

Design & Access Statement

(Incorporating Sustainability & Energy)

Proposed Retail Development
Lidl Peel Street, Barnsley



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Introduction

This Design & Access Statement has been prepared to show the evolution of the scheme to date and details how it will create a positive impact on the existing site and its locality.

This Design & Access Statement has been prepared on behalf of Lidl U.K. GmbH to support a detailed planning application for the erection of a 1,668 sqm retail foodstore together with 2,780 sqm over two floors of non-food retail (GEA). There will be 130 car parking spaces and associated landscaping.

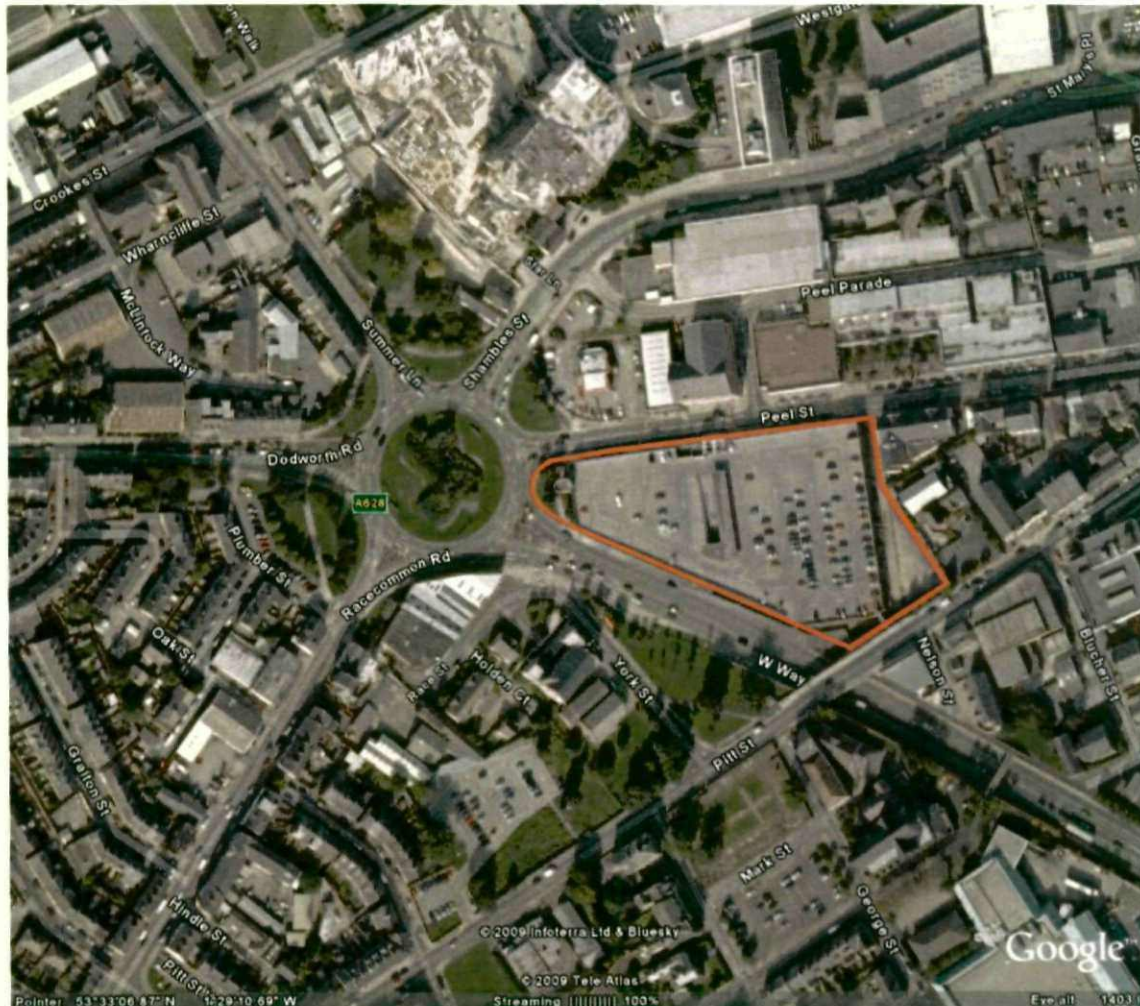


Image taken from Google Earth highlighting Existing Site

The current development comprises a 1970's constructed supermarket, with ancillary parking at ground and roof levels, GIA 58,000 sq ft.

The property has been vacant for a number of years, during which time it has been extensively marketed.

Introduction

Purpose & Scope

The purpose of this Design and Access Statement is to explain the design process behind the development proposals and justification for the scheme.

The Design and Access Statement forms an integral part of the application submission and should be read in conjunction with other supporting documentation, including the Supporting Planning and Retail Statement, Transport Assessment and Architects Drawing Package & Statement of Community Involvement, Ecology and Dust Assessment.

The Design and Access Statement provides important and detailed information about the scheme and has been written for a wide target audience, including the Local Planning Authority, Local Residents, Statutory and Non-Statutory Consultees and Elected Members. The Design and Access Statement in its current form has been developed and updated, following consultation and meetings with the Design Panel for Barnsley MBC.

The document takes the reader through the various design stages of the scheme and specifically, provides information relating to the following elements:

Assessment

An analysis of the application site and its surroundings both in physical, social and economic terms. It is also important to consider the planning policy context relevant to the site's redevelopment.

Involvement

Information is provided on the groups and people that have been consulted on the development and that have influenced the final design of the scheme. The Design and Access Statement considers the findings of the discussion with the Local Authority, local residents, and other interested parties and explains how this has directed decisions made by the applicant through the scheme development.

Evaluation

An evaluation of the information collected at the "Assessment" and "Involvement" stages takes place. Based on this information, the Design and Access Statement provides an identification on the constraints and opportunities relating to the redevelopment of the site, and identification of the key development principles.

Design

Once the development options have been evaluated and any potential conflicts resolved, the design solution is developed.

The Site

Site is approximately 0.99 ha and is positioned adjacent a roundabout at the junction of Peel Street and West Way (A628) to the edge of Barnsley Town Centre.

Site has a prominent position and is located on a main arterial route into and out of Barnsley. Junction 37 of the M1 motorway is approximately 1.5 miles to the West of site.



Image taken from Google Earth highlighting Sites proximity to the M1 motorway

Due to its prominent position the site has been identified in the Barnsley Masterplan as a key "Gateway" site.

Currently the site has an open A1 consent and houses a supermarket (GIA approx 58,000 sq ft) and car parking at both ground and rooflevels (approx 364 spaces)

The Site

Site is bounded by a mixture of retail and commercial units of varying design, scale and proportion.



View East along Peel Street showing the existing Supermarket and opposite site, the Job Centre - Highlights poor quality design and detailing in the existing buildings

View East along West Way showing existing access to rooflevel car park – Highlights negative interaction between vehicles and pedestrians



View West along Peel Street showing the existing Supermarket and opposite, Blockbusters – Highlights the extent of the supermarkets poor quality design and detailing

The Site



View North - East towards Western corner of site and KFC in background – Highlights extremes of poor landscaping.

View South over roundabout towards Gaimster Quality – Highlights poor integration of building and roundabout



View East along Peel Street showing existing properties – Highlights poor integration of building styles and materials. Excessive signage.

The Site



View North towards Western corner of site with Gateway Plaza in background – Highlights poor landscaping and lack of integration between new and old properties

View East along West Way showing existing Supermarket and pedestrian link with Pitt Street – Highlights poor solution to pedestrian desire line



View North – West along West Way showing existing Supermarket and Gateway Plaza in distance – Highlights lack of integration between supermarket and highway

Surrounding & Economic Context

Architectural Context

The surrounding area is predominantly commercial, retail and residential in nature, with a variety of retail shops and services located in the town centre along Peel Street adjacent to the site, which have been developed since 1995.

The site is currently occupied by a single story supermarket with an approx GIA of 58,000 sq ft and car parking totalling 364 spaces at ground and roof level.

The site is massively over developed with 100% site coverage and does not reflect the local constraints, needs and aspirations.

Any proposed layout should consider the following issues:

- View of site from roundabout should acknowledge “gateway” into Town Centre and prominent position
- External siting, layout and appearance of the buildings, particularly when viewed from the West
- The appearance of the development should include a modern palette of materials and be of striking design
- Signage and lighting should be carefully considered
- Appropriate pedestrian accesses and desire lines should be provided including access down from Pitt Street
- View of site / roofscape from Pitt Street at the South – Eastern boundary
- High quality hard and soft landscape scheme incorporating boundary treatments
- Appropriate car parking levels including an allowance of short term parking for Town Centre users, with a reduction in long stay parking, per the LDF for Barnsley
- Servicing to out of sight and separate to the car park

Surrounding & Economic Context

There are no listed buildings in or around the subject site and the site does not fall within a conservation area.

Physical Context

The site is bounded by Peel Street, West Way and Pitt Street and the adjacent Town Centre to the East.

Economic Context

The granting of planning permission for the erection of a new Lidl foodstore would increase the retail offer and boost the local economy of the area. The new Lidl foodstore would create employment opportunities for people of all ages and backgrounds, providing opportunities for training and career development. This in turn will create an upward spiral of economic benefits.

Widening the retail offer of Barnsley will also help to retain expenditure within Barnsley. This will increase the viability of local businesses and Barnsley as a whole.

Planning Policy Context

Planning Policy Context

In setting out the context for the development proposals, regard must be had to the relevant design policies and within the Doncaster MBC, Local Development Framework and National Planning Guidance, including best practice design guidance.

Planning Policy Statement 1: Delivering Sustainable Development (2005):

This identifies sustainability as a core principle at the heart of planning decisions. It advises that sustainability should be promoted through high quality, good inclusive design. Specifically, Paragraph 35 states:

'High quality and inclusive design should create well mixed and integrated developments which avoid segregation and have well planned public spaces that bring people together and provide opportunities for physical activity and recreation'.

Paragraph 35 also states that good design should:

- Address the connection between people and places considering the needs of people to access jobs and key services;
- Be integrated into the existing urban form and the natural and built environment;
- Be an integral part of the process for ensuring successful, safe and inclusive villages, towns and cities;
- Create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and
- Consider the direct and indirect impacts on the natural environment.

PPS6 continues the thrust of PPS1 in promoting sustainable development, whilst also promoting vital and viable centres. In pursuit of these aims and objectives, PPS6 also promotes high quality and inclusive design, improvements to the quality of the public realm and open spaces, the protection and enhancement of architectural and historic heritage of centres, provision of a sense of place and focus for the community and for civic activity and to ensure that centres provide an attractive, accessible and safe environment for business, shoppers and residents (Paragraph 1.5).

Planning Policy Context

In addition, shortly after the publication of PPS6 the Government issued a good practice guide **Planning for Town Centres: Guidance on Design and Implementation Tools**. This document identifies the following key design principles for town centre development proposals and states that development should:

- *“Normally be orientated so that it fronts the street;*
- *Respect building lines of the existing urban environment and, where appropriate, build up to the edge of the curtilage;*
- *Maximise the amount of active street frontage;*
- *Avoid designs which are inward looking and which present blank frontages;*
- *Provide level access from the public realm;*
- *In the case of development in edge-of-centre locations, provide good pedestrian access to the centre.”*

The guidance encourages the use of landscaping to improve the overall quality of the existing townscape. Townscape views into and out of sites should also be carefully considered.

By Design: Better Places to Live

The DETR published design guidance in 2002. Whilst the guidance strictly relates to residential development, it identifies a number of objectives that are considered pertinent to a range of land uses, including:

- **“Character** – *to promote character in townscapes by reinforcing locally distinctive patterns of development*
- **Continuity and enclosure** – *to promote the continuity of street frontages and the definition of public and private space by enclosure*
- **Quality of the public realm** – *to promote public spaces and routes that are attractive, safe and accessible for all*
- **Ease of movement** – *to promote permeability and connectivity between public spaces’.*

For a detailed more site specific response and retail assessment please refer to the document prepared by Walsingham Planning with regard to PPS4 and Planning for Sustainable Economic Growth (2009).

