









Lidl Foodstore,
New Hey Road, Huddersfield

Design and Access Statement

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LICHFIELDS

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Contents

1.0	Introduction	1
2.0	Context	3
3.0	Constraints and Opportunities	9
4.0	Scheme Evolution	11
5.0	The Proposed Development	19
6.0	Access	27
7.0	Sustainability	29
8.0	Assessment Against Policy	31

1 Introduction

1.1 This Design and Access Statement (DAS) has been prepared by Lichfields on behalf of Lidl GB Ltd ('Lidl'). It accompanies a revised planning application by Lidl for a new store at the site of the former Spotted Cow Pub on New Hey Road, Huddersfield.

1.2 The document considers the overall design and layout of the proposed development and how this has evolved following the submission of the first application at the site in 2019 (ref: 2019/91433). The document also considers wider accessibility and sustainability matters.

Scope of the Report

1.3 This statement responds to the Town and Country Planning (Development Management Procedure) (England) Order 2015 requirement that certain planning applications be accompanied by a Design & Access Statement.

Structure of the Report

1.4 The report structure is as follows:

- **Section 2.0** summarises the context to the application proposals, including a description of the site and surroundings, its accessibility and relevant planning policy context;
- **Section 3.0** describes how the site context, relevant planning policies and consultation responses to the previous application have influenced the design approach to the proposed development;
- **Section 4.0** describes the community consultation undertaken in respect of the proposed development and the evolution of the scheme design;
- **Section 5.0** describes the proposed development as contained in the subject application, the response to and the key design principles adopted;
- **Section 6.0** considers issues related to access;
- **Section 7.0** considers the sustainability of the proposed development; and
- **Section 8.0** assesses the proposed development against relevant design and access related planning policy.


LIDL

2 Context

2.1 This section demonstrates the applicants' understanding of the physical characteristics of the site and its context. 'Context' relates to the physical, social and economic characteristics of the area, together with the planning history and policy context. Comments made during the consideration of the previous application at the site are of particular relevance to this understanding of the wider context, along with the adopted planning policies and guidance that affect and shape the development of the site.

Physical Context

Site Description

2.2 The site covers 1 hectare of brownfield and greenfield land on the northern side of New Hey Road, to the east of Salendine Nook Baptist Church.

2.3 The southern part of the site was occupied by The Spotted Cow public house prior to its demolition in late 2018. The site forms an L-shape, the front part of which (adjacent to New Hey Road) comprises an area of hardstanding associated with the former Spotted Cow Pub. The rear of the site comprises open space and is surrounded by banks of mature trees to the eastern and western sides. The front of the site is relatively level; however, the land steeply rises by approximately 10 metres towards the northern boundary and this part of the site is underlain by solid rock.

2.4 The site is presently hoarded-off to prevent vandalism and unauthorised access.

2.5 The site is around 250m – 300m to the east of Salendine Nook Local Centre, as defined in the adopted Local Plan. New Hey Road is a major arterial route linking Huddersfield Town Centre (approximately 4km to the east) with Junction 23 of the M62.







Figure 2.1 Site Location Plan

2 Context

Surrounding Area

2.6 The site is bounded:

- to the north by residential properties along Deer Croft Crescent;
- to the south by New Hey Road, with residential properties on Dunsmore Drive and various playing pitches and Huddersfield New College and Salendine Nook High School beyond this;
- to the east by existing dwellings facing New Hey Road; and
- to the west by land currently being developed for housing and the Salendine Nook Baptist Churchyard, part of which is in use as the Happy Adventures Pre-school.

2.7 Salendine Nook Local Centre is a local centre focussed around Salendine Shopping Centre, a small indoor shopping centre which comprises a Sainsbury's Local and various smaller comparison and service units including a Dentist, Doctors Surgery, Charity Shop and an Estate Agents.

2.8 The site does not lie within a Conservation Area but is within close proximity to a number of listed buildings, including 390 and 398 New Hey Road (both Grade II listed, 50m east of the site), and Salendine Nook Baptist Chapel (Grade II listed, 70m west of the site). Many of the trees along the western boundary of the site are protected by Tree Preservation Orders (TPOs), however the proposed site plan (discussed below) seeks to retain these.

