



Proposed Lidl Foodstore Bankwood Way, Birstall

Transport Statement

May 2024

PROPOSED LIDL FOODSTORE
BANKWOOD WAY
BIRSTALL

LIDL GREAT BRITAIN

TRANSPORT STATEMENT

Report by: Lewis Demetriou

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CONTENTS

1.0	INTRODUCTION	1
2.0	DEVELOPMENT PROPOSALS	4
3.0	DEVELOPMENT TRIP GENERATION AND IMPACT ON THE LOCAL HIGHWAY NETWORK	9
4.0	SUMMARY AND CONCLUSIONS	13

APPENDICES

Appendix BGH1

Site Location Plan

Appendix BGH2

Proposed Site Layout Plan

Appendix BGH3

Vehicle Swept Path Analysis (20/270/ATR/009 Rev B)

Appendix BGH4

Proposed Change of Priority Scheme at Woodhead Road /
Bankwood Way Junction (20/270/TR/002 Rev A)

Appendix BGH5

Pedestrian Facilities Improvement Plan (20/270/LOC/004)

1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) forms part of a Section 73 Minor Material Amendment (MMA) planning application submitted by Lidl Great Britain (Lidl) for revisions to a planning permission for a foodstore and separate retail unit with garden centre, on a vacant development plot at Bankwood Way, Birstall Shopping Park, Birstall.
- 1.2 A planning application for a Lidl foodstore and retail unit with garden centre on this site was submitted and validated by Kirklees Council in June 2021, (planning application reference 2021/62/92528/E). The application was recommended for approval by officers and was granted planning approval on 21st November 2023.
- 1.3 Since the permission was granted, Lidl have updated their standard store specification and intend to adopt their new store layout at this site. The application proposes no changes to the retail unit with garden centre or to the approved points of access to the site, however there are some consequential amendments to the car park layout. This TS has therefore been prepared to support a revised planning application on the site for the revised store layout.
- 1.4 The site is located on a vacant development plot within the Birstall Shopping Park which has been cleared to allow for re-development. The site is bound to the north by Bankwood Way and an existing office building, to the south-east by the continuation of Bankwood Way, to the south-west by existing office buildings known as Woodhead House and to the north-west by Woodhead Road, a site location plan is shown below in Figure 1.1 and also attached at **Appendix BGH1**.

Figure 1.1 – Site Location Plan



- 1.5 The Section 73 MMA application seeks planning approval for the erection of a new foodstore with a gross internal floor area (gfa) of 2,203m², and a proposed retail unit with a gfa of 2,792m²; this includes 2,279m² for the building and 513m² for the garden centre. The new Lidl store gfa results in a decrease of 28m² gfa compared to the previously consented store gfa of 2,231m². The gfa of the proposed retail unit has remained the same as the extant consent.
- 1.6 The proposals include a car park with a total provision of 147 parking spaces, comprising of 116 standard spaces, 10 accessible spaces, 9 “parent and child” spaces and 12 electric vehicle (EV) charging spaces, with a further 20% of all spaces provided with passive EV infrastructure to allow future conversion. This is a reduction of some 28 spaces in comparison to the consented scheme, however the size of the spaces has increased from 2.5 metres by 5.0 metres, to 2.7 metres by 5.2 metres.
- 1.7 Vehicular access to the site will be provided from two separate points, firstly from Woodhead Road to the north-west via a new priority-controlled T-junction and secondly, through the existing site access junction off Bankwood Way to the north-east. Pedestrian access to the site will be provided as part of these two points of vehicular access. This is unchanged from the consented scheme.
- 1.8 The revised proposals are the same as to what has previously been approved from a highways and transportation perspective. This TS will set out the changes to the site layout, it will confirm that the development proposals continue to accord with

relevant national and local transport planning policy and that the development will have no additional impact on the operation of the local highway network over and above that previously identified as part of the original application. It has already been demonstrated and accepted as part of the extant planning permission that the site is situated within a sustainable location to promote travel modes other than the private car, consistent with transport planning policy.

1.9 The approved application was supported by a Travel Plan (TP) which sets out a series of measures to be adopted by Lidl, to assist with its commitment to reducing the number of car trips associated with the store and encouraging travel by more sustainable means. The TP was prepared predominantly for staff at the store but was also aimed at customers where applicable. The approved TP will remain pertinent to the revised development proposals set out within this TS.

1.10 The remainder of this TS is structured as set out in Table 1.1 below:-

Table 1.1
Transport Statement Report Structure

Section	Title	Description
2.0	The Development Proposals	This section describes the proposed development, the vehicular and pedestrian access strategy to the store and details the car parking provision.
3.0	Development Trip Generation and Impact on the Local Highway Network	This section presents trip generation rates for the development and considers the difference in trip generation between the consented scheme on the site and this new scheme.
4.0	Summary and Conclusions	This section presents a summary and the conclusions drawn from the analysis contained within the TS

1.11 This TS will demonstrate that the revised scheme for the site is acceptable and that planning consent should not be reasonably withheld on highways or transportation grounds.

