

DESIGN & ACCESS STATEMENT

DESIGN AND ACCESS STATEMENT FOR A FULL PLANNING APPLICATION FOR
Cwmann-Lampeter
September 2026



DA01 REV D



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INTRODUCTION

This Design Access Statement has been prepared on behalf of Lidl GB for the proposed new Lidl store in Cwmann-Lampeter. The site is located on the border between Carmarthen and Ceredigion, to the south of Lampeter and immediately adjacent to the established settlement boundary of Cwmann.

Given Lidl's commitment to invest in Carmarthenshire County, the proposed development will, if consented, be constructed at the earliest opportunity. As a direct consequence of this, it will boost the local area's retail offering in both Cwmann and Lampeter.

The purpose of this Design and Access Statement is to explain the approach of the design that has been adopted in the application submitted. This document provides information on the proposals and has been put together for the local planning authority, elected members, statutory and non-statutory consultees, and local residents. The Design and Access Statement aims to provide information and construct an analysis of the application site. It will also show the surrounding areas and the positive links between the proposed site and the existing surroundings. Furthermore, it identifies all the constraints and opportunities relating to the development of the site, along with key design principles.

This Design and Access Statement responds to the requirements of Planning Policy Wales: "The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales".

The Design and Access Statement has been formatted to conform to the guidance notes of the Design Commission for Wales: Design and Access Statement in Wales (2017) and will be addressing the following items:

1. Design Context,
2. Site Context,
3. Design Proposals,
4. Access Proposals,
5. Sustainability.

The Design and Access Statement should be analysed in conjunction with:

- A) The submitted Full Planning Application drawings National Policy and Best Practice Advice and Guidance, outlining the importance of these guidelines and form the context for our design proposals;
- B) Local Council Policy, including supplementary guidance





EXISTING SITE

POLICIES

Planning Policy Appraisal

This section of the report outlines the planning policy framework relevant to the planning application. It sets out the policy context at both national and local levels focusing on those policies relating to design and access.

Future Wales: The National Plan 2040

Future Wales was adopted in February 2021 and sets out the framework and direction of development in Wales for the next 20 years. Policies of relevance to the application site and proposals are summarised below:

- 1) Policy 6 'Town Centre First' states: "Significant new commercial, retail, education, health, leisure and public service facilities must be located within town and city centres. They should have good access to public transport to and from the whole town or city and, where appropriate, the wider region. A sequential approach must be used to inform the identification of the best location for these developments, and they should be identified in Strategic and Local Development Plans.
- 2) The supporting text notes that "This policy applies to developments of a significant scale, which can broadly be defined as where the facility will serve a town, city or region-wide catchment and so arguably does not apply to the proposed development which results in a net reduction of retail floor space.
- 3) Policy 9 'Resilient Ecological Networks and Green Infrastructure' notes the importance of enhancing ecosystems, biodiversity and green infrastructure when considering approaches to development proposals through nature-based methods.
- 4) Policy 12 'Regional Connectivity' refers to improving the connectivity in urban areas by integrating active and sustainable travel and public transport. Active travel is encouraged in all new developments in the form of walking and cycling to promote a reduction in the reliance of the private car.

POLICIES

Planning Policy Wales (PPW)

Planning Policy Wales sets out the land use planning policies of the Welsh Government. Chapter of the document titled 'Planning for Retail and Town Centres', describes the Welsh Government's objectives for these centres. The proposed food store complies with a number of the objectives listed in this section, as it will provide a secure, accessible, efficient, competitive and innovative retail provision for the local community.

The proposed development will serve the established settlements of Cwmann and Lampeter as well as rural communities in the locality.

Technical Advice Note 18: Transport (2007)

Policy D4 states that transport assessments should be secured for developments that generate significant levels of movement or are likely to have significant effects on existing patterns of movement. It also provides a threshold of over 1000 m2 gross floor area for retail food development, above which a transport assessment will be required.



EXISTING SITE IN RELATION TO LOCAL TOWNS/VILLAGES

POLICIES

Local Development Plan

The Carmarthenshire Local Development Plan (LDP) was adopted by the Council in December 2014. This document, covers the Carmarthenshire County Council administrative area.

Chapter 6 of the LDP contains the Borough Wide Policies against which all the planning applications will be determined across the whole County Borough. According to the general policy, the new proposal will be considered favourable if it complies with the following criteria where they are applicable. These criteria are:

- A. Amenity and Design
- B. Natural Environment
- C. Built Environment
- D. Utilities Provision
- E. Design and Transport

The Amenity and Design criteria state that the new development needs to be sensitive to the immediate and surrounding environment. Also, according to these criteria, for a successful planning application, the new development might need to reinforce or improve the character of an area where possible. These criteria also emphasise the importance of green landscapes to face the effects of climate change.

The Natural Environment criteria are intended to enable consideration of environmental impacts given directly from the proposal and to the proposal.

The Built Environment criteria states that if the new development is created in the proximity of historic resources it will need to have the same characteristic of the existing building environment. This consideration will need to be made also if the new development will be created in a non-historic built environment because otherwise the new development will not be looked on favourably.

The Utility Provision criteria state that the new development must not have an unacceptable impact on the existing or proposed level of utility provision which includes water, gas and electricity.

The Design and Transport criteria state that the developers will be expected to design highways and their associated infrastructure, cycle routes & footpaths and make vehicular & cycle parking provisions in accordance with the National and the Council's latest adopted guides or standards. These criteria also assist developers in improving the sustainability of their sites by encouraging walking, cycling, public transport and lift sharing as part of journeys to and from the site by employees. This will reduce the number of car-borne trips that the development generates as is promoted in TAN 18 Transport (2007).

POLICIES

Local Development Plan

The relevant policies to the proposed development are now discussed in further detail below.

Policy GP1 Sustainability and High-Quality Design – Provides the overarching framework for high design quality in development, conservation and enhancement in proposals. The policy advises that proposals should reflect the need to protect the amenity of those who work in, live in and visit the area. The siting and nature of uses should be considered in the light of their potential to cause an unacceptable nuisance.