Accessibility

2.9 As set out above, the A640 New Hey Road is the main road linking Huddersfield Town Centre with Junction 23 of the M62. There are bus stops on either side of the application site which are served by a range of services, connecting the site with Huddersfield Town Centre and areas such as Hebden Bridge and Halifax, as well as the surrounding residential areas. The site is also accessible from the surrounding residential areas via a network of pedestrian footways. As a result of its location on the A640, the application site is easily accessible by private car from areas on the western side of Huddersfield, via a number of other arterial roads.

2.10 The foodstore would be served by 113 car parking spaces, of which 7 will be for disabled users, 8 will be for 'parent and toddler' use and 2 spaces will feature rapid electrical charging points. Cycle parking would also be provided as part of the development located close to the store entrance.

Planning Policy Context

2.11 A brief summary is provided below of each of the policies and guides that have affected and shaped the form and content of the development on the site.

Local Policy Framework

2.12 The current Development Plan for Kirklees comprises the Kirklees Local Plan (2019). The Local Plan sets the development requirements for the District over the plan period from 2013 - 2031 and allocates land and identifies sites for the application of relevant policies.

2.13 Criteria for how new development should achieve good design is set out at Policy LP 24. This policy advises that design should be at the core of all proposals in the district and should be considered at the outset of the development process, ensuring that design forms part of pre-application consultation of a proposal. Proposals should promote good design by ensuring:

- the form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;
- they provide a high standard of amenity for future and neighbouring occupiers, incorporating means of screening where necessary;
- high levels of sustainability, to a degree proportionate to the proposal through:
  (i) considering the use of innovative construction materials and techniques, including reclaimed and recycled materials
  (ii) providing charging points to encourage the use of electric and low emission vehicles
- the needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places; and,
- the retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits

2.14 All major planning applications are expected to be accompanied by Travel Plans and encourage sustainable modes of travel (Policy PLP 20), and proposals are required to demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network (Policy PLP 21).

2 Context

National Planning Policy Framework

2.15 The National Planning Policy Framework (February 2019 – "NPPF") provides guidance on design as part of its broader presumption in favour of sustainable development.

2.16 The Government advises that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 124).

2.17 The NPPF (paragraph 127) sets out that planning decisions should ensure that developments:

- *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

2.18 This section of the NPPF also adds that applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot (paragraph 128).

2.19 With regards to promoting sustainable transport, the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement (or Assessment) and Travel Plan (paragraph 111).

2.20 Paragraph 110 states that developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities, and also to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter.

2.21 Importantly, paragraph 109 establishes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Planning Practice Guidance

2.22 The Planning Practice Guidance (PPG), which accompanies the NPPF, was formally issued by the Secretary of State and is regularly updated online.

2.23 The PPG states that good design should enhance the quality of buildings and spaces by considering, inter alia, form and function, efficiency and effectiveness, and their impact upon wellbeing. It also sets out a number of issues which should be considered, including local character; safe, connected and efficient streets; crime prevention; access and inclusion; and cohesive and vibrant neighbourhoods.

2.24 It notes that the scale of the building elements should be both attractive and functional, when viewed and used from neighbouring streets, gardens and parks.

2.25 The PPG also notes that local building forms and details can be successfully interpreted in new development, without necessarily restricting the scope of the designer. The use of local materials, building methods and details can be an important factor in enhancing local distinctiveness when used in evolutionary local design and can also be used in more contemporary design.

2.26 It also states that designing out crime and designing in community safety should be central to the planning and delivery of new development, and that crime should not be seen as a stand-alone issue, separately from other design considerations.

Planning History

2.27 A planning application for a Lidl foodstore at the site was refused by Planning Committee in December 2019 (ref: 2019/91433, decision notice issued February 2020). The application was refused on three grounds – the third reason being on design grounds with the Decision Notice stating that the proposal would be at odds with the prevailing character of the area and would harm visual amenity.

2.28 The feedback received regarding the design of the previous proposal, including the comments received from the Council's Conservation and Design officer, is discussed in Section 4.0 of this Statement.

3 Constraints and Opportunities

3.1 This section of the statement identifies potential opportunities and constraints in respect of the site and considers how these have influenced the development.

