



**Hoyland
Design & Access Statement**



7579-SMR-00-XX-RP-A-2010-A3-C03

Revision

Project title	Hoyland
Project number	7579_00
Client	Lidl
Document title	Design & Access Statement
Document no.	7579-SMR-00-XX-RP-A-2010-A3-C03
Date	04/02/22
Author	DM
Revision	C03

Rev	Description	Date	Author	Checked
C01	Planning issue	04/02/2022	DM	JM
C02	Revised to comments	08/02/2022	MS	MS
C03	Revised to comments	11/02/2022	MS	JM

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1. Introduction

- 1.1. This Design and Access Statement (DAS) has been prepared by SMR Architects on behalf of Lidl Great Britain Limited ('Lidl'), and is submitted in support of a full planning application for the erection of a new Lidl store (Use Class E) with associated car parking and landscaping on land to the North of Sheffield Road, Hoyland. This is the area of land which will be referred to in this document as 'the site.'
- 1.2. This document sets out the design principles and concepts that have been applied to the development proposals, demonstrating how the site and the surrounding context have been appraised to inform the final design of the scheme. This DAS also outlines access related issues and specific factors affecting the site such as Local Plan policies and how they have been considered and addressed throughout the designing process.
- 1.3. The statement is submitted in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015, CABE Design & Access Guidance, and DCLG Guidance on information requirements and validation.
- 1.4. It should be read in conjunction with the documentation submitted in support of this planning application as per the adjacent schedule;

Documents	Prepared by
Planning Statement	DPP Planning
Retail Impact Assessment & Sequential Test	DPP Planning
Architectural drawing pack	SMR Architects
Landscape Proposals & Boundary Treatments	FDA Landscape
Air Quality Assessment	Wardell Armstrong
Statement of Community Involvement	DPP Planning
Transport Assessment Plan	Bryan G Hall
Draft Travel Plan	Bryan G Hall
Phase 1 & CMRA	GDP
Phase 2	Curtins
Preliminary Ecological Assessment	Tyler Grange
Additional Ecological Surveys	Tyler Grange
Energy/Sustainable Statement	DDA
Noise Impact Assessment	ENS
Tree Survey & Impact Assessment	ENS
Lighting Assessment	Signify
Drainage Assessment & Strategy	Weetwoods

2. Development Summary

Site Introduction

- 2.1. The site measures 0.86 hectares and is located to the West of Hoyland, Barnsley and to the East of the new Sheffield Road roundabout junction which is adjacent Junction 36 of the M1. The site was previously part of a large area of agricultural land however, since the construction of the new roundabout, the land becomes isolated, forming the South and West boundaries. Immediately to the East is Cross Keys Lane which provides access to an industrial site, currently home to GB truck Services and Riverside Truck Rental and a small number of dwellings to the North.
- 2.2. As part of the Policies Map, the site is shown as part of the Urban Fabric with no specific allocation but not within the Green Belt.

The Proposal

- 2.3. The application seeks full planning permission for the erection of a new Lidl store (use Class E) comprising 1,900 m² gross internal area (GIA) with net sales area of 1,267 m²; 107 car parking spaces including 6 accessible spaces, 9 parent and child, and 2 electric vehicle charging spaces, landscaping and access from Cross Keys Lane.



3. Appraising the Overall Site Context

Location

3.1. The map below identifies the location of the site and the aerial view adjacent highlights the site extent (red line boundary). The site is South-East of Barnsley with Rotherham to the South-East. Sheffield city centre lies 12km (7 miles) South of the site and Doncaster is located 25km (16 miles) to the East. The nearest city centre is Leeds, due North of the site is 50 minutes via train and 30 minutes by car at a distance approximately 30km.

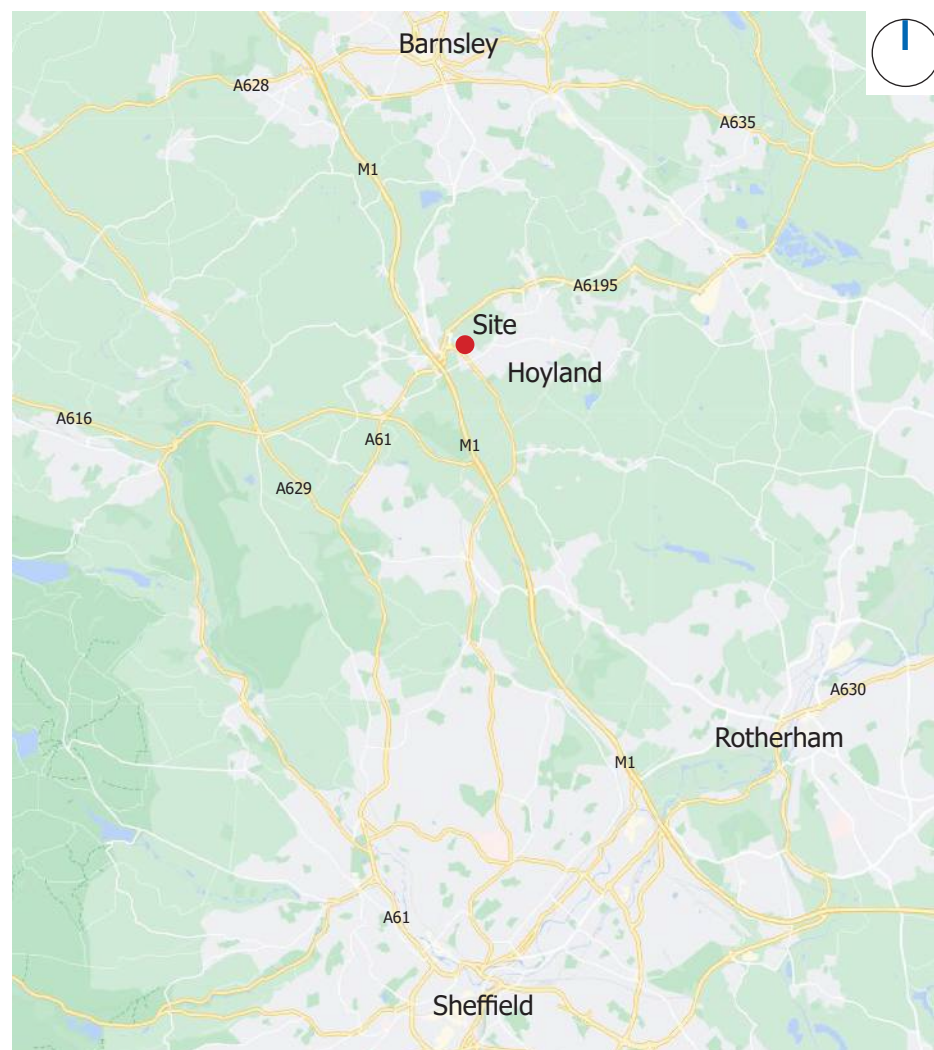


Fig. 2 Site Location Map



Fig. 3 Location Plan

Site Context

- 3.2. The site occupies the corner where Sheffield Road and Cross Keys Lane meet with a frontage to both of these roads. It comprises of grassed area containing trees and shrubs around the perimeter and in the middle.
- 3.3. The site historically was part of a large area that was subject to open-cast mining which took place in the 1950s and 1970s and was known as the Hoyland Common and Rockingham Open-cast Site. Following backfilling of the mines and the completion of a landscaped restoration programme, the site currently comprises of disused vacant area with limited vegetation cover.
- 3.4. The site does contain areas of high wall (where backfilled ground meets untouched ground). This may limit the level of development at these locations, however, with the suitable engineering solutions (without being excessively costly), these areas can be remediated (stabilised) so that the amount of land available for development can be maximised.

