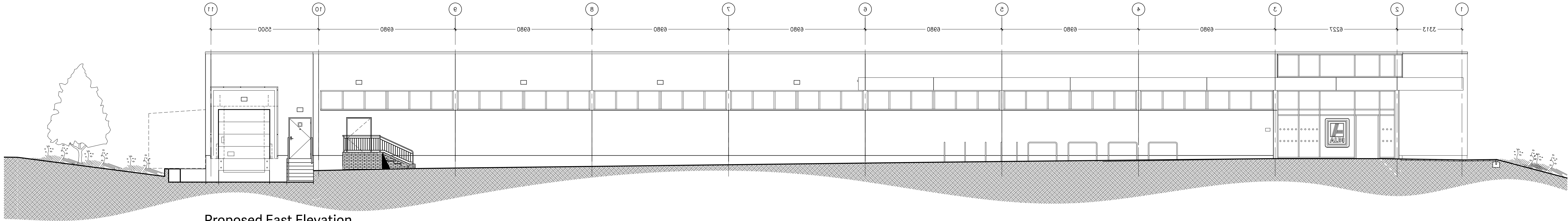
Other issues

50. The ecological report submitted with the application found no evidence of badgers or Great Crested Newts and these findings are accepted. Some of the trees to the west have a medium to high probability of bat interest, however these are outside of the application site, and unlikely to be adversely affected by the store. The concern from Leicestershire Ecology colleagues regarding the cumulative impact of development in the area on the local badger population to the south is noted, however given that badgers are not using the application site, this carries limited weight, and would be more relevant for future schemes to develop other areas of the employment land where they are present.
51. The comments from Oakham Town Council are noted. Positioning of lighting columns are shown on the proposed plans, however final lighting details could be controlled by condition, to ensure that any lighting would not adversely affect the surrounding area, or bat commuting/foraging areas.
52. A noise impact assessment has been submitted and agreed with Environmental Health Officers. The store would not have an adverse impact upon the residential amenity of the nearby new housing.

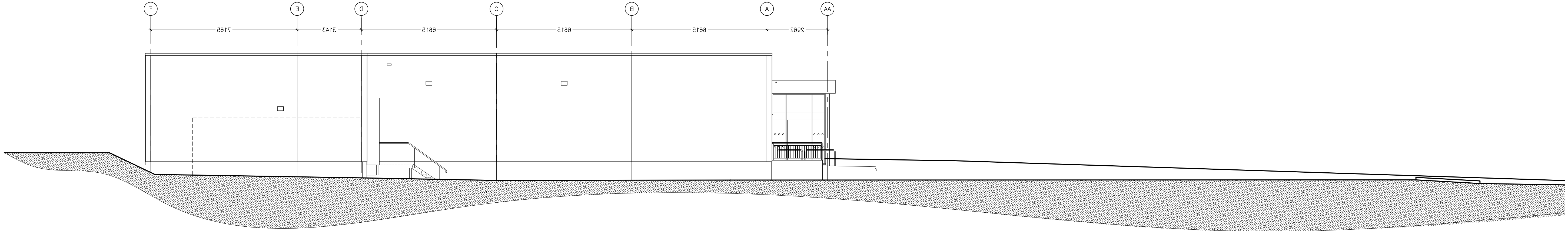
Planning Obligation

53. It has been established that the proposal would have an impact upon Oakham town centre (see retail impact above). While this impact is not significant enough to warrant refusal of the application, consideration must be given to mitigating this impact through improvements to the town centre.
54. The Core Strategy makes provision for developer contributions to play a part in the delivery of the Councils overall vision for the town centre. This vision derives from assessing the total impact of the growth the plan is making provision for. It prioritises infrastructure investment and identifies financial pressure points where there is a funding gap to be filled by developer contributions (where this is viable).
55. The June 2011 Improvement Scheme sets out scheme objectives, along with consultation proposals including one-way traffic circulation options, an outline programme and cost estimates. These were drawn on in considering additional growth related funding contributions for the Council's CIL Infrastructure Priority List drawn up in 2013.
56. The overall key priority for Oakham is to secure investment in public realm improvements in the town centre. There is scope to improve the vitality and vibrancy of the central area of the town to both increase local spend retention on goods and services and to attract increased visitor/tourism expenditure to the benefit of all retail outlets operating in the town.
57. It is therefore appropriate that any grant of planning permission be linked to a Planning Obligation to secure a financial contribution towards public realm improvements in the town centre.
58. A sum of £126,600 towards the delivery of public realm improvements, primarily in the central area of Oakham has been agreed with the applicant, and a Section 106 Agreement drafted to secure this. This contribution would be pooled with other committed contributions from other developments.

