DESIGN & ACCESS STATEMENT

DESIGN AND ACCESS STATEMENT FOR A FULL PLANNING APPLICATION FOR PEMBROKE DOCK

June 2025

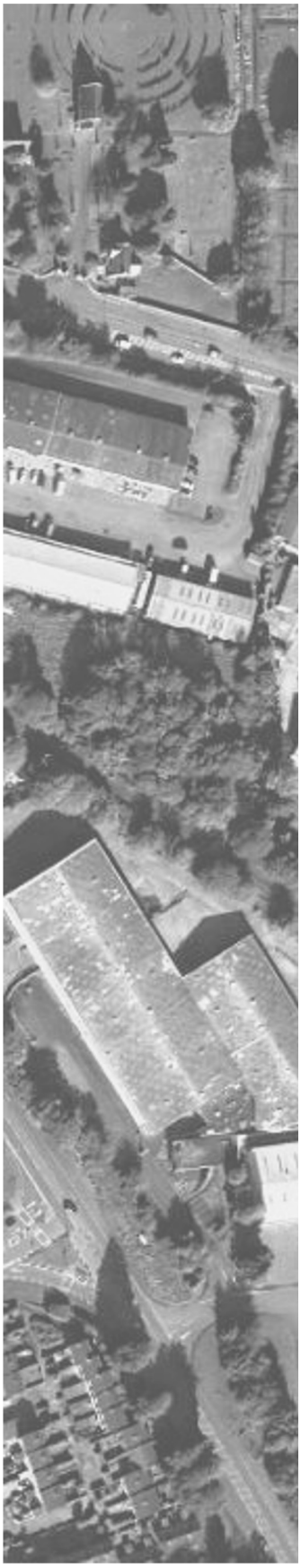
REV B

DA01

CONTENTS

INTRODUCTION

This document explains the design process behind the development proposal and provides justification on this scheme. It has been put together for the local planning authority, elected members, statutory and non-statutory consultees, and residents. The DAS 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.



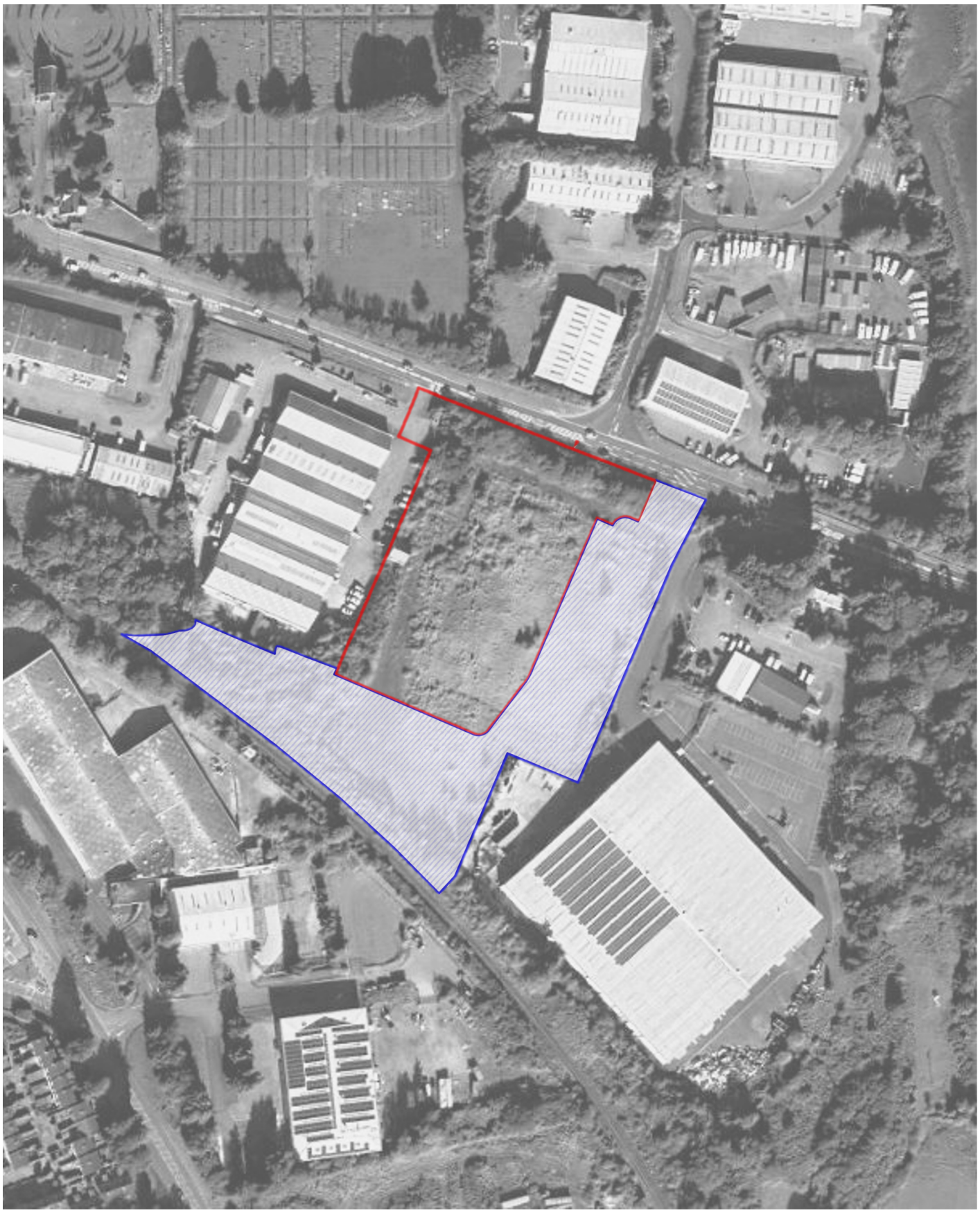
This DAS Statement responds to the requirements of Planning Policy Wales:

"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 DAS Statement has been prepared 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/ Local Character
2 - Site Context
3 - Design Proposals
4 - Access Proposals and Movement
5 - Environmental and Sustainability

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



INTRODUCTION

Purpose & 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.

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.

Utility Survey – EDI Surveys Ltd

Topographic Survey & Buried Utilities – EDI Surveys Ltd

Planning Consultant – Carney Sweeney

Biodiversity Consulting – Biodiverse Consulting

Landscape Consulting – Corscadden Associates

Arboriculture Survey – ARBTS

Noise Consulting - InAcoustic

Lighting Consultant - Signify

Highways Engineer - SCP Transport

Drainage/ Flood Consultant - Water Co

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.