Policy GP2 Development Limits – Proposals within defined Development Limits will be permitted, subject to policies and proposals of this Plan, national policies and other material planning considerations

Policy GP4 Infrastructure and New Development – Proposals for development will be permitted where the infrastructure is adequate to meet the needs of the development.

Policy RT1 Retail Hierarchy - Proposals will be considered in accordance with the County's retail hierarchy.

Policy EQ6 Special Landscape Areas - Special Landscape Areas (SLAs) represents a non-statutory designation which were identified following a formal assessment of the landscape qualities of the County. Their designation utilised the former CCW's Guidance Note in applying the results from the LANDMAP data. Whilst not intended to necessarily preclude development, it is intended to reflect the emphasis placed upon the term 'special' in their definition. The design of developments should be sensitive enough to ensure that the scheme makes a positive contribution to the landscape. In this regard, proposals will be expected to show that they will not have an unacceptable impact on their specific distinctive features or characteristics of the SLA.

Policy SP1 Sustainable Places and Spaces - development proposals will be supported if they follow sustainable development and design principles, such as by being sustainably located with good access to transport and facilities, as well as protecting biodiversity.

Policy SP3 Sustainable Distribution – Settlement Framework – Provision for growth and development will be at sustainable locations in accordance with the Settlement Framework outlined.

Policy SP8 Retail - Proposals will be permitted where they maintain and enhance the existing retail provision within the County and protect and promote the viability and vitality of the defined retail centres. Proposals for small local convenience shopping facilities in rural and urban areas where they accord with the settlement framework will be supported.

Policy SP14 Protection and Enhancement of the Natural Environment – Development should reflect the need to protect, and wherever possible enhance the County's natural environment. All development proposals should be considered in accordance with national guidance/legislation and the policies and proposals of this Plan, with due consideration given to areas of nature conservation value, the countryside, landscapes and coastal areas

POLICIES

Local Development Plan

Policy TR2 Location of Development: Transport Considerations - Proposals which have the potential to generate a significant number of trips either as an origin, or as a destination (including residential, employment, retail and leisure) will be expected through design, to maximise accessibility by alternative modes of transport

Policy TR3 Highways in Developments: Design Considerations – Proposals should incorporate facilities encouraging and affording the opportunity to those attending the sites to utilise alternative means of transport. The policy goes onto to state that proposals which do not generate unacceptable levels of traffic on the surrounding road network and would not be detrimental to highway safety or cause significant harm to the amenity of residents will be permitted.

PURPOSE AND SCOPE

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

The Design and Access Statement forms an integral part of the full planning application submission and should be read in conjunction with other supporting documentation.

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 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.

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 of the constraints and opportunities relating to the redevelopment of the site, and identification of the key development principles.

