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Helen Willows
Barnsley Metropolitan Borough Council
PO Box 634
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Ref: 4124LE.L005.A

Date: 21 October 2022

Dear Helen

2022/0194 PROPOSED LIDL STORE AT LAND TO THE NORTH OF SHEFFIELD ROAD, HOYLAND

We are writing on behalf of the applicant, Lidl Great Britain Ltd, to provide additional information in relation to the proposed Lidl foodstore at Hoyland, under reference 2022/0194, following the comments received to date from Barnsley Highways, National Highways, the Environmental Health Officer and other consultees as relevant, as well as the meeting held with yourself on 3rd August 2022.

The information being submitted alongside this covering letter is as follows:

- Design Character Document – 7579-SMR-00-XX-RP-A-8009-S3-P1
- Proposed Site Plan – 7579-SMR-00-XX-RP-A-8008-S3-P2
- Proposed Elevations – 7579-SMR-00-XX-RP-A-8101-S3-P1
- Proposed Landscaping Plan – R-2566-1D
- Updated Ecological Impact Assessment – 14296_R01d_EcIA_AS_CW_05102022
- Updated Biodiversity Metric 3.0 Calculations
- Emissions Mitigation Assessment Amendment
- Energy & Sustainability Statement
- BREEAM Pre-assessment (Planning Stage)
- Highways Technical Note – 20-369-007.02

The above documents and the respective changes will now be discussed.

Development AmendmentsUpdated site access

Comments received from Barnsley Highways required amendments to the access arrangements and the proposed junction from Sheffield Road to prevent delivery vehicles crossing the centre line on the Cross Keys Lane.

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As such, the access point is now located further along Cross Keys Lane closer to the southern elevation of the store. This has allowed for a significant improvement to the articulated vehicle access into Cross Keys Lane from Sheffield Road, and compliance with requests from Barnsley Highways. Consequently, this has impacted on the proposed landscaping and car parking layout as will be discussed.

Landscape changes

The changes to the site access have also led to amendments to the location of landscaping proposed as part of this scheme, which has been reflected in the updated landscape plans submitted. These amendments have also introduced additional tree planting around the site entrance as well as a greater volume of shrubs along the borders, particularly the eastern boundary. Proposed planting is also native mix to account for comments received from the Council. Trees have also been introduced into the parking area.

All of the above landscaping changes have the aim of softening the landscape to improve the visual amenity of the proposed development when viewed from Sheffield Road and the adjacent highway network.

Car parking layout

Again, following changes to the sites access, the car parking layout has been amended. Six accessibility bays found adjacent to the proposed store's entrance, have been relocated adjacent to the store's western flank. This has seen the movement of six parent child spaces into the central car parking area. Further to this, the two proposed EV charging spaces have been reorientated to run parallel to Cross Keys Road and are prominently located to promote EVs.

Overall, as a consequence of the need to accommodate this improved access and revised parking layout, the proposal will now see the provision of 100 spaces, which is a loss of 7 spaces compared to the original application.

Elevations

The elevations of the store have been updated following design comments from the Council. Whilst the general form of the Lidl unit remains the same, the elevations now reference local materials, utilising stone and render to create a design more suitable to a location BMBC view as prominent.

Planning Assessment

This planning assessment section does not repeat what has been previously outlined in the original planning statement but focuses on the key material considerations that have been amended as part of this development revision.

Design

Through the updated information, the applicant has ensured high quality design is to be delivered by this development proposal. This has been reflected by the design approach which has been updated to make the best use of a local material palette and of a high quality. Subsequently, in line with Local Plan Policy D1, the external design now reinforces the distinctive, local character and features of Barnsley and will act to complement and enhance the character and setting of the site.

Overall, the proposed design is one which displays architectural quality fitting of the location and with appropriate materials, colours and form incorporated into the development.

Energy

As part of the submitted documents, a BREEAM pre-assessment has been included and which follows comments from the Council regarding sustainability should permission be granted. In line with the requirements of Local Plan Policy CC2, this assessment demonstrates how the proposed Lidl Store will be built to a standard that would achieve a BREEAM rating of 'Very Good', although official certification will not be sought. This is the standard which Lidl seek to achieve on all of their new stores and therefore the proposals represent a proven design.