3.2 The constraints / opportunities at the site are summarised below:



Constraints

- Site topography and the steep bank at the north (rear) of the site which rises by approximately 10m from New Hey Road to the northern boundary of the site and is underlain by solid rock;
- The mature trees at the western boundary of the site which are protected by a Tree Preservation Order;
- Potential for congestion at proposed site access on New Hey Road;
- The setting of the listed buildings to the east and west of the site;
- The shape of the site is irregular with a narrow site frontage;
- The proximity of residential properties to the north and east of the site, and also the dwellings recently built out to the west.

Opportunities

- Enhancement of the range of foodstore provision in the local area, increasing local choice and competition, clawing back spending and reducing unsustainable shopping patterns.
- Opportunity to develop a site which has remained redundant for a number of years, attracting anti-social behaviour, and which currently has a negative impact on the character and appearance of the area;
- Potential to develop a unique store design which responds to the local context, both in terms of its setting and materiality;
- Potential to provide short stay car parking which will help alleviate on-street parking and encourage linked trips to the adjacent Salendine Nook Local Centre.





4 Scheme Evolution

4.1 This section explains how the site context and planning policies outlined in the earlier sections have influenced the design approach to the proposed development. It outlines the consultation undertaken to inform the design proposals, including the updated community consultation and the feedback received on the previous application, and describes how this has impacted on the concept of the scheme's design.

Community Involvement

4.2 The application proposals have been subject to range of pre-application consultation, including with officers at Kirklees Council following the refusal of the previous application and the local community. Full details of the consultation process undertaken, and its outcomes, can be found in the Community Consultation Statement which accompanies the application submission. However, in summary, this consultation has comprised:

- Virtual meetings with planning officers to discuss the reasons for refusal of the previous application and how these issues may be overcome;
- Distribution of a leaflet informing approximately 7,500 households of a public consultation;
- Updates on the development of the scheme in local press and media outlets; and,
- Hosting a website with information on the context of the development and details of the revised proposal, with an online feedback form for members of the community to make comments

4.3 As set out in the Community Consultation Statement, 90% of respondents indicated that they fully or partially support the proposal, with many people commenting that they were pleased to see a retail proposal come forward for the site.

Design Evolution

4.4 The design and layout of the proposed store has evolved over time, both in response to discussions with Council officers and the public consultation exercise, and through the consideration of the previous application. This is summarised below.

Design Feedback on Previous Application

4.5 Lidl engaged in formal pre-application discussions with officers prior to the submission of the first application at the site. This highlighted the following issues and considerations with regards to design and access:

- The proposed combination of natural stone, render, metal cladding and glass was considered to be representative of the prevailing building materials in the local area, however officers wished to see additional stonework along the elevation facing New Hey Road (south elevation);
- The layout of the development was noted to be generally acceptable but careful consideration should to be given to providing satisfactory landscaping arrangements to soften the impact of the development further;
- Additional tree planting within the car parking areas should be considered;
- The gabion supporting structure and the land at the rear of the site offers an opportunity to include planting which would help ensure the development sits well within the setting and enhance local biodiversity;
- Strategic planting could be used to soften the impact of the development when viewed from the properties to the north;
- The residential properties to the east of the site could be adversely affected by the proposal, and adequate measures would need to be included in the design of the development to ensure that detrimental impacts, including noise are satisfactorily mitigated; and,
- The car parking arrangements proposed were considered to be in line with the Council's parking policy

4.6 Prior to the consideration of the application by the Strategic Planning Committee, the Council's Conservation and Design officer issued a formal consultation response to the application. This highlighted a number of design issues which ultimately led to the third reason for refusal as listed on the Decision Notice. These are summarised below:

- The area of hardstanding for the car park was considered to be out of character for the area;
- The size of the building was considered to be at odds with the residential character of the area;
- Site frontage lacks interest;
- Overall, the proposal is contrary to the residential nature of the surrounding area.

4 Scheme Evolution



Figure 4.1 First application - Initial proposed front (south) elevation



Figure 4.2 First application - Initial proposed side (east) elevation

Pre-application Engagement with Officers on Revised Submission

4.7 Following the determination of the previous application, Lidl and the project team has remained in close dialogue with officers at the Council. This has included meetings and a design workshop with Design and Highways officers to review alternative options for how the site could be developed incorporating a Lidl foodstore.