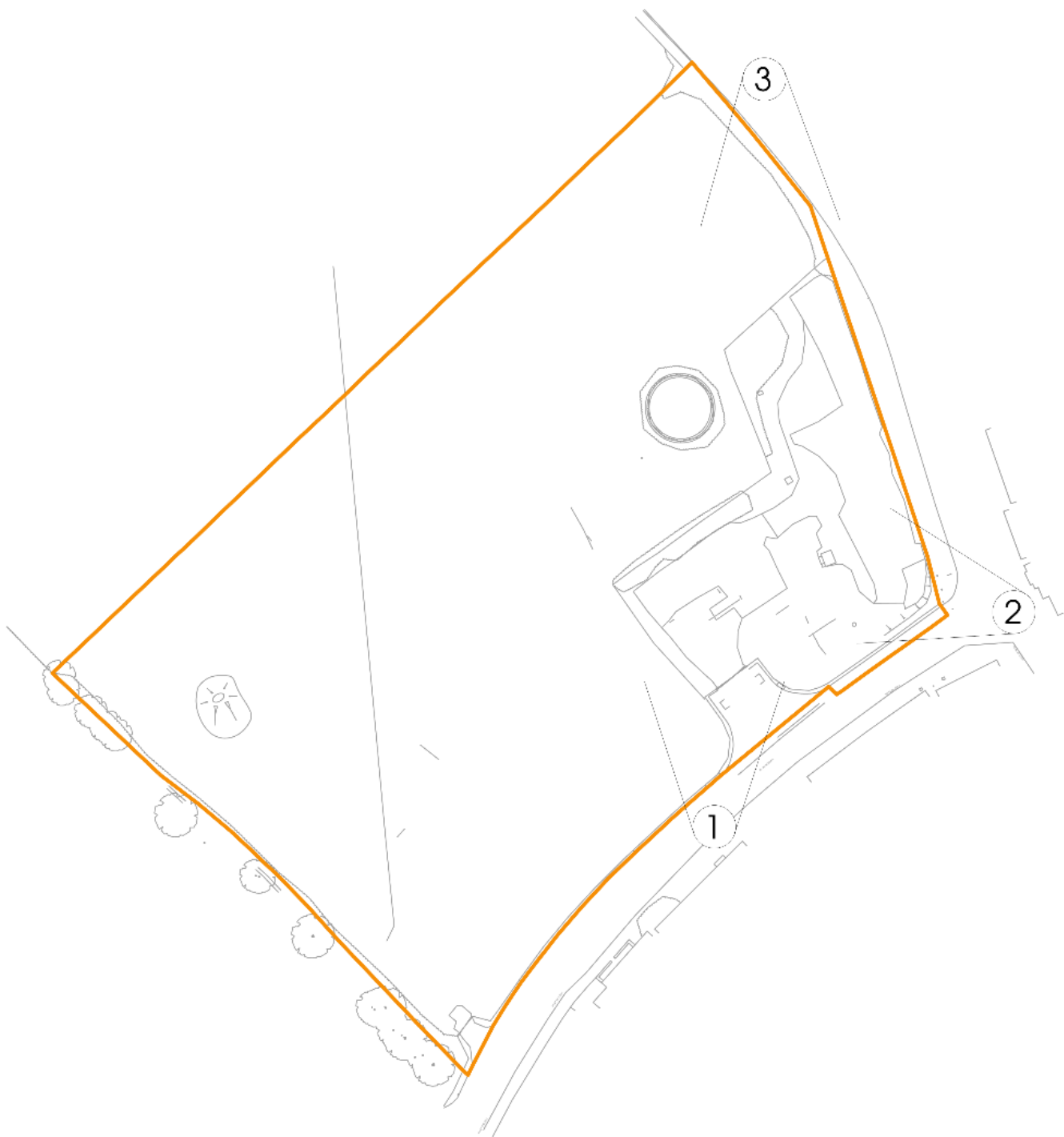
THE SITE - ASSESSMENT

Existing Site Plan

Below shows the location of the site proposed for the new development. The site, which has an area of approx. 14654 SQM (3.62 Acre), is on the corner of A482 East and A485 South.

The site is currently occupied by the Burger Box, with unofficial parking and hardscaping around the business.





THE SITE - ASSESSMENT



VIEWPOINT 1 - VIEW TO THE SITE
ENTRANCE, A485



VIEWPOINT 2 - VIEW FROM
JUNCTION, A485 & A482



VIEWPOINT 3 - VIEW FROM A482

THE SITE - ASSESSMENT

OPPORTUNITIES AND CONSTRAINTS

The site has been evaluated for its opportunities and constraints these are stated below:

Opportunities

Site is in close proximity to residential developments towards the East and South. The site presents an opportunity for an organic development which compliments the needs and requirements of sustaining the current and future residential developments.

Numerous opportunities to utilise and expand pedestrian and cycle connections (PINK DOT DASH LINES). As well as having strong connections to the existing vehicular routes (BLUE DASH LINES).

Provide a landmark/ way point, to improve orientation and movement for local and visiting personal.

An opportunity to bring a vacant and underused parcel of previously developed land back into use, through an appropriately scaled and sited development

Increase local choice, enhancing the ability to shop locally at a limited assortment discount store (LAD) during a cost of living crisis and reducing the need to travel further afield to access a LAD store.

Constraints

Natural constraints – Flood Risk
The proposal will need to minimise the potential of flood risk on the site through layout orientation and flood mitigation measures. The inclusion of the proposal should not have an adverse effect on the surrounding building.

Natural constraints – Landscape Visual Impact
The proposal will address this through sensitive, local soft landscaping. Additionally, the proposal is to avoid any form of negative impact from a biodiversity standpoint.

Manmade constraint - Overhead Cables
There is a single pylon within the centre of the site with overhead cables running to and away from it, subject to confirmation by national grid, the cables will be redirected underground, removing the pylon.



EXISTING VEHICULAR AND PEDESTRIAN ACCESS AROUND SITE

DESIGN AND ACCESS KEY PRINCIPLES - EVALUATION

Introduction

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

Pedestrian and Vehicular Movement

Pedestrian routes will be formed from both the A482 and A485 into the site, these will have crossing points and zebra crossing markings to increase the overall safety for customers moving throughout the site. The existing vehicle access on A485 will be made redundant and a new access from A482 which will allow a large vehicle access with dedicated right and left exit lanes. The proposal will aim to achieve 102 car park spaces, including 9 parent and child, 8 disabled and 2 electric vehicle spaces. Proposed disabled spaces and parent and child spaces will be located close to the entrance of the new build store. Cycle parking will be provided close to the store entrance to provide convenience for customers travelling by bicycle.

Proposals for the proposed unit place the delivery bay on the left side of the site. The dedicated entrance for the HGV will utilise the same new vehicle entrance into the site positioned along the A482. The Lidl service vehicle delivers 1 -2 times per day and proposals include a dedicated ramp to the loading bay.

Access by Public Transport

The site benefits from good access to public transport, with bus stops along the A482 and A485, less than 5 minute walk from site.

External Spaces and Landscaping

Proposals include a new landscaping scheme incorporating soft landscaping along the two streets surrounding the site, the details will be designed in conjunction with a Landscape Architect. The landscaped boundaries will act as a visual barrier along the roads and present some screening opportunities, providing a visually appealing scheme for both residents and retail users.

Within the site boundaries the design will have an open plan site, open views are offered across the car park which increases the natural surveillance improving the feeling of safety and promoting safe vehicular and pedestrian access in and around the site.

Activity

The proposed new main store entrance will be located opposite A482. It will be accessible via the car park, ensuring a good level of activity. An active frontage will ensure an increased sense of well-being by opening the site up to provide a good level of natural surveillance.

Orientation of Retail Unit

The orientation of the proposed retail unit allows for maximum views across the site utilising a glazed shop front, whilst managing to minimise the impact on the local surrounding area. The proposed delivery area is located at the side of the store to allow safe manoeuvre of the HGV.

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, scale, access requirements and existing context provide some parameters on which the design should be based.

Lidl Design Response

Lidl is committed to providing a pleasant shopping and working experience for all customers and staff. The Lidl retail philosophy is centred on simplicity and maximum efficiency which allows huge savings to be passed onto the customer. By working through the design principles and formulating the design response, Lidl is committed to providing a modern, attractive and functional store 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

It is important that the retail development has an identity which represents the corporate image whilst being complementary to the existing surrounding area by integrating modern materials to the local palette. The materials proposed for this store are mainly metal cladding and glass. White and grey metal cladding is proposed to provide a modern yet neutral touch to the new building. Glazing doors and windows will allow natural light to illuminate the buildings sales area.

Internal Environment

Lidl stores also offer wide shopping aisles with goods displayed at low levels. This ensures ease of access to these items for all customers including wheelchair users, the elderly, and parents with young children in prams and pushchairs.