2.0 DEVELOPMENT PROPOSALS

- 2.1 The Section 73 MMA application seeks planning permission for revisions to an approved Lidl foodstore and separate retail unit with garden centre on a vacant development plot at Bankwood Way, Birstall Shopping Park, Birstall. The new Lidl foodstore will have a gfa of 2,203m² and the retail unit with garden centre will have a gfa of 2,792m², which comprises of 2,279m² for the building and 513m² for the garden centre. Although not confirmed, it is likely that the retail unit will be operated by Home Bargains and will utilise 30% of its gfa for food retail, which is circa 838m². As previously set out, the new Lidl store gfa results in a decrease of 28m² gfa compared to the previously consented store gfa of 2,231m². The gfa of the proposed retail unit has remained at the same level as the extant consent. The proposed site plan is attached at **Appendix BGH2**.
- 2.2 Vehicular access to the site will be unchanged from the extant approval and will be provided from two separate points. The first point of access will be provided from Woodhead Road to the north-west via a new priority-controlled T-junction. The second will be provided from the existing priority-controlled T-junction with Bankwood Way to the north-east. The existing site access arm currently gives way within the site to an internal site access road some 35 metres into the site. However, as part of the proposals this internal give way arrangement will be reversed and amended and the site access will form the priority route within the site, as seen on the proposed site plan at **Appendix BGH2**. Car park users will be able to use either access to access the site, and will be able to travel between them internally within the site. This arrangement is no different to the extant approval.
- 2.3 The car park will be provided with a total capacity for 147 parking spaces, comprising of 116 standard spaces, 10 accessible spaces, 9 “parent and child” spaces and 12 EV charging spaces, with 20% of all remaining spaces provided with passive EV infrastructure to allow future conversion. This is a reduction of some 28 spaces in comparison to the consented scheme and is discussed further below.
- 2.4 Pedestrian access to the site will be provided alongside the two points of vehicular access. Within the site, there will be a series of internal footways which will connect the store entrances with the existing footway provision onto Woodhead Road and Bankwood Way. To facilitate safe pedestrian movement, there will be uncontrolled crossing points across all minor internal junctions with the internal footways. This arrangement is no different to the extant approval.
- 2.5 Internally within the site, the car park aisles have been designed to have a minimum width of 6.5 metres to allow vehicles to safely travel two-way and to allow sufficient

space for vehicles to manoeuvre into and out of parking spaces. Parking spaces have been designed with a width of 2.7 metres and a length of 5.2 metres, this is an improvement to the formerly approved size of 2.5 metres by 5.0 metres. Accessible spaces have an additional 1.2 metre buffer. Parent & toddler spaces, as well as EV spaces, have a width of 3.6 metres and a length of 5.2 metres.

- 2.6 The largest type of vehicle expected to access the site will be for delivery and servicing movements, which will be a 16.5-metre-long maximum legal length articulated HGV. All delivery and servicing movements will be required to be taken from the Bankwood Way access to the north-east. Vehicle swept path analysis has been undertaken to demonstrate that this existing site access arrangement can safely accommodate turning movements associated with this vehicle, and that the internal site layout is also suitably designed to accommodate the design vehicle. The drawing attached at **Appendix BGH3** (drawing No. 20/270/ATR/009 Rev B) demonstrates that the proposals are appropriate to accommodate these vehicle movements.
- 2.7 With regard to car parking standards, reference is made to the Kirklees Highway Design Guide which states at, Key Design Driver 20: “Kirklees Council has not set local parking standards for residential and non-residential development...”. The onus is put on the applicant to demonstrate that the proposed level of parking provision is appropriate.
- 2.8 As the revised application is suggesting a reduction in the total number of car parking spaces from 175 spaces to 147 spaces, it has been considered prudent to revisit the assessment of car park capacity as approved in the previous TA, in order to assess if the current proposals can satisfactorily accommodate operational requirements. The following parking review is based on the same methodology set out in the approved TA. It is however noted that the increase in size of the parking spaces provides a better-quality parking facility for customers.
- 2.9 Car parking accumulation surveys were undertaken as part of the previous application at two existing Lidl stores in England. One survey was undertaken at a Lidl store on Sunningdale Road, Balby, Doncaster, and the second was undertaken at a Lidl store on Cottingham Road, Hull. The surveys found a maximum accumulation of 1 vehicle per 20.5m² gfa and 1 vehicle per 19.7m² gfa respectively.
- 2.10 Applying these maximum accumulation ratios to the proposed Lidl gfa of 2,203m² gives a predicted maximum accumulation of 107 vehicles or 112 vehicles respectively. There is no available survey data for the retail unit, therefore as adopted in the previous TA, a bespoke car parking accumulation has been undertaken for this unit in accordance with the approved TRICS outputs.

2.11

Tables 2.1 and 2.2 below summarise the likely car parking accumulation of the Home Bargains unit for the weekday and Saturday respectively, in accordance with the approved trip rates, and assuming a nominal level of car parking of 5 vehicles in the car park at the beginning of each day (to account for overnight staff, early workers, deliveries etc.).

Table 2.1
Car Parking Accumulation – Home Bargains, Weekday

Time Start	Time End	Arrivals	Departures	Accumulation
	6:00			5
6:00	7:00	1	0	6
7:00	8:00	5	2	9
8:00	9:00	18	14	13
9:00	10:00	18	14	16
10:00	11:00	27	26	17
11:00	12:00	32	26	24
12:00	13:00	35	37	22
13:00	14:00	39	37	23
14:00	15:00	39	41	21
15:00	16:00	43	44	20
16:00	17:00	28	35	13
17:00	18:00	25	29	9
18:00	19:00	19	19	9
19:00	20:00	13	18	3
20:00	21:00	4	5	2
21:00	22:00	0	0	2
22:00	23:00	0	0	2

Table 2.2

Car Parking Accumulation – Home Bargains, Weekend

Time Start	Time End	Arrivals	Departures	Accumulation
	6:00			5
6:00	7:00	1	0	6
7:00	8:00	4	1	9
8:00	9:00	18	13	13
9:00	10:00	26	19	20
10:00	11:00	43	41	22
11:00	12:00	47	42	28
12:00	13:00	49	48	29
13:00	14:00	50	49	31
14:00	15:00	49	53	27
15:00	16:00	48	52	23
16:00	17:00	30	35	17
17:00	18:00	24	29	12
18:00	19:00	16	18	10
19:00	20:00	10	14	6
20:00	21:00	3	4	4
21:00	22:00	0	0	4
22:00	23:00	0	0	4

2.12

Applying the worst-case accumulation of 112 vehicles for the Lidl store and combining with the estimates for the Home Bargains Store above, it can be seen that the maximum total accumulation in the car park is expected to be some 136 (92%) vehicles during the weekday and some 143 (97%) vehicles during the weekend. This accumulation exercise assumes a parking demand for a standalone Lidl foodstore and a standalone retail unit, it does not reflect any shared or linked trips between the two uses on the site. However, it is acknowledged that there will

be a proportion of these trips in practice, this would reduce the parking demand from the levels set out above and provide a higher amount of spare parking capacity.