Key:

- Site Application Boundary
- 5 Locations of photographs taken

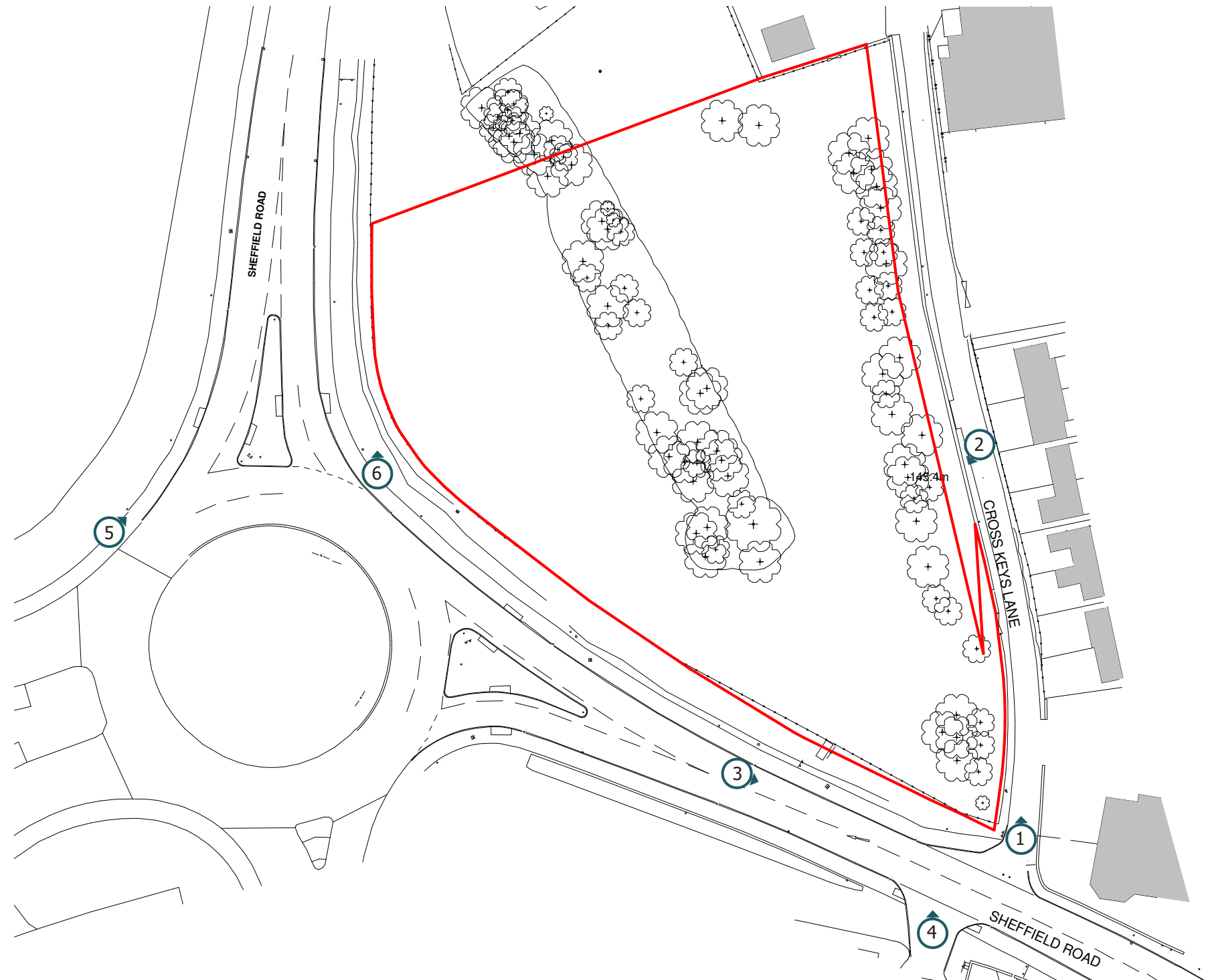


Fig. 4 Existing Site - Views Key Plan



Fig. 5 View 1 - View on Cross Keys Lane



Fig. 6 View 2 - View of site from Cross Keys Lane



Fig. 7 View 3 - Sheffield Road



Fig. 8 View 4 - View of the junction on Sheffield Road to Cross Keys Lane



Fig. 9 View 5 - View of site from the roundabout (North-West)



Fig. 10 View 6 - North-Western view of site adjacent to the roundabout

Surrounding Context

- 3.5. To the East of the site is existing residential area. Immediately to the North of the site is a number of residential dwellings. North-East is an existing industrial site with the only access road via Cross Keys Lane.
- 3.6. To the South of the site is the Hoyland West masterplan, an employment-led development which aim to deliver 49 hectares of offices, light industry, warehousing and distribution units, along with 100 new homes, and associated infrastructure. To the North of the site is the Hoyland North Masterplan, a mixed-use community comprising around 765 new homes and 37 hectares of employment land with associated infrastructure.
- 3.7. The land to the North-East of the site which is part of the Hoyland North Masterplan has started to be developed with various retail operators and B8 units.

Key:

- Site Application Boundary
- 5 Locations of photographs taken

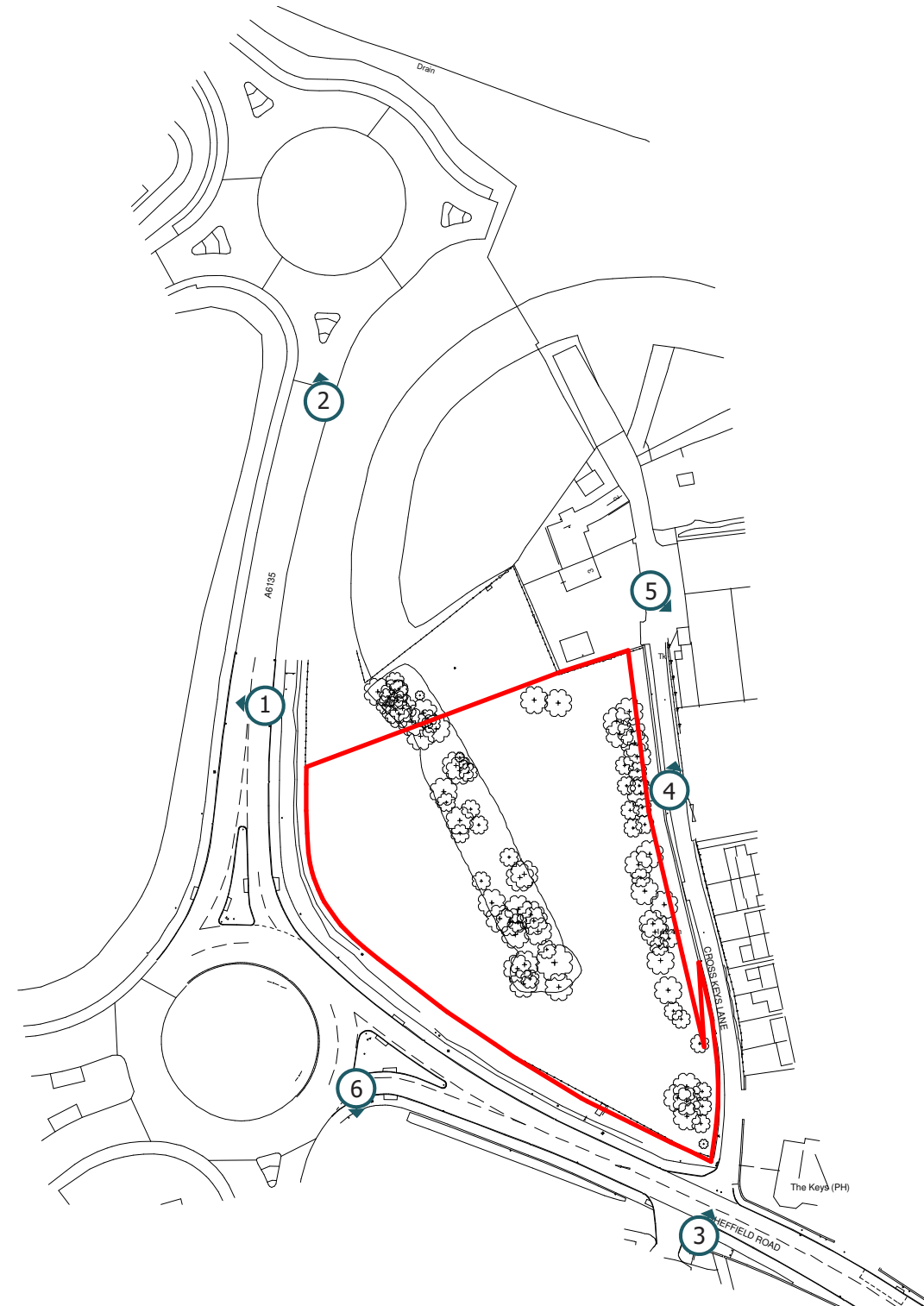


Fig. 11 Surrounding Context - Views Key Plan



Fig. 12 View 1 - View of adjacent land, to West of site (Hoyland North Masterplan)



Fig. 13 View 2 - View North from upper Sheffield Road roundabout



Fig. 14 View 3 - View of existing pub at the junction to Cross Keys Lane



Fig. 15 View - 4 Existing industrial site (North-East)



Fig. 16 View 5 - Existing industrial site (North-East)



Fig. 17 View 6 - Views West from (lower) Sheffield Road roundabout

Planning History

- 3.8. A search of the Council's online planning register revealed that an Outline planning application was made in 2013 for a Mixed use development comprising of B1, B2, B8 uses, restaurant, hotel, public house and car showrooms but was withdrawn (B/03/0517/H).
- 3.9. In 2015 a planning application was approved for replacement and upgrade of A61 Birdwell Roundabout, realignment and upgrade of links to the A61 Sheffield Road and to junction 36 of the M1, construction of a new balancing pond, to create a new roundabout junction to the East side of Birdwell Roundabout.