PLANNING POLICY CONTEXT

This section of the DAS outlines the planning policy framework relevant to the planning application. It sets out the policy context at both the national and local levels focusing in particular on those polices 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 by 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) **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.

3) **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.

PLANNING POLICY CONTEXT

Pembrokeshire County Council Local Development Plan up to 2021 was adopted on 28th February 2013 and will remain in force until the replacement LDP is adopted.

Overarching Policies (but not limited to) which affect the design within the LDP include;

GN.1 General Development Policy

Development will be permitted where the following criteria are met:

a) The nature, location, siting and scale of the proposed development is compatible with the capacity and character of the site and the area within which it is located;

b) It would not result in a significant detrimental impact on local amenity in terms of visual impact, loss of light or privacy, odours, smoke, fumes, dust, air quality or an increase in noise or vibration levels;

c) It would not adversely affect landscape character, quality or diversity, including the special qualities of the Pembrokeshire Coast National Park63 and neighbouring authorities;

d) It respects and protects the natural environment including protected habitats and species;

e) It would take place in an accessible location, would incorporate sustainable transport and accessibility principles and would not result in a detrimental impact on highway safety or in traffic exceeding the capacity of the highway network;

f) Necessary and appropriate service infrastructure64, access and parking can be provided;

g) It would not cause or result in unacceptable harm to health and safety;

h) It would not have a significant adverse impact on water quality; and

i) It would neither contribute to the coalescence of distinct settlements nor create or consolidate ribbon development.

The proposed scheme aligns with the General Development Policy (GN.1) by respecting the site's capacity and the character of its surroundings. The development is designed to be compatible with the settlement's scale and position within the area's growth hierarchy, ensuring it does not undermine local amenity, landscape character, or environmental quality. The store will be sensitively sited to minimize visual and noise impacts and will incorporate sustainable transport options, improving accessibility while safeguarding highway safety. By preserving natural features, and enhancing local infrastructure, the development will respect both the natural and built environment. Additionally, it will avoid coalescence or ribbon development, maintaining the distinctiveness of surrounding settlements.

GN.4 Resource Efficiency and Renewable and Low-carbon Energy Proposals

Development proposals shouldseek to minimise resource demand, improve resource efficiency and seek power generated from renewable resources, where appropriate. They will be expected to be well designed in terms of energy use. Developments which enable the supply of renewable energy through environmentally acceptable solutions will be supported.

The design will incorporate energy-efficient systems and renewable energy sources, including solar panels to reduce overall energy consumption. Additionally, the store will provide 2 Electric Vehicle Charging (EVC) parking spaces and 6 cycle parking spaces to promote low-carbon transport options. By integrating renewable energy and supporting eco-friendly transport, the design ensures a significant reduction in carbon footprint while meeting the local demand for energy in an environmentally responsible manner.

GN.2 Sustainable Design

a) It is of a good design which pays due regard to local distinctiveness and contributes positively to the local context;
b) It is appropriate to the local character and landscape/townscape context
c) in terms of layout, scale, form, siting, massing, height, density, mix, detailing, use of materials, landscaping and access arrangements / layout;
d) It incorporates a resource efficient and climate responsive design through location,
e) Orientation, density, layout, land use, materials, water conservation and the use of
f) sustainable drainage systems and waste management solutions;
g) It achieves a flexible and adaptable design;
h) It creates an inclusive and accessible environment for users that addresses community safety;
i) It provides a good quality, vibrant public realm that integrates well with adjoining streets and spaces and
j) It contributes to delivering well designed outdoor space with good linkages to adjoining streets, spaces and other green infrastructure.

The design ensures that the development respects and enhances the local distinctiveness and context. The store's design is tailored to the area's townscape and landscape, considering factors such as scale, form, siting, and materials that complement the surrounding environment. The layout promotes resource efficiency with careful attention to climate responsiveness, including sustainable materials, and the use of sustainable roof designs like PVC. The design is flexible and adaptable, catering to future needs by creating an adoptable road to adjacent side, and ensures an inclusive and accessible environment for all users. The store will provide a vibrant, high-quality public realm, integrating seamlessly with the surrounding streets and green spaces.

GN.37 – Protection and Enhancement of Biodiversity

All development should demonstrate a positive approach to maintaining and, wherever possible, enhancing biodiversity. Development that would disturb or otherwise harm protected species or their habitats, or the integrity of other habitats, sites or features of importance to wildlife and individual species, will only be permitted in exceptional circumstances where the effects are minimised or mitigated through careful design, work scheduling or other appropriate measures

The proposed scheme has taken reasonable approach on minimising the impact on the existing vegetation and replanting vegetation where retention is not possible. The proposed landscaping scheme indicates the overall site vegetation improvement, increasing the vegetation compared to the existing site.

GN.39 – Transport Routes and Improvements:

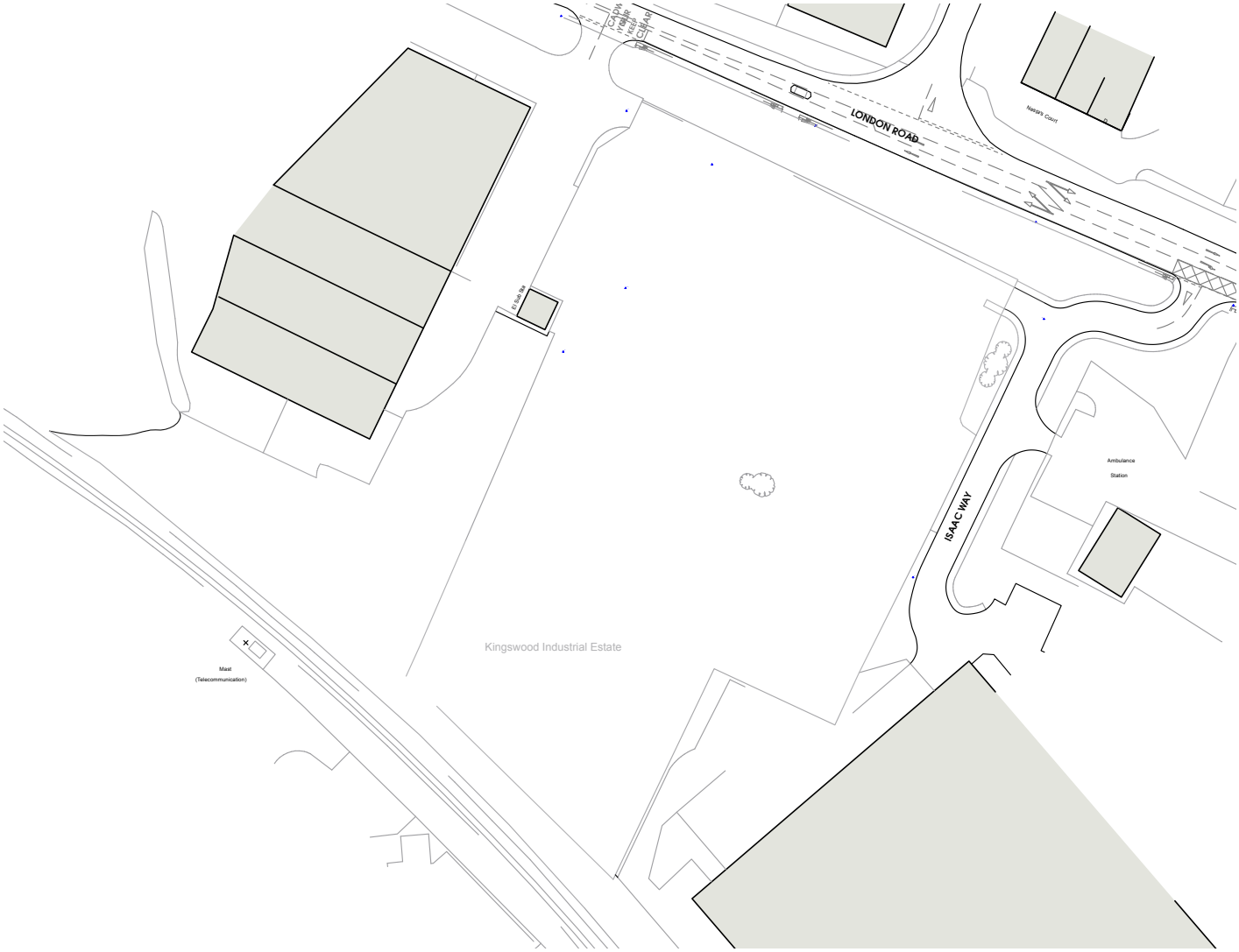
a) The choice of route and / or site minimises the impact on the built and natural environment, landscapes and property; and
b) Permanent land-take is kept to the minimum that is consistent with good design and high quality landscaping; and
c) In the case of roads, cycleways, multi-use routes and park and ride, the scheme will help to improve road safety; and
d) In the case of roads a full range of practicable solutions to the transport problem has been considered and road enhancement provides the optimum solution; and e) In the case of roadside service areas, the scheme must adjoin the strategic road network, focus primarily on serving motorists' needs, not impede the movement of strategic traffic and not undermine retail provision in town centres, local centres or villages'.

The design provides cycle parking for both staff and customers. The location has lack accessible via the use of existing public transport links. Proposed pedestrian routes leading directly to store to allow for safe, convenient access.

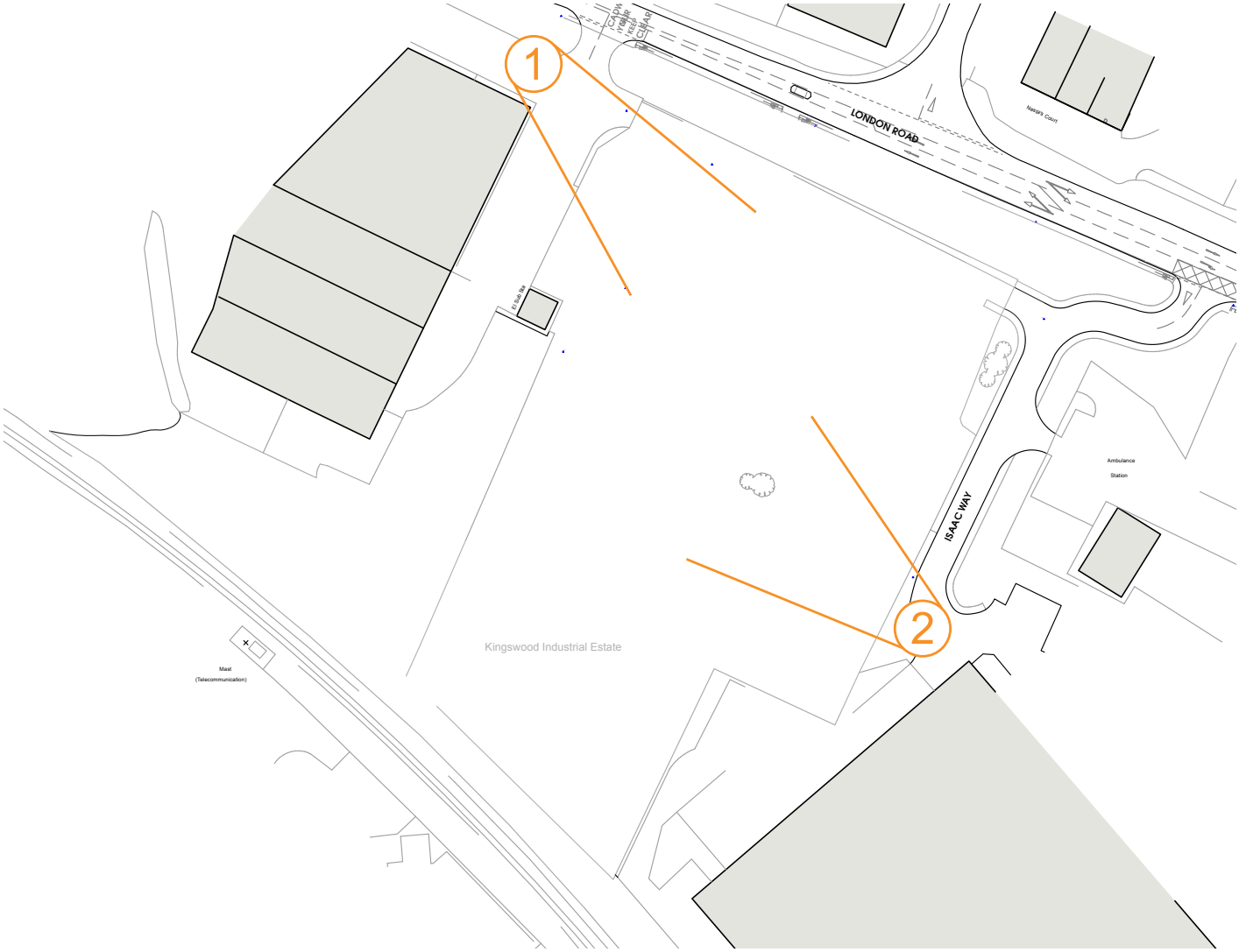
THE SITE AND CONTEXTUAL ANALYSIS

Existing Site

The new proposed site large brownfield site situated on the roads between London Road & Isaac Way, the total site equates to approximately 11,193 sqm / 2.76 Acres / 1.12 Hectares.