2.13

The proposed 147-space car park is therefore considered sufficient to accommodate the likely demand, with a small amount of spare provision for periods of increased demand. This level of parking is consistent with Lidl and Home Bargain's operational requirement at other stores. The increased size of the parking spaces from 2.5 metres by 5.0 metres to 2.7 metres by 5.2 metres also provides a better-quality parking facility for future customers.

3.0 DEVELOPMENT TRIP GENERATION AND IMPACT ON THE LOCAL HIGHWAY NETWORK

Trip Generation

3.1 The revised store layout which is the subject of this Section 73 MMA application has a gfa of 2,203m², this is a decrease of 28m² gfa compared to the previously consented store gfa of 2,231m². There is no proposed change to the gfa of the retail unit with garden centre. Based on the slight decrease in gfa for the Lidl unit, the number of vehicle trips that the site is likely to generate will also decrease slightly from what was previously considered and approved as part of the previous application. For completeness, the estimated vehicle generation of the proposed store is set out below.

3.2 Development trip rates have been extracted from the approved Transport Assessment. The peak hour vehicular trip rates for both the proposed foodstore and the proposed retail unit are summarised in Table 3.1 below.

Table 3.1
Approved Vehicular Trip Rates (Trips per 100sqm gfa)

Land Use	Weekday PM Peak Hour			Saturday Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Proposed Food Store	4.362	4.436	8.798	6.270	6.888	13.158
Retail Unit with Garden Centre	1.211	1.207	2.417	1.741	1.874	3.615

3.3 The trip generation of the two proposed units has therefore been calculated using these trip rates and applying the respective gfa's. For the proposed retail unit with garden centre, this unit is likely to be operated by Home Bargains and is likely to allocate 30% of its gfa to food retail. In order to calculate the trip generation then, the 'proposed food store' trip rates above have been applied to 30% of this unit's gfa, whilst for the remaining 70% the 'retail unit with garden centre' trip rates have been applied. This is consistent with the methodology set out within the approved TA. The resulting trip generation is set out in Table 3.2 below.

Table 3.2

Development Vehicular Trip Generation

Land Use	Weekday PM Peak Hour			Saturday Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Proposed Food Store	96	98	194	138	152	289
Retail Unit with Garden Centre – 30% Food	24	24	48	35	37	72
Retail Unit with Garden Centre – 70% Non-food	37	38	75	53	59	112
Total	157	159	316	226	247	473

3.4 From Table 3.2, it can be seen that the development is predicted to generate some 316 vehicle trips during the weekday evening peak period and some 473 vehicle trips during the Saturday midday peak period.

3.5 A comparison has been made between the proposed trip generation set out in Table 3.2 and the trip generation set out as part of the consented planning application, the results of which are shown in Table 3.3 below.

Table 3.3

Vehicle Trip Generation Comparison

Land Use	Weekday PM Peak Hour			Saturday Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Foodstore						
Proposed Food Store	96	98	194	138	152	289
Consented Food Store	97	99	196	140	154	294
Difference	-1	-1	-2	-2	-2	-5
Retail Unit with Garden Centre						
Proposed Retail Unit	61	62	123	88	96	184
Consented Retail Unit	61	62	123	88	96	184
Difference	0	0	0	0	0	0
Total						
Total Difference	-1	-1	-2	-2	-2	-5

3.6 From Table 3.3, it can be seen that the revised development proposals will result in a decrease of 2 vehicle trips in the weekday PM peak hour and a decrease of 5 vehicle trips in the Saturday peak hour compared to the extant approval.

Impact on the Local Highway Network

3.7 It is clear that there will be a reduction in vehicle trips compared to what was previously approved by Kirklees Council as part of the extant approval. There will be no additional vehicular impact onto the local highway network over and above what has already been assessed and approved.

3.8 As part of the extant planning approval, it was agreed that the applicant would change the priority arrangement at the Woodhead Road / Bankwood Way priority-

controlled T-junction. The junction currently operates with Woodhead Road acting as the minor arm, with the proposal being to make Woodhead Road the priority route and making Bankwood Way to the east the minor arm. This scheme will continue to be delivered as part of this Section 73 application, as shown on the previously approved drawing at **Appendix BGH4**.