Lidl Glazed Elevation



Lidl Rear Elevation

DESIGN RESPONSE

Policies Design Response

Policy GP1 Sustainability and High-Quality Design

The proposed scheme complies with GP1 by improving the character and appearance of the site. This has been achieved by utilising modern materials with neutral tones, to prevent any negative impact on local surroundings. Furthermore, ecological enhancements would be provided (refer to the Green infrastructure statement/ EMP for further details), creating safe spaces designed in accordance with Secure By Design (SBD) principles and adopting inclusive design principles, allowing for a level access in and around the site. Consideration has been given towards the integration of the existing pedestrian routes around the site by connecting proposed pedestrian routes, further increasing the access to local public transport.

Policy GP4 Infrastructure and New Development

The proposed site is within proximity to necessary services. The proposed store has a system of 180.12kWp Photo Voltaic (PV) panels is proposed on the roof of the store to generate on-site renewable energy for use in the store, reducing the reliance on existing utilities. Sustainable principles are adopted in the overall schemes design, to manage surface water and drainage sustainably within the site's boundary.

Policy EQ6 Special Landscape Areas

The proposed scheme positively improves on the existing site as stated in the LVA.

Policy SP1 Sustainable Places and Spaces

Lidl are committed to providing sustainable places and spaces. The materials used within the construction require low maintenance and are highly rated within the BREEAM Green Guide.

Policy SP8 Retail

The proposed scheme will enhance existing retail provisions by providing a deep discount store to the local area.

Policy SP14 Protection and Enhancement of the Natural Environment

Necessary survey have been/will be carried out to ensure that the proposed scheme achieved a net positive BNG score, enhancing the biodiversity of the existing site. Please refer to the PEA, GIS and EMP for further details.

Policy TR2 Location of Development: Transport Considerations

Accessibility has been considered throughout the design to ensure an inclusive journey, both internally and externally. From arriving to site and using the store, accessibility is in the forefront of the design proposal.

Policy TR3 Highways in Developments: Design Considerations

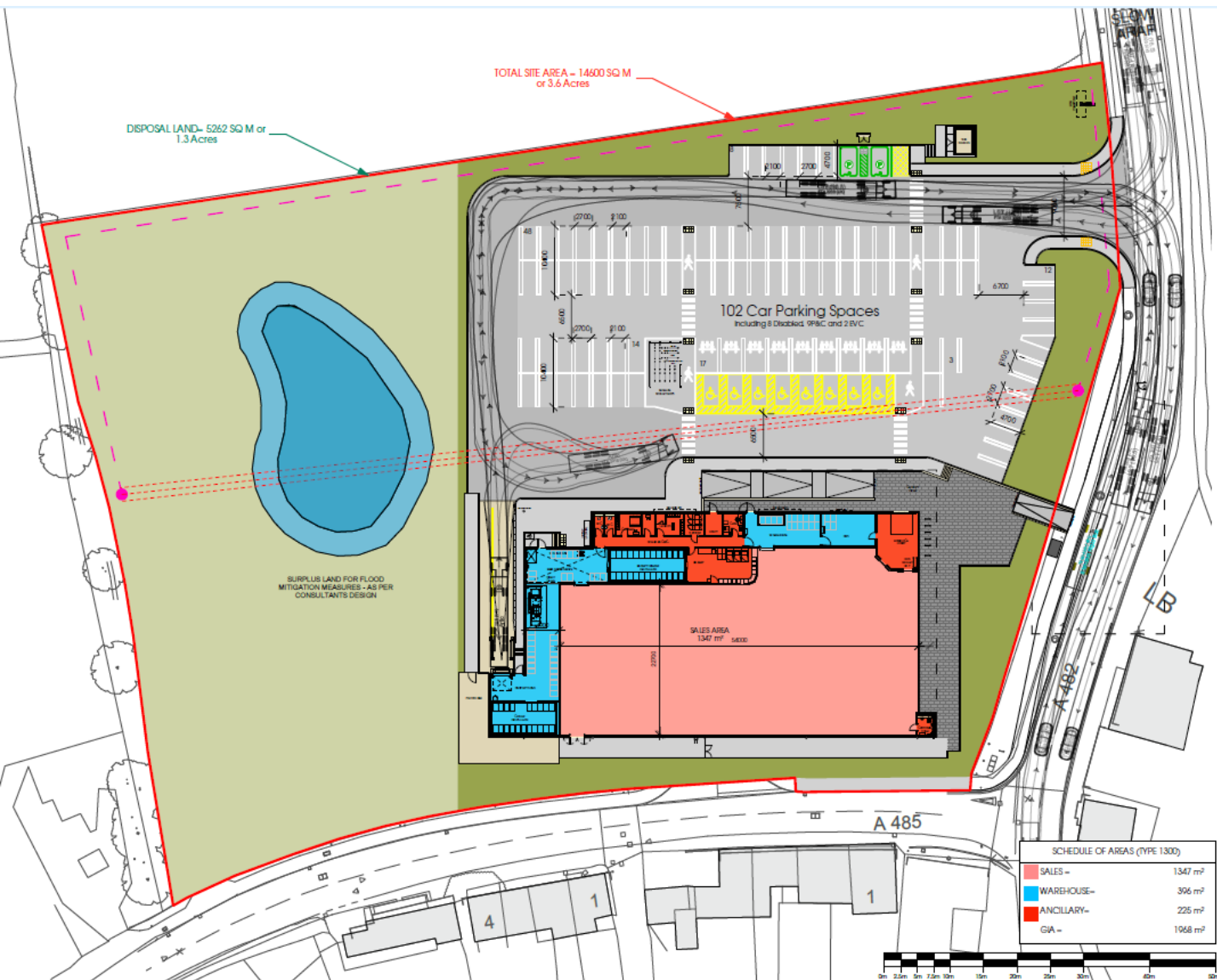
Alternative modes of transport are encouraged through the provision of cycle stands, proximity to local transport nodes and pedestrian routes, making walking to and from site a viable option.