Surrounding Land Use

3.10. Further afield from the site, the area of land to the west and north is allocated as Employment Land (site reference ES14) whilst the western edge of Hoyland lies to the east. As part of the upgrades to the road network, the surrounding area has been earmarked for growth with a large amount of employment allocations, following the A6195 to the north and along the M1 to the south, and housing allocations to the east. To the southeast is Hoyland Common Local Centre which is approximately 350m away at the junction of Sheffield Road and Hoyland Road. As can be seen from the adjacent figure, the existing context of the site is due to change completely over the Local Plan period.

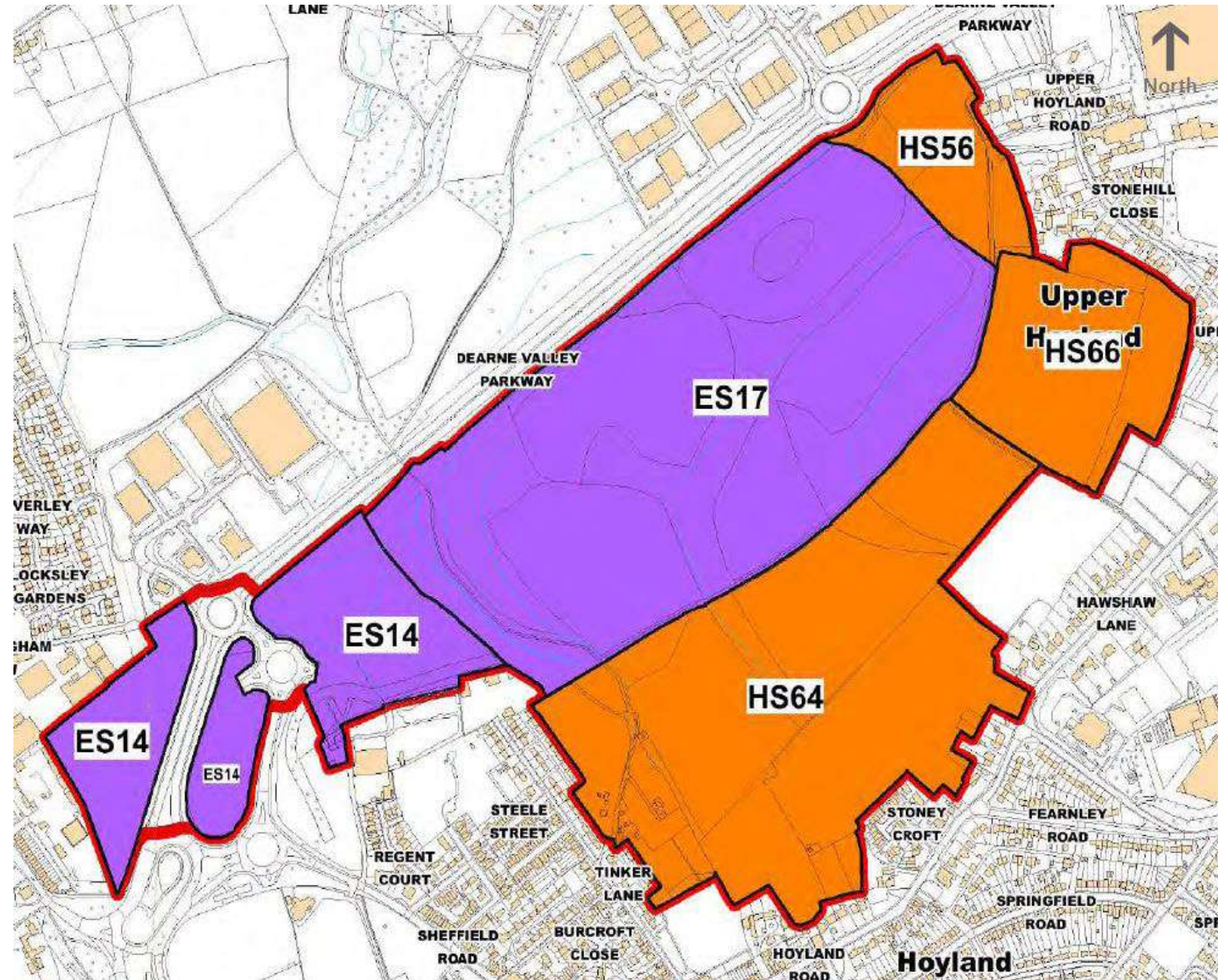
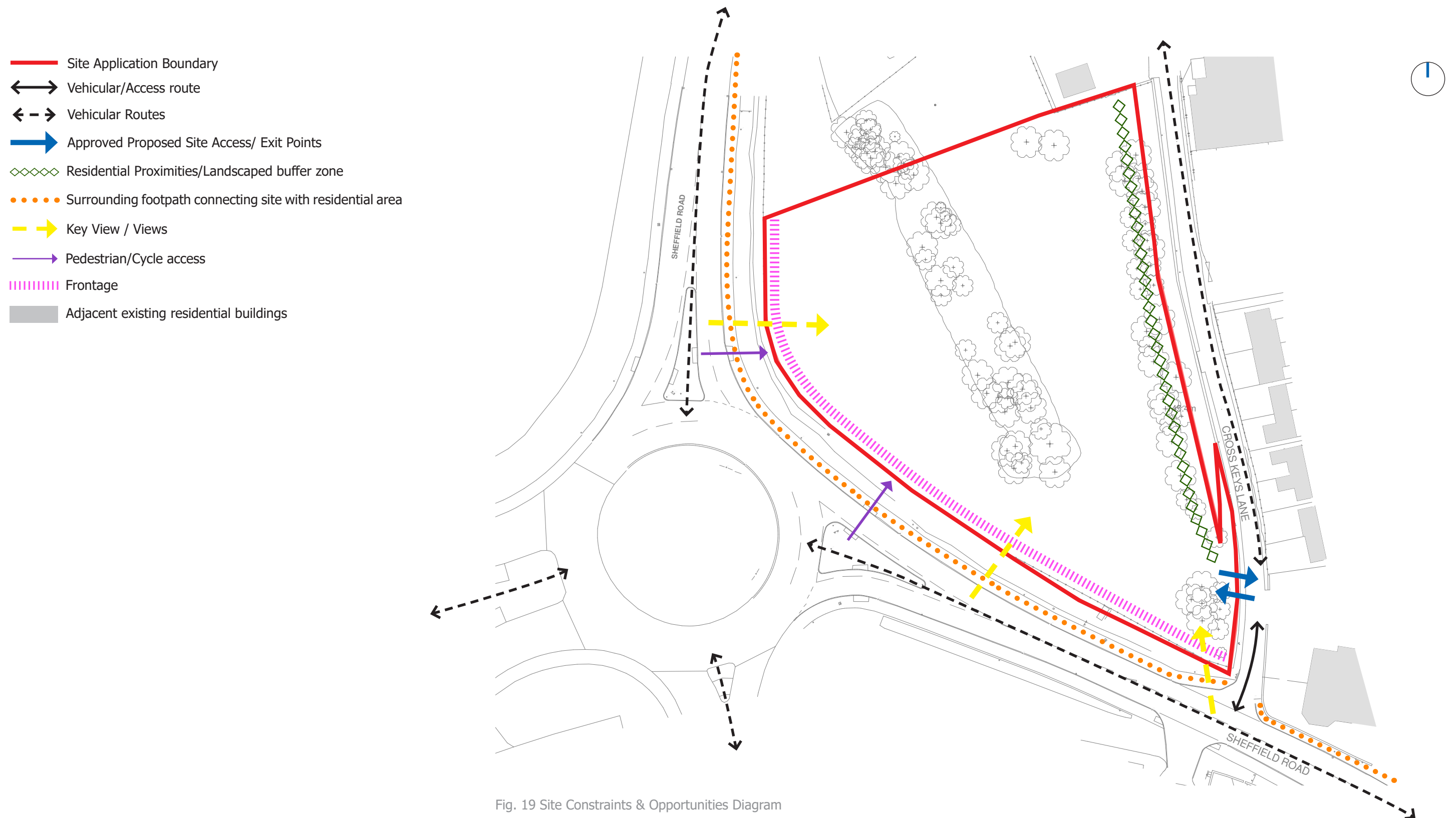