4.8 Given the site's allocation for residential use in the Local Plan (discussed in greater detail in the accompanying Planning and Retail Statement), officers requested that Lidl review the potential for providing a mixed-use development at the site, incorporating both a Lidl foodstore and residential use. Lidl's architects prepared a number of different mixed-use options for consideration at the design workshop, however it was concluded that it would not be feasible to provide a mixed-use development at the site which provided a suitable housing solution, and which delivered an operationally viable store for Lidl without compromising on highways safety.

4.9 It is therefore considered that a standalone foodstore is the most appropriate use for the redevelopment of the redundant site. Further justification regarding the principle of the proposed use is set out within the accompanying Planning and Retail Statement.

Public Consultation

4.10 Respondents to the original public consultation generally supported the proposed layout, and many people commented that they were pleased to see the site being considered for redevelopment. Specific comments were raised with regards to the stone wall on New Hey Road which some people wished to be retained, and the need to deliver appropriate landscaping and screening. Some comments were also made in relation to the potential for congestion at the site access point onto New Hey Road.

4.11 Respondents to the consultation on the revised scheme were also generally in favour of the proposals with overwhelming support for a new Lidl store to be built on this site. A number of residents commented that the proposals would improve the appearance of the area and that the revised design was attractive.

"Your proposal of a stone faced store and landscaping around the store/car park also appeals to me rather than a warehouse type of construction. Good luck".

4.12 Residents emphasised the need for landscaping on the site and some comments were also made in relation to potential congestion at the access point on New Hey Road. These comments are considered in more detail within the accompanying Community Consultation Statement.

4 Scheme Evolution

Responding to Design Feedback

Materials and Tree Planting

4.13 The two key issues highlighted during the pre-application discussions on the first application were that officers wished to see increased tree planting within the car park area, and that officers also wished to see additional stonework along the elevation facing New Hey Road (south elevation). A preference for natural stone (as opposed to artificial stone) was also put forward by members of the planning committee.

4.14 Additional tree planting was introduced to the car park area prior to the application being taken to committee in November 2019. The elevation facing New Hey Road was then revised to full natural stone prior to the application being considered at the December 2019 planning committee.

Character and Appearance of the Area

4.15 Although the site immediately adjoins residential development to the east and west, it is not considered that the character of New Hey Road is dominated by high-density residential use as the Conservation and Design officer's response to the previous application suggests.

4.16 There are a number of locations within 400m of the site where larger, non-residential buildings can be found, and these are often set back from the road itself. These include Huddersfield New College and Salendine Nook High School, the Swimnation building to the south of the site, Salendine Nook Baptist Church, the BP petrol filling station and Salendine Nook Shopping Centre. Both the BP garage and Sainsbury's at Salendine Nook Shopping Centre also have totem signage on New Hey Road. These sites and their commercial signage are less than 400m from the application site and are visually connected to it. This existing urban grain and range of commercial and non-residential land uses is illustrated at Figure 4.

4.17 Overall, there is no specific uniform character to New Hey Road in terms of building styles, building sizes or land uses, and for that reason it is considered that the proposed Lidl store would respect the character of the townscape in accordance with Local Plan Policy LP24 (a).



Figure 4.3 Urban grain and commercial/non-residential uses site plan

Source: HTC Architects





4 Scheme Evolution

Key Design Principles

4.18 The following overarching design principles have been established based upon the analysis of the site and its context set out above. These principles have guided Lidl and the wider Project Team in the formulation of the scheme:

1 The need to provide a modern new Lidl store, of a size and appearance consistent with Lidl's brand and business model;
2 The need for a design quality which is both appropriate to the site's setting and surroundings, including through the use of natural stone and a carefully considered landscaping scheme, and is consistent with Lidl's corporate style;
3 The need for a store which is visually prominent to vehicular and pedestrian traffic whilst respecting the amenity of neighbouring residential properties and the nearby listed buildings;
4 The opportunity to capitalise on the application site's existing accessibility, including on foot, by bicycle and by bus and train;
5 The shape, size and topography of the site;
6 The need to maximise natural surveillance, and reduce the potential for crime and anti-social behaviour; and
7 Promoting high levels of sustainability and minimising the carbon footprint of the development, utilising energy conservation and efficiency methods where feasible and viable.