DESIGN RESPONSE

Proposed Site Plan

The figure below shows the proposed site plan for the new Lidl store in Lampeter-Cwmman. The proposed site plan is offering a new Lidl store with a sales area of 1347 SQM, 102 car parking spaces including 6 disabled, 9 parents & child, 2 electric vehicle charging points and surrounded by soft landscape. The soft landscape scheme is set to complement the proposal by offering screening as well as a natural, sustainable drainage solution (SuDS) that satisfies the requirements of Schedule 3 of the Flood and Water Management Act (2010) and the associated SuDS Regulations.

The design is set on two levels with the store being slightly raised above the existing ground level, and the car park being at the same level of existing. This is to allow flood water to flow underneath the store whilst not adding additional mass to the flood zone.

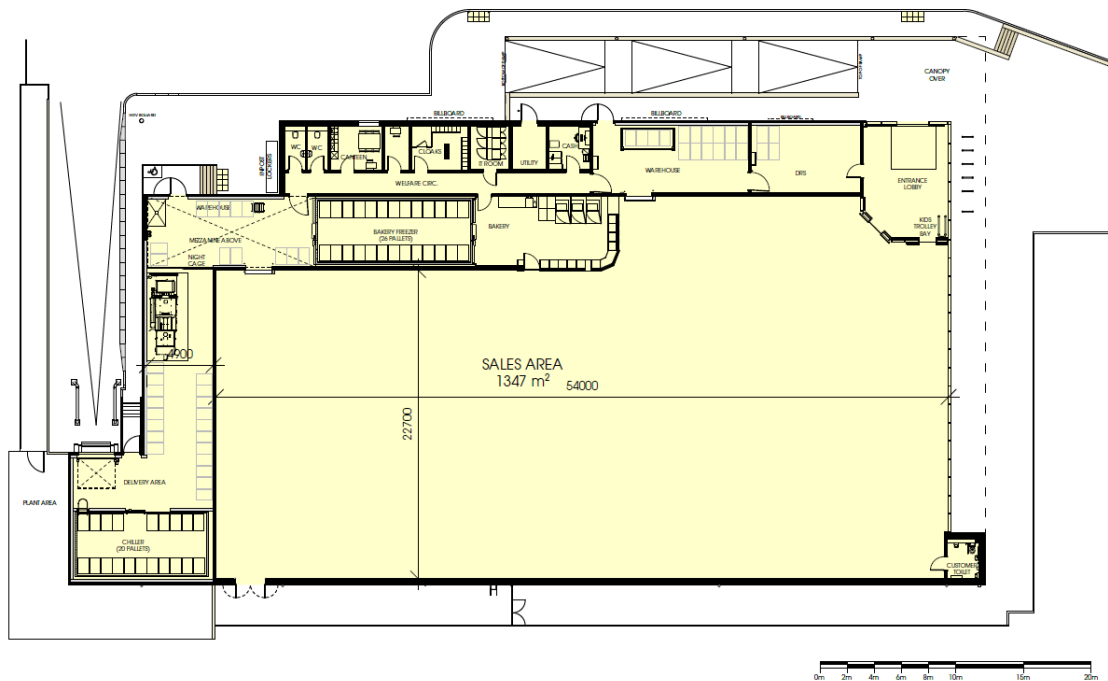


PROPOSED SITE PLAN FOR THE NEW LIDL IN Lampeter-Cwmman

DESIGN RESPONSE

Proposed Floor Plan

The picture shown below shows the proposed ground floor plan of the store



PROPOSED FLOOR PLAN

The ground floor can be divided into three main areas:

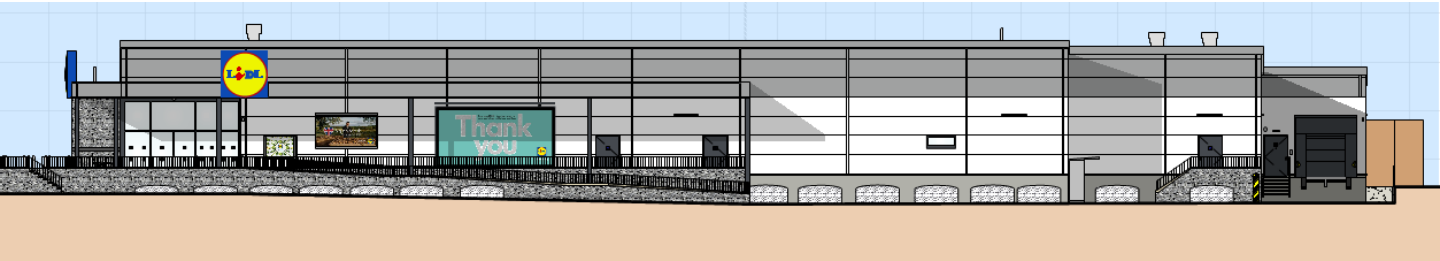
- a) Sales area 1347 SQM. This area is 22.7m in width and 54m in length;
- b) Ancillary 225 SQM. This space includes staff spaces, a customer entrance and a WC;
- c) Warehouse 396 SQM. This space includes all the space occupied by the machinery, storage units and for the staff to do their job.

All these areas combined will result in a gross internal area of 1968 SQM.

