

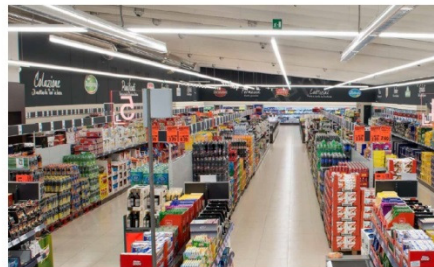
PROPOSED LIDL STORE
MANOR ROAD, HAYLING ISLAND



DESIGN AND ACCESS STATEMENT

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2.0 PROJECT DETAILS

- 2.1 **Site Address:** Land at Manor Road
Hayling Island
Hampshire
PO11 0NZ
- 2.2 **Applicants:** **Lidl UK GmbH**
Southampton Property Office
Foxes Park
Brownhill Way
Nursling
Southampton
SO16 0YP

Tel: 02380 742583
- 2.3 **Architect:** **Poole & Pattle Chartered Architects**
5 Observation Court
84 Princes Street
Ipswich
IP1 1RY

Tel: 01473 230580
- 2.5 **Local Planning Authority:** **Havant Borough Council**
Public Service Plaza
Civic Centre Road
Havant
PO9 2ZA

Tel: 023 9244 6015

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3.0 INTRODUCTION

3.1 This Design & Access Statement has been prepared by Poole and Pattle, Chartered Architects, on behalf of Lidl UK GmbH in support of a full planning application for the development of land at the junction of Manor Road and Church Road, Hayling Island. The proposed development will comprise the erection of a Lidl retail food store with associated car parking, service access and soft landscaping.

The proposals will contribute towards an improved local retail provision, with increased choice and competition, and will provide new full and part-time job opportunities for the local community.

3.2 The purpose of this document is to explain the design approach that has been adopted in relation to the context of the application site.

3.3 The aim is to provide an analysis of the application site and the surrounding area, together with the relevant planning policies. It also provides information from the professional consultants that have contributed to this application, and identifies the constraints and opportunities relating to the development of the site, along with the key development principles.

3.4 This document follows guidance provided in '*Design and access statements - How to write, read and use them*', published in 2006 by the Commission for Architecture and the Built Environment.

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4.0 LIDL

4.1 Lidl describes its operation in the UK as follows:

Lidl commenced trading in the UK in 1994 and currently has approximately 640 stores.

The Lidl retail philosophy centres on simplicity and maximum efficiency at every stage of the business, from supplier to consumer, enabling the company to sell high quality products from a limited range of exclusive own brand and well-known labels, at the lowest prices.

Lidl stores sell a limited range of carefully selected product lines and are able to offer these high quality products at low prices due to a pan European bulk purchasing policy. This provides Lidl with the advantage of immense buying power, enabling the company to achieve significant economies of scale that can be passed on to the customer in the form of low prices.

The latest Competition Commission report confirmed that Lidl provides a different offer from the main food retailers. In addition, the report states that deep discounters or “Limited Assortment Discounters” such as Lidl, do not impact to any significant degree upon larger food retailers. This is supported by the numerous examples across the UK, where Lidl stores trade comfortably alongside major multiples. This has also been acknowledged by the Secretary of State and planning inspectors in their decisions following public inquiries into Lidl schemes.

4.2 Lidl devotes considerable resources to the process of site identification and acquisition. It does not specialise in mixed use development, but rather its expertise is within the highly focused

sector of discount food retail, which has become increasingly popular within the UK.



4.3 Lidl has been seeking a suitably sized development site within the district centres of Hayling Island for a number of years. Its research shows that there is a strong and proven demand for its offer in this particular location. A number of potential sites including the Hayling Billy Public House, the vacant Pullingers Interiors site, and two car parks off Elm Grove have previously been investigated but deemed too small for the minimum standard store footprint. The application site meets Lidl’s site appraisal criteria, both in terms of size and the transport network, with the A3023 providing access to the main urban areas of South Hayling and the smaller villages to the north.

4.4 The investment which Lidl is proposing to make represents an opportunity for increased employment and increased economic activity in the local area.

4.5 The discounter store model is heavily reliant on standardised design, layout and arrangement in order to pass on cost savings to customers. The Lidl model has evolved to maximise efficiencies gained during construction, store operation and customer usage. Inevitably therefore, there are aspects of the proposals which require allowances to be made for the specific fundamental nature of the proposed operation.

4.6 Lidl’s aims in establishing a presence on the application site are to work with and for the local community in creating a strong new food retail presence, viable in the long term, in this location.