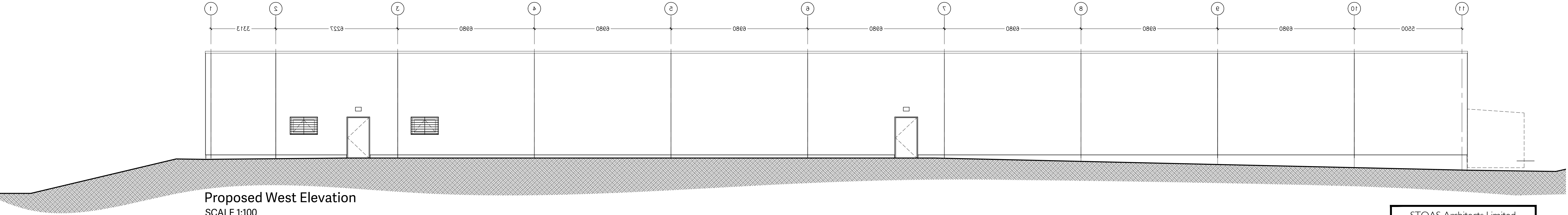
59. Provision towards public transport has also been assessed. While the bus service to Aldi could be improved, this could only be achieved by investing in a second Hopper service; there is no improvement possible with just the single service. Given the significant scale of this in relation to the development, the contributions are focused on the key priority of public realm improvements.
60. The Section 106 Agreement is drafted and awaits signing. Provided that this is completed before the end of February this will be relevant. If it is not completed and permission granted by the end of February then the Agreement will not be applicable as the development will be CIL liable.



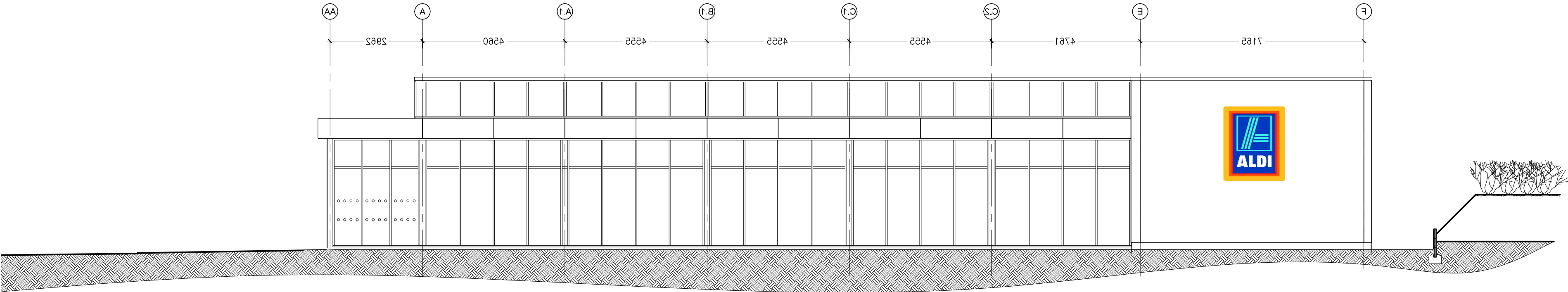
Proposed East Elevation
SCALE 1:100



Proposed South Elevation
SCALE 1:100



Proposed West Elevation
SCALE 1:100



Proposed North Elevation
SCALE 1:100

STOAS Architects Limited
PLANNING ISSUE

STOAS
ARCHITECTS

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1 DUNSTON PLACE - DUNSTON ROAD - CHESTERFIELD - S41 8NL - TEL 01246 389 860

