

Monks Cross Drive, Huntington, YO32 9GX

Design & Access Statement for
Lidl Great Britain Limited

November 2023
Our Ref: 21-01439



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Quality Assurance

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned is an appropriately qualified and experienced Chartered Planner in the commercial property sector.

Created by: Joshua Ambrus MPLAN MRTPI
Joshua.ambrus@rapleys.com

Signature: 
J. Ambrus (Nov 27, 2023 16:05 GMT)

Checked by: Jonathan Harper MA (Hons) MTCP MRTPI AssocRICS
Jonathan.harper@rapleys.com

Signature: 
J. R. Harper (Nov 27, 2023 16:14 GMT)

1 INTRODUCTION

- 1.1 This Design and Access Statement (DAS) has been prepared by Rapleys LLP (Rapleys) on behalf of Lidl Great Britain Limited (Lidl) and is submitted in support of a full planning application for the erection of a new Lidl foodstore (Use Class E) with associated car parking and landscaping at Unit 2, Monks Cross Drive, Huntington, York YO32 9GX. A Site Location Plan is attached at Appendix 1.
- 1.2 This planning application is being progressed further to Planning Permission Ref. 22/01135/FULM for the “erection of food store following part demolition of existing unit together with drive-thru restaurant both with associated access, parking and landscaping” being granted on 18 January 2023. PI: Permission Ref. 22/01135/FULM establishes the principle of a food store and a drive-through unit at the site. This consent remains extant.
- 1.3 A DAS is a statutory requirement for major developments, or where the floor space created by development exceeds 1,000 sq.m, as required by the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.4 This document sets out the design principles and concepts that have been applied to the development, demonstrating how the context of the development has been appraised and how the design of the development takes the context into account. Following this, the DAS explains the applicant’s approach to access and how relevant planning policies have been considered, and how specific factors which might affect the proposed development have been addressed.
- 1.5 The Design and Access Statement should be read in conjunction with the following accompany documents submitted as part of this planning application in support of the development propos namely:

Document	Prepared by
Application Drawings	HTC Architects
Design and Access Statement	Rapleys
Statement of Community Involvement	Royal Pilgrim
Landscape Plan	FDA Landscape
Transport Assessment	Bryan G Hall
Travel Plan	Bryan G Hall
Flood Risk Assessment	Topping Engineers
Drainage Strategy	Topping Engineers
Air Quality Assessment	Wardell Armstrong
Noise Impact Assessment	Environmental Noise Solutions Limited
Energy & Sustainability Statements	DDA
Geo-environmental Appraisal	Sirius Geotechnical
Ecological Impact Assessment	Tyler Grange
Arboricultural Impact Assessment	AWA

- 1.6 The following sections will set out the points relevant to this proposal:

- Assessment of the Site and its Context;
- Consultation with the Public and Local Authority;
- Planning Policy Context;
- Design Proposals;
- Access Considerations; and
- Conclusions.

2 ASSESSMENT OF THE SITE AND ITS CONTEXT

- 2.1 This section sets out the steps taken to appraise the physical context of the application site and surroundings.

METHODOLOGY

- 2.2 A planning history and planning policy review was undertaken to understand the existing plan context of the site before considering the design approach to the development proposal.
- 2.3 A full analysis of the development proposal against national and local policy is provided accompanying Planning and Retail Statement.

APPLICATION SITE

- 2.4 The site of the proposed foodstore, which measures approximately 1.26 ha, comprises the former TK Maxx and Argos retail units and associated parking. TK Maxx are understood to have ceased trading from the site in March 2020 and the site has been vacant since this point.
- 2.5 The site forms part of the out-of-centre retail complex at Monks Cross, in northern York. The site is bound by an office building to the north; Monks Cross Drive to the east; a Sainsbury's supermarket to the south; and the Portakabin design and build facility to the west.