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5.0 CONTEXT / SITE APPRAISAL



- 5.1 Hayling Island is a true island, separated from the mainland by the Chichester and Langford Harbours. A road bridge at the northern end of the island connects to the mainland at Langstone. The majority of the population is concentrated in South Hayling, with large areas of the island given to farmland and countryside.
- 5.2 There are a number of designated sites within a 2km radius of the site. Chichester and Langstone Harbours have Ramsar designations and are Sites of Special Scientific Interest (SSSI) and Special Protection Areas (SPA). Others include Gunter Point Local Nature Reserve (LNR), Hayling Billy LNR, Sinah Common SSSI and the Solent Maritime Special Area of Conservation (SAC).
- 5.3 The application site is located at the northernmost edge of the South Hayling urban centre. There is a mixture of different land uses within the surrounding area, with residential housing estates to the south, agricultural land to the north, and Mill Rythe Holiday Village, The Oven Camp Site and Hayling Island Holiday Park situated within one mile of the site.
- 5.4 The site occupies an area of land 1.16 hectares in size, and is currently an undeveloped open field, defined by fenced horse-grazed paddocks. The site has a frontage to Manor Road (A3023), with a dense, species rich hedgerow along the roadside, and an existing vehicle access to the north-west corner. The south and east boundaries back directly onto the deciduous woodland of Honeyrings Copse, with the woodland continuing to a lesser extent along the eastern boundary to Church Road. The south-east corner of the site adjoins the rear gardens of the dwellings on Church Road.
- 5.5 The Westfield residential area lies directly to the east and south-east of the application site, generally comprising inter-war and post-war development, two storeys in height, and displaying a range of facing materials and architectural treatments.
- 5.6 To the north of the Manor Road frontage lies farmland and the grounds of the grade II listed South Hayling Manor. The brick built Georgian house dates back to 1777, and is set within 4.51 acres of parks and grounds which include a medieval dovecote. The Manor House is not visible from the application site.
- 5.7 Manor Road (A3023) is the main arterial road link between North and South Hayling, and to the mainland itself. This provides excellent access to the site from around the island for both public and private transport.

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Legend

- 1 Application site.
 - 2 South Hayling Manor.
 - 3 Mill Rythe Holiday Village
 - 4 The Oven Camp Site.
 - 5 Hayling Island Holiday Park.
 - 6 Mill Rythe Junior and Infant Schools
 - 7 Honeyrings Copse
 - 8 A3023
-  Bus stops – Route 30 & 31



Fig. 1 Aerial Context Map

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6.0 PLANNING POLICY / BACKGROUND

- 6.1 The relevant Development Plan comprises the Havant Borough Core Strategy (adopted March 2011), the saved policies of the Havant Borough District-wide Local Plan (adopted September 2005) and the Havant Borough Core Strategy (adopted March 2011)
- 6.2 The application site is identified within the Havant District Council Local Plan Policy Maps as an Uncertain Site for Brent Geese and / or Waders (Policy CS11 and DM23), as identified in The Solent Waders and Brent Goose Study (2010). Further survey work was carried out by Hampshire County Council Ecology Team, and published as the Havant Winter Bird Survey 2012-2015 with the aim of reducing the level of uncertainty over the importance of such sites. No Brent Geese or Waders were seen on the application site during this process.
- 6.3 This application includes a Preliminary Ecological Appraisal carried out by The Ecology Partnership on behalf of the applicant. This report concludes that the site is not suitable for Brent Geese or Waders, due to a combination of topographical and land use factors. The site is surrounded on three sides by woodland with the potential for birds landing from the open side to Manor Road disturbed by traffic. The grazed grassland is regularly disturbed by humans and horses, and there is no wetland present.
- 6.4 Policy AL2 concerns the 'Urban Area Boundaries and Undeveloped gaps between Settlements'. The application site lies outside of the South Hayling urban area boundary defined in the Local Plan, and is regarded as 'non-urban' rather than an undeveloped gap in line with Core Strategy Policy CS11.



'There are a number of established developments outside the urban area on Hayling Island. These include established holiday centres, which make a significant contribution to the Borough's tourism offer and local economy. Proposals that would enhance these facilities will be encouraged providing that they comply with all other Local Plan policies particularly with regard to flood risk and nature conservation'

Hayling Island Holiday Park and The Oven camp site lie to the south of the application site, and the Mill Rythe Holiday Village to the east, all within a one mile radius of the site. The Lidl store would be ideally located to serve these holiday sites, as well as the local community as a whole.