Figure 4.3 CGI of original proposal



Figure 4.4 CGI of revised proposal

5 The Proposed Development

5.1 Having considered the constraints and opportunities of the site, and the evolution of the scheme, this section discusses the preferred design solution.

The Application Scheme

5.2 The application scheme comprises:

- The development of a new 2,061 sqm (gross)/1,377 sqm (net sales) Lidl foodstore;
- A contemporary design including the use of a natural stone finish across the full elevations of the store which face onto the site and New Hey Road as well as glazed areas;
- 113 car parking spaces, including 7 disabled spaces, 8 parent and toddler spaces and 2 electrical charging spaces;
- Retention of existing trees;
- Hard and soft landscaping, including areas of buffer planting around the northern and western boundaries of the site.

Use

5.3 The proposed new Lidl store will comprise Class A1 retail floorspace. Within the store itself, there will be a sales area, along with warehouse and delivery facilities, a freezer room, bakery, an IT room, manager's office, welfare and cloakroom.

5.4 The wider site will comprise car parking areas, along with a servicing area, pedestrian and vehicular accesses and associated landscaping.

Amount

5.5 The proposed foodstore will consist of 2,061 sqm gross internal floorspace. The store would have a net sales area of 1,377 sqm the majority of which (around 80%) would be used for convenience goods (i.e. predominately food) sales, the remainder being used for comparison goods (i.e. non-food sales).

5.6 The wider Lidl site will comprise 113 car parking spaces, including 7 disabled spaces, 8 parent and child spaces and 2 electrical charging spaces, along with a servicing area, pedestrian and vehicular accesses and associated landscaping.

Layout

5.7 The development proposal comprises of a new Lidl foodstore, together with a dedicated delivery area, associated car and cycle parking.

5.8 The layout of the proposal has been influenced by an iterative design process where a number of options and suggestions put forward during the pre-application engagement have been tested.

5.9 Further factors which have influenced the layout of the proposal include accessibility; proximity to existing residential dwellings; and, the operational needs of Lidl which have to take into account deliveries, warehousing and staff welfare.

5.10 The application scheme represents the optimum layout for the site in responding to these different factors and discussions, providing a development with good accessibility and clear wayfinding for visitors.

5.11 The revised proposals show the relocation of the pedestrian route and crossings through the site from a more central location as previously proposed, further east and adjacent to the vehicular access. This connects the proposed paving entrance feature at the entrance to the site from New Hey Road to the store access and provides a more coherent route through the site. It also allows for a solid boundary wall along New Hey Road which is more consistent with local design.



Figure 5.1 Proposed Site Plan

5 The Proposed Development

Scale

5.12 The overall length of the food store is approximately 64m long.

5.13 The proposed Lidl store will have a 3.3 degree roof pitch which increases in height towards New Hey Road.

Appearance

5.14 The proposed Lidl store is designed to be contemporary in form and keeping with Lidl's brand identity, yet it draws heavily on local building materials in this instance to respond appropriately to the local context.

5.15 The proposed materials palette includes insulated metal panels to the rear and west elevations of the store and full height natural pitch-faced stone to the eastern and southern elevations. A key feature of the revised design is the proposed use of natural pitch-faced stone along the full southern elevation of the store fronting New Hey Road. It is considered that the use of natural stone on this key elevation better utilises local materials to reflect the setting of the store and adds more visual interest, reflecting design feedback from Council Officers on the previous application. A glazed shop front is proposed to the east elevation with a combination of pitch-faced stone.

5.16 The proposals for the boundary fronting New Hey Road have been revised in response to Officer's feedback on the previous design. The revised proposals feature a stone wall with iron railing infill panels and paved feature area at the site entrance. The revised design enhances interest on the site frontage.

5.17 A retaining wall is proposed to the north of the site which wraps around the east and west of the store. The retaining wall will comprise gabion baskets with existing sandstone rock and netting at low level and mudstone below ground level at the top of the retaining wall. The height and characteristics of the wall vary around the east and west boundaries dependent on the topography of the site.