THE SITE AND CONTEXTUAL ANALYSIS



STREET VIEW LOCATION PLAN

THE SITE AND CONTEXTUAL ANALYSIS

(1) EXISTING SITE FROM LONDON ROAD

(2) EXISTING SITE ACCESS ISAAC WAY

THE SITE AND CONTEXTUAL ANALYSIS

Access

The site is previously developed land, currently in a green area, has limited access points. The existing vehicular entrance is located off Isaac Way and is secured by a metal gate. Pedestrian access is primarily restricted to the Southern boundary, where a train line runs parallel to the site.

Boundaries

Boundaries of the existing site are defined and comprise of the following uses:

- North boundary – Industrial & Cemetery
- East boundary – Industrial
- South boundary – Industrial
- West boundary – Industrial & Residential [Not directly]

Physical Context

Physical boundaries of the site consist of the following

Southern Boundary: -	Fence and a grass verge & Railway line
Western Boundary:-	Fence
Northern Boundary:-	Dense Vegetation
Eastern Boundary:-	Fence

The North, East and West boundaries have a mixture of vegetation of varying heights and species

Economic Context

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

Improving the retail offer will also help to maximise expenditure within Pembroke Dock whilst increasing the viability of local businesses within the local area.

DESIGN AND ACCESS KEY PRINCIPLES - EVALUATION

Introduction

Based on local, regional, 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 London Road into the site; these will have ramp access for customers moving throughout the site. The proposal will aim to achieve 127 car park spaces, including 9 parent and child, 7 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 Lidl service vehicle delivers 1 -2 times per day and proposals include a dedicated ramp to the loading bay.

Access by Public Transport

The nearest bus stop is adjacent to the Site on the A477 London Road, which provide services between Monkton and Milford Haven, via Pembroke Dock. The nearest train station is Pembroke Dock, around 1km west of the Site.

External Spaces and Landscaping

Proposals include a new landscaping scheme incorporating soft landscaping along London Road and soft planting along the West boundaries. This landscaping, designed in conjunction with a Landscape Architect, will create a visual barrier and provide screening opportunities, enhancing the site's aesthetic appeal. Along the East And West there will be soft landscape. The landscaped boundaries will act as a visual screen along the roads, creating an attractive environment for both residents and retail users.

The open-plan layout of the site ensures clear, unobstructed views across the car park, promoting natural surveillance and enhancing safety. The design also facilitates safe vehicular and pedestrian access throughout the site, contributing to a secure and welcoming environment for all users.

Activity

The proposed new main store entrance will be located through London Road. 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 away from the majority of car park spaces.

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 proposed buildings improves visibility across the site. The formation of an open space within the central part of the site was a design driver for the development of the site. Less enclosed, the new Lidl Store will provide open views to both the west and south boundaries.

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

Pedestrian safety was another key design driver. Taking advantage of the existing site access and observing the route of the vehiculars into site, was key in designing the layout of the site access. The new vehicular site access follows the access road, included to accommodate the new design.

THE VISION AND BRIEF

This Design & Access Statement has been prepared on behalf of Lidl Great Britain Ltd to support a full planning application which consists of construction of a new food store, landscaping and all associated works. The site relating to this application is located off London Road, Pembroke Dock.

The purpose of this Design and Access Statement is to explain the approach of the design. The supporting information submitted within the application site sets out the rationale of the proposal for all aspects of the proposed site.

DESIGN RESPONSE

ACCESSIBILITY & HIGHWAY SAFETY

Introduction

This sections addresses vehicular and pedestrian access in and around the site. 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.

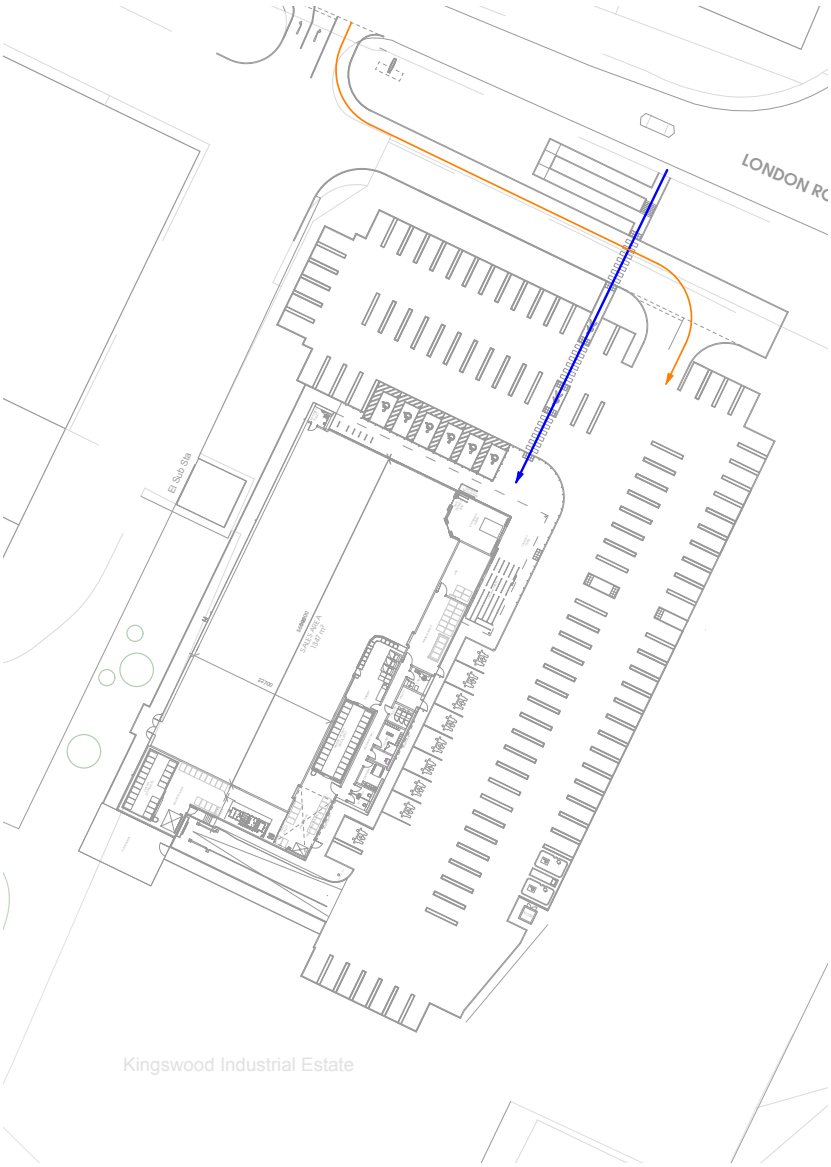
Inclusive Access

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; and
- Ensures ease of use, comprehension and understanding;