3.9

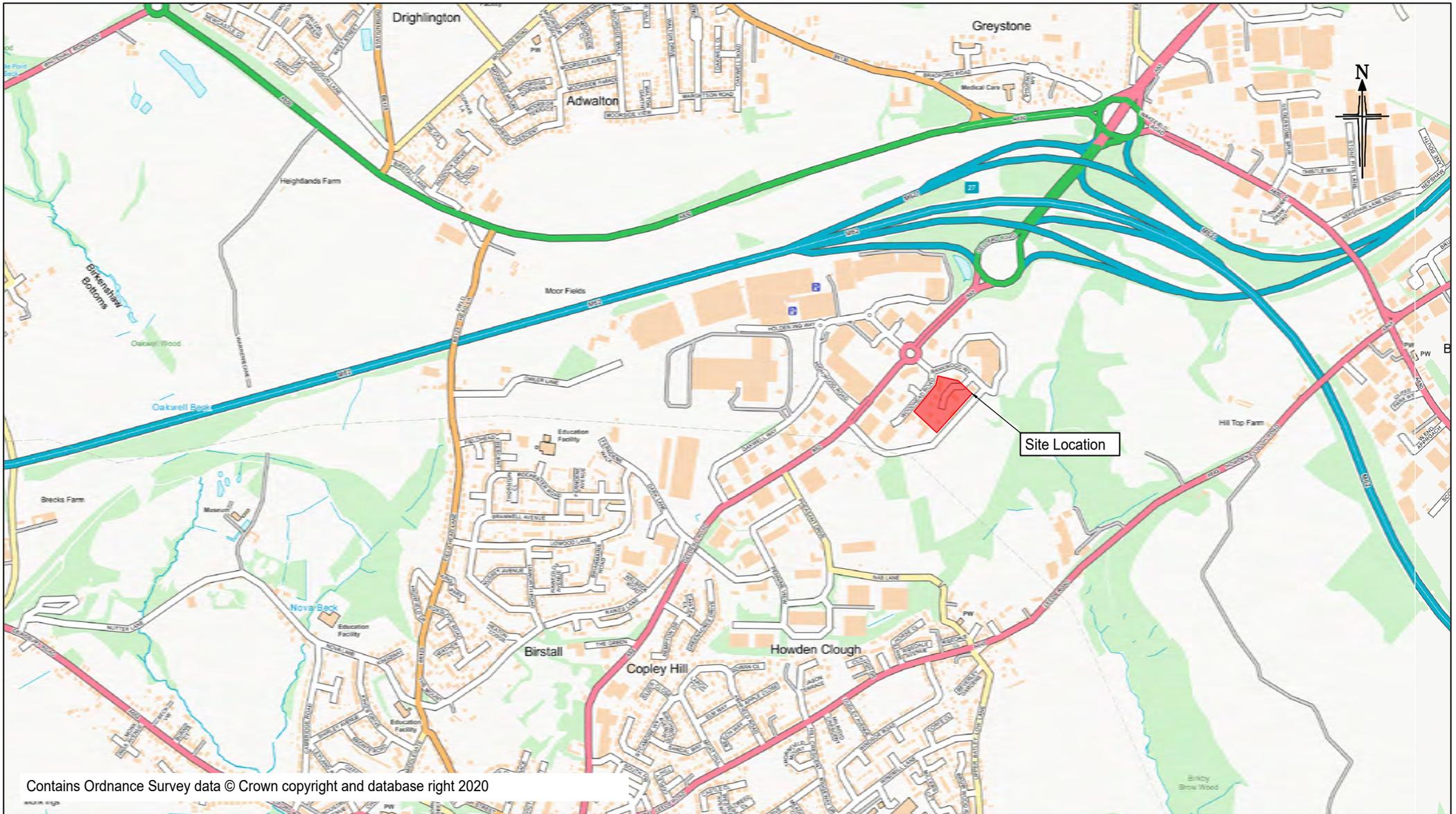
It was also agreed as part of the extant planning approval, that a Section 106 highways contribution of £160,000 be made to KC towards off-site highway works 'comprising a signalised crossing on Gelderd Road and new and upgraded crossing points in the vicinity of the Site...', as shown indicatively on the pedestrian facilities improvement plan shown on the drawing at **Appendix BGH5**. This same contribution is offered as part of this Section 73 application.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 This Transport Statement forms part of a Section 73 Minor Material Amendment application submitted by Lidl Great Britain for revisions to an approved foodstore and separate retail unit on a vacant development plot at Bankwood Way, Birstall Shopping Park, Birstall.
- 4.2 A planning application for a Lidl foodstore on this site was submitted and validated by Kirklees Council in June 2021, (planning application reference 2021/62/92528/E). The application was recommended for approval by officers and was granted planning approval on 21st November 2023.
- 4.3 Since the permission was granted, Lidl have updated their standard store specification and intend to adopt this new store layout at this site. This TS has therefore been prepared to support a revised planning application on the site for the revised store layout. There are no proposed changes to the retail unit with garden centre or to the approved points of access to the site, however there have been some minor amendments to the car park layout.
- 4.4 The site is located on a vacant development plot within the Birstall Shopping Park which has been cleared to allow for re-development. The site is bound to the north by Bankwood Way and an existing office building, to the south-east by the continuation of Bankwood Way, to the south-west by existing office buildings known as Woodhead House and to the north-west by Woodhead Road.
- 4.5 Vehicular access to the site will be provided from two separate points, firstly from Woodhead Road to the north-west via a new priority-controlled T-junction and secondly, through the existing site access junction off Bankwood Way to the north-east. Pedestrian access to the site will be provided as part of these two points of vehicular access. This is unchanged from the consented scheme.
- 4.6 The car park will be provided with a total capacity for 147 parking spaces, comprising of 116 standard spaces, 10 accessible spaces, 9 “parent and child” spaces and 12 EV charging spaces, with 20% of all remaining spaces provided with passive EV infrastructure to allow future conversion. This is a reduction of some 28 spaces in comparison to the consented scheme. The car park accumulation exercise undertaken as part of the consented application has been revisited based on the proposed level of car parking spaces, and it has been confirmed that the proposed car parking provision is satisfactory to accommodate the likely demand. The increased size of the parking spaces from 2.5 metres by 5.0 metres to 2.7 metres by 5.2 metres also provides a better-quality parking facility for future customers.

- 4.7 Internally within the site, aisle widths and parking spaces have been designed to Lidl's good practice guidance. With regard to servicing, the largest type of vehicle expected to access the site will be for delivery and servicing requirements, which will be a 16.5-metre-long maximum legal length articulated HGV. These types of vehicles will be used to provide deliveries to the store and will use the servicing bay identified on the site plan on the western side of the Lidl store. Vehicle swept path analysis has been undertaken which has demonstrated that the proposed site access arrangement and internal site layout can safely accommodate turning movements associated with this vehicle.
- 4.8 The development is predicted to generate some 316 vehicle trips during the weekday evening peak period and some 473 vehicle trips during the Saturday midday peak period. The revised development proposals will generate 2 fewer vehicle trips in the weekday PM peak hour and 5 fewer vehicle trips in the Saturday peak hour compared to the previously consented scheme.
- 4.9 It is clear then that there will be a reduction in vehicle trips compared to what was previously approved by Kirklees Council as part of the extant approval. There will therefore be no additional vehicular impact onto the local highway network over and above what has already been assessed and approved.
- 4.10 As part of the extant planning approval, it was agreed that the applicant would change the priority arrangement at the Woodhead Road / Bankwood Way priority-controlled T-junction. The junction currently operates with Woodhead Road acting as the minor arm, with the proposal being to make Woodhead Road the priority route and making Bankwood Way to the east the minor arm. This scheme will still be delivered as part of this Section 73 application.
- 4.11 It was also agreed as part of the extant planning approval, that a Section 106 highways contribution of £160,000 be made to KC towards off-site highway works 'comprising a signalised crossing on Gelderd Road and new and upgraded crossing points in the vicinity of the Site...'. This same contribution is offered as part of this Section 73 application.
- 4.12 In summary, this Transport Statement has shown that the development proposals are not materially different in terms of their impact on the highway network to those approved as part of the existing planning permission on the site. The proposals continue to conform to the relevant local and national policy guidance, and the local highway network will continue to operate satisfactorily following the construction of the development proposals. It is therefore considered that there are no transport reasons why planning approval should be withheld.