5.18 The previous design proposals included a steel sheet pile retaining wall with a 1.1 m high concrete wall supported off the steel sheet pile around the delivery bay and the plant area, as well as a small section along the eastern boundary. The design of this part of the site has been revised, and it is now proposed for this retaining wall to consist of gabion baskets faced with natural stone in order to further utilise natural stone. This will better complement the design proposals for the store and to ensure the development sits well within its setting.



Figure 5.2 Indication CGI of Proposed Development

5 The Proposed Development



Figure 5.3 Proposed Elevations

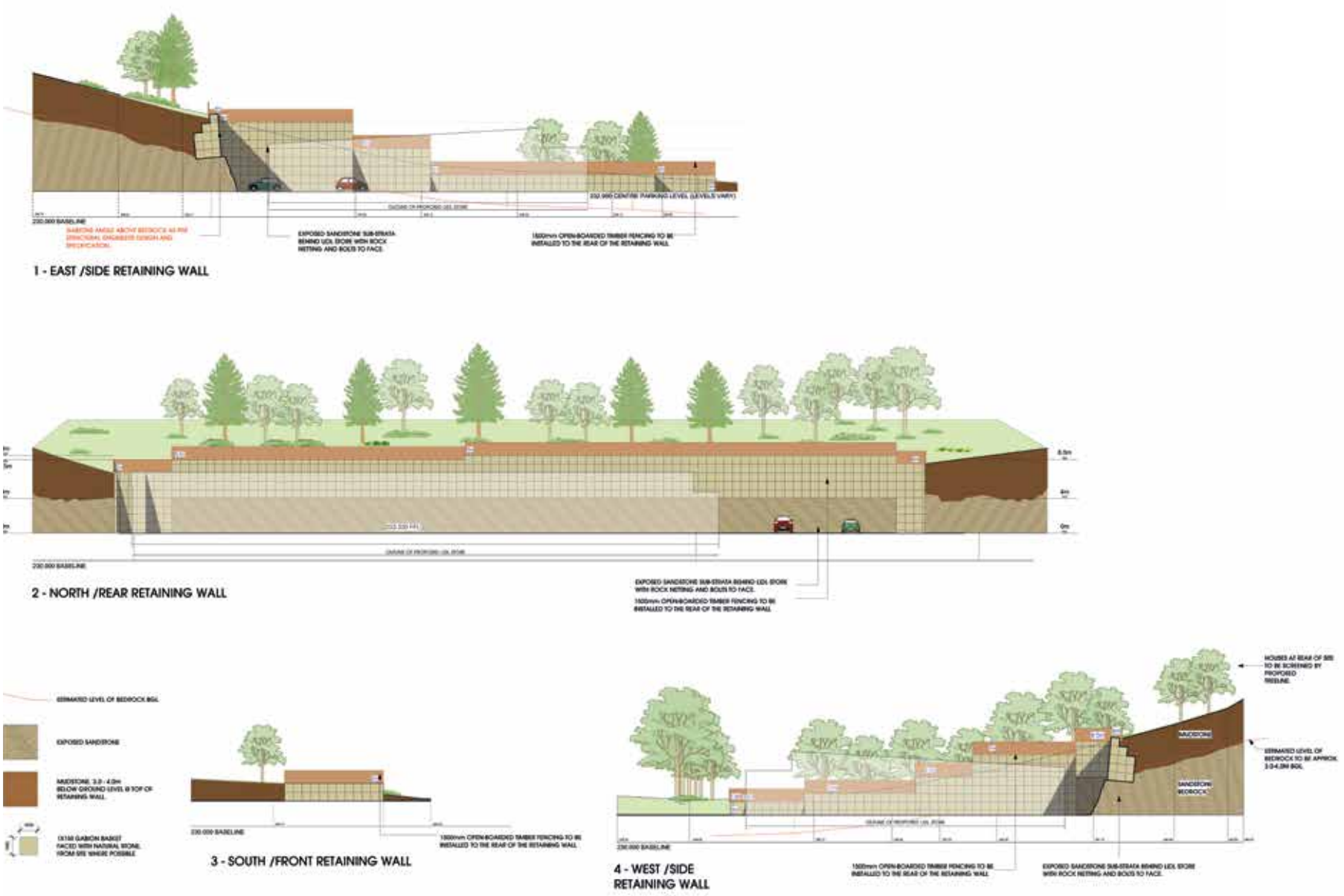


Figure 5.4 Proposed Retaining Wall

5 The Proposed Development

Landscaping

5.19 A comprehensive landscaping scheme is proposed to be implemented across the site in order to enhance its appearance as well as to ensure the assimilation of the store into the surrounding area. As part of this, hard landscaping will be used to differentiate between the different parts of the site, with tarmac surfacing within the car park and concrete paving representing pedestrian routes.