Planning Policy Context

Secured by Design

Secured by design is a Police initiative to encourage the inclusion of crime prevention measures in new developments. The guidance is founded upon a number of core principles, which include;

- The creation of attractive environments which meet the needs of legitimate users.
- Effective site management and maintenance to encourage active use.
- The encouragement of natural surveillance and overlooking.
- The use of appropriate landscaping and planting to reduce the opportunity for crime.
- The use of barriers to create a sense of community and ownership.
- The use of appropriate lighting to enhance security and reduce anonymity".

Involvement

In this section of the Design & Access Statement we consider those groups and people with whom the scheme has been discussed and whose comments have fed into the decision process and have influenced the final design.

An experienced team of professionals has been compiled by Lidl U.K. GmbH to bring this development forward. This team includes Consultants, Transport Planners, Ecologists, Landscape Architects and Engineers. The consultant team has been in continued discussions with Local Authority Officers. The comments and findings of all consultants and Council Officers have been fed into the design process together with the response and feedback obtained from attending two design panel meetings held in October 2009 and March 2010.

Architect	Humphreys Teal Partnership
Planning Consultant	Walsingham Planning
Highways Consultant	AECOM
Landscape Architecture	FDA Landscape Ltd
Engineers	KMN /Sirius

Consultation Process

As well as discussions held between the Consultant team, LPA and design panel, public consultation has taken place on Friday 30 April, 2010 between 12 noon – 5.00pm at Barnsley Central Library. The consultation comprised of a public open day where details of the proposed scheme were on display and public comment/feedback was invited.

10,000 letters of invitation were sent out in advance of the Open Day, in addition to this an advert prior to the event was placed in the Barnsley Chronicle.

The event was well attended and wherever possible the concerns at the consultation event have been incorporated into the scheme.

See separate file for actual completed public feedback on proposal.

Community

The Lidl store will serve predominantly the 70,000 people of Barnsley and function as a local alternative to the larger supermarkets outside the district.

The retail offer is sufficiently different in nature to the town centre shops so that Lidl is unlikely to compete with retailers of this type. In addition, Lidl offer a limited product range (necessary to achieve discounted prices), which distinguishes them from the large food retailers.

Consequently, the scale of store required is significantly smaller than would otherwise be required for a mainstream store occupied by one of the larger supermarket operators.

The adjacent unit will be let in parts or a whole, with national retailers who are not currently represented in Barnsley expressing an interest, together with operators who wish to relocate and doctors' practices (subject to PCT funding).

SWOT Analysis

Strengths

Sustainable Location – the site's location in relation to Barnsley Town Centre means the site is accessible by a range of sustainable transport modes, such as by foot and bicycle and is 250m from the local bus station.

Re-use of Brownfield site – the development proposals are sustainable as they comprise of the redevelopment and reuse of previously developed land.

Retail Use – the proposed retail use provides employment opportunities and further consumer choice.

Location – the proposed site is within the town of Barnsley which is a suitable location for retail units.

Environmental Improvements – the development proposals would include landscaping proposals which would improve the visual amenity of the area.

Weaknesses

Poor Quality Environment – the site at the moment is unattractive and has a detrimental impact on the surrounding area.

Distance from Rail – the train station is 1 mile from the site.

Opportunities

Town Centre Location – the site's location within Barnsley means it is on route/near to other retail and leisure uses which provides the opportunity for linked trips bringing benefits to the proposed development.

Improve Built Form – the site offers the opportunity for redevelopment and the provision of high quality modern buildings.

Economic Enhancement – the proposed Lidl foodstore and adjacent development will bring investment to the area providing employment opportunities.

Community

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SWOT Analysis

Consequently, the scale of store required is significantly smaller than would otherwise be required for a mainstream store occupied by one of the larger supermarket operators.

Public Realm – the development has the opportunity to improve the public realm. The redevelopment of the site and the erection of a Lidl foodstore could make a positive contribution to the visual amenities of the locality.

Design & Access Key Principles

Based on local, regional and national guidance relating to design it is possible to identify a number of key design and access principles that the redevelopment of the site should adhere to in order to promote quality in the design and layout of the scheme:

Connectivity and Integration –

The development should be well integrated with its surroundings and where possible strengthen connectivity between component parts of the built environment and forge strong links between the site and its surroundings. The development should also take account of existing circulation networks where possible

Pedestrian Priority and Movement-

The development should ensure that pedestrians have priority over any other form of transport in external public areas ensure ease of movement through and around the site for all.

Quality in Design –

The scale massing, siting and external appearance of the development should integrate with the general character of the surrounding area and significantly enhance the appearance of the site.

External Spaces and Landscaping –

Existing landscaping should be maintained where possible and new elements added to provide a more attractive development of the site and where appropriate, a softer edge. Particular regard should be paid to car parking areas, vehicular access points and main facades. Landscaping should be used to clearly define the different spaces within the development and encourage movement. Both hard and soft landscaping should be utilised.

Activity-

The development should locate access points and distinctive design features so that they provide activity for and around external spaces.

Design & Access Key Principles

View and Vistas-

The development should integrate with the overall character of the area and enhance the visual amenities of the area. Particular attention should be paid to the appearance of the site from surrounding key views and vistas of the site.

Crime and Safety-

The development should discourage crime, fear of crime and anti-social behaviour and implement the principles of Secure by Design.

Sustainability and Energy Efficiency-

The development should be sustainable during both the construction and operational phases and promote energy efficiency.

Accessibility and Highway Safety-

The development should be accessible by a range of modes of transport particularly walking, cycling and public transport. The development should also promote inclusive access, such that the development provides access for all. The development should not compromise highway safety by creating excessive congestion, or providing poorly laid out junctions and access points.

Design Response

Introduction

In this section of the Design and Access Statement we outline the design approach adopted having regard to information gathered in the previous Assessment and Evaluation stages. Clearly the proposed use, its scale, access requirements and existing context provide some parameters within which the design should be based. For example, consideration should be given to proposed materials and landscaping to ensure they complement the existing local architectural style and soften any impact on the surrounding area.

Lidl Design Response

Lidl are committed to providing a pleasant shopping and working experience for all customers and staff as part of a larger scheme. The thrust of the Lidl retail philosophy is centred on simplicity and maximum efficiency and allows huge savings to be passed on to the customer. By working through the design principles and formulating the design response Lidl are committed to providing a modern, attractive and functional development that offers a pleasant environment for both customers and staff, improves the retail offer locally and offers the highest quality goods at the lowest price.

Connectivity & Integration

Analysis of the site and its surrounding has identified a mix of building types with varying materials, designs sizes and proportions. This provides a confused setting for any proposed development. In light of this it is important that the building has a strong identity. To contrast within the existing setting a modern sustainable palette of materials is used.

The massing and scale of the proposed development reflects the size of the site and does not represent over development. The scheme comprises a minimum of two semi-detached units, with an open vista to Dodworth Road, and an interactive frontage, as opposed to the current closed frontage; which is unattractive and unwelcoming.

The area to the front of the site is currently a multi-storey car park. The proposal will involve removal of the decked car park and the construction of a new car park using tarmac estate roads and interlocking block paviors for the parking bays with contrasting blocks delineating the parking bays. Emphasis will be on pedestrian connectivity with a dedicated walk ways to the store entrance.

Boundary treatment, currently there is no highway landscaping boundary treatment. The proposal is to introduce a contrasting margin of a textured surfaces and new low level plantings, to define the boundary between the site and pavement areas.

Design Response

Pedestrian Priority & Movement

Pedestrian access will be via new pedestrian footpaths and footbridge with level access to the store. Within the car park there will be levels not exceeding 1:47 for ease of manoeuvrability together with cycle parking, disabled and mother & child spaces.

Quality in Design

The scale and massing and external appearance of the foodstore has been carefully considered in regard to the existing environment and current codes of good practice such as By Design.

The palette of materials and architectural detailing for the foodstore will seek to create a constant rhythm and architectural form which helps to break up the mass of the building. The palette of materials has been developed in response to the existing environment and the need to create interest in all elevations of the buildings.

All of the aspects above have been woven into the design process so the proposed development can integrate with the general character of the surrounding area to significantly enhance the existing environment and provide a new lease of life to this site and has been subject to extensive discussion and public consultation.

Internal Environment

Areas of glazing will provide plenty of natural light to the units to create a light and airy internal environment, one that is pleasant for both customers and employees alike. Lidl stores also offer wide shopping aisles with goods displayed at low level. This ensures ease of access to these items for all customers including wheelchair users, the elderly and parents with young children in prams and buggies.

External Spaces & Landscaping

External spaces and landscaping are key factors to ensure effective integration of the proposal into the surrounding environment and are key to the amenity of local residents and visitors to Barnsley. The layout of the scheme as a whole has been designed so that the building has parking areas in close proximity with good natural surveillance.

The surface treatment of the car parking area will be carefully selected to ensure that both pedestrian and vehicular routes are clear and attractive.

Activity

The entrances to the units are located along the frontage in four locations so as to provide a good level of activity to its respective elevation. Cycle parking spaces are also proposed in this location due to the high level of security achieved through good natural surveillance.

The western elevation has also been carefully considered to ensure interest is retained within this elevation in anticipation of the proposed living street.

Views & Vistas

At present the Vista along Peel Street and West Way is poor.

The proposal incorporates integrated soft landscape and hard surfaces. The combination of the replacement of the existing buildings and landscaping means the development will improve the views along both Peel Street and West Way opening up the frontage.

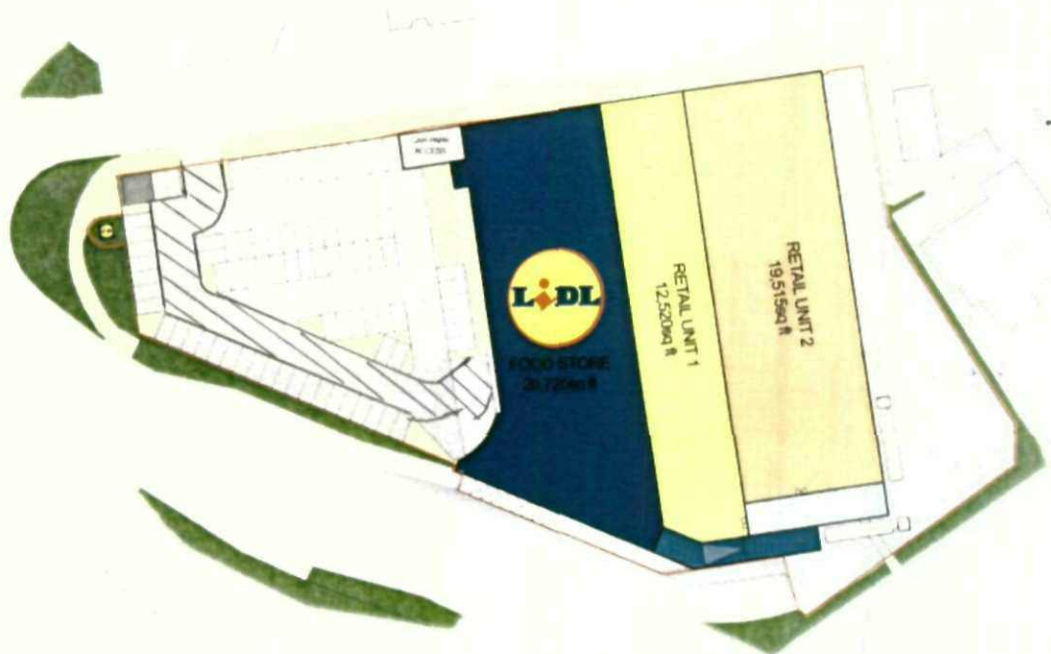
Development of Proposed Layouts

Design Development

The layout and orientation of the scheme has been carefully considered and many other permutations have been examined as part of the Design Process.

Aspirations and desires to create a cohesive approach have to be balanced with practicality of operation and commerciality, yet still delivering a cohesive adherent quality building that enhances the environment.

Examples below show various permutations of layouts and illustrates why these may not have been an appropriate form of development for both operational and customer experience.