- 6.5 Policy DM8 concerns the 'Conservation, Protection and Enhancement of Existing Natural Features'. The existing species-rich hedgerow and trees to the Manor Road frontage are to be retained as much as possible to either side of the road access. The customer car park is set back from the site boundary to ensure that the sub-base construction excavations are outside of the hedge and tree root areas. New native species trees are to be planted within the east area of the customer car park and along the south east site boundary as screening to the rear gardens of Church Road.

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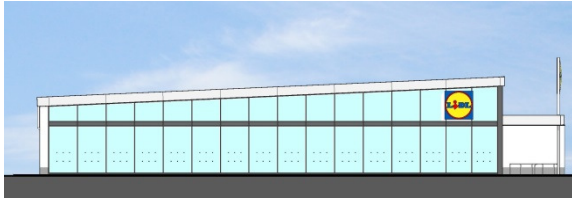
7.0 DESIGN OBJECTIVES

- 7.1 The proposed development comprises the construction of a new Lidl retail food store with associated external works including customer car parking and a service area to allow for the delivery of goods to the store.
- 7.2 These proposals seek approval for a food store with a gross internal ground floor area of 2,186m².
- 7.3 The building follows the most up-to-date general model developed by the applicants. The layout enables both on-site customer parking and usable sales space to be maximised. The store comprises a simple rectangular sales area with entrance at one end, and servicing at the other. A storage warehouse is located at the rear of the sales area, served by a HGV accessible delivery bay. Staff welfare facilities are located adjacent to the store entrance with access to the sales and warehouse areas. Alongside the sales area are customer toilet facilities, and an in-store bakery with its own dedicated preparation and storage facilities.
- 7.4 The store has been positioned centrally within the site, with customer car parking to the north and east edges. A single new vehicular entrance to Manor Road is proposed, designed to suit the customer and HGV delivery vehicles that will access the site.
- 7.5 Pedestrian access is provided from Manor Road in the north east corner of the site.
- 7.6 There are a total of 126 customer car parking spaces, with 10 being blue badge disabled, and 8 parent & child. These are located adjacent to the store entrance to provide easy access for users.
- 7.7 Delivery vehicles will enter and leave the site via the single vehicular access to Manor Road. Goods deliveries will be made via the delivery bay, which is situated adjacent to the west site boundary. The delivery bay will be accessed via a HGV grade vehicle ramp leading down to the delivery door. Delivery vehicles will turn within the site and leave in forward gear. Track plots of the HGV manoeuvres are available to show how this will be achieved during trading hours without having an adverse effect on the car parking arrangements.
- 7.8 An acoustic fence is to be installed along the edge of the delivery vehicle ramp and access road, to mitigate the potential noise impact of the vehicle movements and unloading on the adjacent woodland habitat and nearby camp site.
- 7.9 Secure Sheffield style cycle stands will be provided adjacent to the pedestrian site entrance to provide secure parking for cycles. A total of 11 short-stay and 8 long-stay cycle spaces are to be provided.
- 7.10 The car park will operate an ANPR (automatic number plate recognition) system. This will give Lidl customers 90 minutes' free parking.

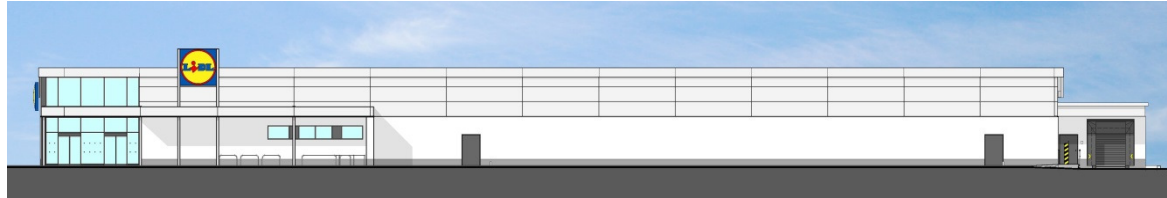
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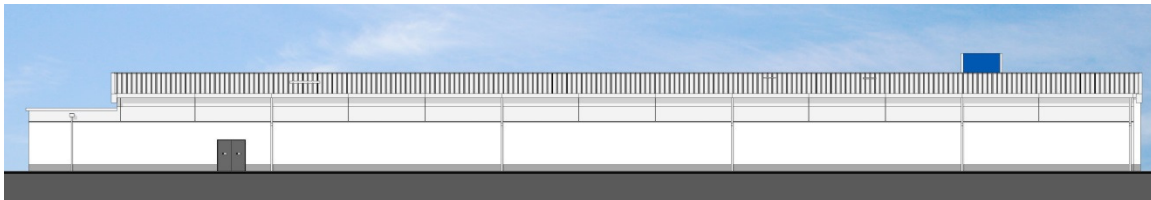
8.0 APPEARANCE / SCALE