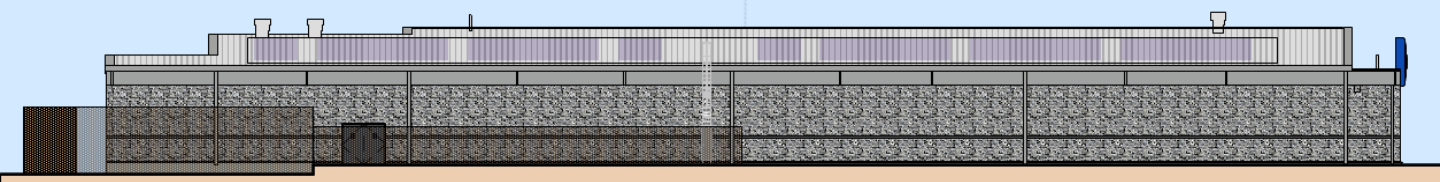
DESIGN RESPONSE

Proposed Elevations

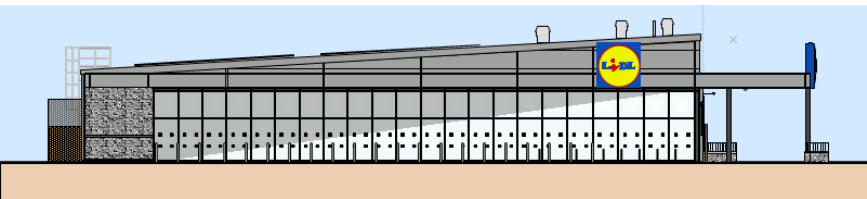
The elevations have developed from the Lidl standard specification to create a sympathetic and complimentary material palette which is encompassing with the surrounding context. The front elevation facing the car park utilises full-height metal cladding for the full elevation this is used for Lidl stores on a national level, the neutral tones of the materials compliment surrounding buildings whilst providing a modern material palette to the local vernacular. The rear and gable elevations mainly use grey 'drystone' to match the local vernacular, the stone is positioned on top of a grey rendered plinth which ties in with the metal panelling running along the eaves and verge of the elevations. To provide an element of contrast on site, the roof will be covered by lightweight horizontal cladding panels. A large amount of glazing area is provided around the entrance and to the front of the store to provide natural light into the store and a proactive façade when seen from A482 Road. The loading bay will have a flat roof, this will be concealed from view and facilitate safe service access. The rear elevation will be screened with a 2m vertical timber board fence and a 3.5m acoustic timber fence around the plant area, the timber boarding will have an array of climbing vegetation/plants. The rear elevation will also be screened by a series of trees.



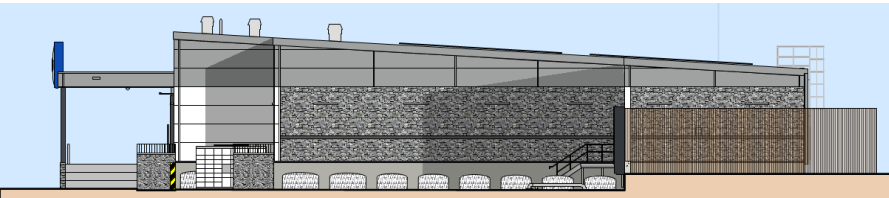
FRONT ELEVATION



REAR ELEVATION



GABLE GLAZED ELEVATION



GABLE REAR ELEVATION

PROPOSED ELEVATIONS FOR THE LIDL STORE

DESIGN RESPONSE

Crime & Safety

The proposed development has been designed in line with the guidance set out in '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;
- 6) Lighting

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



VISUAL OF THE LIDL STORE

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 building more efficient during the construction and operational phases of the proposed new build.

The modern design of the store, 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.

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 one hour after store closing only returning when the alarm is deactivated in the morning one hour before store opening.

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 Natures Resources

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

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

SUSTAINABILITY & ENERGY EFFICIENCY

Protection of Natures Resources

Lidl is committed to training its staff on waste reduction and appropriate recycling and waste segregation. This training has enabled Lidl to achieve significant reductions in the amount of waste being taken from its stores to landfill sites.

Should reserved matters approval be granted for the proposed scheme, preference will be given to local suppliers, where possible, thus enabling the reduction of energy emissions from vehicles.

In terms of water usage, Lidl have several objectives which govern the Water use on-site, these include;

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

Energy

Lidl food stores 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. To achieve an energy-efficient design, it is required to ensure optimum use of energy throughout a building's life. In this section, each component of the building will be discussed in terms of its energy efficiency.

A system of 180.12kWp Photo Voltaic (PV) panels are proposed on the roof of the store to generate on-site renewable energy for use in the store.

Materials

In the construction of the proposed food store, Lidl is committed to using materials that are highly rated within the BREEAM 'Green Guide'. This tool provides information relating to the environmental performance of building materials. Materials with a 'Green Guide' ranking of A or A+, will be chosen by Lidl where possible, thus having the least environmental impact.

The materials applied to the building are low maintenance and, in most cases, require no further applications over time. Quality-facing materials are to be encompassed on the elevations. The guttering and down pipes are a natural zinc finish and therefore do not require re-painting or maintenance.

Where appropriate, Lidl will seek to obtain building materials from suppliers that possess an accredited Environmental Management System (EMS) or similar standard. In doing so, this will ensure that the environmental impact from the use of such materials will have been fully considered throughout the procurement process.

Appliances, Chilled Cabinets and Display Cases

Refrigerated units within the retail store are typically accessed using transparent doors 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".

Lidl stores use manually operated "dock levelling" plates which are used in conjunction with a sloped loading ramp.

SUSTAINABILITY & ENERGY EFFICIENCY

Appliances, Chilled Cabinets and Display Cases

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Lidl stores use manually operated “dock levelling” plates which are used in conjunction with a sloped loading ramp.

Glazing

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

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.

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 to minimize energy consumption through seasonal variations. Lighting levels vary depending upon the activity i.e. 1 hour after the store closing lighting levels reduce to only 30% and vice versa.

Heating

All Lidl stores use Air conditioning systems that provide both heat and cool air. This allows the building to be effectively controlled with the same management system.

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

Furthermore, Lidl will ensure that the food store will exceed the minimum building regulations standards for thermal performance, thereby reducing the heating requirements of the building. All windows will be double-glazed, with a minimum of 6mm glass and a 12mm gap between glazing panels to minimise heat loss from the building.

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

SUSTAINABILITY & ENERGY EFFICIENCY

Air

The 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 construction sites.