Fig. 18 Surrounding Land Use

Opportunities & Constraints

- 3.11. Biodiversity - As part of the Local Plan process, the site has been subject to ecological surveys to identify areas of significance value. The site is considered to be relatively low-value habitat for wildlife including broad leaf plantation woodland, semi-improved grassland and shrub. The scheme will deliver a net biodiversity gain (improve on the current situation) of not less than 10%, this may be achieved through a combination of on-site and off-site compensation measures that will be agreed with the Council's Biodiversity Officer. This could include improvements to nearby Local Wildlife Sites (LWS).
- 3.12. Trees - The site is predominantly grassed land with trees along the site perimeter in the East and the middle of the site. All of the trees are under Category C which are of lower value. To maximise the developable area, we are proposing a further 29 trees where 74 trees are to be removed and we are leaving 10 existing.
- 3.13. Visuals and landscape character - The site sits within 'E4 - Hoyland Settled Woodland Farmland' based on the Local Character Assessment done as part of the Local Plan evidence base. The LCA states that there is 'extensive urban development' and that the northwest of Hoyland is outlined as one of 8 areas most appropriate for development. The character of the site is defined by complex relationships between previous industrial activity (mining), urban settlement, arable farmland and woodland. As the area is already quite urbanised, the impact will be quite limited.
- 3.14. Ground Conditions - The site historically was subject to an open-cast mining, and it does contain areas of high wall which affect the ground stability. It will require a review from an engineering and architectural perspective to agree the most suitable solution.
- 3.15. Heritage - The site is not part of any designated heritage assets. The closest heritage assets are located to the West on A61. These however are not viewable from the site.
- 3.16. Access - Currently there are no formal vehicular access into site. It's a fenced/gated private area with no public access. A vehicular access is a requirement and an assessment is required to determine a most suitable location. There is an existing well established infrastructure and transport links to the local area around the site with bus stops located very close to the site along Sheffield Road which is also in easy walking distance of nearby residential streets.
- 3.17. Pedestrian and cycle network - There are existing pedestrian/cycle connectivity around site. Careful consideration must be given to tap into this existing network to provide safe routes.
- 3.18. Sustainability and energy usage - In accordance with the Local Plan and Planning Policy Network, the proposal will look to deliver a sustainable scheme.
- 3.19. Neighbouring properties - A number of residential properties are located along the Eastern boundary. Detailed planning application should make sure that appropriate separation distances and boundary treatments are incorporated to protect the amenity of the existing and future resident. Careful consideration should be given to the relationship between the proposed food store and the existing residential development, as well as the visual, noise and air quality impact. Planning application should consider appropriate mitigation measures including substantial landscape buffers.
- 3.20. Site Level/Topography - Level varies throughout the site. The land slopes up approximately 2.2m from South to North and 1.3m from West to East.



Planning Policy - National Planning Policy Framework (July 2021)

3.21. Section 12 of the NPPF sets out the Government's approach to design. It states that the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development. It states that planning decisions should aim to ensure developments:

- Function well and add to the overall quality of the area;
- Are visually attractive as a result of good hard and soft elements of development;
- Are sympathetic to local character while not preventing appropriate innovation or change;
- Establish a strong sense of place;
- Optimise the potential of the site to create an appropriate mix of uses, and support local transport networks;
- Create safe and accessible environments.

Local Planning Policy - The Barnsley Local Plan

3.22. As already discussed, the site falls within the Urban Fabric set out in the Policy Map. In addition to this, a small section of the site falls under the Dearne Valley Green Heart Nature Improvement Area which is part of Barnsley's Green Infrastructure network and extends to cover the majority of the land in the east of the Borough.

3.23. Policy GD1 'General Development' of the Local Plan states that proposals will be approved if there are no significant adverse effects on the living conditions and residential amenity of existing and future residents, they are compatible with neighbouring land and will not significantly prejudice the current or future use of the neighbouring land. Adequate access and internal road layouts should also be provided as should appropriate pedestrian links through the site and into adjacent areas. In addition, Policy LG2 'The Location of Growth' states that priority will be given to development in the Principal Towns which includes Hoyland.

3.24. The proposals consist of retail development in a location outside of a designated town, district, or local centre; the nearest being Hoyland Common, a Local Centre, the edge of the centre is approx 270m away. As such, both local and national policy requires a sequential test to be carried

out to assess whether any nearby centres can facilitate the development. In addition, local policy requires all new retail development above 1,000sqm to carry out an impact assessment should it fall within the catchment of a district centre. A Sequential Test and Impact Assessment have been carried out and are subject to our reports. No clarification is sought.

3.25. Regarding the impact on the surrounding uses, the proposed development is not considered to be detrimental to the industrial units to the northeast. For those residential dwellings to the north and east of the site, the layout of the proposed building has been distanced to ensure no detrimental impact regarding noise. In addition, landscaping will be provided along the eastern boundary to soften the visual impact and provide some form of screening. It is therefore considered that the proposals will not have a detrimental impact on amenity.

4. Design Development

Engagement with Barnsley Metropolitan Borough Council

- 4.1. Consultation comprised a pre-application enquiry between the applicant's development team and Helen Willows (Principal Planning Officer). Written advice from Barnsley Council was provided on 22nd September 2021. Further details on the feedback received are included within the Planning Statement, which has been prepared in support of the application.

Engagement with the Local Community

- 4.2. Lidl has also undertaken consultation with the local community within which the application is proposed. The community consultation comprised:
- The delivery of 5,942 leaflets to surrounding addresses inviting people to register their comments and thoughts online;
 - A dedicated phone number for residents to register their comments; and
 - A website giving further details of the proposal and inviting feedback. The URL is www.tinyurl.com/lidlhoyland
- 4.3. Further details of the public consultation are provided in the Statement of Community Involvement that accompanies the planning application.

Key:

- Site Application Boundary
- Anthracite Concrete Block paving (Stretcher bond)
- Tarmacadam Pedestrian grade
- Tarmacadam HGV/Road grade
- Soft Landscaping
- Concrete
- ➔ Vehicular access junction
- ➔ Customer entrance
- ➔ Delivery access
- Connectivity from Sheffield Road
- ● ● Surrounding footpath connecting site with residential area



Fig. 20 Site Plan

Layout

- 4.4. The design rationale of the proposal has been informed by Lidl's operational requirements within the context of the site context and the surrounding land uses as outlined in the opportunities and constraints section.
- 4.5. Accessibility - The vehicular access into site is proposed from Cross Keys Lane. It is not feasible to propose an access junction on Sheffield Road as it will be too close to the roundabout. More explanation on the location of access junction can be found in the Transport Assessment.
- 4.6. Building Position - The building has been placed to sit comfortably within the site. The shape of the site is relatively regular along its North and Eastern edges and more irregular along its Western/South-Western boundaries. It is therefore natural for the rectangular store to be positioned and orientated adjacent to the Eastern Boundary. Most importantly, with this position the building sits outside the areas of high wall where there will be most likely ground instability issues. Other factors have also been taken into account such as visibility, natural surveillance, proximity to boundaries, and level/drainage strategy. This is the most efficient layout of the site and position of the building, as a car park layout lends itself better to the 'slightly' irregularly shaped part of the site. This position of the store furthermore screens the existing dwelling in the East from the activity and noise of the store's car park. Placing the store along the Northern Boundary would mean the store entrance would be too far away from the site entrance. In terms of levels, this doesn't quite work because the levels are generally lower in the North and it will be challenging to design the drainage considering the ground falls naturally towards North. Locating the store along the West (Sheffield Road) with an entrance facing East would additionally create a highly irregularly shaped building with an inefficient internal layout, that doesn't conform to LIDL's operational requirements. In this scenario, the car park would also have had to be located at the back of the building. It was therefore not considered to be a viable option.
- 4.7. Levels - A sustainable approach was used to derive the levels throughout. The current proposal seeks to minimise the need to add or remove large quantities of soil from the site. This will significantly reduce vehicular traffic onto the site during construction, to the benefit of local residents. The site sits within flood zone 1 and is deemed to have no flooding issues. The FFL is set at +145.60 AOD and the ground for the most part slopes away from the building. There are some retaining structures required along the Northern Boundary and in the South,

- 4.8. Residential Proximities - A 25m minimum distance is provided from the

Eastern residential buildings to the back of the store. This 'buffer' zone is required to provide a landscaped embankment.

- 4.9. Carpark Layout - Accessible and parent and child spaces are positioned near the entrance and wrap around the South Western corner of the building. It is important to provide a car park layout that is accessible, as it is for the design to respond to its immediate context. The levels within the car park are designed to be flat or within the range of 1:50 gradients to provide the customers with a safe and accessible store approach.
- 4.10. PV panels - Renewable energy has become a major part of Lidl's energy management strategies, which is why all their new stores will be equipped with solar panels including this site.
- 4.11. Visibility/ Natural surveillance - Overall, the proposed layout is intended to promote legibility and excellent natural surveillance to promote safety as well as a positive visual amenity.