APPENDIX BGH 1



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Rev:	Date:	Amendment:	DRN	CHK	APR
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BRYAN G HALL

CONSULTING CIVIL & TRANSPORT PLANNING ENGINEERS

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Title: SITE LOCATION PLAN

Client: LIDL, GREAT BRITAIN

Scale: NTS Size: A4 - 297 x 210

Project: LIDL, BIRSTALL

Drawn: KP Chkd: Appvd:

Drawing No: 20/270/LOC/002

Revision: -

Job No: 20-270

Date: 23/12/20

APPENDIX BGH 2

ELECTRIC VEHICLE PARKING BAYS. FULL DETAILS TO BE CONDITIONED AS PART OF THIS PLANNING APPLICATION

LOCATION OF ESTATE SIGNAGE SUBJECT TO SEPARATE APPLICATION

PROPOSED ACCESS JUNCTION AS PER HIGHWAY ENGINEERS DESIGN & LOCAL AUTHORITY APPROVAL.

LOCATION OF NEW SUBSTATION.

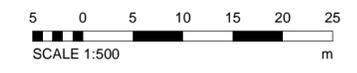
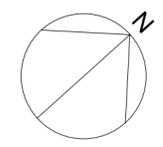
PLANNING BOUNDARY

SERVICE AREA & PARKING TRACKED BY HIGHWAY ENGINEERS

EXTERNAL PLANT AREA

PROPOSED TARMACADAM HGV/ROAD/PEDESTRIAN GRADE
 PROPOSED SOFT LANDSCAPING TO LANDSCAPE ARCHITECTS DESIGN
 PROPOSED 200mm x 100mm ANTHRACITE / DARK GREY CONCRETE BLOCK PAVING IN A STRETCHER BOND OR SIMILAR APPROVED
 PROPOSED CONCRETE
 TACTILE PAVING

NOTE: FOR LANDSCAPE DESIGN AND DETAIL SEE LANDSCAPE ARCHITECTS DRAWINGS

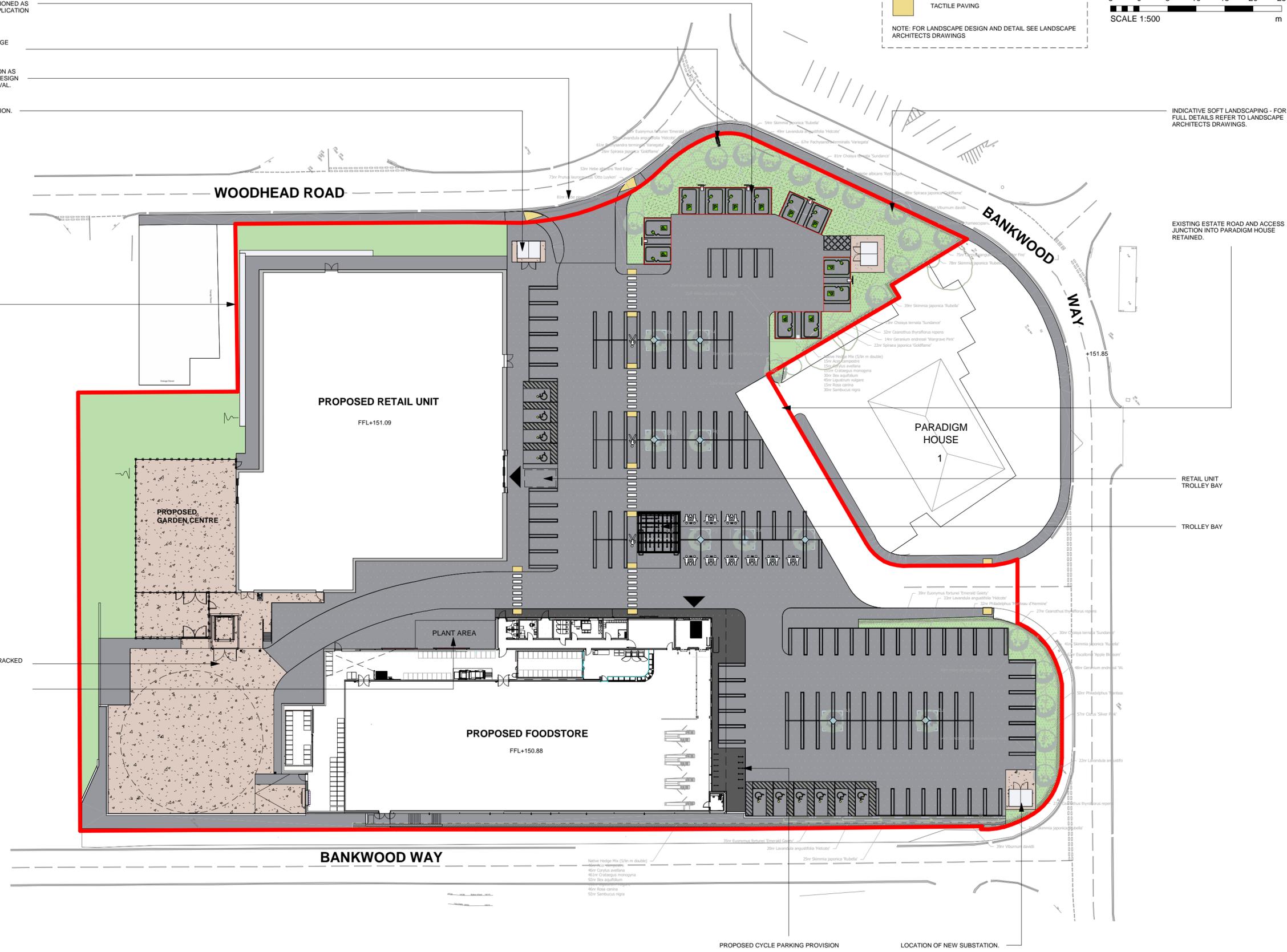


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SITE AREA			
	ACRES	HECTARES	
DEVELOPMENT BOUNDARY	3.87	1.57	

PARKING SCHEDULE - PLANT AREA SKETCH		
Type	Comments	Count
ACCESSIBLE SPACES		10
EV SPACES		12
PARENT & CHILD SPACES		9
STANDARD SPACES		116
GRAND TOTAL		147



INDICATIVE SOFT LANDSCAPING - FOR FULL DETAILS REFER TO LANDSCAPE ARCHITECTS DRAWINGS.