5.20 As shown on the Landscape Masterplan, landscaping will also be provided in the form of tree and vegetation planting along boundaries of the site. New trees will also be planted elsewhere within the site, including within the car park, to the rear of the retaining wall and eastern boundary of the site as well as retaining the existing trees located around the boundary of the site. The proposed landscaping will soften the impact of development and ensure it sits will within the setting.



Figure 5.5 Proposed Landscaping Masterplan

6 Access

6.1 The application site is in a sustainable location easily accessible by a range of modes of transports. In particular, the proposed development would be accessible on foot, by cycle, bus and private car.

Pedestrian and Cycle

6.2 Pedestrian access into the site will be via a dedicated pedestrian link onto New Hey Road at the southern boundary of the site, to the west of and separate from the vehicular access. This footpath will provide level access to the store entrance, with appropriate zebra crossing points within the car park.

6.3 Five cycle stands will be provided beneath the frontage canopy for customers (providing space for 10 bicycles), and staff will also be able to store bicycles within a back of house area.

Vehicular

6.4 Full details of the proposed vehicular access and associated highways works are provided within the accompanying Transport Statement and Travel Plan.

6.5 In summary, access will be taken from a single access point from New Hey Road for visitors, staff and service vehicles, and will be designed to meet the necessary highways standards.

6.6 Highways improvement works are proposed, including the relocation of the existing island adjacent to the access point and a new right turn into the site.

6.7 A total of 113 car parking spaces are to be provided, including 7 disabled spaces, 8 parent & child spaces and 2 electrical charging spaces.





6.8 Deliveries will also use the access from New Hey Road following a route through the car park area. A dedicated open delivery ramp and dock arrangement is proposed to the south of the store.

6.9 The proposed store will have dedicated wheelchair access spaces and range of accessible features. The inclusive access strategy comprises the following features:

- Flush kerbs will be used where appropriate, ensuring that all wheelchairs, shopping trolleys and pushchairs can use the car park and circulation areas more easily. Sensitive pedestrian circulation areas will be defined by bollards which will defend the pedestrian realm against intrusion from cars, whilst maintaining permeability for all other users;

- Good site signage and way finding will ensure legibility for future shoppers;

- Wheelchair access car parking bays will be provided in accordance with BS 8300:2001. These parking spaces will be close to the store entrance and will incorporate a 1.2m manoeuvring zone to the side and rear of each parking space; providing easy level access to the proposed store. Accessible parking symbols will be incorporated into each accessible parking bay;

- Dedicated parent and child parking will also be located close to the store entrance and will be provided in dedicated marked bays which are wider than standard bays to cater for the needs of shoppers with young children;

- Within the store, everything that can be expected to promote inclusive access and comply with Part M of the Building Regulations and Equality requirements will be found, including flush thresholds and wheelchair accessible toilets for use by people with impaired mobility;

- All onsite parking bays are 2.5m x 5.0m which is larger than the current UK standards of 2.4m x 4.8m. Such large spaces are welcomed by customers.

7 Sustainability

7.1 The proposed Lidl foodstore will contribute to meeting sustainable development targets, helping to limit carbon dioxide emissions and thereby providing resilience to climate change. Lidl UK GB has a corporate environmental policy which ensures that all new stores achieve high standards of energy efficiency.

7.2 The environmental policy represents a conscious effort to reduce carbon emissions through responsible and considerate operating procedures. A company-wide programme aligned to ISO:50001 closely monitors the energy used and helps to identify efficiency improvements in how Lidl source their energy requirements, what technologies they use and what changes can be made to ensure maximum efficiency and sustainability.