Scale

- 4.12. The building and the overall scheme has a scale which is appropriate for its function and in reasonable proportion to the size of the site.
- 4.13. The building will be a maximum of 6.8m in height, falling to a minimum of 5m, with access to the store for customers located in the southwest corner. The southern elevation will be glazed to address the junction and entrance to the site whilst the remaining elevations will be cladding rendered plinth. The building follows a standardised layout found in most Lidl stores with approximately 1,267sqm of internal sales space, 433sqm of warehouse, and 200sqm of ancillary space.

Use and Amount

- 4.14.5 The NPPF advises that development proposals should optimise the potential use of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport uses.
- 4.15. The proposed Lidl foodstore will be in Use Class E. The store itself will include: a sales area; warehouse delivery area; freezer room; bakery; manager's office; staff welfare facilities; and customer toilets. The site will accommodate a total of 100 car parking spaces, including 6 disabled and 11 parent and child spaces, and 2 electric vehicle charging spaces.

- 4.16. The proposed redevelopment of the site is considered to accord fully with

the aspirations set out in paragraph 127 of the NPPF, and the policies of the Development Plan. The land has no specific allocation although most of the surrounding areas have been allocated as Employment Land. (Hoyland West and North Masterplans). The amount of the floor space is a direct response to the market demand.

5. Design Principles

Building Form, Layout and Orientation

- 5.1. The building has a scale which is appropriate for its function and in reasonable proportion to the size of the site.
- 5.2. The proposed building is single storey, rectangular in shape with a mono-pitched roof.
- 5.3. The internal layout has been informed by Lidl's operational requirements. For discount retailers, such as Lidl, cost and efficiency are vital at all stages of the retail process, and therefore a store which meets these design parameters is paramount for the effective and viable delivery / operation of the proposed store.
- 5.4. The gross internal floor area of the retail unit is 1,900m², this is subdivided into three main parts, a sales area of 1,267m², a warehouse area of 433 m², and welfare area of 200 m².
- 5.5. Larger areas of glazing have been provided around the entrance to enhance the overall contemporary feel of the development and provide a light, more airy environment for customers, which is conducive to an enhanced shopping experience. The glazed shopfront to the sales area can be clearly seen from Sheffield Road and leads customers arriving to the store by foot or by car to the store's main entrance.
- 5.6. Inside the store, products and merchandise are set out in straight runs. There are 5 aisles which have a minimum width of 1.8m to ensure that disabled customers can shop with ease.
- 5.7. The delivery bay of the store has been sited on the North West Elevation of the building. The design enables efficiency in the process of delivering and removal of waste with only one visit per day.
- 5.8. The location of the delivery bay furthermore informs the arrangement of the warehouse and ancillary welfare spaces along the South West edge of the building.
- 5.9. This creates an efficient layout that conforms with LIDL's operational requirements and can be easily recognised by customers using the store.

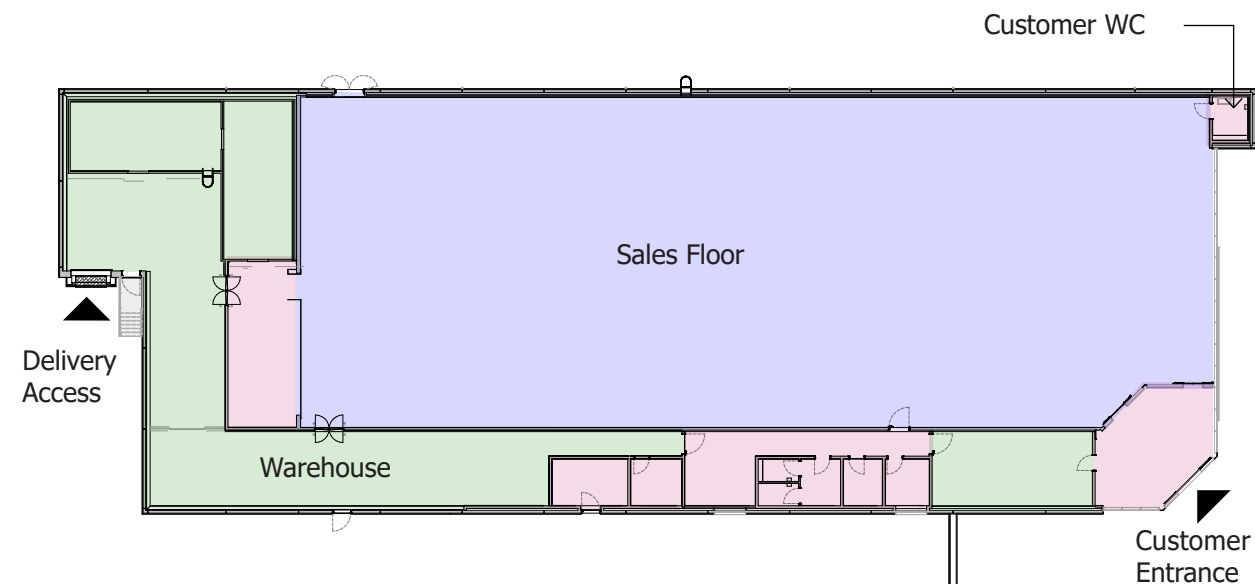


Fig. 21 Floor Plan

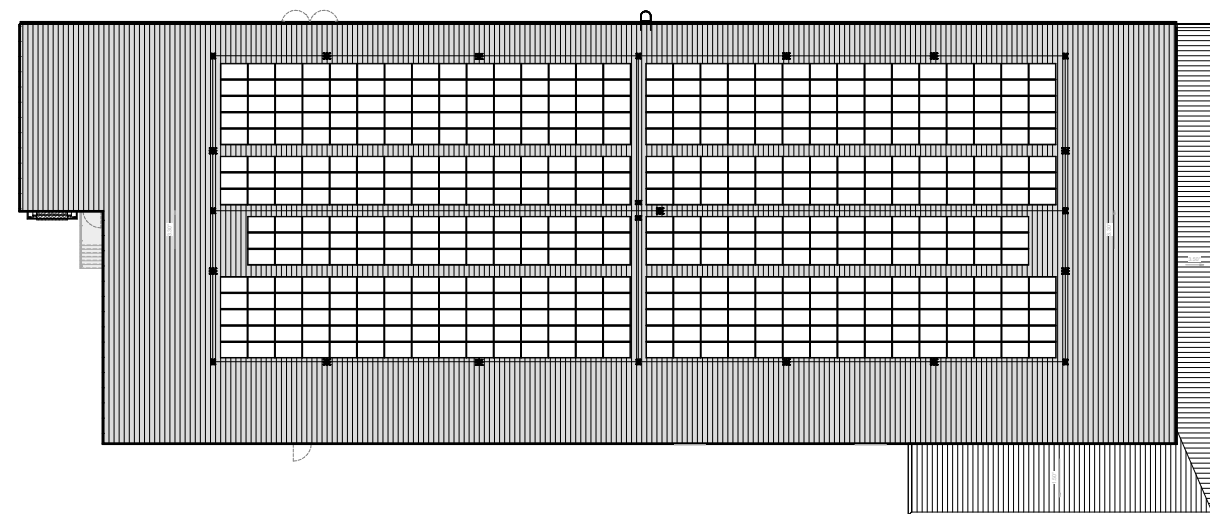


Fig. 22 Roof Plan

Key:

- Sales area
- Warehouse
- Ancillary

Elevational Treatment

5.10.The visual appearance and choice of materials have been carefully considered for the scheme to be sympathetic to its immediate context and surrounding areas, whilst also adopting a contemporary approach to design and detailing. The use of a simple but considered material palette makes the building more coherent and blend more readily into the existing surrounding as shown in this section. The design also responds well to the surrounding recent developments in the area, which are all in standard corporate designs, materials & colour palettes.

5.11.The proposal explores an aluminium panelled facade treatment laid horizontally. The bottom half of the building will be clad in white panels RAL 9010 and the top half (below eaves) will be silver grey RAL 9006. This achieves cleaner construction detailing at the roof / wall/ fascia interface. The use of two contrasting colours will help to break down the mass of the proposed building into smaller elements which blend more readily into the existing surroundings.

5.12.The new shop front will make use of 4m glazing to provide more natural light and help increase the visual appearance of the store. The shop front will wrap around a fraction of the side elevation to provide the customer entrance lobby. It will have an open atrium feel welcoming shoppers to the Lidl experience and this also further moderates the apparent mass of the building.

5.13.The frame of the glazing and the external doors will be finished in dark grey (RAL 7024).

5.14.The contemporary design of the proposed building will significantly improve the appearance of the immediate area.