PROPOSED SITE LAYOUT - OPTION 2
FORMER CO-OP, PEEL STREET, BARNSELY

healey
associates

Proposed Site Layout – Dwg no. Lidl

Review:

This layout proposes to reuse the existing building for accommodation and part demolish rooflevel car parking.

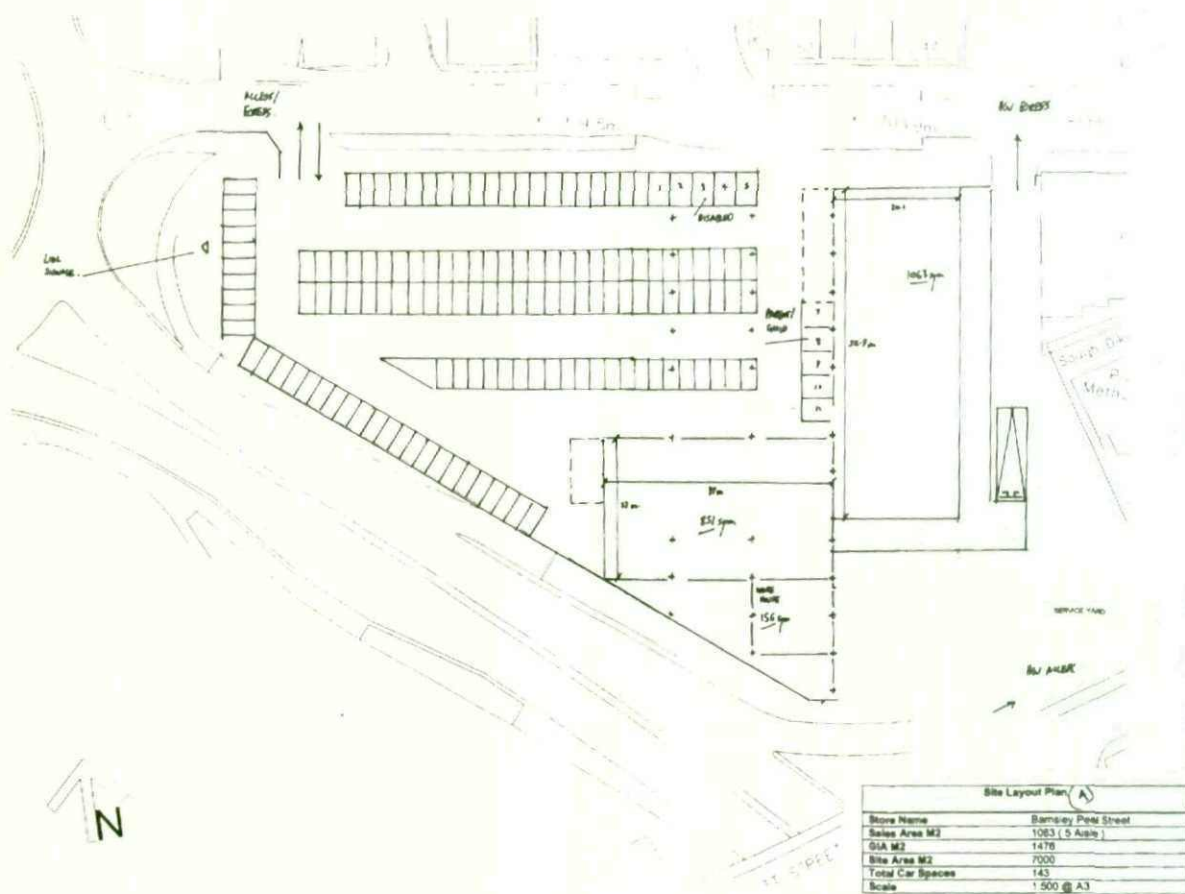
The scheme does not work in terms of over development. Car parking and servicing is poor and landscaping severely lacking.



Although its overall positioning of areas is correct the balance between landscaped car parking versus building size leans too heavily towards building size.

Car park access / egress is as existing as is servicing. Pedestrian access is not detailed.

Development of Proposed Layouts



Proposed Site Layout – Dwg no. Lidl A

Review:

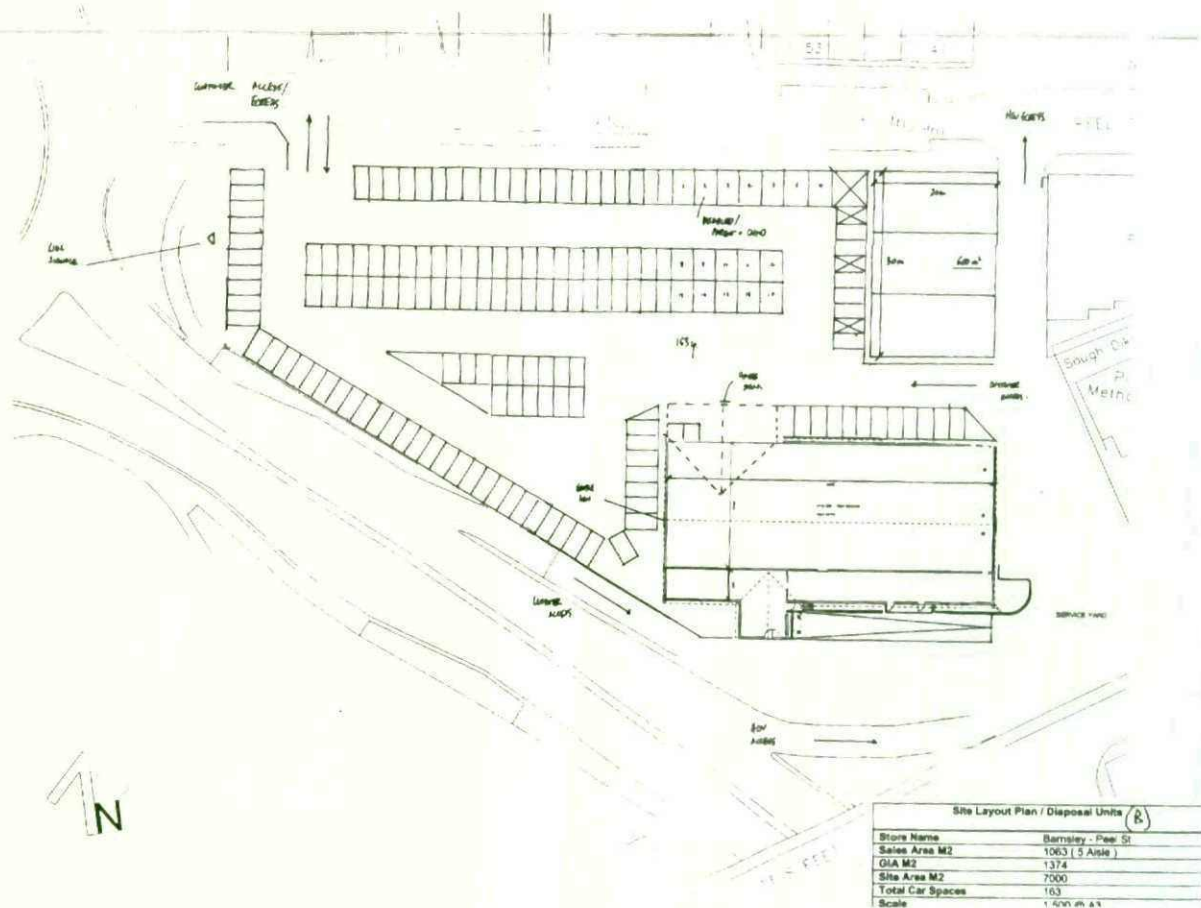
Landscaping is limited and the buildings tend to back onto West Way. Vehicular access / egress is good as is servicing, although servicing is open to West Way.

Pedestrian access is not detailed however can be easily accommodated.

The service area to the South Eastern corner seems over sized with an open aspect to West Way.

Car park layout is poor, with no focal point. Ancillary retail unit is poorly configured and would not meet occupier requirements.

Development of Proposed Layouts



Proposed Site Layout – Dwg no. Lidl B

Review:

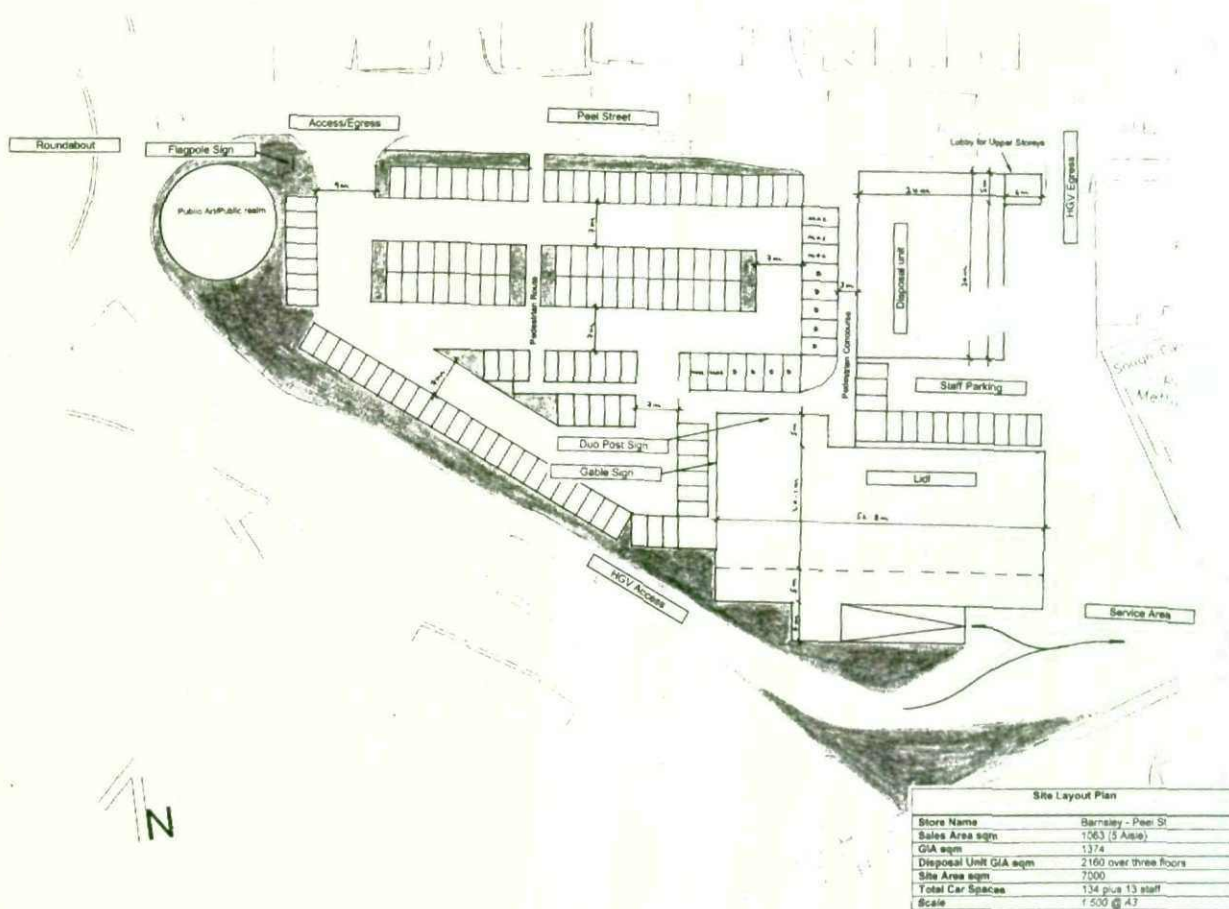
Landscaping is limited.

A new car park access has been introduced from West Way but mixes with the service area.

Pedestrian access is not detailed however can be easily accommodated. Parking versus building size is leaning too heavily towards car parking.

Service area is again open to West Way.