Vehicular Access

The primary access into site, for public use, has been designed to be off of London Road, utilising the existing highways entrance and creating an offshoot into the proposal site. The proposed roadway showcases an additional connection for further development on the neighboring sites [East & South]. Further Consideration to connect to the southern parcel of land outside of the proposal, by chamfering the proposed parking allows sufficient width enabling for future road layouts and connections.



VEHICULAR ACCESS

PEDESTRIAN ROUTES

MAIN VECHICULAR AND PEDESTRAIN ACCESS AROUND SITE

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 provide some parameters within which the design should be based.

Lidl Design Response

Lidl are 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 are 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 compliments the existing surrounding area, a modern sustainable palette of materials is to be utilised. The design utilises a mixture of traditional and modern materials to achieve the overall effect. New glazing doors and windows will also allow natural light to permeate the building. The natural light allowance into the sales area will also provide a view of the store from London Road for motorists and pedestrians.

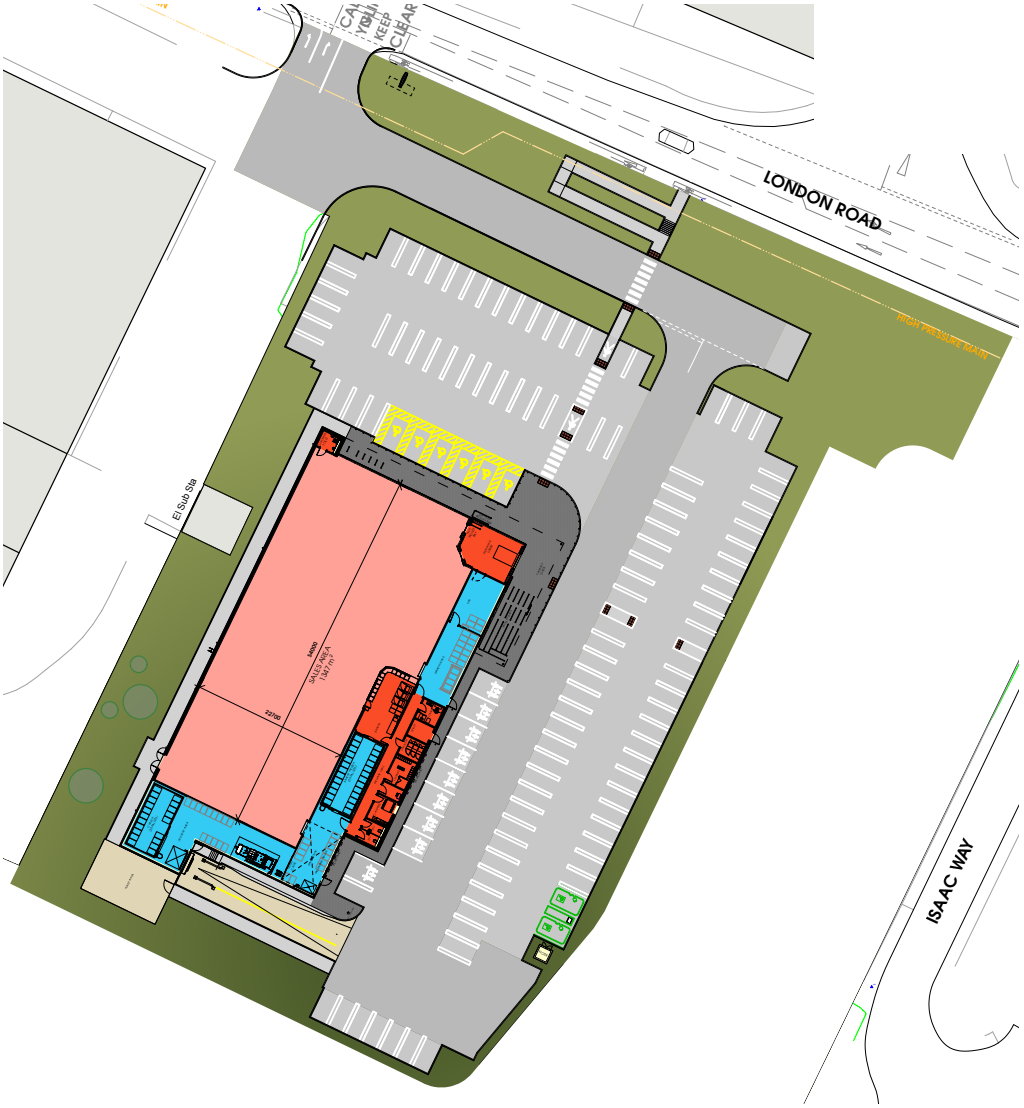
To enhance accessibility and circulation, the proposed development includes the following improvements:

- A new highways entrance off the London Road, significantly improving vehicular access to the site.
- A dedicated pedestrian access point, complementing the existing footpaths along the roadsides.

These modifications will ensure ample movement for both vehicles and pedestrians in and around the site, while also addressing the current limitations of the existing infrastructure. The new layout prioritizes safety and improved connectivity with the surrounding area.

DESIGN RESPONSE

PROPOSED SITE PLAN



PLACEMAKING

New proposed store placed glazing side towards the London Road. The proposed massing is compacted into the Northern section of the site, with a GIA of 1962 sqm. The carpark wraps around the North and East sides of the store with accessible and parent & child parking closest to the store entrance for ease and safety. There is also a pedestrian only walkway through the car park providing a safe way of traversing from the customers car to the entrance. The car park and store are surrounded by soft landscaping, around the boundary edges to soften the impact of the store from the roadside. The details of the landscaping scheme will be designed in conjunction with a Landscape Architect.