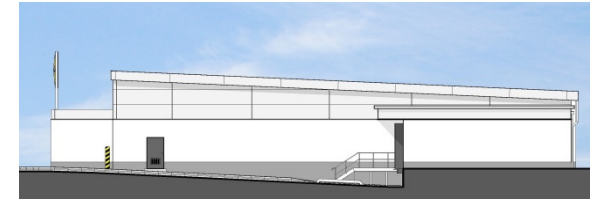
East Elevation to Church Road



North Elevation to Manor Road



South Elevation



West Elevation

- 10.1 The Lidl standard corporate specification provides a modern building, comprising large areas of glazing with crisply detailed materials and features.
- 10.2 The Lidl discount store model is heavily reliant on standardised design, layout and arrangement in order to pass on cost savings to customers. The food store model is generically a large warehouse space within simple enclosing walls.
- 10.2 Glazed areas to the east elevation have been maximised with full-height glazing to the customer entrance and sales area. The store entrance and exit will be formed with automatic opening glazed doors finished in graphite grey (RAL 7024) powder coated

aluminium. The shopfront glazing will also be in graphite grey (RAL 7024) powder coated aluminium.

- 10.3 The full-height glazed customer entrance and exit lobby incorporates a projecting canopy and sheltered trolley bay, making the store entrance clearly visible.
- 10.4 External walls up to a height of 3.3m above floor level are to be of white painted render, with a contrasting low level grey plinth (RAL 7038). At high level metallic silver (RAL 9006) metal insulated cladding extends up to the eaves, where it meets the main mono-pitched roof of standing seam aluminium sheet in silver (RAL 9006).

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9.0 SOFT LANDSCAPING

- 9.1 All of the existing trees and most of the hedges to the site are to be retained and supplemented with additional planting. The species rich hedgerow and mature trees to the Manor Road frontage are to be retained to either side of the new vehicle access.
- 9.2 New trees of mixed native species are to be planted on the west, south and east boundaries to infill the gaps in the existing planting, providing additional screening between the car park and the rear gardens of the dwellings to Church Road.
- 9.3 Four additional native species trees are to be planted into the customer car park island, set within decorative tree grates with grey galvanised tree protection from vehicles.
- 9.4 Log piles are to be provided on the west and east site boundaries as hibernacula for native retille species

10.0 HARD LANDSCAPING

- 10.1 External surfacing in the car park will comprise tarmacadam to the drive routes and parking spaces. This provides a smooth surface for wheeling shopping trolleys. Pedestrian routes through the car park will be designated with a painted finish, providing a colour and textural contrast for those with restricted eyesight, an aid to accessibility.

- 10.2 The area around the store entrance will be finished in flush jointed paving blocks in anthracite colour.
- 10.3 Paths and surrounds to the building will be finished in precast concrete paving flags in grey.
- 10.4 Anti-ram protection bollards will be provided around potentially vulnerable edges of the building: 1100mm high concrete filled stainless steel, dome topped bollards, 100mm diameter.