Development of Proposed Layouts



Proposed Site Layout – Dwg no. Lidl C

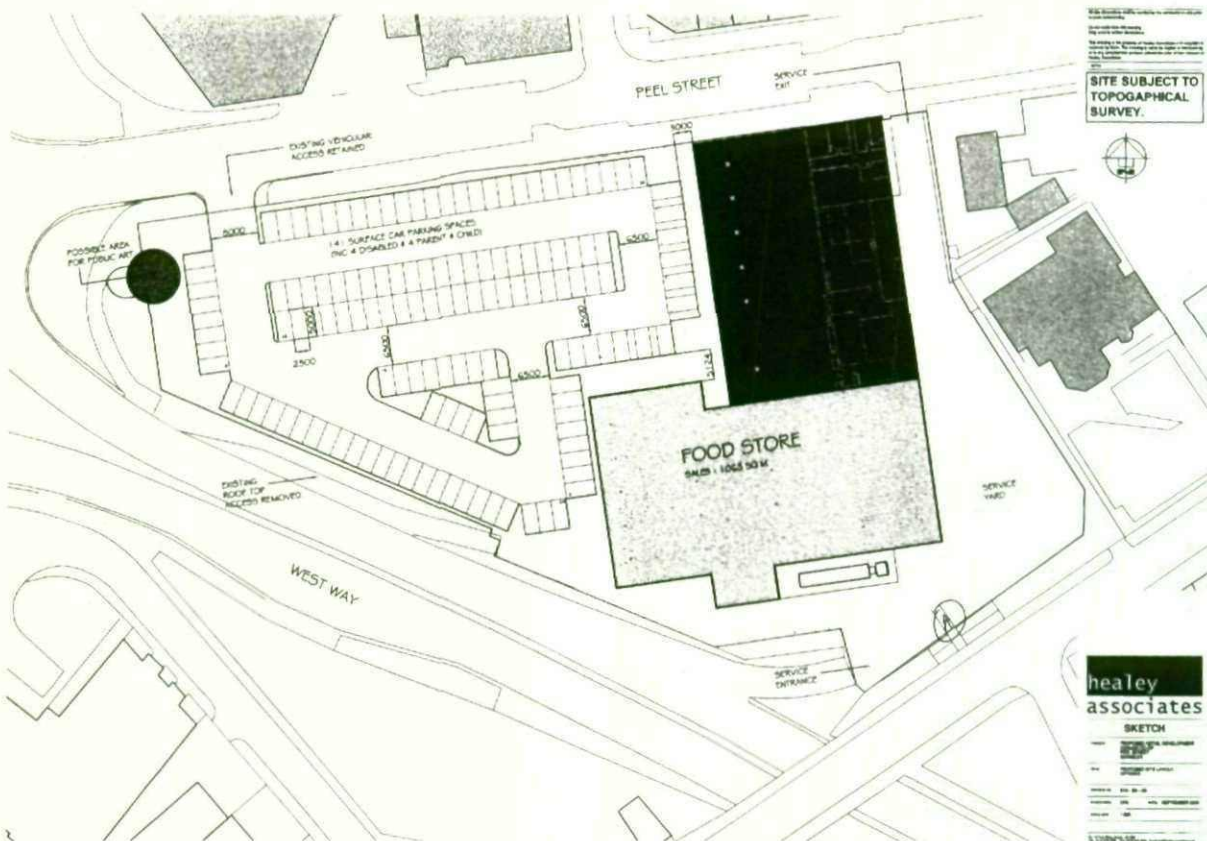
Review:

Landscaping levels are improved. Existing vehicular access / egress is maintained.

Servicing is separate and makes use of existing access / egress.

Pedestrian access is good with the introduction of pedestrian routes. Access from Pitt Street remains unresolved.

Development of Proposed Layouts



Proposed Site Layout – Dwg no. 912-SK-06

Review:

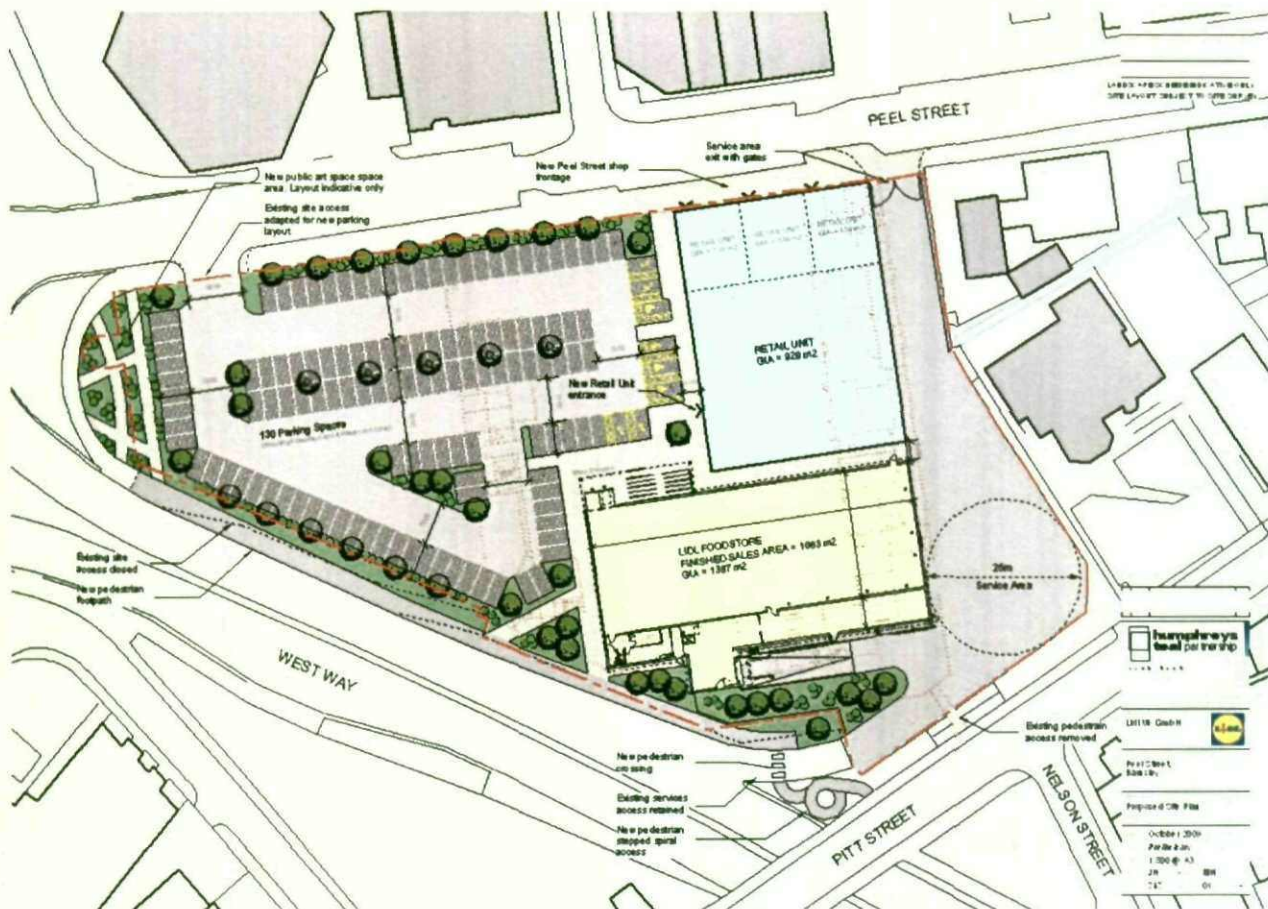
This layout strikes a good balance between car parking and building size with landscaping however landscaping could be increased. The buildings should also be separated to avoid confusion over entrances and allow increased fenestration to the Lidl unit.

Car parking uses existing access / egress points but should be developed so as to maintain safe pedestrian routes.

Servicing is separate to the car park and hidden behind the proposed buildings and makes use of existing access / egress points.

Pedestrian access is not detailed however this can be easily accommodated. Pedestrian access from Pitt Street could be created by the use of a landscaped stair and ramp leading through the service area (but separate from) to the West Way existing footpath and into site.

Proposed Site Layout October 09



Proposed Site Layout – Dwg no. HTP
707/01
See Appendix 1

Review:

An effective and appropriate layout which accommodates all issues highlighted previously.

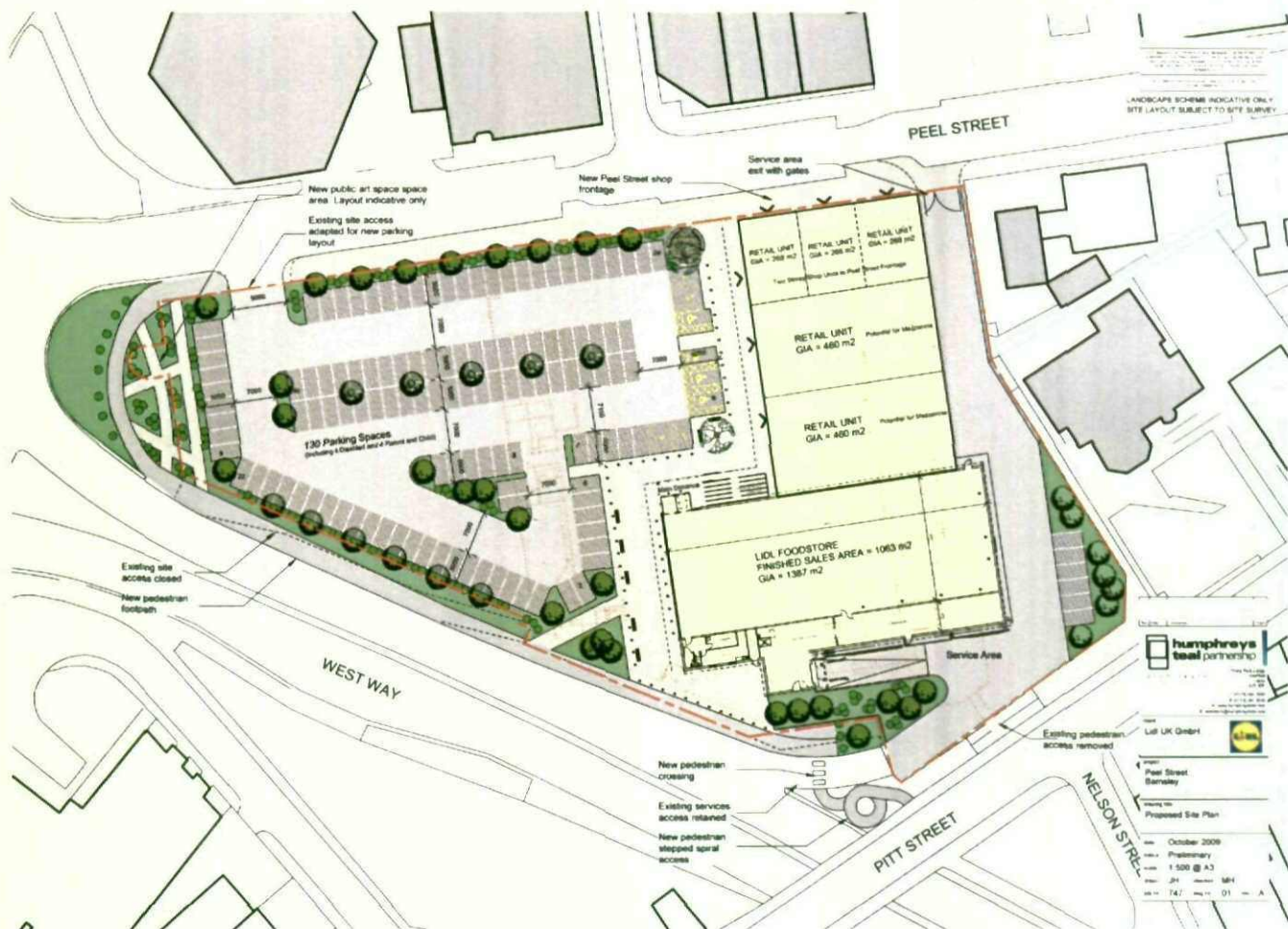
The Public Art Space is positioned in the most prominent area, Western corner. Heavily landscaped car parking positioned adjacent, blends the Public Art Space with the development to create a more integrated appearance.

The detached buildings with wide feature public walkway are positioned to maximise development potential while maintaining an appropriate balance with car parking levels and landscaping.

Servicing is separate to the car park and hidden behind the proposed buildings and makes use of existing access / egress points.