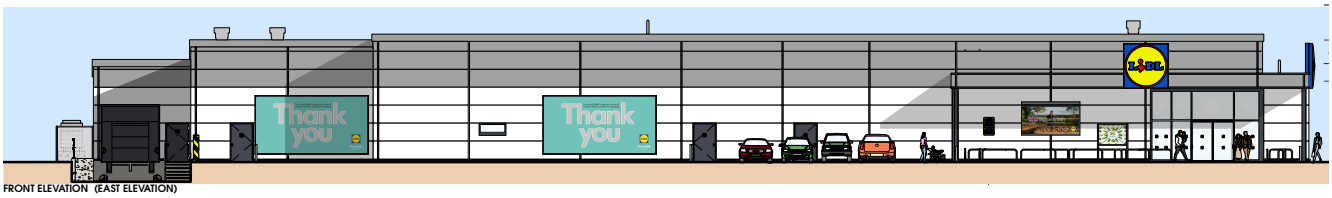
As an open plan site, open views are offered across the car park which increases the natural surveillance improving the feeling of safety and promoting safe vehicular and pedestrian access in and around the site.

The scale of the proposal has been designed to both occupy current Lidl requirements as well future proofing for changes to the overall shopping experience. The sales area provides a modern, attractive and functional space that offers a pleasant environment for both customers and staff.

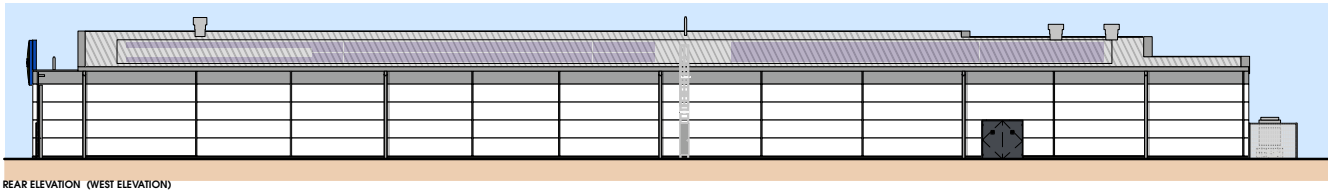
DESIGN RESPONSE

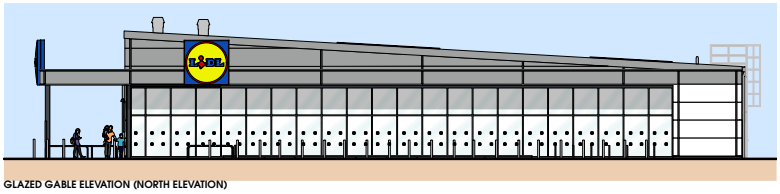
PROPOSED ELEVATIONS

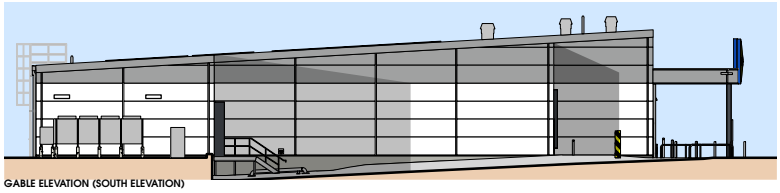
Modern proposed glazing is included to the main elevations to promote an attractive view, both into and out of the store. This also will achieve maximum natural light to the sales area. A feature canopy along the glazed elevation will form the major visual focus when viewed from London Road. The loading bay will have a flat roof, this will be concealed from view and facilitate safe service access. The walling will be finished in white and grey cladding, the applications in two contrasting colours promotes a strong horizonal emphasis, helping the building blend with its surroundings.



FRONT ELEVATION (EAST ELEVATION)


REAR ELEVATION (WEST ELEVATION)