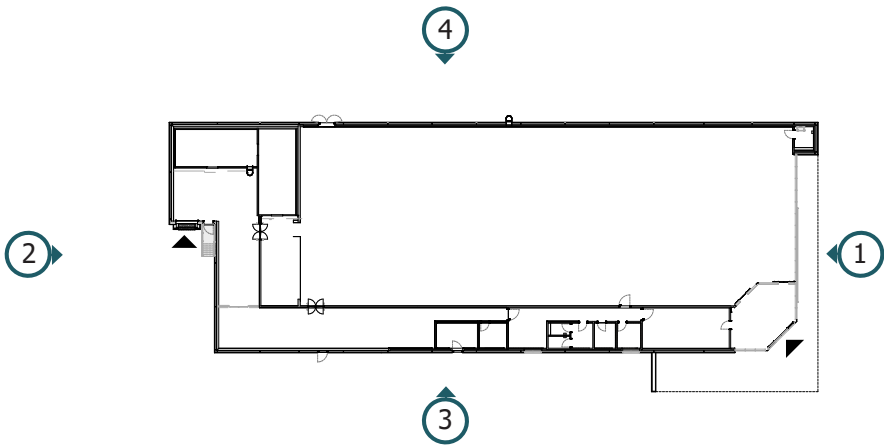


Fig. 23 Elevations Key Plan

PROPOSED MATERIALS SCHEDULE

A	INSULATED METAL WALL CLADDING PANELS OR SIMILAR APPROVED. COLOUR GREY RAL 9006
B	INSULATED METAL PANELS - WHITE RAL 9010
C	POWDER COATED STEEL DOOR - RAL 7024 WITH RAL 7024 DRIP FLASHING ABOVE
D	PRECAST CONCRETE SANDWICH PANEL WITH RENDER COLOUR RAL 9010
E	LOW LEVEL RENDER GREY - RAL 9006
F	GLAZING WITH RAL 7024 POWDER COATED FRAMES (30% GLOSS) AND RAL 7024 DRIP FLASHING SURROUNDS.
G	ROOF CLADDING, FASCIAS AND SOFFITS ALUMINIUM COPING & FLASHING OR SIMILAR APPROVED - COLOUR GREY RAL 9006
H	CURTAIN WALLING, DOUBLE GLAZED UNITS WITH RAL 7024 (30% GLOSS) FRAMES
J	METAL EAVES GUTTER & RWP TO MATCH CLADDING COLOUR - GREY RAL 9003
K	POWDER COATED ALUMINIUM BILLBOARD FRAME RAL 9006
L	SECTIONAL DOOR RAL 7024
M	GALVANISED STEEL EXTERNAL STAIRCASE
N	SIGNAGE INSTALLED ON CANOPY WITH RAL 7024 SUPPORT FRAME. DETAILS SUBJECT TO SEPARATE PLANNING SUBMISSION
O	FIXED EXTERNAL LADDER FOR ACCESS/MAINTENANCE OF PV PANELS

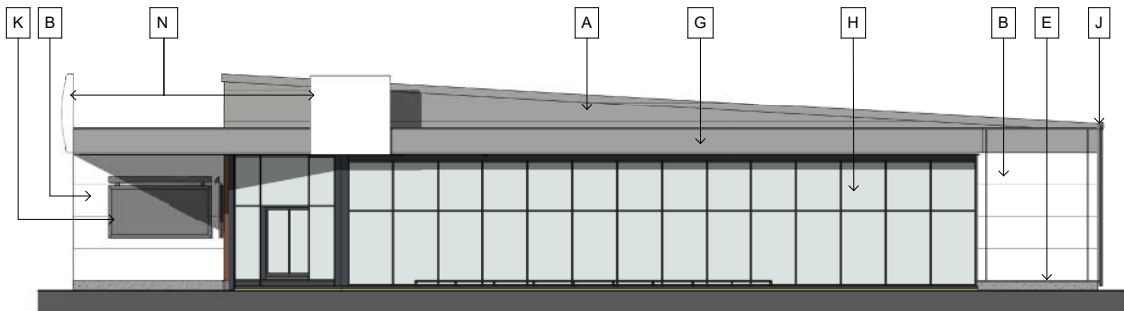


Fig. 24 East Side Elevation

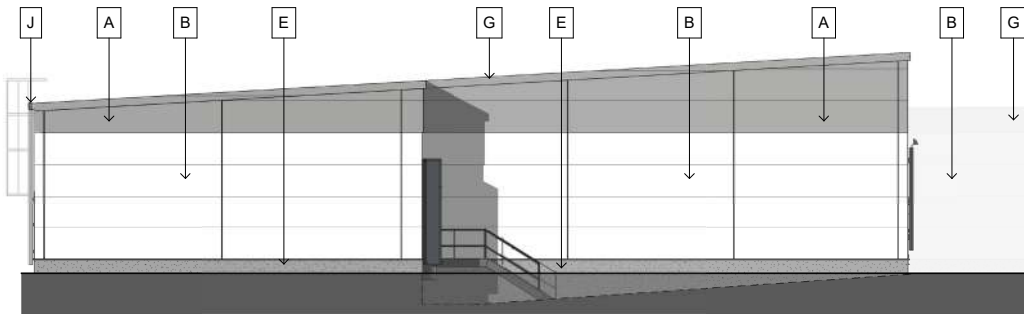


Fig. 25 West Side Elevation

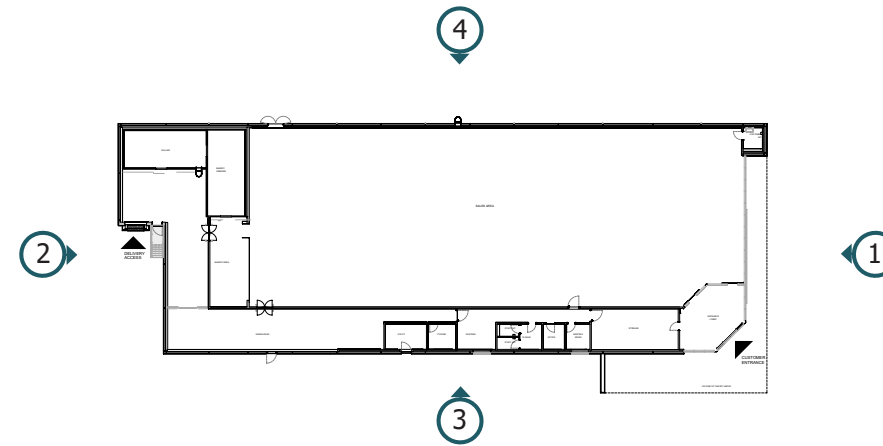


Fig. 26 Elevations Key Plan

PROPOSED MATERIALS SCHEDULE

A	INSULATED METAL WALL CLADDING PANELS OR SIMILAR APPROVED. COLOUR GREY RAL 9006
B	INSULATED METAL PANELS - WHITE RAL 9010
C	POWDER COATED STEEL DOOR - RAL 7024 WITH RAL 7024 DRIP FLASHING ABOVE
D	PRECAST CONCRETE SANDWICH PANEL WITH RENDER COLOUR RAL 9010
E	LOW LEVEL RENDER GREY - RAL 9006
F	GLAZING WITH RAL 7024 POWDER COATED FRAMES (30% GLOSS) AND RAL 7024 DRIP FLASHING SURROUNDS.
G	ROOF CLADDING, FASCIAS AND SOFFITS ALUMINIUM COPING & FLASHING OR SIMILAR APPROVED - COLOUR GREY RAL 9006
H	CURTAIN WALLING, DOUBLE GLAZED UNITS WITH RAL 7024 (30% GLOSS) FRAMES
J	METAL EAVES GUTTER & RWP TO MATCH CLADDING COLOUR - GREY RAL 9003
K	POWDER COATED ALUMINIUM BILLBOARD FRAME RAL 9006
L	SECTIONAL DOOR RAL 7024
M	GALVANISED STEEL EXTERNAL STAIRCASE
N	SIGNAGE INSTALLED ON CANOPY WITH RAL 7024 SUPPORT FRAME. DETAILS SUBJECT TO SEPARATE PLANNING SUBMISSION
O	FIXED EXTERNAL LADDER FOR ACCESS/MAINTENANCE OF PV PANELS