EXISTING ESTATE ROAD AND ACCESS JUNCTION INTO PARADIGM HOUSE RETAINED.

RETAIL UNIT TROLLEY BAY

TROLLEY BAY

PROPOSED CYCLE PARKING PROVISION

LOCATION OF NEW SUBSTATION.

Rev	Description	Date	Drn	Ckd
C8	PLANNING RE-ISSUE	30.04.24	MN	NP
C7	PLANNING ISSUE-SITE APPLICATION BOUNDARY ALT.	04.03.24	SP	JM
C6	MINOR UPDATE TO BOUNDARY	21.02.24	SP	JM
C5	UPDATE TO PLANNING ISSUE	12.01.24	SP	JM
C4	ISSUE FOR PLANNING	27.10.23	SP	JM
C3	PLANNING UPDATE	21.04.23	DM	JM
C2	LAYOUT/BOUNDARY TREATMENTS REVISED IN LINE WITH PLANNERS COMMENTS/LATEST LANDSCAPE PROPOSALS	11.11.21	MN	DM
C1	LAYOUT UPDATED, ISSUED FOR PLANNING	12.07.21	DM	PW
P2	DRAFT PLANNING ISSUE	16.04.21	MN	JM
P1	DRAFT PLANNING ISSUE	18.12.20	GL	JM

Status

PLANNING

SMR

SMALLEY MARSEY RISPIN

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Project

LIDL BIRSTALL, BANKWOOD WAY

Client

Drawing Title

PROPOSED SITE/SURFACING PLAN - PLANNING

Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev
7404	SMR	00	ZZ	DR	A	2003	A3	C8

SMR Job Ref	Sheet	Scale	Drawn
7404-00-2003	A2	As indicated	MN

APPENDIX BGH 3

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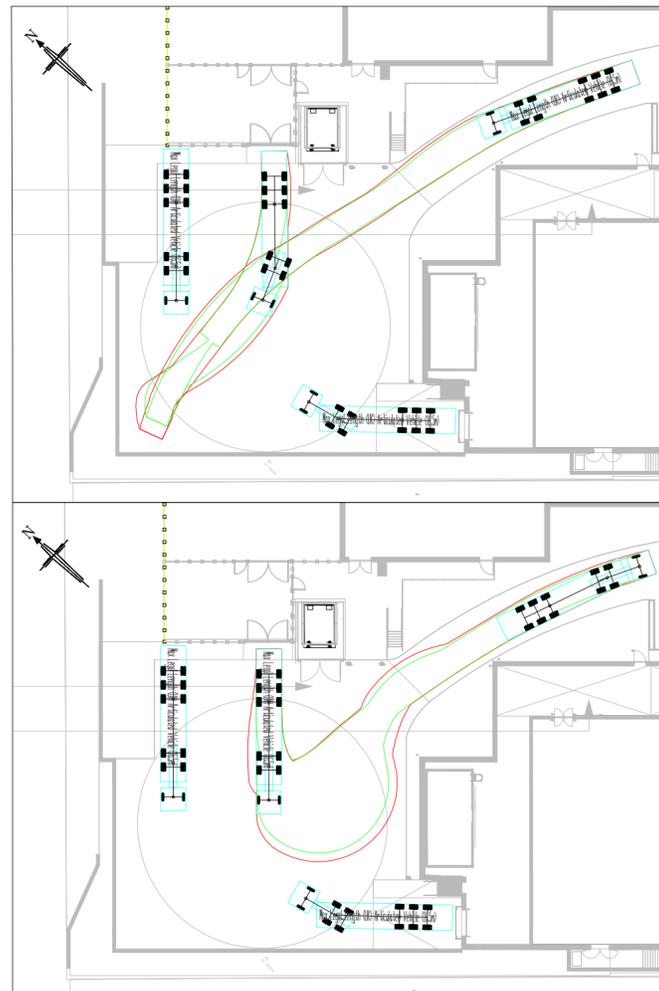
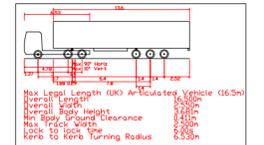
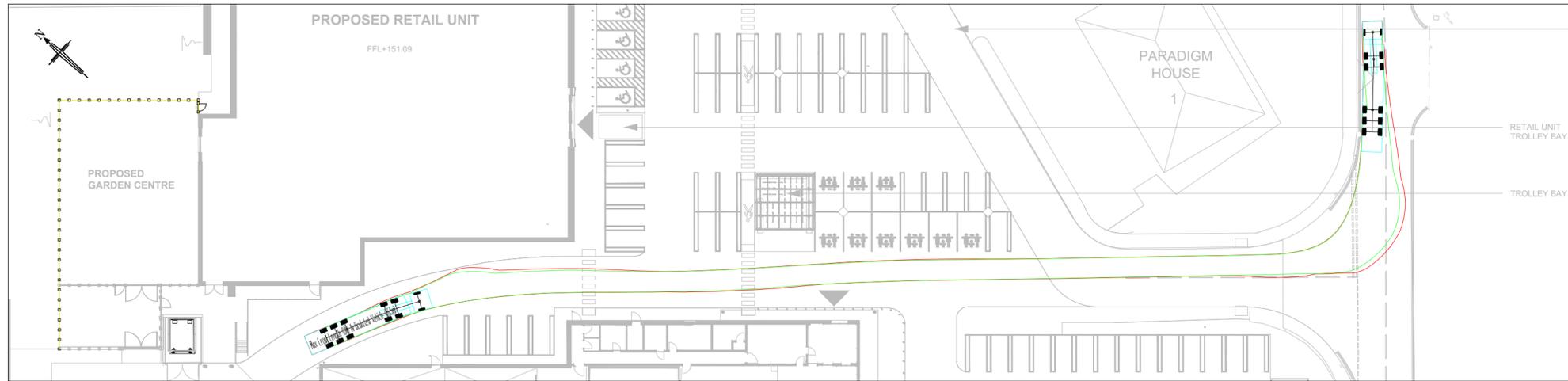
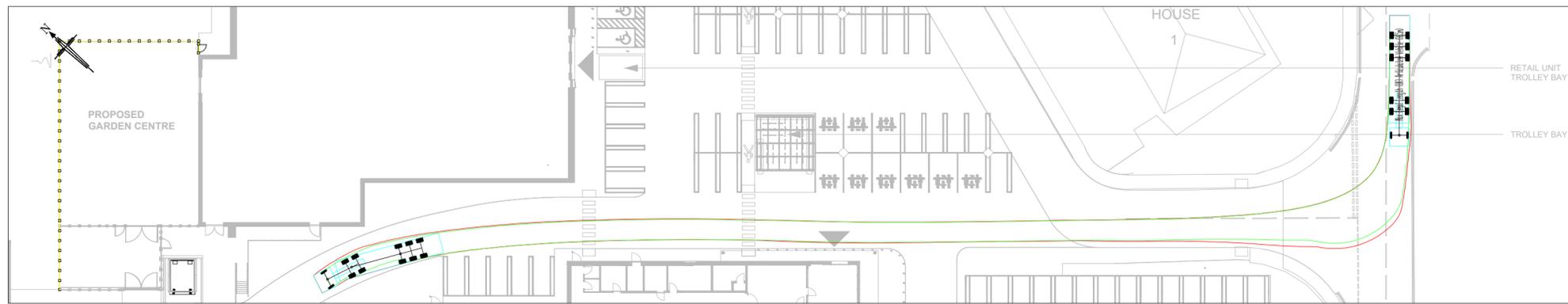
Materials not in conformity with relevant British or European Standards/Codes of practice or materials known to be deleterious to health & safety must not be used or specified on this project.