CLIENTALDI STORES LIMITED

PROJECTLANDS END WAY
OAKHAM, RUTLAND
LE15 6US

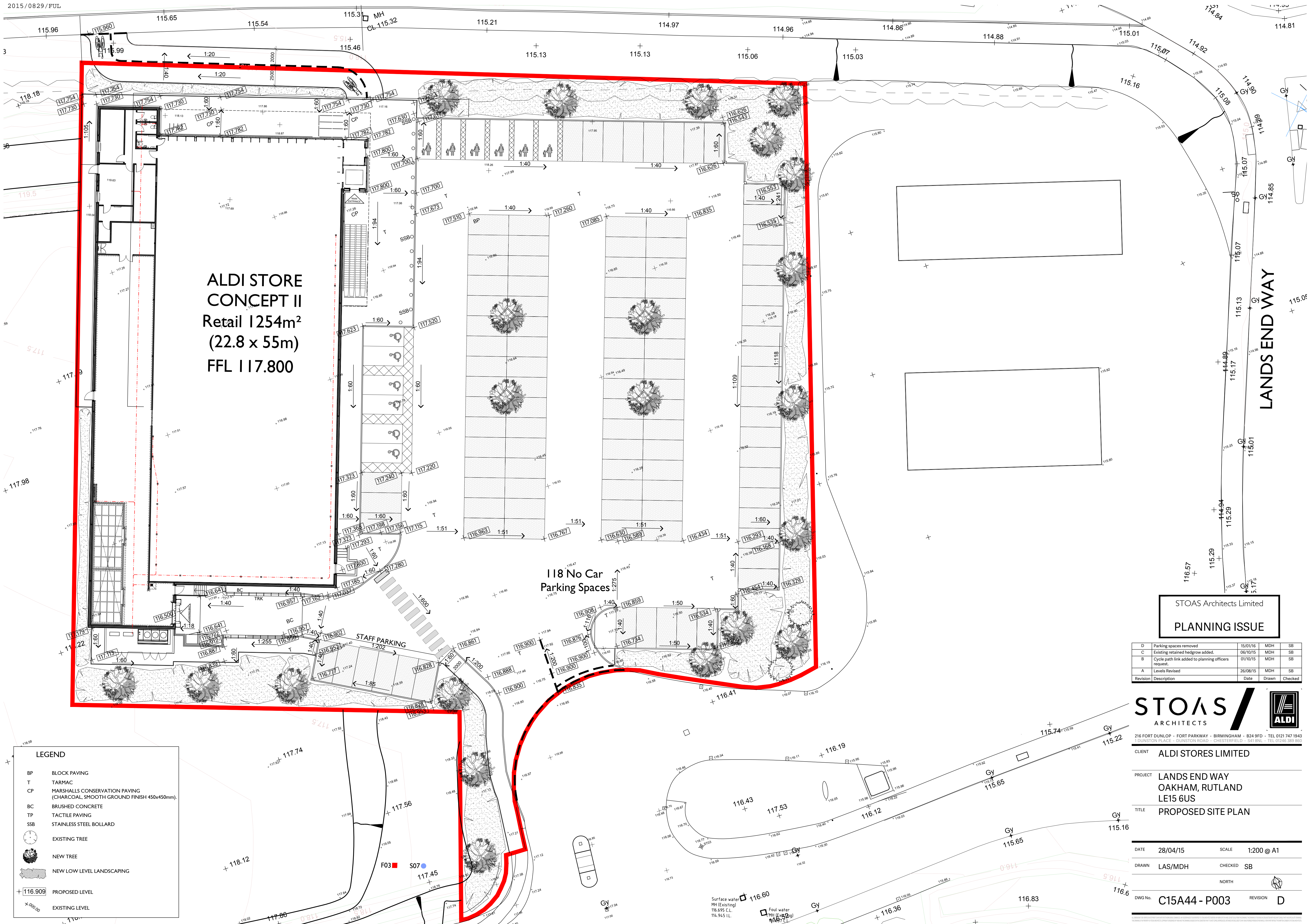
TITLEPROPOSED ELEVATIONS

DATE28/04/15SCALE1:100 @ A1

DRAWNMHCHECKEDSB

NORTH

DWG No.C15A44 - P201REVISION



STOAS Architects Limited
PLANNING ISSUE

D	Parking spaces removed	15/01/16	MDH	SB
C	Existing retained hedgrows added.	06/10/15	MDH	SB
B	Cycle path link added to planning officers request.	01/10/15	MDH	SB
A	Levels Revised	26/08/15	MDH	SB
Revision	Description	Date	Drawn	Checked

STOAS
ARCHITECTS

216 FORT DUNLOP - FORT PARKWAY - BIRMINGHAM - B24 9PD - TEL 0121 747 1943
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CLIENT ALDI STORES LIMITED

PROJECT LANDS END WAY
OAKHAM, RUTLAND
LE15 6US
TITLE PROPOSED SITE PLAN

DATE 28/04/15 SCALE 1:200 @ A1
DRAWN LAS/MDH CHECKED SB
NORTH
DWG No. C15A44 - P003 REVISION D