Pedestrian access is provided from all highways and is directed along desire lines to prevent trespass into inappropriate areas.

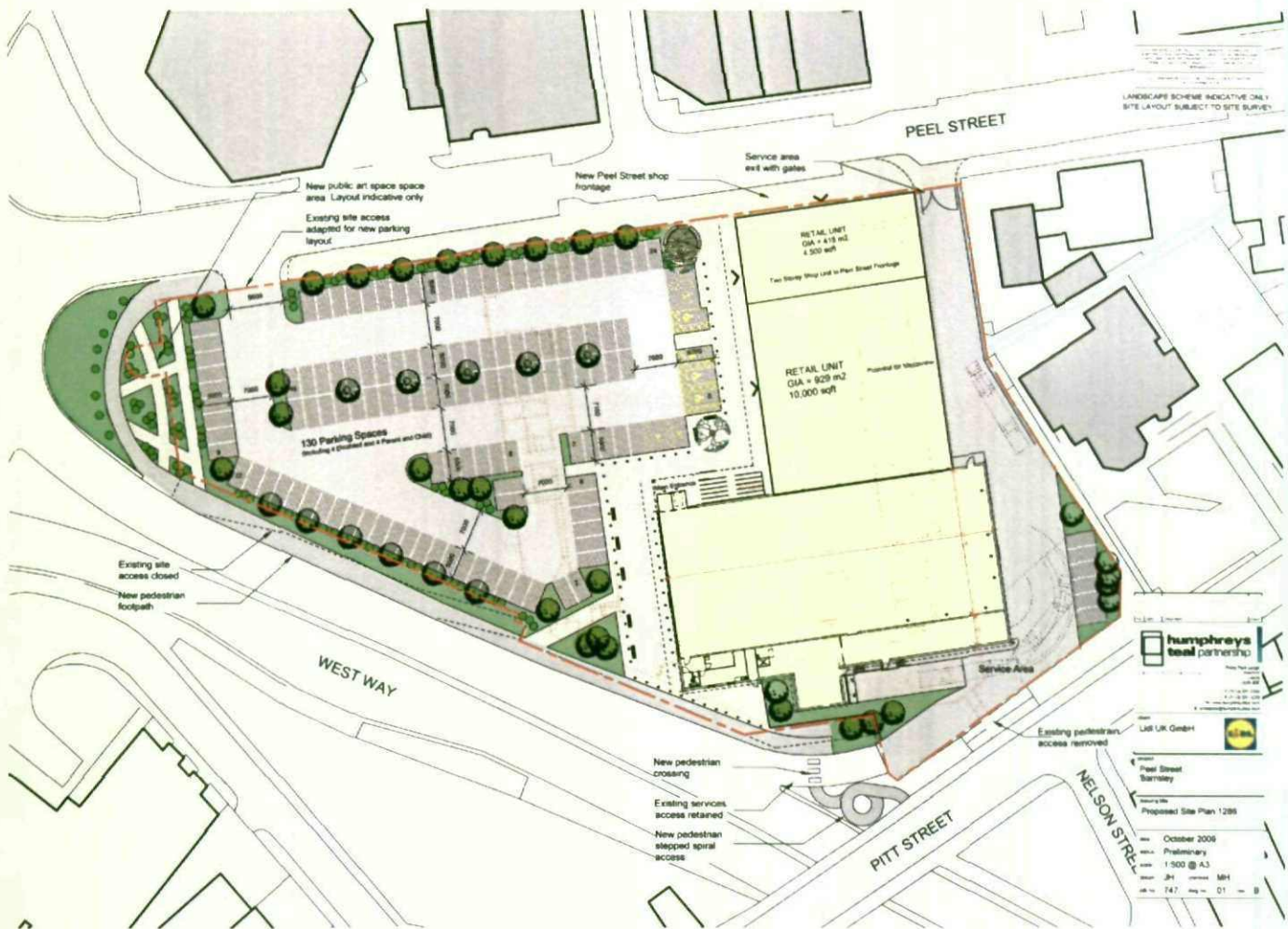
Proposed Site Layout January 2010



Review

1. Retail units now joined to avoid dead space creating potential for anti-social behaviour. Litter trap and wind tunnel.
2. Widened defined pedestrian walkways and links into decking elements of lighting, bollards, security and other street furniture.
3. Reduced harsh impact of the concrete service area by introducing landscaping and parking.

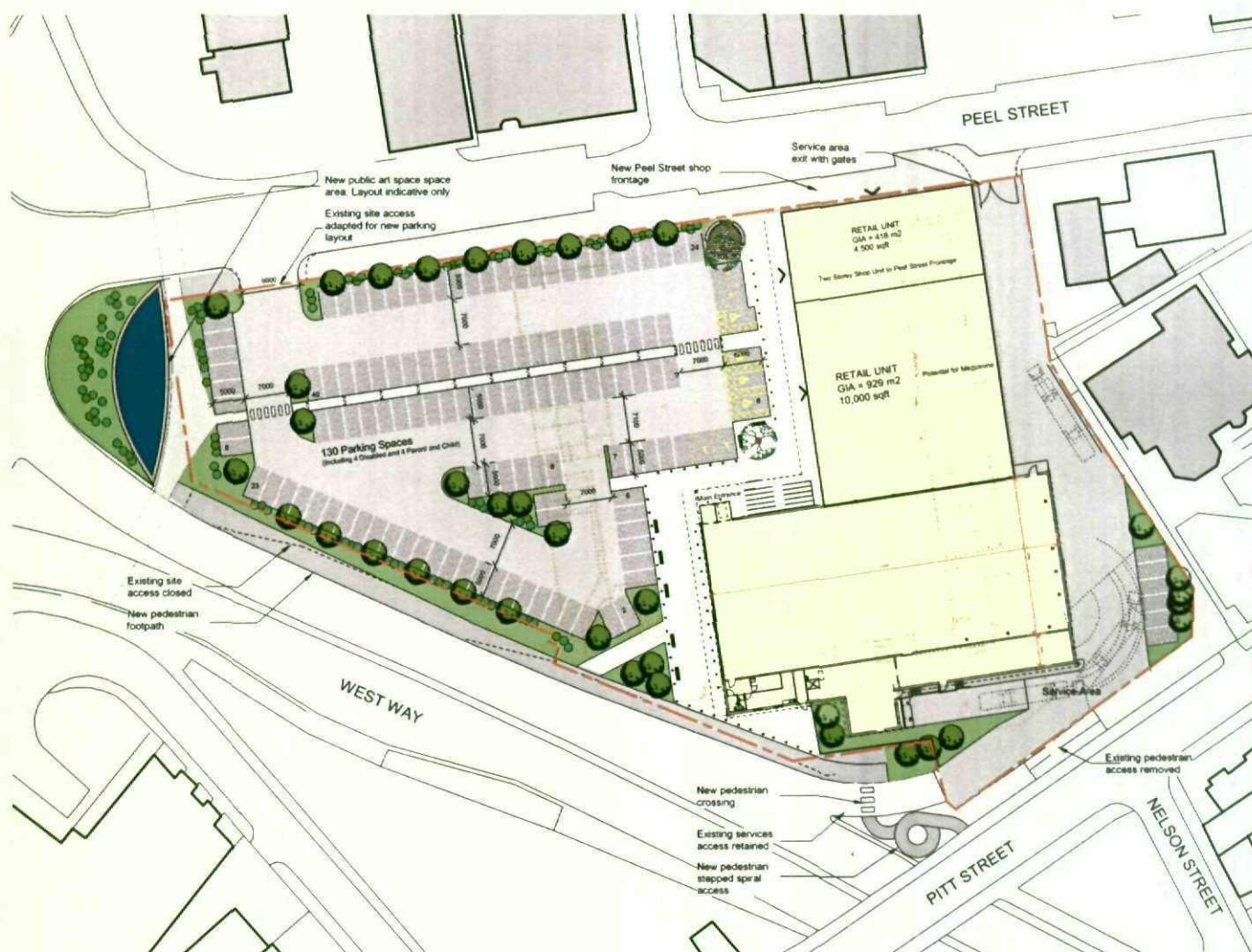
Proposed Site Layout February 2010



Review

1. Introduction of a larger Lidl store 1286 sales as opposed to 1063. The store is wider and fills the area towards West Way bringing the building closer to the roadside.

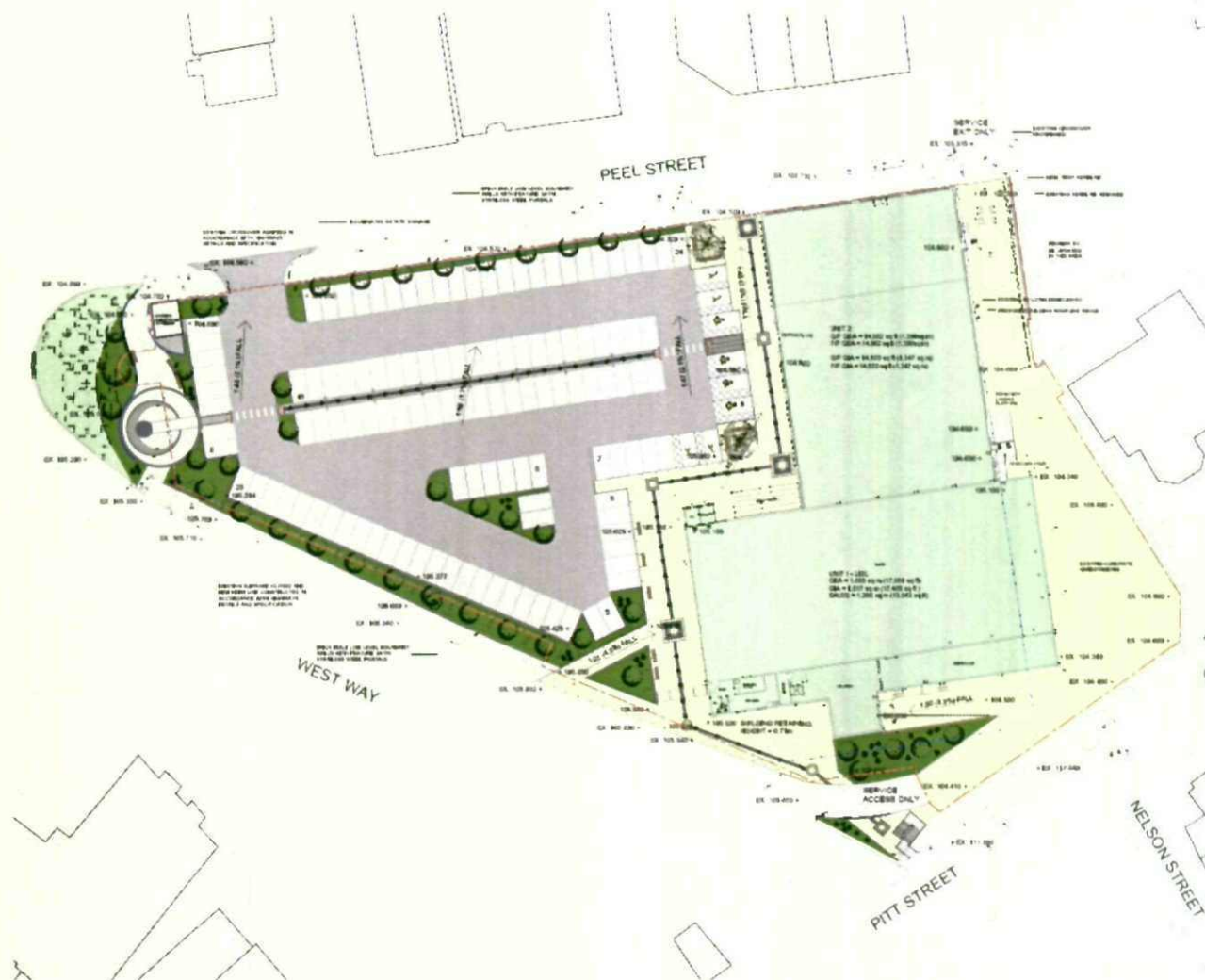
Proposed Site Layout March 2010



Review

- Introduction of links and walkways.
- Physical Features.
- Defined routes.
- Landscaping area becoming public art statements.