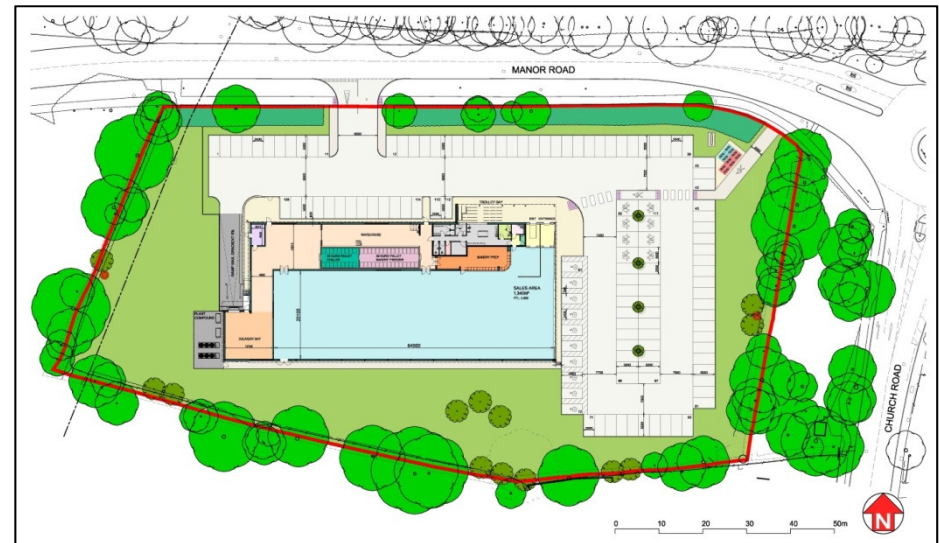


Fig 2. Site layout plan

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11.0 ACCESS

- 11.1 The site is generally level, and will be graded to achieve maximum falls of 2% across the car park and main entrance, suitable for the easy use of shopping trolleys.
- 11.2 Access to the building will be safe and comfortable for all potential users.
- 11.3 Vehicular access to the site has been carefully considered with a view to safety, the protection of sight lines and natural traffic calming. Access for those arriving on foot, by bicycle or by private car will be simple and safe.
- 11.4 The store entrance is clearly signalled by the design of the building itself, and is visible from the road entrance.
- 11.5 Ten parking spaces, designed to comply with Approved Document M of the Building Regulations, will be reserved for disabled customers.
- 11.6 Parking will also be provided adjacent to the pedestrian site entrance for up to 19 bicycles.
- 11.7 The area is well served by Stagecoach UK bus routes 30/31, with nearby stops on Manor Road to the west and Havant Road to the east of the application site, linking the area into the wider transport network.
- 11.8 Attention will be paid at the detailed design stage to the provision of dropped kerbs, tactile paving, lighting, visibility and

signage to make access to the site and within it as practical as possible for all visitors.



- 11.9 Access to the site and the building for emergency vehicles will be simple, straightforward. The site and the proposed building will be accessible, connected and inclusive.

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12.0 SUSTAINABILITY

12.1 The scheme will be designed to comply with the requirements of Part L2A of the Building Regulations and Policy AL1 (Presumption in Favour of Sustainable Development) of The Havant Borough Core Strategy document.

12.2 Various sustainable measures will be employed, including but not limited to the following:

- Provide a minimum of 10% of its energy from renewable or low carbon energy sources.
- Achieve a decrease of between 8 and 20% in water use compared to the national average of 2005.
- The air leakage result is to be 4.0m³/hr/m² at 50 Pa or lower, a 60% improvement on the minimum required by the Building Regulations.
- All U-values for the building envelope are to be lower than the maximum figures required by the Building Regulations.
- A Building Management System will be installed to monitor and control the mechanical plant installations, and monitor the building's electrical and water use.
- High efficiency LED lighting is to be installed internally and externally, employing a mixture of movement detector and lux sensor operation.
- The SuDS Strategy is the subject of continuing discussions with the EA.
- The main contractor will be required to implement a Waste Management Plan during the construction period.

- The main contractor will be required to implement an environmental materials policy, used for sourcing of construction materials to be used on site. This is to include the supply of certificates regarding the Responsible Sourcing of Materials, and EMS or equivalent certificates for the process of recycled materials.
- The main contractor will be required to set targets and monitor the following on a monthly basis;
 - CO² or energy resulting from site activities.
 - CO² or energy resulting from transport to and from the site.
 - Water consumption arising from site activities.
 - Implement best practice in respect to air (dust) pollution arising from the site.
 - Implement best practice in respect to water (ground and surface) pollution arising from the site.
 - Use recycled and secondary building aggregates.



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13.0 CONCLUSION

- 13.1 The application proposals will broaden the food retail offer in Hayling Island.
- 13.2 The proposals represent a significant financial commitment to the area by the applicants who expect the store to trade well, to provide valuable local employment and increased economic activity.
- 13.3 The detailed design of the building will focus on low energy consumption and sustainability.
- 13.4 The design proposals are straightforward, logical and sustainable. They meet the needs of the applicants and take an inclusive approach to all the issues of accessibility.



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14.0 ACKNOWLEDGMENTS & REFERENCES

Fig 1: © Getmapping plc 2017

Havant Borough Core Strategy March 2011.

Havant Borough Local Plan (Allocations) Adopted Version July 2014.

The Solent Waders and Brent Goose Study (2010)

Havant Winter Bird Survey 2012-2015



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15.0 DOCUMENT SCHEDULE

15.1 Design drawings prepared by the architects and forming part of the application, include:

3671 / 01A	Site plan as existing
3671 / 02S	Site plan as proposed
3671 / 03D	Ground floor plan as proposed
3671 / 04D	First floor plan as proposed
3671 / 05D	Elevations as proposed
3671 / 06N	Surface dressing plan as proposed
3671 / 07N	Roof plan as proposed
3671 / 08A	Site location plan

15.2 The application is accompanied by other documentation, prepared by the applicants and their specialist advisors, including:

Retail Statement
Transport Assessment
Sustainability and Energy Statement
Geo-environmental Report
Flood Risk Assessment
Ecological Assessment
Transport Assessment
Noise Impact Assessment
Lighting Plan
Landscaping Plan

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