Bryan G Hall Limited has not checked or verified, and shall therefore not be liable for any inaccuracies which may be attributable to any base plan(s) reports, data or information provided by the client, or purchased by the consultant on the client's behalf, that may have been utilised within this drawing.

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A	17.01.24	Updated based on latest site layout (Drawing No. 7404-SMR-00-ZZ-DR-A-2003-A3-C5)	LD	NC	SCW
Rev:	Date:	Amendment:	DRN	CHK	APR

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Client: LIDL

Status: FOR DISCUSSION

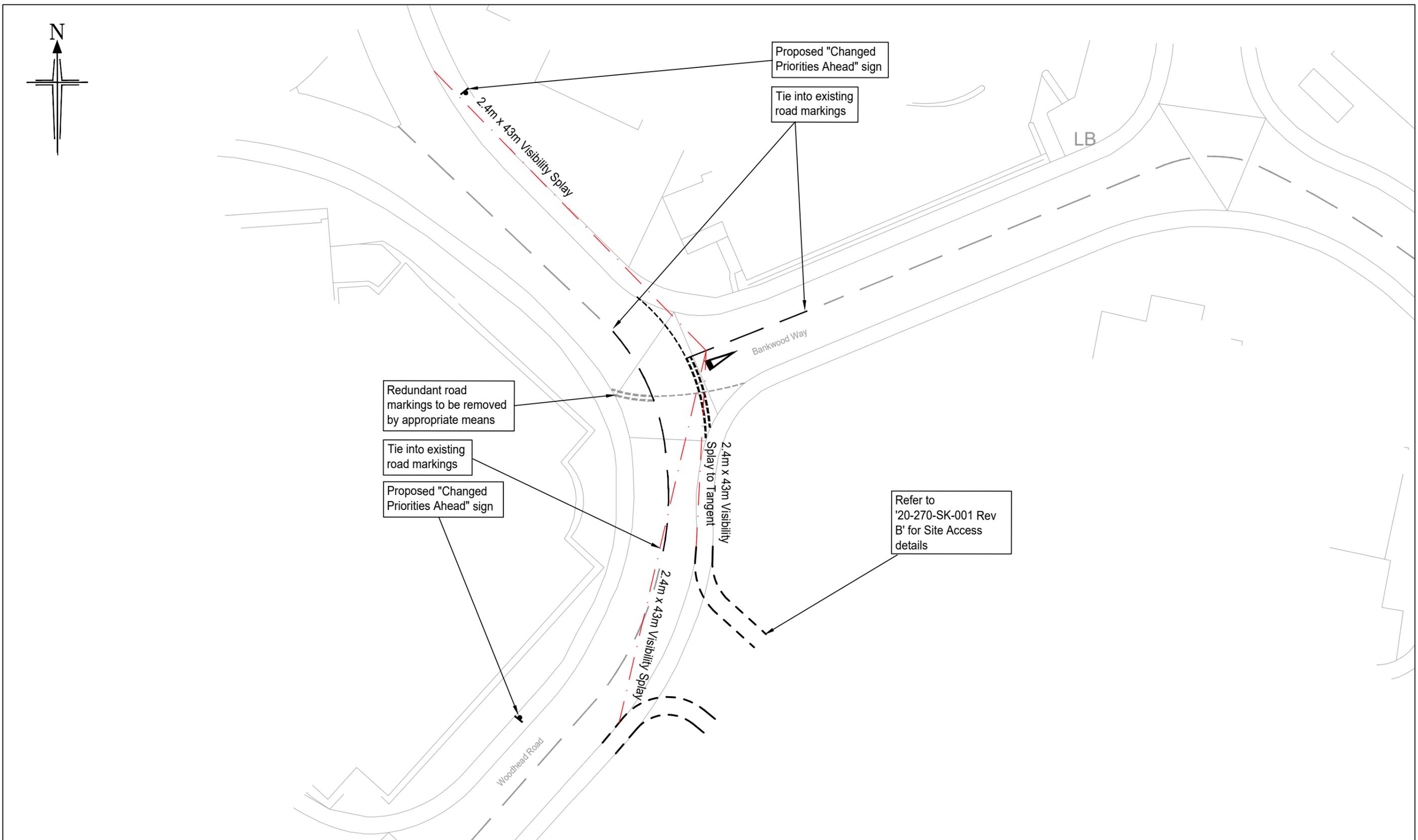
Scale: 1:500
 Size: A2 - 594 x 420 Drawn: LD Chkd: NC Appvd: SCW