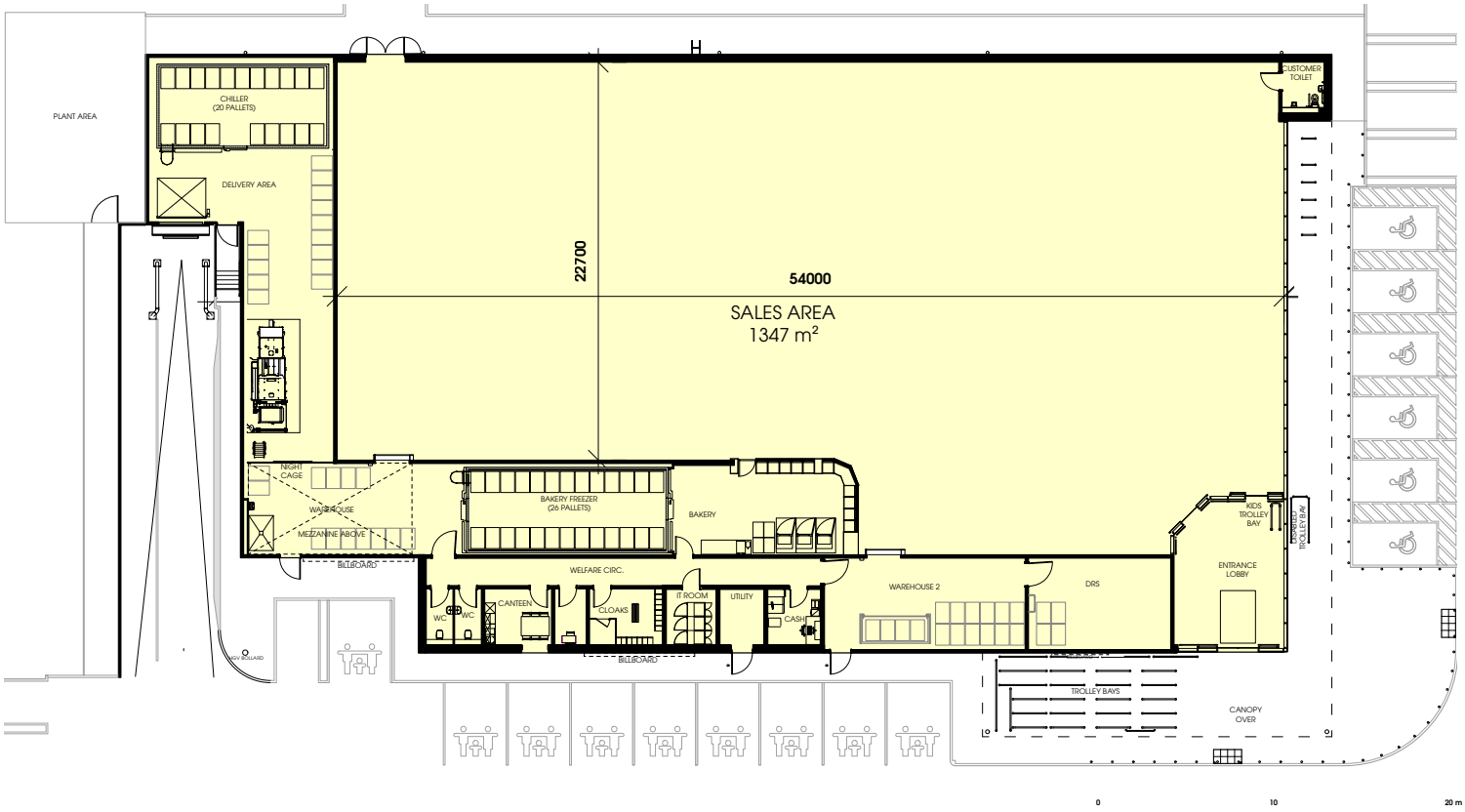

GLAZED GABLE ELEVATION (NORTH ELEVATION)


GABLE ELEVATION (SOUTH ELEVATION)

Elevation drawings – Not to Scale

DESIGN RESPONSE

FLOOR PLAN & CHARACTER



INTERNAL ENVIRONMENT

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

The layout of the proposed Lidl store is based on the latest Lidl specification, with majority of the floor spaces being utilised as sales area in a rectangular form for efficient merchandise layout, in addition a wraparound warehouse and ancillary. Bakery is positioned close to the store entrance.

Waste management is carried out offsite. All HGV deliverys that bring produce to store, leave with the produced waste from the store and returns to the regional distribution centre (RDC). At the RDC, the waste produced by store is sorted, filtered and recycled onsite.

DESIGN RESPONSE

Crime & Safety

The proposed development has been designed in line with 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 built 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.

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 most cases, require no further applications. Quality facing materials are to be utilised on the proposals.

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.

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

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.

SUSTAINABILITY & ENERGY EFFICIENCY

Protection of Natures Resources

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

Element	Construction	Rating
Roof	Steel construction with metal composite insulated panels with integral single ply membrane.	A
Walls	Insulated Cladding panels fixed to steel.	A+
Glazing	Windows, Double glazed with Aluminum Frame.	A

Protection of Natural 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 planning 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.

SUSTAINABILITY & ENERGY EFFICIENCY

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 180.2kWp Photo Voltaic (PV) panels consisting of 420 PV modules 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 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 Systems (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 leveling" plates which are used in conjunction with a sloped loading ramp.

Glazing

Proposals for glazing to the main elevations are to be incorporated. 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 its operational life. This material is also durable, having some of the longest replacement intervals according to the Green Guide.

The development optimises the window selection to maximise 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 Buildings 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 12mm gap between glazing panels to minimise heat loss from the building. .

Area	Temp
Sales Floor	+19 °C
Welfare / Checkouts	+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 with 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 have been kept to a minimum to reduce the areas where air leakage could occur. Appropriate seals will be used to reduce these draughts to a minimum. The roof space and any draughts created from the cladding around the roof space will not affect the temperature within the building.

Noise

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

Noise impacts to the surrounding receptors would be minimized through the appropriate layout and the installation of a landscape buffer. The Lidl store receives 1 -2 deliveries per day, which will usually be before the store opens, to ensure fresh stock is replenished daily.

Lighting

Impacts from lighting have been addressed during the design of the development. Light pollution emanating from 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.

Job Creation

Lidl primarily seek to serve the immediate local community in which they are located, both in terms of their discounted shopping offer and in terms of employment. Lidl seek to employ up to 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 as a result of the proposals. The opportunity may exist to recruit local labour during the construction of the store, thus providing further short-term employment opportunities.

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.

Waste Management

The proposed development incorporates an efficient off-site waste management strategy. All waste generated on the premises will be collected and transported by the same Heavy Goods Vehicles (HGVs) that deliver produce to the store. This approach minimizes additional traffic and optimizes logistics.

Upon departure, these HGVs will transport the store's waste to the company's Regional Distribution Centre (RDC). At the RDC, a comprehensive waste processing system is in place to sort, filter, and recycle the collected materials on-site. This centralized approach ensures maximum recycling efficiency and reduces the environmental impact of waste disposal.
This integrated waste management solution aligns with sustainable design principles and supports the development's commitment to responsible resource management.