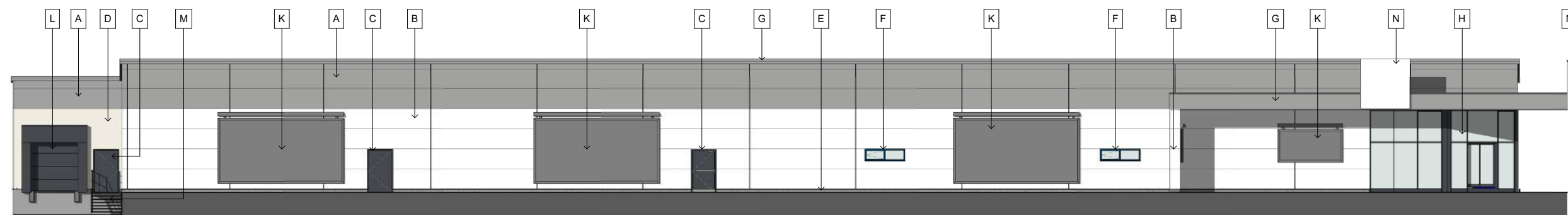


Fig. 27 Front Elevation

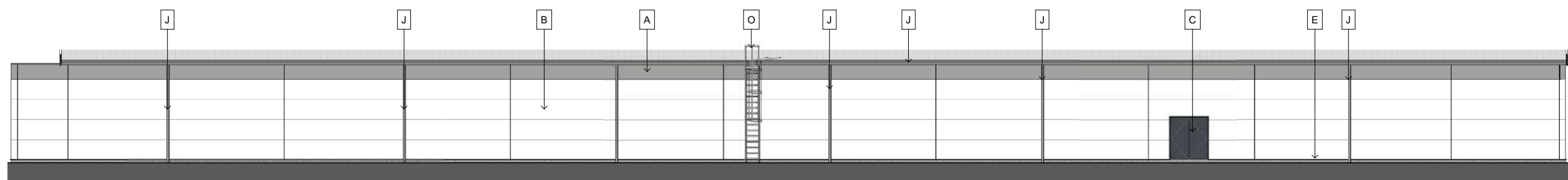


Fig. 28 Rear Elevation



Fig. 29 Grey frame full height glazing & Windows & Doors RAL 7024



Fig. 30 Signage



Fig. 31 Powder Coated Steel Doors RAL 7024

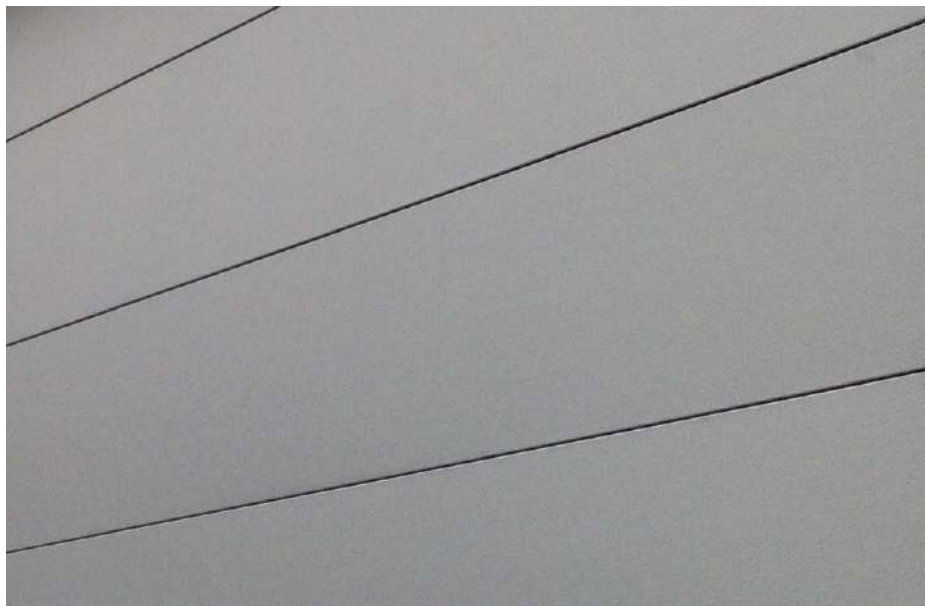


Fig. 32 Grey horizontal aluminium cladding RAL 9006



Fig. 33 White horizontal aluminium cladding RAL 9010



Fig. 34 Render RAL 9006

Access and Connectivity

5.15. Vehicular access to the store is proposed from Cross Keys Lane and this position is deemed the most suitable in relation to the existing local networks.

5.16. The delivery bay is located to the North of the store away from the store entrance to ensure the most efficient delivery process and to provide the safest HGV/car/pedestrian movement. According to the swept path analysis provided in the Transport Assessment, service vehicles are expected to enter the site via the proposed entrance off Cross Keys Lane drive passed the building, make a left turn onto the last aisle and far enough to be able to reverse onto the loading ramp. When exiting the site, it's a left turn, a drive pass the building back out onto Cross Keys Lane. This manoeuvre is restricted to around the loading area, away from the remainder of the carpark ensuring safe movement for customers who come by car or on foot.

5.17. The entrance to the Lidl store will be on the South Western elevation, close to the site access. This position is ideal considering that in terms of circulation, the area around the entrance is the least convoluted, with less movement of cars due to the infrequent use of the accessible bays.

5.18. Both Sheffield Road and Cross Keys Lane are proposed to have dedicated pedestrian access providing direct access to the store entrance through the car park. These have been positioned away from the turning areas for delivery vehicles, providing the safest solutions for pedestrians.

5.19. Pedestrian links have also been provided from the wider Hoyland West and North developments (currently under construction) to ensure that these developments function in a collaborative manner. These links have been appropriately positioned to provide safe and direct routes and careful consideration given to the landscape treatments along these paths, promoting a positive visual amenity. Pedestrians coming from the West and North, for instance, can use the crossings at the roundabout, and walk on the path along Sheffield Road and into the foodstore site via the North or the South-East linkages. Those coming from South will have to cross at the junction of Sheffield Road and Cross Keys Lane and walk on the footpath along the vehicular access.

5.20. The adjacent diagram maps out the proposed cycle routes through the wider site and the proposed connectivity with the foodstore site.

5.21. Cycle parking will be provided in a safe and accessible location near the

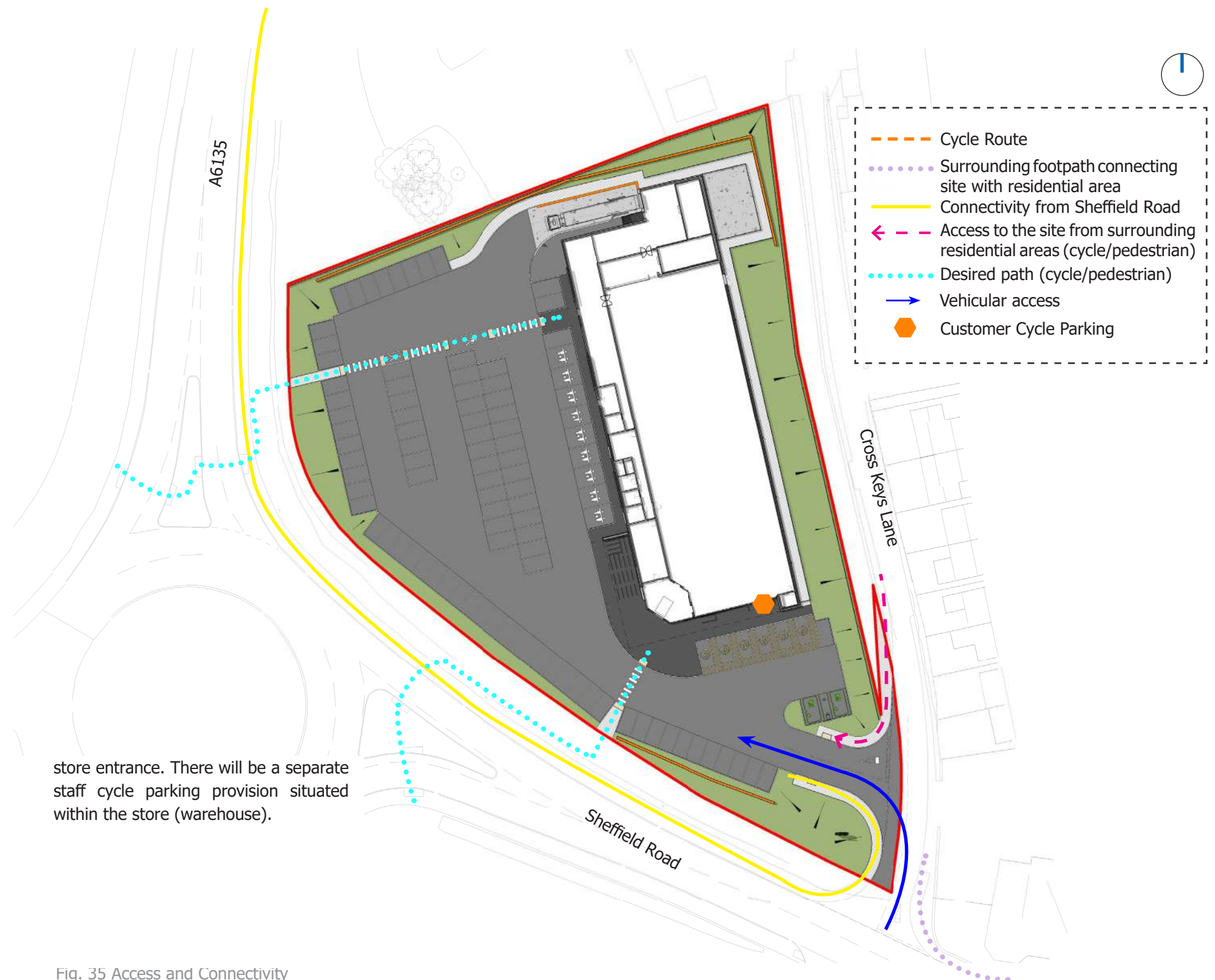


Fig. 35 Access and Connectivity

5.22. The proposed development has undergone a considered and detailed landscaping design in order to assist the development in assimilating with the surrounding area and to enhance the appearance and visual amenity of the site.