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 in the building's temperature. It takes a significant amount of energy to control these leaks with measures to reduce such leaks being incorporated into the building design. The number of openings within the building envelope has 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 and lighting

During the construction and operation of the development, every effort is made to ensure noise and lighting 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 a landscape buffer, this includes a 3.5m acoustic fence surrounding the plant area. The Lidl store receives 1 -2 deliveries per day, which will usually be before the store opens, to ensure fresh stock is replenished daily.

Light pollution emanating from the building 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 minimise light obstruction, including light trespass and sky glow by following appropriate guidance from the Institute of Lighting Engineers.

COMMUNITY SUSTAINABILITY

Job Creation

Lidl primarily seeks 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 seeks to employ up to 40 full and part-time staff so that they can offer a friendly and familiar staffing service to their customers. Lidl employ most of their staff from the local area. In addition, there may also be opportunities for temporary and indirect employment because of the proposals. The opportunity may exist to recruit local labor during the construction of the store, thus providing further short-term employment opportunities.

Crime Prevention

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.

Limited Assortment Discount

The Limited Assortment 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 proximity of the Lidl store to the residential development will improve the customer experience by providing a high-quality modern store and offering its full product range.

Sustainable Access

Whilst car use will be a popular way to access the store, the site also ensures excellent access to public transport including the bus network. Cycling and walking present the most sustainable mode of travel to the site over short journeys and given the site is prominently located near large residential catchment areas it is anticipated that most visitors will use this method of accessing 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.

ACCESSIBILITY AND HIGHWAY SAFETY

Introduction

This section details the two aspects of access, that is access in the sense of vehicular and pedestrian access to the site, but also inclusive access, considering movement within the existing site itself. It is important to note that these issues are not independent and have been considered together whilst preparing the design response. Furthermore, highway safety is also considered in this section.

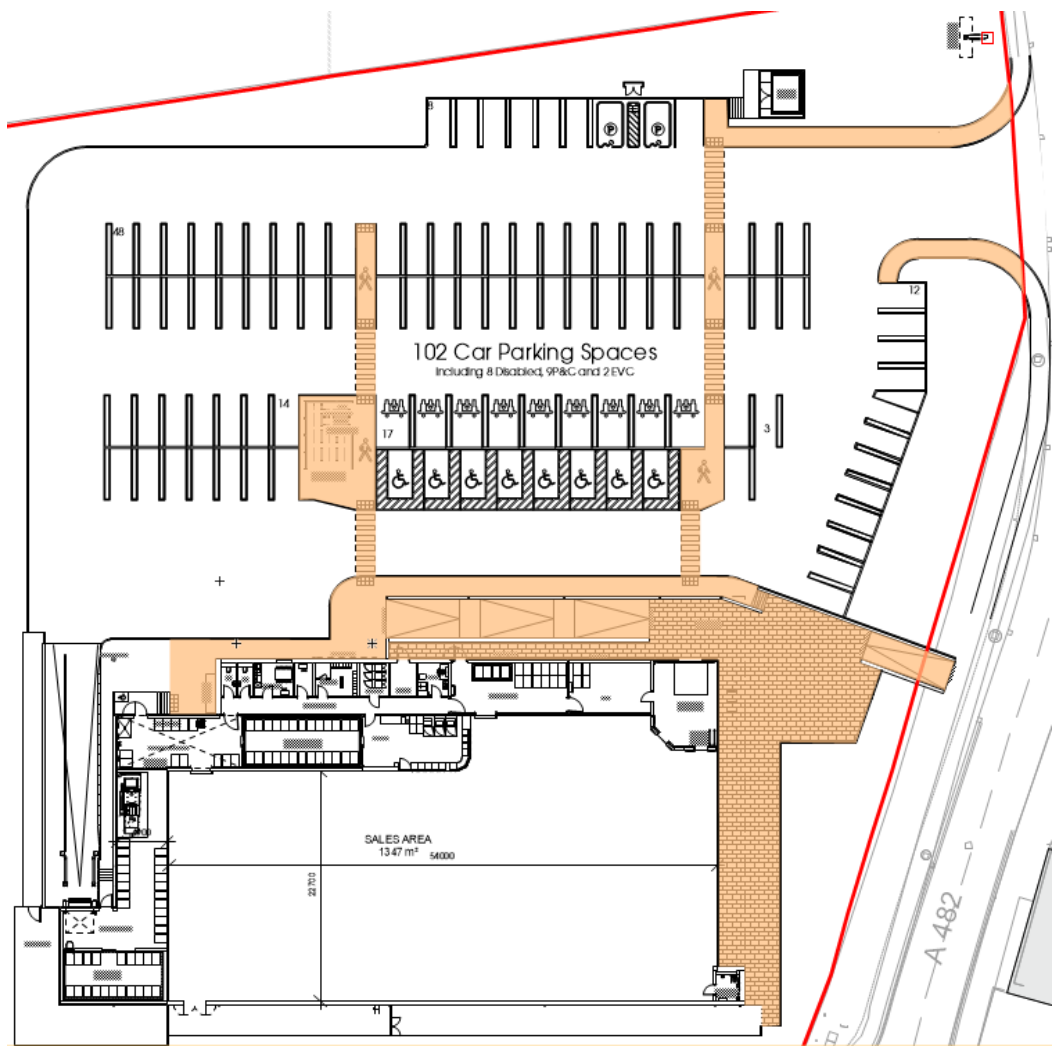
Inclusive Access

A poorly designed scheme can lead to the exclusion of communities or individuals. This proposal has adopted the principles of inclusive design as set out in best practice guidance. This has resulted in a layout for the site that:

- Can be used safely and easily by as many people as possible without undue effort, separation or special treatment;
- Values and embraces diversity and difference;
- Consists of a high-quality design;
- Allocates appropriate space for people;
- Achieves a safe, comfortable and healthy environment;
- Ensures ease of use, comprehension and understanding.