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

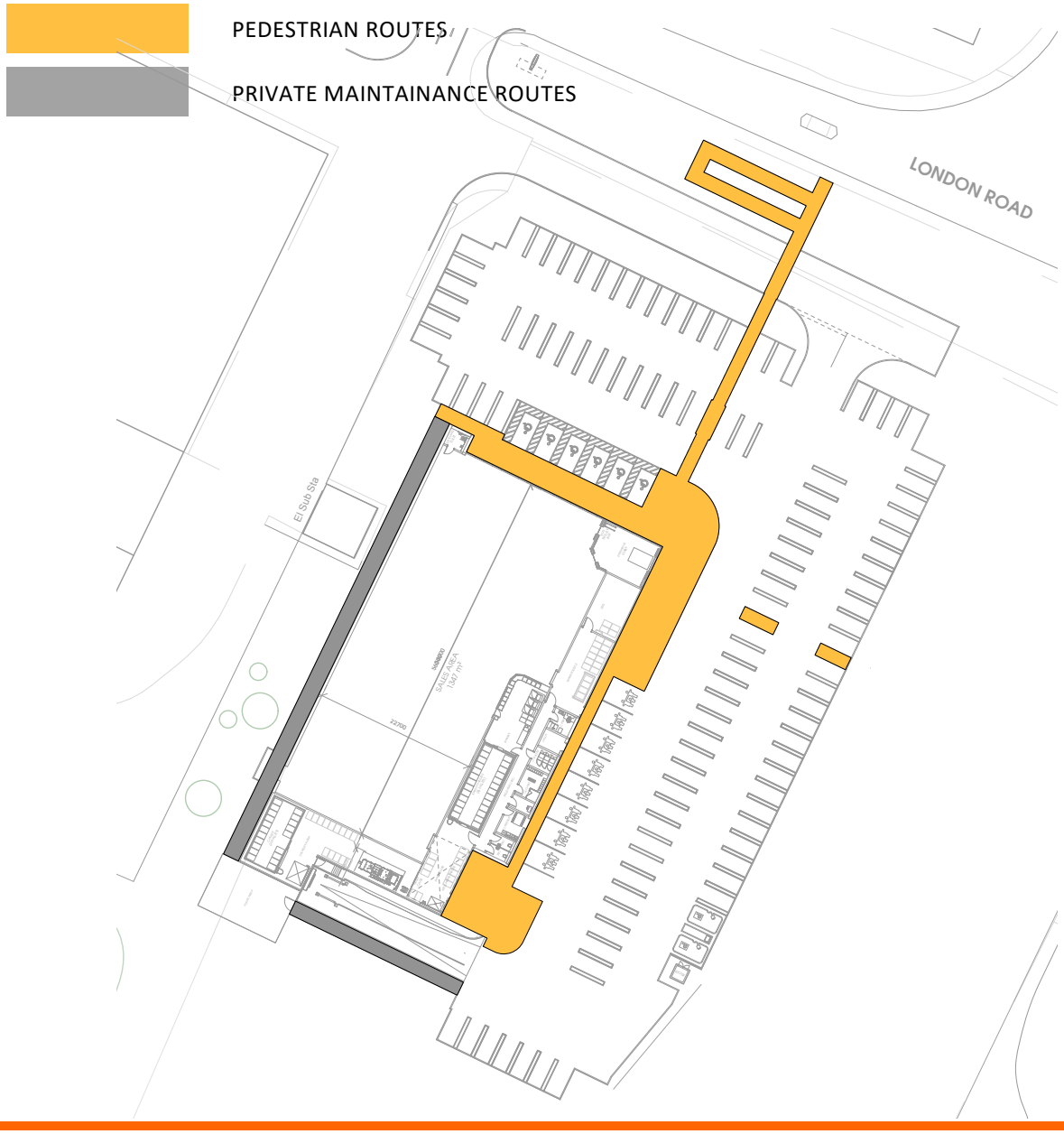
Introduction

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.



ACCESSIBILITY AND HIGHWAY SAFETY

Design Principles

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

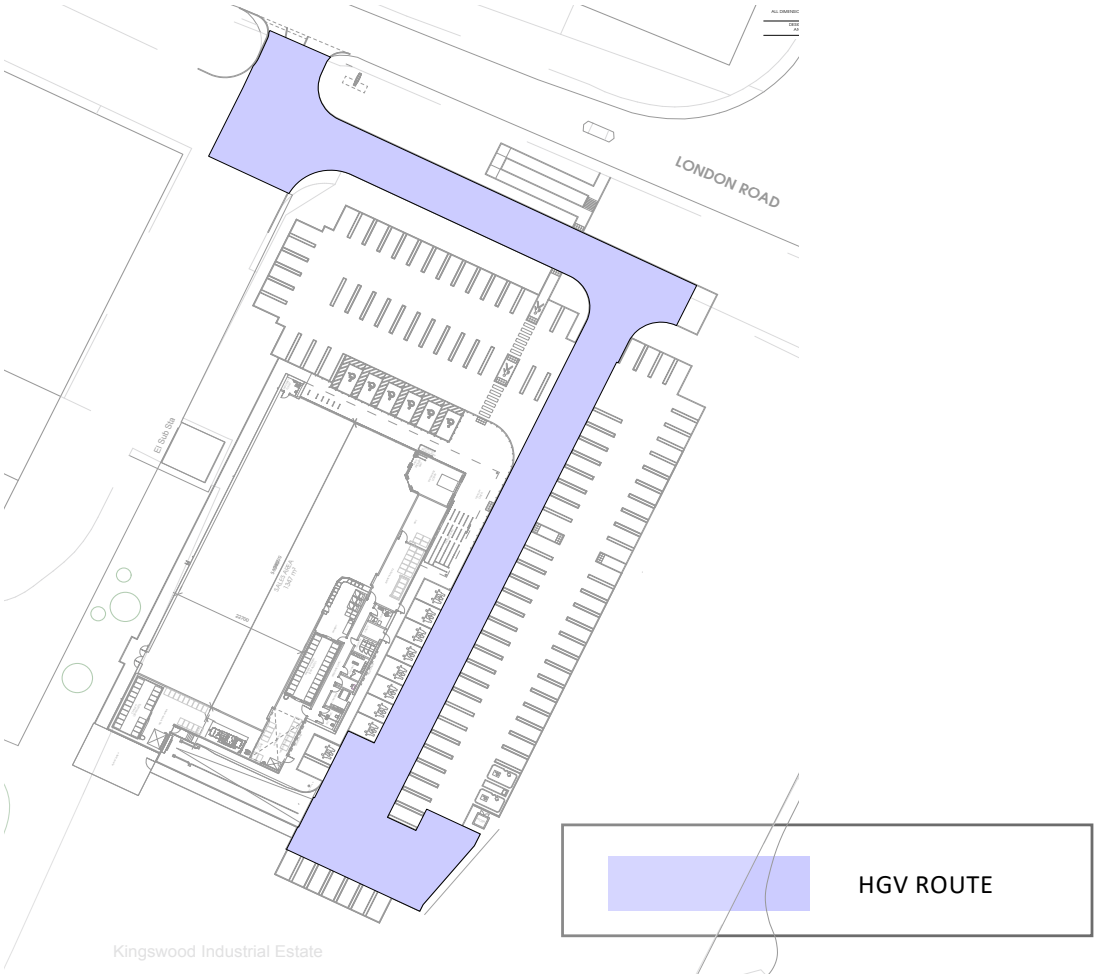
- Sensitivity to the surrounding context, as a crucial principle of the design, has been followed where possible. New landscaping on the edges of the site will refresh the existing site boundaries.

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 / West boundary improves visibility across the site. The formation of an open space was a design driver for the development of the site. Less enclosed, the new Lidl Store will provide open views to both the North and East boundaries.

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 London 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

The proposed new Lidl store strives to reduce environmental impact, both through design and through the commitment of Lidl to follow best practice to reduce pollution during the construction phase.

In addition to sustainable design, there are several inherent attributes of sustainability in the proposals:

- The development will provide a local convenient service to the residents within Pembroke Dock and the surrounding area.
- The proposals are within an accessible location by means of transport other than the private car, and safe pedestrian and cycle routes;

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

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