5.24. The landscape buffers to the Eastern boundary will offer a wider and more natural landscape character. The area to the rear of the store (North-East) will be planted with wildflower meadow and mixed native species shrub planting. Within this, a belt of standard native trees will be planted at the top of the slope to give some immediate screening of the building from the adjacent residents and which will, over time break up the building line from the north. The native shrub planting will wrap around the northern corner of the building and will, alongside the gentle mounding, provide screening to the loading bay from adjacent property frontages. At the foot of the slope against the public footpath areas of naturalising bulbs will provide seasonal colour and interest. Keeping planting back from the footpath at this point maintains an open and safe thoroughfare.

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Boundary Treatments

- 5.26. Careful consideration has been given in the design of the boundary treatments surrounding the site, taking into account the relationship with the neighbouring residential properties and the potential impacts of noise from the foodstore which would need to be addressed.
- 5.27. The external plant/service/loading area are to be securely enclosed for security and security reasons.
- 5.28. The plant is enclosed by a 3.75m high timber acoustic fence, that screens the residential properties to the North from any potential noise emitted by the plant equipment. A 3.5m high timber acoustic fence is proposed along the delivery ramp protecting the residential units in the North from the noise of delivery vehicles. To reduce the visual impact of fences/building in the East, to the neighbouring residential properties, a deep border of native shrubs and trees that can reach a height of over 7m (when fully grown) are proposed along the fences.
- 5.29. A knee high rail are to be installed along the Sheffield Road frontage with a landscaped border.
- 5.30. To the North there will be retaining structure to mitigate the level difference. There will be railing installed on top of the wall. To the East the site will be edged by a deep border of landscape on a 1:3 landscaped embankment.
- 5.31. To the South there will be some retaining structure plus landscaped embankment and some shrubbery.

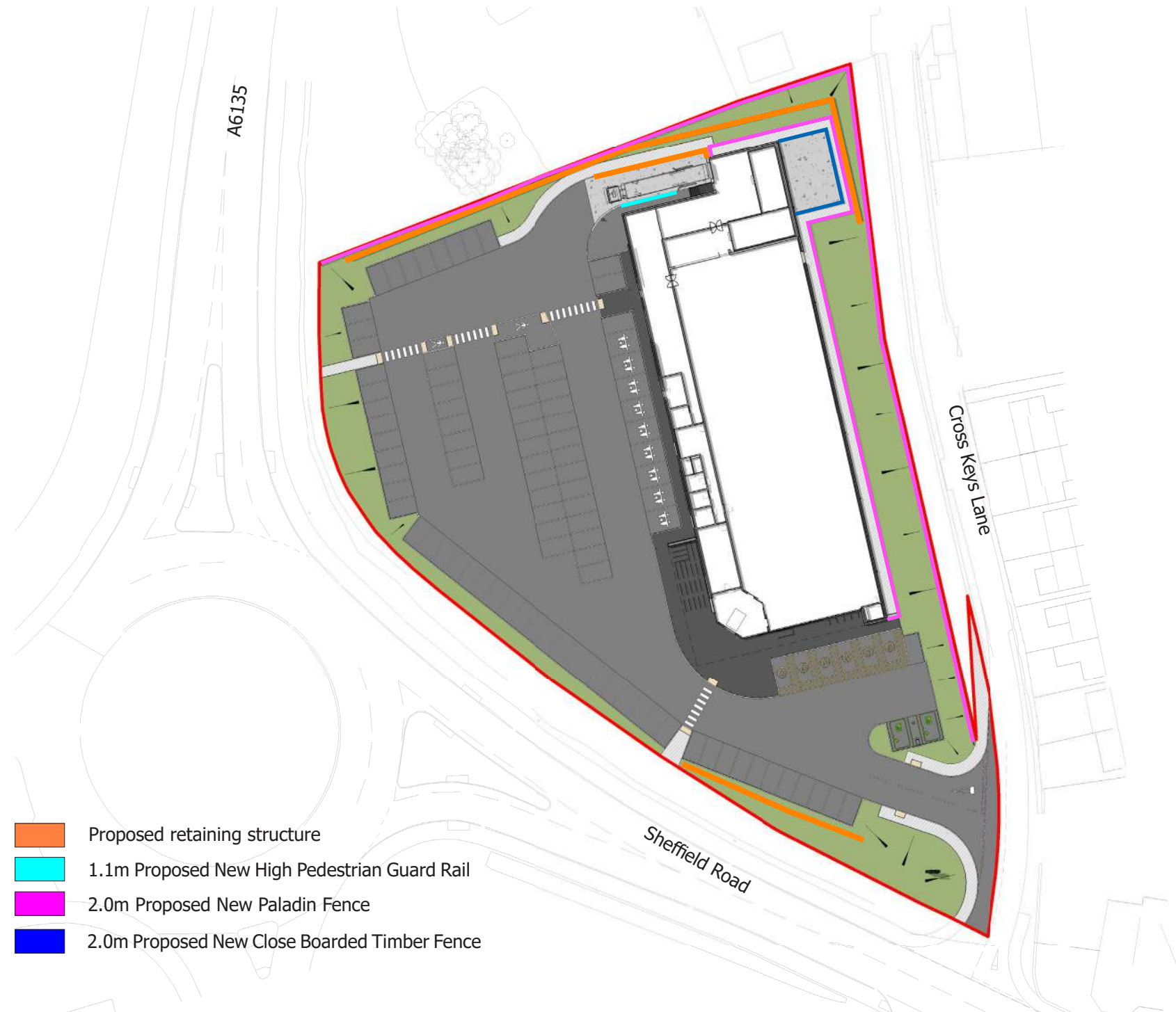


Fig. 37 Boundary treatment plan

5.32. These sections demonstrate the relationships between the proposed and surrounding properties. As per the landscape proposal, there will be a buffer zone between the proposed building at the residential properties to the East.



5.33. The following CGI shows the view of the store entrance from the junction where Sheffield Road and Cross Keys Lane meet.



Fig. 44 View Key Plan



Fig. 45 Proposed View

5.34. The following CGI shows the view of the store from Sheffield Road roundabout.



Fig. 46 View Key Plan



Fig. 47 Fig. 2 Proposed Roundabout View (Sheffield Road)

6. Conclusion

- 6.1. This DAS has been prepared by SMR on behalf of Lidl (the applicant) in support of a full planning application for the erection of a Lidl foodstore with associated landscaping and car parking at land off Cross Keys Lane/ Sheffield Road.
- 6.2. This DAS has provided the design principles and concepts that have been applied to the development proposals and outlined how issues relating to access for the development have been addressed. In particular, the DAS sets out the following:
- The scale and layout of the proposal is appropriate in the local context;
 - The proposed parking provision is sufficient and reasonable;
 - The development proposes a high quality design that has been informed by the site constraints and surrounding area, along with Lidl's operational requirements; and
 - The proposal will improve and enhance the visual amenity of the site whilst ensuring a good standard of amenity for existing and future occupiers.
- 6.3. The design rationale has been informed by the location of the site, Lidl's operational requirements, and how the site relates to its surrounding land uses. It is considered the proposed use, amount of development, layout, scale and appearance are acceptable in design terms and the proposals will deliver a contemporary design which will enhance the visual appearance of the site and the surrounding area.
- 6.4. Full account has been made of national and local planning policy and responses received during the pre-application consultation process. Overall, the proposed scheme will enhance the site, delivering and providing safe access for all users in accordance with the relevant design and access policy and guidance.



Fig. 48 Proposed Roundabout View (Sheffield Road)



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