PEDESTRIAN ROUTES



PEDESTRIAN ROUTES AROUND PROPOSED SITE

ACCESSIBILITY AND HIGHWAY SAFETY

Design Principles

The design principles and concepts that have been applied to the development are as follows:

- Sensitivity to the surrounding context, as a crucial principle of the design, has been followed where possible. New landscaping to the edges of the site will refresh the existing site boundaries.

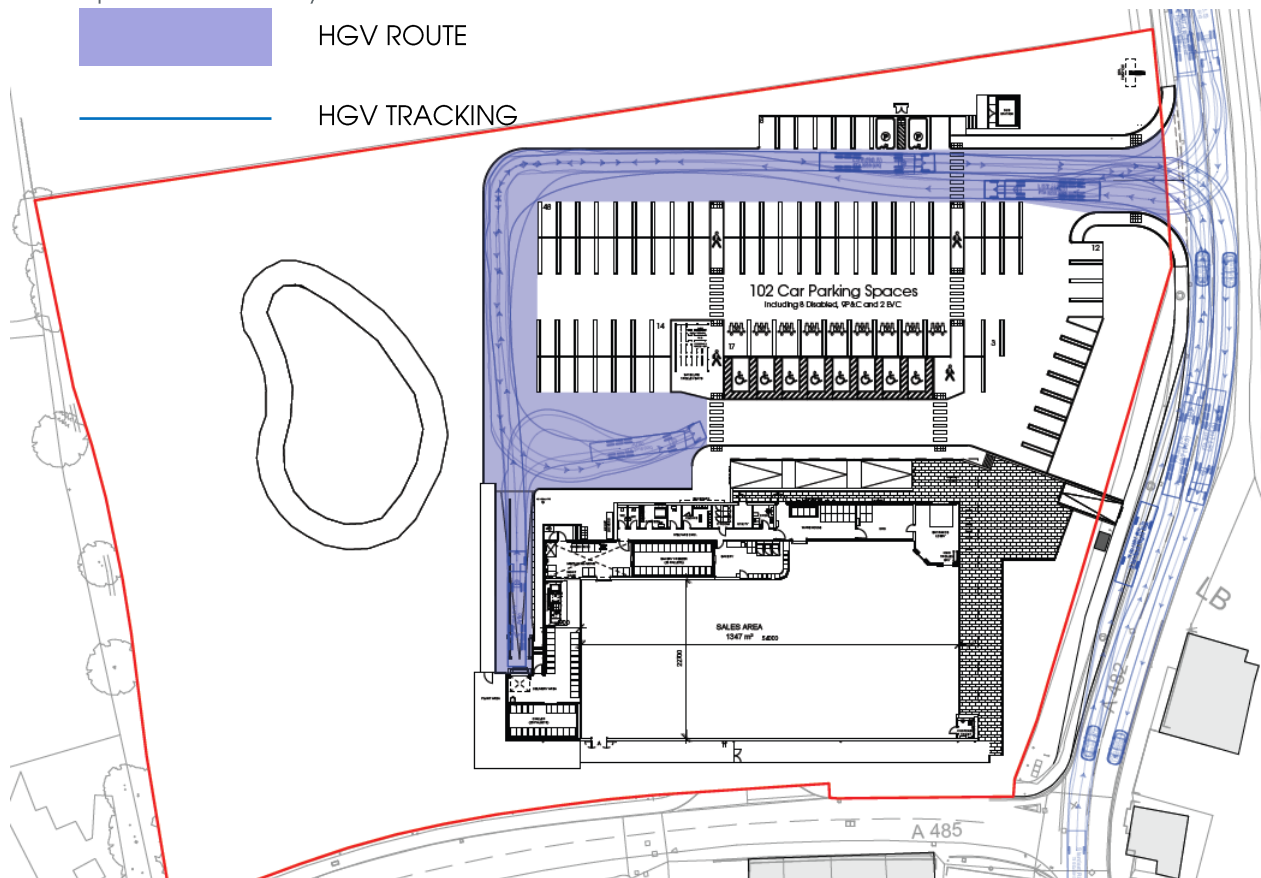
The steps taken to appraise the context of the development and how the design of the development takes that context into account are demonstrated below:

- The orientation of the building towards the South / East boundary improves visibility across the site. Furthermore, the removal of the burger box will also enhance this aspect. The formation of an open space was a design driver for the development of the site.

The policy and approach adopted as to access, and how policies relating to access in the development plan have been taken into account have been previously explained in this document.

The specific issues which might affect access to the development have been addressed below:

- Pedestrian safety was another key design driver. The HGV Truck access point is located on A482 Road. This access will be used for customer vehicle site access. The HGV route has been designed to be the furthest point from the customer entrance creating improved pedestrian safety.



HGV ROUTES AROUND PROPOSED SITE

CONCLUSION

This document explains the principles behind the design process for a new Lidl store in Lampeter-Cwmann and it states why the development should be considered favourable according to Carmarthenshire Local Development Plan. Some of the criteria matched by the store in the Carmarthenshire Local Development Plan are listed below:

- blends in with the surrounding buildings in terms of materiality and mass of the building,
- doesn't have a negative impact on the adjoining properties,
- includes a landscape and planting scheme including a sustainable drainage design,
- and promote inclusive design for built development and access within and around the development.

The proposed Lidl store also strives to reduce environmental impact, both through design and through the commitment of Lidl to follow best practices to reduce pollution during the construction phase. In addition to sustainable design, there are several inherent attributions of sustainability in the proposals:

- The development will provide a local convenient service to the residents within Lampeter-Cwmann and the nearby surrounding area.
- The proposals are within an accessible location using transport other than the private car, including local bus services and safe pedestrian and cycle routes.

The information provided demonstrates that the new store can be regarded as energy efficient and will also deliver sustainability within the local community.

References

Supplementary documents that have been used to develop the scheme proposals include:

National Planning Policy Wales

Carmarthenshire County Borough Council, Local Development Plan (to 2021) Adopted December 2013

CDM requirements and future maintenance



VISUAL OF THE LIDL STORE



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