Project: LIDL, BIRSTALL

Title: SWEPT PATH ANALYSIS OF MAX LEGAL HGV ACCESSING SERVICE YARD

Drawing No: 20/270/ATR/009 Revision: A
 Job No: 20-270 Date: 07.11.2023

APPENDIX BGH 4



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Title: CHANGE OF PRIORITY SCHEME AT WOODHEAD ROAD / BANKWOOD WAY JUNCTION - PROPOSED ARRANGEMENTS PLANNING

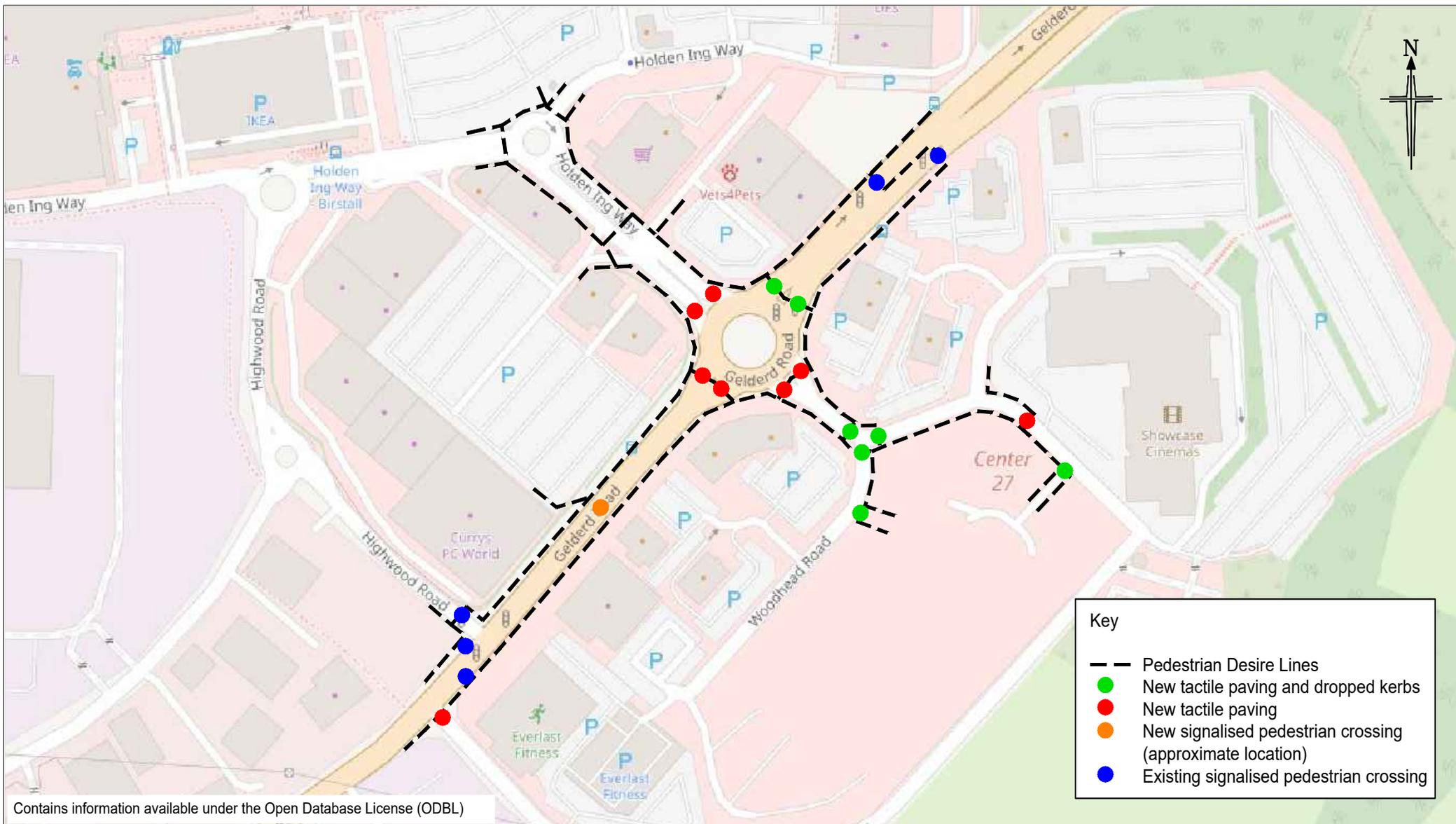
Status:

Scale: 1:400
 Size: A3 - 420 x 297

Drawn: DG Chkd: NC Appvd: CT

A	20/04/23	Amended Notes	NC	SCW	-
Rev:	Date:	Amendment:	DRN	CHK	APR
Client:		LIDL			
Project:		LIDL, BIRSTALL			
Drawing No:		20/270/TR/002		Revision: A	
Job No:		20-270		Date: 24.03.2021	

APPENDIX BGH 5



Contains information available under the Open Database License (ODBL)

Key

- Pedestrian Desire Lines
- New tactile paving and dropped kerbs
- New tactile paving
- New signalled pedestrian crossing (approximate location)
- Existing signalled pedestrian crossing

Rev:	Date:	Amendment:	DRN	CHK	APR
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Title: PEDESTRIAN FACILITIES IMPROVEMENT PLAN
 Client: LIDL, GREAT BRITAIN
 Project: LIDL, BIRSTALL
 Scale: NTS Size: A4 - 297 x 210
 Drawn: NC Chkd: SCW Appvd: SCW

Client: LIDL, GREAT BRITAIN
 Project: LIDL, BIRSTALL
 Drawing No: 20/270/LOC/004
 Job No: 20-270
 Revision: -
 Date: 09.11.2021

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