7.3 Key features of the company's environmental policy, which will be implemented in respect of the proposed new store at New Hey Road are as follows:

- All lighting within the store will be connected to the BMS. The lighting within the store's sales area will be controlled by timers set to the opening times of the store which means that lighting is not left on unnecessarily. The sales area uses full lighting during trading hours and cuts back to one third lighting before and after trading hours to allow for the stocking of the store;

- The store will be heated using a refrigeration waste heat recovery system in combination with air source heat pumps. This form of renewable energy recovers waste heat from the food chilling equipment and is used to provide heating to the main sales area, warehouse and office area.

- Water consumption is carefully monitored and there are sensors on the taps in the toilets, in order to minimise usage and prevent wastage from them being left on;

- Lidl use '4 fan' chiller condenser units, which are externally mounted. These units are designed to omit very little noise and to be as environmentally friendly as possible;

- Lidl undertake careful planning of store stock levels, stock availability and deliveries to the foodstore, to ensure unnecessary journeys are avoided and the maximum possible products are delivered per litre of fuel used. In addition, Lidl will optimise each delivery by returning all waste to the distribution depot as part of the lorry's return journey;

- An Integrated Waste Management Policy which complies with relevant legislation and minimises the impact of the foodstore on the environment will be used, with high package recoverability, as a result of Lidl's efficient delivery and stocking system. Lidl will install waste handling equipment, such as a plastic/cardboard baler, into the store; and

- Lidl install manually operated 'dock levelling' plates within new stores, which are used in conjunction with a sloped loading ramp. These 'dock levelling' plates replace hydraulic scissor lifts, which were previously used by Lidl, and had significantly higher energy consumption levels.



Figure 7.1 Indicative CGI of Proposed Development

8 Assessment Against Policy

8.1 Based on national and local policy and guidance, as summarised in Section 2.0, the table below demonstrates how the proposal satisfies the relevant design policy objectives.

Design Policy Objective	Response
A high standard of design is expected which should respond to and integrate with the character of the site and surroundings (NPPF para 127, UDP BE1, Local Plan PLP 24)	The proposed store is designed to respect its context both in terms of design and materiality. The store design is unique and features extensive areas of glazing on the east elevation and extensive use of natural pitch-faced stone along the southern and eastern elevation as well the use of stone along the southern boundary wall.
New development should be designed so that the topography of the site, particularly changes in level, are taken into account (UDP BE2)	The store has been designed to sit within the sloping topography of the site. A retaining wall is proposed to the north of the store which wraps around the east and western boundary of the site.
Maximise opportunities for walking, cycling and use of public transport through the location and design of development to improve environmental quality and encourage more active and healthy lifestyles. Ensure developments are accessible to all (NPPF para 110, UDP BE2, Local Plan PLP 24)	The foodstore will be accessible by a choice of means of transport, including on foot, bicycle and by bus or train. It will provide a car park – including disabled, parent & child spaces and electrical charging points – which is accessed directly from New Hey Road. The development, both internally and externally, has been designed to aid access for all and promotes legibility in movement.

Design Policy Objective	Response
Creation of a safe and attractive environment, at all times of the day and night, ensuring that streets, spaces and pedestrian routes are overlooked, with natural surveillance (NPPF para 127)	The layout of the proposed store will create a safe and attractive environment with an integrated landscaping scheme. The store is orientated to allow natural surveillance of the proposed cycle parking and dedicated pedestrian route adjacent to the entrance to the site entrance at New Hey Road. Car parking is also proposed in front of the main store entrance which will be visible and be lit at night (during store opening hours), with details of the proposed lighting scheme to be agreed with the Council.
Use building materials which reflect the predominant materials adjacent to and surrounding the site, provided that such materials are not detrimental to visual amenity (UDP BE11).	The site currently has a negative visual impact on the local area. The proposed store is a contemporary design incorporating pitch-faced stone and glazing. The store is set back within the site and is designed to sit well within the sloping topography of the site. The visual impact of the store will be softened by landscaping.
Provide attractive landscaping schemes as an integral part of new developments (NPPF para 127, UDP BE2)	An extensive landscaping scheme is proposed on site which includes retaining existing trees within the site as well as new trees to the north and eastern site boundaries. The proposed landscaping will soften the impact of development and ensure it sits will within the setting.

Lichfields
3rd Floor
15 St Paul's Street
Leeds
LS1 2JG

T: 0113 397 1397

E: leeds@lichfields.uk

lichfields.uk