Together with the submitted Energy & Sustainability Assessment, it has therefore been demonstrated that the proposed store will meet the requirements of Policy CC2.

Ecology

Regarding ecology, Tyler Grange have prepared an Ecological Impact Assessment (EclA) which has used the findings of an extended Phase I Habitat and Protected Species Surveys to assess the potential effects on statutory and non-statutory conservation designations; and on protected and priority species.

With regards to the impact on statutory and non-statutory conservation designations, it is assessed that there is to be no impact on these as all nature conservation sites within the Zone of Influence around the site are considered to be sufficiently distant to avoid any adverse impacts as a result of the proposed works.

In respect of protected and priority species, no badgers were found and the prospect of them being located on site is considered very low. The presence of amphibians, hedgehogs, reptiles, water voles and otters is also deemed to be very low or negligible. Roosting bats are also viewed as absent from the site, although the proposal will see the loss of foraging/commuting corridors. It is also assessed that there is the potential for birds to nest within the site, however this can be mitigated against.

The submitted documents also include an updated Biodiversity Metric 3.0 calculation following the updated landscaping plan. It is assessed that the proposal will see a minor biodiversity net loss of 4.44 biodiversity units, equating to a 76.34% net loss in biodiversity value. However, it is intended that this will be mitigated against through the use of off-site contributions to be made to the Local Planning Authority. This off-site provision will re-provide for the loss created, thereby supporting the ambitions of Local Plan Policies CC1 and BIO1 which promotes maximising biodiversity and geodiversity opportunities in and around new developments.

Transport

A technical note prepared by Bryan G Hall accompanies this submission in response to the comments received from Barnsley Highways. This document details how the amended site access enables the widening of the Cross Keys Lane junction with Sheffield Road, thereby ensuring HGV's do not encroach onto the opposing highway thereby improving highway safety. The note also details how the amended car park layout and subsequent loss of car parking spaces will not affect the schemes compliance with BMBC's Parking SPD (this recommends the provision of 95 – 136 parking spaces based on the proposed floorspace).

Further to the above, this note details how further traffic assessment modelling has been undertaken to take into account revised trip rates. Additional traffic surveys have also been undertaken. It has been determined that based on this additional modelling that none of the three junctions relevant to this proposal will be negatively impacted on by this development and they are expected to operate effectively. Subsequently, it is considered that all concerns have been addressed by this latest note therefore the application should now be able to be supported by both BMBC and National Highways.

Trees and Landscaping

As stated above, amendments have been made to the landscaping plans to reflect the amended site access. These changes have seen an increase in tree and shrub planting at the south eastern corner of the site as well as along the boundaries. Tree planting has also been incorporated within the car park. This latest comprehensive landscape scheme will contribute towards delivering a high quality setting as part of the proposal with a diverse mix of planting contributing towards maintaining the character of the local landscape as per Local Plan Policies GD1 and D1.

Travel Plan

Within the Air Quality Assessment undertaken by Waerdell Armstrong in January 2022 it was recommended that a compensatory figure of £55,563 is to be provided over a five-year period to mitigate against the impacts generated by the total new vehicle trip generation. As part of this resubmission, further details are provided to demonstrate what measures this figure will contribute towards. £29,000 will go towards implementing the measures identified within the Travel Plan and the required monitoring, and the remaining compensation is proposed to come in the form of site and commercial specific mitigation measures such as electric vehicle charging points, cycle stands, delivery vehicles, and

improving pedestrian safety and accessibility. Full details are available within the submitted Emissions Mitigation Assessment Amendment.

Conclusion

In summary, this letter summaries the amendments made and additional information provided as part of the planning application for the erection of a foodstore (use class E(a)) with associated access, car parking and landscaping on land to the north of Sheffield Road, Hoyland, with reference 2022/0194.

The key changes have included improvements to the elevations of the buildings, alterations to the site access and associated car parking, and landscaping layout changes. Further ecology, travel plan, sustainability and landscaping details have been provided and demonstrated that the scheme would cause no adverse impacts, with significant benefits generated by the proposal.

We therefore look forward to hearing from you to confirm that the above information addresses the relevant matters however please let us know if you require anything further.

Yours sincerely

William Marshal

Senior Planner

DPP

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