Proposed Site Layout June 2010



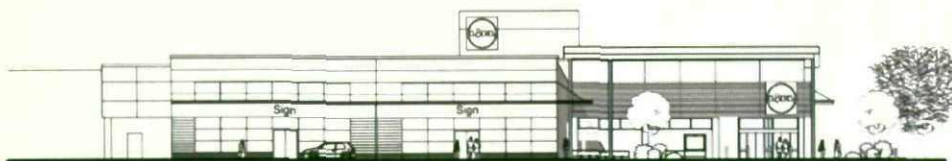
Review

- Introduction of stair access to Pitt Street
- Retention of the sub-station
- Re-design of the external hard landscape features
- Revised & updated building floor plans

Elevational Treatment January 2010



Front Elevation To Car Park / Street Scene



Side Elevation To Peel Street



Review

Connecting and interacting elevations.

- Materials
 - Cladding panels
 - Masonry
 - Glazing
- Colours
 - White
 - Black
 - Silver

Response to retail demand.



Front Elevation To Car Park / Street Scene



Side Elevation To Peel Street



Side Elevation To West Way / Pitt Street

200-2000 1 month

 **liff**
hampshire part
of the group

group
Liff UK GmbH

grouped
Peck Street
Bathurst

franchising sites
Dren Elevation

date January 2010
status Preliminary

00 1 790 000

Review

- Provides a softer and more interesting broken street scene.
- Introduction of features and towers to define entrance.
- Use of colour to create visual response.
- Wider yet not too confusing palette of materials including masonry block work. Rainscreen cladding, glazing, canopy covered walkways.



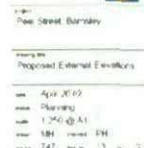
Front Elevation To Car Park / Street Scene



Back Elevation



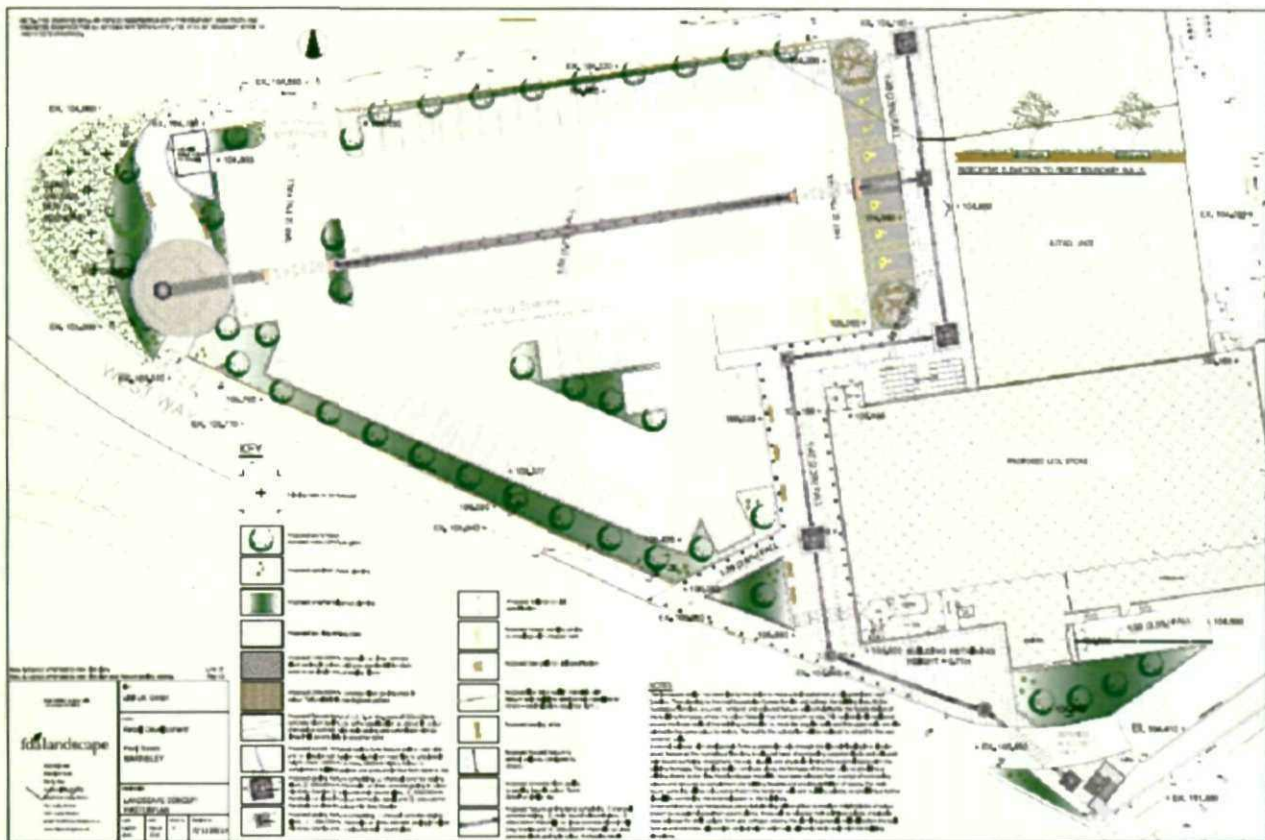
Side Elevation To Peel Street



Side Elevation To West Way / Pitt Street

- Redesign of first floor
- Improved colour scheme
- Redesigned rear elevation
- New canopies

Landscaping



The final landscaped scheme will enhance the street scene and locality for all, blending the Public Art Space, car parking and buildings to provide a more integrated development.

It will safely guide pedestrians along their chosen route and clearly define any dangers.

The landscaping will include Secure by Design Principles therefore integrating well with boundaries, pedestrians and vehicles.

Design cues will be taken from surrounding landscaping allowing the development as a whole to sit comfortably within its surroundings.



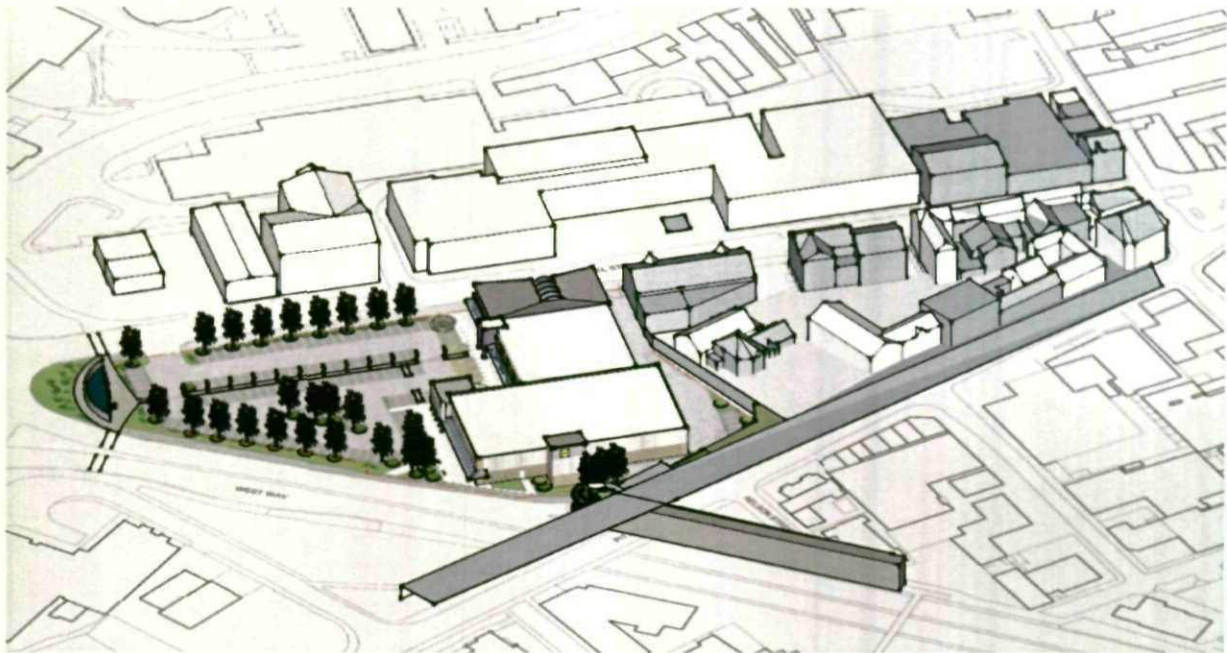


Visuals





Visuals



Review of Proposed Site Layout

The proposed scheme includes demolition of the existing building and car parking and development of a Lidl foodstore and a detached retail unit together with Public Art Space, hard and soft landscaping incorporating feature pedestrian links, car parking and servicing.

Given the sites former use and its location within the town centre it is regarded that the proposals are of an appropriate use.

Careful review of existing site constraints has lead to the natural development of the final proposed site layout. Existing constraints have been addressed as follows:

- Public Art Space is positioned in the Western corner of site to provide a focal point for the development, acknowledge the entrance "gateway" into the Town Centre and direct vehicles and pedestrians to their destinations. The Public Art Space should be subject to public competition to encourage community involvement
- The frontage to the site will accommodate hard and soft landscaped car parking making use of redesigned existing access / egress points.
- Hard and soft landscaping will include mixed species, colours, heights and designs to enhance views. Secure by Design principles will be included in the design and tie in with boundary treatments.
- Pedestrian access is provided to and from Peel Street, West Way and Pitt Street and be linked through site along desire lines. Pedestrian routes to be given priority over vehicles and be highlighted by hard and soft landscaping.
- Buildings should be positioned to the rear of the car park facing West towards Peel Street and West Way. This naturally provides views towards the car park. The buildings will be of an appropriate size, balanced between economic aspirations, the needs of end users / tenants and required car parking levels
- All servicing is hidden behind the building so as not to harm the entrance "gateway" into the Town Centre and development and is separate from the car park, which will be achieved by boundary treatment.

Design Response

Crime & Safety

The proposed development has been designed in line with guidance set out in the 'Secure by Design'. This sets out six key principles, which are as follows:

1. Integrated Approval;
2. Environmental Quality and Sense of Ownership;
3. Natural Surveillance;
4. Access and footpaths;
5. Open space provisions and management; and
6. Lighting

The primary tool for providing a safe environment is through careful built design. Providing for natural surveillance is recognised as being a basic requirement and therefore the proposed development provides natural surveillance over the whole site. Natural surveillance prevents anti-social behaviour and increases people's perception of safety.

The clearly marked footpaths and vehicular routes to and through the site will be well lit and maintained and ensure the separation of pedestrians and vehicles to create a safe environment for all.

Constraints of Existing Site

The site is surrounded by a mix of building types with varying materials, designs, sizes and proportions.

This provides a confused setting for any proposed development.

In light of the confused setting it is important the proposed building has a strong identity to enable it to stand out and act as a focal point to enhance the "gateway" into the Town Centre.

To contrast with the existing setting a modern and sustainable palette of materials should be used.



Image of existing store constructed using modern and sustainable materials creating a strong identity

Example Lidl Elevational Solutions



Photograph of non-standard store with traditional materials and detailing used to suit the surrounding area.



Arched details to the façade relates to historic use of site as station yard.

Example Lidl Elevational Solutions



Image of existing store constructed using modern and sustainable materials to create a modern, attractive and functional store



B3
ARCHITECTS

New Lidl Store Proposal
Durham Road, Sunderland

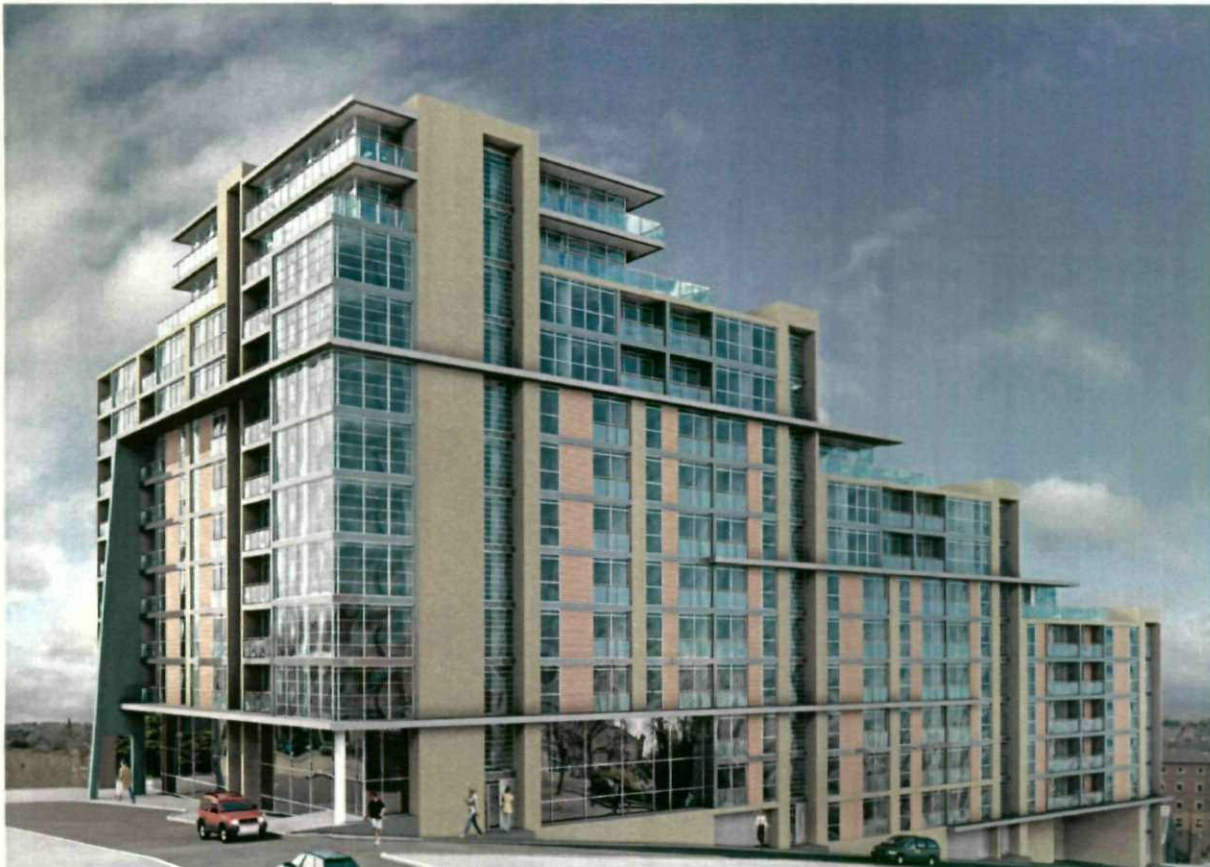


Image of existing store situated on a prominent gateway site, on a main road leading into Sunderland. The use of good architectural detailing provides a store with a contemporary look.

Example Elevational Solutions

In considering materials and design, significant weight is placed on recent developments within the Town Centre, such as Gateway Plaza and Westgate Plaza

These building incorporate modern materials such as rainscreen cladding, rendering, stainless steel and highly efficient glazing



Images of existing development adjacent site, Gateway Plaza
Modern materials and colours are used to provide a contemporary design



Hard and soft landscaping is used to define various areas and routes

Example Elevational Solutions



Large proportions of elevations are glazed making use of natural light



Massing is varied in height and depth to give interest and define different areas

Elevations are stepped to improve feeling of depth



Sustainability & Energy Efficiency

Introduction

Considering the current focus of Government and society on creating sustainable and energy efficient new developments the issue has been at the forefront of the design process. Careful consideration has been given to the merits of making the buildings more efficient during the construction and operational phases of the development. Included within this has been weighing up the benefits of providing renewable energy on site.

The modern design of the building, which benefits from simple clean lines, means it is 'greener' than pseudo-traditional designs. This is on the basis that fewer more sustainable materials are used and the construction time is shortened and more efficient.

The materials applied to the building are low maintenance and in the majority of cases require no further applications over time. Quality facing materials are to be encompassed on the elevations. The aluminium cladding is pre-finished and naturally oxidises therefore does not have to be painted or re-coated unlike traditional plastisol coated claddings. The guttering and down pipes are a natural zinc finish and therefore do not require re-painting or maintenance.

The development aims towards a zero percent additional run off target in regard to surface water drainage and incorporation of both permeable and soak away drainage schemes subject to ground conditions.

To ensure that the Lidl store does not waste energy through unnecessary lighting all internal and external lighting would be remotely operated. This means that the lighting within ancillary areas uses sensors to turn on when someone enters the room and turns off after a specified period of inactivity. The lighting on the sales floor drops to one third the normal level when the alarm is set at the end of the day only returning when the alarm is deactivated in the morning.

As well as saving energy through lighting systems, Lidl operate an extensive recycling policy for all waste cardboard and plastics generated during store operations. All recyclable waste is separated into its constituent parts, the cardboard is then collated and collected twice a week to be recycled. All plastics are separated and bagged. The cardboard bales and plastic bags are returned to the Regional Distribution Centre on the returning delivery vehicle along with any other returns e.g. stock transfers, stacks and pallets, bread crates and milk trolleys, etc.

Energy efficiency is a long term lifecycle issue, which should not only be addressed in the short term build such as through materials but also, in the long term through the operation and maintenance costs.

Protection of Nature's Resources

The key to achieving sustainable development is to ensure prudent use of land and resources. This section details how Lidl have taken account of this during the design of the development.

Lidl have used materials that are highly rated within the Green Guide to specification in the construction of this development.

Element	Construction	Rating
Roof	Mono-pitched roof steel truss construction with an aluminum cladding finish with internal mineral wool insulation.	A
Walls	Poroton Blockwork with a render cladding.	A/A+
Glazing	Windows, Double glazed with Aluminum Frame.	A

Protection of Nature's Resources

Aluminum is used on the roof of the building, this is one of the lowest environmental impact materials on the market due to its potential for recycling and the low embodied energy in its composition. Aluminum sheets can contain over 70% recycled material.

The external walls will be formed from Poroton Blockwork using a single leaf construction with a render finish. Poroton is light-weight and gives enhanced thermal performance due to the air spaces within each block.

Glazing is used modestly around the building design, this allows natural light into the store reducing the need for artificial lighting. The windows have an aluminum frame which can be recycled at the end of its operational life. This material is also durable, having some of the longest replacement intervals according to the Green Guide.

Lidl will procure at least 50% of the timber required for the development from a Forestry Stewardship Council (FSC) scheme or PEFC recognized body. Timber will be sourced from sustainable forests for use with the development and following construction the contractor will supply documentary evidence that demonstrates FSC timber has been bought and used for the development.

In terms of water usage, Lidl have a number of objectives which govern the water use on site, these include;

1. Water is fully metered.
2. Water usage monitored on a monthly basis.
3. Water usage target of 13m³ per month.
4. Installation of low water use fittings.
5. All new toilets have dual-flush controls installed.

Protection of Nature's Resources

Operational waste produced in store is segregated at source. Cardboard and plastic packaging is bailed / bagged on site and returned in the delivery vehicles. This method of handling waste eliminates the need for waste collection vehicles thus reducing additional transport movements as well as reducing the need for additional storage space on site. The waste is managed and recycled back at the Regional Distribution Centre. Lidl also operate other waste reducing initiatives in store including charging for plastic bags in order to encourage re-use and recycling.

Energy

Lidl foodstores are widely recognized as having a lower energy consumption than supermarket benchmarks with energy usage restricted to lighting, selective local heating and a small amount of refrigeration.

In order to achieve an energy efficient design, it is required to ensure optimum use of energy throughout a buildings life. In this section each component of the building will be discussed in terms of its energy efficiency.

Materials

Building Regulations set the minimum thermal performance standards for a building. Lidl will exceed the minimum standards to make significant reductions in the heating requirements of the building.

Element	ADL (2006) Average Weighted U-Value	ADL (2006) Limiting U-Value	Lidl U- Values	Lidl's improvement on average weighted U - Value
Wall	0.35	0.70	0.27	23%
Roof	0.25	0.35	0.20	20%
Windows	2.2	3.3	1.1	50%
Doors	2.2	3.3	1.1	50%

ADL (2006) limiting u-values and typical Lidl u-values

Energy

Glazing

The development optimizes the window selection to maximize daylight, minimize heat loss, reduce solar gains and provide acceptable noise insulation and aims for an area weighted average U-value no greater than 1.1 W/m²K. All windows will be double glazed, with a minimum of 6mm thick glass and a 12mm gap.

The entrance canopy over the glazed entranced lobby shades the building from the midday sun, reducing the amount of solar gain and the need for mechanical ventilation and cooling. The orientation of the windows helps heat the building in the morning and shade the building from solar gain during the midday summer sun, whilst still allowing natural light into the building.

Lighting

All lighting is connected to the Building Management System (BMS). The lighting within the sales area is controlled by timers, the other areas of the store use lights controlled by motion sensors. External lighting utilises a combination of light sensors and timers in order to minimize energy consumption through seasonal variations. Lighting levels vary depending upon the activity i.e. 15 minutes after the store closing lighting levels reduce to only 30% and visa versa.

Heating

All Lidl stores use condensing boilers with efficiencies of above 88%. The temperatures within the store are controlled by the BMS and are detailed below;

The small amount of hot water required will be provided by electric water heating to reduce losses from water storage.

Area	Temp
Sales Floor	+19 °C
Welfare / Checkouts	+21 °C
Warehouse	+13 °C

Appliances, Chilled Cabinets and Display Cases

Refrigerated units within the retail store are typically top access units with lids to reduce the cooling requirement. The lids are also transparent to reduce the required frequency of openings. Open front refrigeration units are fitted with night blinds to reduce cooling requirements when the store is not open.

Fridges, dishwashers and any other white goods that are installed for staff use are sized appropriately for their intended use and have an energy rating of at least "A".

Hydraulic scissor lifts are no longer specified for Lidl stores, instead manually operated "dock leveling" plates are used in conjunction with a sloped loading ramp.

Air

The new retail development is considered unlikely to give rise to any significant air quality issues. Techniques are applied during the construction period to minimize the potential for dust and local air pollutants. Best practice is used to control dust on the construction site.

Efforts are also made to reduce impact on air quality within the building. To achieve this, the development's finishings are designed to be of low impact to human health. These include the use of low impact paints, where practical including water based paints that have low volatile organic compounds.

Air leakage through draughts at joints in the building such as windows, doors and poorly fitted cladding causes variations within the buildings temperature. It takes a significant amount of energy to control these leaks and measures to reduce these leaks will be incorporated into the building design.

The amount of openings within the building envelope have been kept to a minimum to reduce the areas where air leakage could occur. Appropriate seals will be used to reduce these draughts to a minimum. The roof space and any draughts created from the cladding around the roof space will not affect the temperature within the building.

Noise

During operation of the development, every effort is made to ensure noise does not compromise the health and well being of building occupants as well as other potentially sensitive receptors.

Noise impacts to the surrounding receptors would be minimized through the appropriate layout and the installation of acoustic fencing if required. Where perceived noise sources could occur, acoustic fencing would be supplied to ensure the operation of the store does not impact the amenity of local residents. The Lidl store would normally receive 1 delivery per day, which will usually be before the store opens, to ensure fresh stock is replenished daily.

Lighting

Impacts from lighting have been addressed during the design of the development. Light pollution emanating from buildings at night may impede the view of the night sky and cause glare effects, both of which present potential harmful physiological and ecological effects. Lidl developments minimize light obstruction, including light trespass and sky glow by following appropriate guidance from the Institute of Lighting Engineers. This includes adopting principles set out in GN01 – Guidance Notes for the Reduction of Obtrusive Light, including locating external lighting appropriately.

Job Creation

Lidl primarily seek to serve the immediate local community in which they are located, both in terms of their discounted shopping offer and in terms of employment. Lidl seek to employ up to 15-20 full and part time staff so that they can offer a friendly and familiar staffing service to their customers.

In addition, there may also be opportunities for temporary and indirect employment as a result of the proposals. The opportunity may exist to recruit local labour during the construction of the store, thus providing further short term employment opportunities.

Crime Prevention

Consultation with a Police Liaison Officer would take place to determine the scope of works necessary to reduce the likelihood of criminal activity occurring on the site. This will address many aspects of crime, but primarily focus on the safety and security of the staff on site and the security of the building at night. Various design measures would be taken to promote the security of the site. CCTV would be installed on entrances and around the perimeter of the site. The lighting strategy would also be configured to reduce the potential for crime.

Deep Discount Retail

The deep discount retail store would provide a community benefit also. Lidl's business model allows the store to provide greater discount rates on the goods they stock in comparison to mainstream supermarkets. The very nature of the Lidl offer would improve social inclusion and reduce the need to travel outside the area to obtain additional convenience goods.

Sustainable Access

Consideration has been given to the number of car spaces required for the development. Eighty parking spaces are proposed for the scheme, 3 of which are allocated for disabled parking, with a further 3 for parent and child parking. Whilst car use is anticipated to be a popular way to access the store, the site is well served by public transport and is also within adequate walking distance to a large residential catchment.

The site also benefits from a number of bus routes which stop close to the site's entrance within the bus station opposite. These stops are served by regular services in an out of central Barnsley which give the option for customers and staff to use these services in preference to private cars.

Alternatively cycling and walking present the most sustainable mode of travel to the site over short journeys and there are 10 cycle spaces proposed for the development which would be located at the front of the store.

Construction with regard for the Community

The Considerate Constructors Scheme is a voluntary Code of Considerate Practice, which is adopted by participating construction companies and everyone involved on the construction site. The scheme is designed to promote socially responsible construction projects. Lidl is committed to the principles within the Considerate Constructors Scheme (CCS) and would implement a strategy which should meet the requirements of the scheme. As part of this process, the scheme requires that the Local Community is engaged prior to and during construction to ensure that impacts upon the surrounding Community are minimised.

Conclusion

The design of the Lidl foodstore has made significant advances towards sustainable design and construction.

The development will be constructed from sustainable material, where sustainable procurement will be an important consideration. The design presents measures to reduce environmental impact, both through design and through the commitment of Lidl to follow best practice to reduce pollution during the construction phase. As a result, the development is expected to achieve a "very good" BREEAM standard.

In addition to sustainable design, there are a number of inherent attributions of sustainability in the proposals:

- The development in its entirety will regenerate a previously under utilised area and ensure the continued use of the site;
- The development proposals are in an accessible location by means of transport other than the private car, including local bus services, rail link services and safe pedestrian and cycle routes;
- It will also deliver additional employment opportunities within the Local Community;

The information provided clearly demonstrates that the development can be regarded as energy efficient and will also promote sustainability within the local community.

Car Parking

This town centre site is identified in the Barnsley UDP (TC37) as being a site for car parking to serve the town centre and developments affecting the level of provision will only be considered if adequate alternative provision exists. The justification for the policy states that privately owned and operated sites contribute to the level of car parking provision within the town centre and that any loss would be detrimental to the development itself and the town centre.

Pre application consultation with the planning authority has raised a potential objection to the loss of 223 spaces (364-141), and thus the Council appear to be unable to support the proposed development although the identification of this private car park as being part of the town centre stock cannot be controlled as it could be fenced and closed off at anytime without reference to the planning authority.

However, in support of the proposals the UDP policy is very much outdated and circumstances have changed significantly since that time, of particular note is the introduction of PPG13 (2001), the development of the Public Transport Interchange (2004) in Barnsley (within walking distance of the site) and that Government Policy in general has strengthened the reduction in private car travel in favour of more sustainable modes of transport. Car parking policy is seen as a fundamental element of the transportation measures that can be adapted by Local Authorities to support Local and Government policy.

The pertinent policies that should be considered in light of the proposals are:

transport	Government Policy PPG13 that states <i>"use parking policies, alongside other planning and transport measures, to promote sustainable choices and reduce reliance on the car for work and other journeys"</i> ;
town public	Government Policy PPG3 states <i>"Local authorities should revise their parking standards to allow for significantly lower levels of off-street parking provision, particularly for developments in locations, such as centres, where services are readily accessible by walking, cycling or transport"</i> ;
planning 13.5 number The	Yorkshire and Humber RSS (2008) that sets targets of <i>"100% of applications comply with approach to car parking standards in Table car parking standards in Table 13.5 (of the RSS)"</i> and <i>"reduce the and % of publicly available parking spaces available for long stay"</i> . <i>The proposals accords with the RSS completely;</i>

Car Parking

Barnsley Council UDP Policy T18 states *"The provision of car parking in Barnsley Town Centre will be based on:*

- | | |
|------------------|--|
| <i>approach</i> | <i>a) protecting the existing supply of short stay car parking;</i> |
| <i>provision</i> | <i>b) Improving the attractiveness of car parks by co-ordinating the to supply, location, design and charging;</i> |
| | <i>c) Avoiding conflicts with pedestrians".</i> |
| | <i>d) Promoting additional short-stay car parking and/or alternative such as park and ride facilities."</i> |

The reduction from 364 to 141 is in general accordance with the requirements of PPG13 and the Yorkshire and Humber Plan RSS (2008) and would still provide the Council with car parking to serve the town centre. Indeed, the car parking could be managed in such a way to provide short stay car parking that visitors to the store can park there for free, but that it would also be available for non store visitors on a short stay paying basis.

Whilst the LDF is some way off production, these policies provide Members and Officers the comfort and direction to support the proposal as it accords with both Local and National policies. These policies aim to safeguard the vibrancy of the town centre by promoting the use of sustainable modes of transport and hence reducing the reliability on the private car and congestion.

It is therefore considered that there are other material considerations that need to be balanced in favour of the proposals, thus resulting in positive benefits to Barnsley town centre.

Boundary Treatments & Pedestrian Links

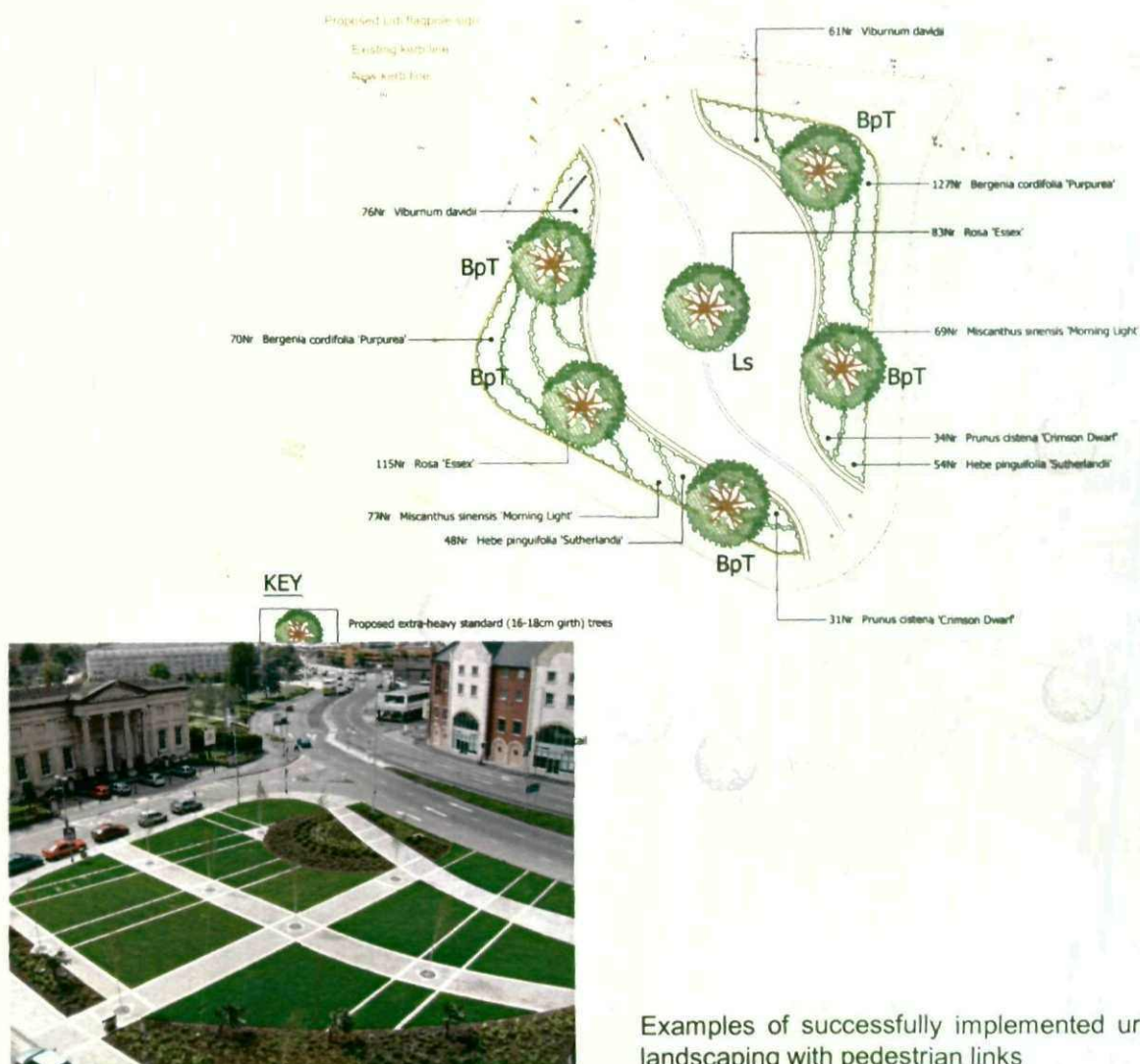
Boundary Treatments

Boundary treatments will take various forms such as walls, fences, knee rails, bollards and landscaping.

Various boundary treatments will be used dependant on its location and use. Effective boundary treatments are include walls, fences, bollards and landscaping all incorporating suitable lighting, all in accordance with "secure by design" principles.

Pedestrian Links

Existing and proposed pedestrian links should provide safe access from Peel Street, West Way and Pitt Street to the entrances of both buildings. Hard and soft landscaping should be deployed to guide pedestrians to their destinations while highlighting any dangers.



Servicing & Public Art Space

Servicing

Servicing of the buildings is a crucial part of the development.

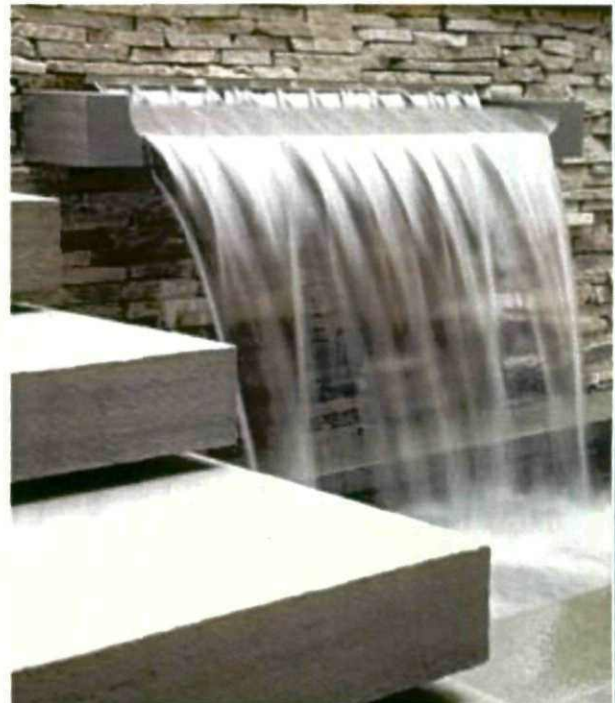
Servicing has been positioned to the rear of the site so as to be hidden from view and separate from the rest of the development.

The servicing also make use of existing access and egress points reducing safety, cost and programme issues during construction.

Public Art Space

The Public Art Space is positioned in the Western corner of site to provide a focal point for the development, acknowledge the entrance "gateway" into the Town Centre and direct vehicles and pedestrian to their destinations.

The Public Art Space should be subject to public competition to encourage community involvement.



Different examples of successful art installations positioned within pedestrian areas

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