SITE CONSTRAINTS

- 2.6 The site is wholly located within Flood Zone 1 (low probability of flooding from fluvial and coastal sources). There is a small area of the site, along the southern boundary with a low risk of surface water flooding.
- 2.7 There are no heritage assets on or directly adjacent to the site, however, the Roman Camp on Huntington South Moor is located roughly 400m to the south-west of the site. The site is not within or adjacent to a Conservation Area.
- 2.8 There are two trees adjacent to the site subject to Tree Preservation Orders (TPO's), namely TPO ref. CYC322-T10, located along the northern site boundary; and TPO ref. CYC322-T9, located close to the primary vehicular access point.

SURROUNDINGS

- 2.9 The surrounding area comprises a mix of predominantly commercial and industrial uses. To the north of the site are offices, restaurants and a hotel. Monks Cross Shopping Park is found to the east, beyond Monks Cross Drive. To the south are further commercial uses, including Vangarde Shopping Park. To the south-west is York Community Stadium, home of York City FC. To the west is a mix of industrial and commercial uses.
- 2.10 Further afield, open countryside is found to the north, east and south-east. To the south-west, beyond the built-up area is a Roman Camp. Residential uses are also found to the north-west, west and south-west of the site, with the nearest residential property being approximately 380m to the south-west.

ACCESS

- 2.11 Vehicular access and egress to the site is currently taken from three locations. The main access is provided by a turning off Monks Cross Drive in the north-eastern corner of the site. Secondary access points are found along the southern boundary, in the form of connections to the neighbouring Sainsbury's car park.
- 2.12 When operational, it is understood that delivery vehicles utilised the main access point to the north-east of the site. A turning off this access road provides access to the storage yard to the rear of the existing unit, where deliveries took place.

- 2.13 Pedestrian access is provided alongside the main vehicular access; midway along the boundary with Monks Cross Drive; and from the Sainsbury's car park to the south.
- 2.14 Multiple bus stops within walking distance, the closest being the Sainsbury's bus stop, provide access to the site via public transport. Very good levels of cycle and pedestrian infrastructure in the surrounding area also provides access to the site by these means.

PLANNING HISTORY

- 2.15 A search of York City Council's online planning portal has revealed the following planning applications, which are deemed to be of relevance to the proposed development:-

Reference	Description	Decision
18/02442/CLU	Certificate of lawfulness for use of shop units for unrestricted retail sales	Approved 11 December 2018
22/01135/FULM	Erection of food store following part demolition of existing unit together with drive-thru restaurant both with associated access, parking and landscaping	Approved 18 January 2023

- 2.16 The planning history demonstrates that the lawful use of the site is unrestricted retail (Use Class E). The site is also subject to extant consent for a foodstore and a drive-thru unit.

3 PUBLIC CONSULTATION

- 3.1 This section provides details of consultation undertaken in relation to the development proposal, and how the outcome of the consultation has informed the proposed development where relevant.

PRE-APPLICATION CONSULTATION

- 3.2 The National Planning Policy Framework (2023) (NPPF) Paragraph 39 identifies that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It is explained that good quality pre-application discussion enables better co-ordination between public and private resources, and improved outcomes for the community.
- 3.3 Therefore, considering the NPPF and the Government's Localism Agenda, Lidl has undertaken a pre-application consultation with both York City Council and local residents.

ENGAGEMENT WITH YORK CITY COUNCIL

- 3.4 The applicant undertook consultation with York City Council and the various statutory consultees as part of the previous planning application (ref. 22/01135/FULM) at the site.
- 3.5 Further details are included within the Planning and Retail Statement.

ENGAGEMENT WITH LOCAL COMMUNITY

- 3.6 In April 2022 Royal Pilgrim undertook a public consultation with local residents on behalf of Lidl. The responses to the consultation exercise were provided in the Statement of Community involvement, which was submitted as part of application ref. 22/01135/FULM. The consultation exercises involved the delivery of 2,700 full colour leaflets to addresses close to the site, providing information about proposed scheme and inviting residents to leave their views.
- 3.7 The consultation exercise received a total of 97 responses, of which 71 (73%) were in support of the proposal, suggesting that local residents are generally supportive of a new Lidl store. Respondents also raised comments on highways, the need for a new supermarket and the number of EV charging points, all of these matters were addressed through the previous application.
- 3.8 A further consultation exercise has been undertaken by Royal Pilgrim on behalf of Lidl in October 2023, with the distribution of 2,901 leaflets being distributed to local residents providing information about the revised proposals, and giving residents an opportunity to comment.
- 3.9 As with the previous consultation, residents have been able to provide their views via the following:

A free post reply slip included with the leaflet;
Online at monkscross.expansion.lidl.co.uk, where comments could be registered;
Email at lidlmonkscross@new-stores.co.uk; and
A dedicated phone number.

- 3.10 Further details of the proposed public consultation are provided in the Statement of Community Involvement, prepared by Royal Pilgrim, that accompanies the planning application

4 PLANNING POLICY CONTEXT

- 4.1 National planning policy is set out within the National Planning Policy Framework (2023) (NPPF), which is supplemented by the National Planning Practice Guidance (NPPG).
- 4.2 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. This means that authorities should approve development proposals that comply with relevant policies without delay. Where there is an absence of relevant development plan policies or if the policies are out-of-date, planning permission should be granted unless:
- i. *“The application of policies in this Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed, or*
 - ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*
- 4.3 Section 12 of the Framework (Achieving well-designed places) confirms that good design is a key aspect of sustainable development and creates better places in which to live and work. Good design also helps make development acceptable to communities.
- 4.4 York City Council does not have an adopted Local Development Plan. Instead, the Council rely on the City of York Draft Local Plan (April 2005), which was approved by the Council for development management purposes.
- 4.5 The planning policies most pertinent to design and access are:
- Policy GP1 (Design);
 - Policy GP3 (Planning against Crime);
 - Policy GP11 (Accessibility); and
 - Policy T7c (Access to Public Transport).
- 4.6 Policy GP1 (Design) outlines that development should:
- Respect and enhance the local environment;
 - Incorporate an appropriate density, layout, scale, mass and design;
 - Avoid the loss of open space;
 - Incorporate appropriate landscaping;
 - Protect valuable elements of the built and historic environment;
 - Include suitable external lighting;
 - Protect valuable public and private spaces;
 - Include appropriate waste facilities;
 - Minimise and mitigate against adverse impact on amenity;
 - Accord with sustainable design principles;
 - Provide toilets and baby changing facilities (in public and non-residential buildings); and
 - Protect open space and ecological features.
- 4.7 Policy GP3 (Planning Against Crime) asserts that development should incorporate crime prevention measures, such as layouts that promote natural surveillance; secure locations for cycle parking; suitable lighting; and CCTV provision.
- 4.8 Policy GP11 (Accessibility) requires development to demonstrate that suitable provision is made for all users.
- 4.9 Policy T7c (Access to Public Transport) requires that all new development on sites of 0.4 ha or more is accessible by public transport, specifically (*inter alia*) within 400m of a bus stop with a frequency of at least one bus every 30 minutes.
- 4.10 The site falls within the area covered by the Huntington Neighbourhood Local Plan area, as such, the Huntington Neighbourhood Plan is relevant to the proposed development. The Neighbourhood Plan policies deemed relevant to this proposal are outlined below: -

- 4.11 Policy H4 (Design Principles) expects development proposals to respect the character of the surroundings and avoid/mitigate against any adverse impacts on the amenity of neighbouring users.
- 4.12 Policy H21 (Walking and Cycling) requires development proposals to ensure that there is sufficient safe and convenient access for cyclists and pedestrians. The policy also outlines that particular attention should be given to linking housing and key facilities, including the shops at Vangrade/Monks Cross Shopping Park.

Emerging Local Plan

- 4.13 York City Council are currently in the process of producing a new Local Plan for the City. Following comments and instructions from the Inspector acting on behalf of the Secretary of State, the most recent draft version of the Local Plan was subject to public consultation between 13 February and 27 March 2023. The latest draft of the Local Plan contains the following policies deemed relevant to the proposed development:
- 4.14 Policy D1 (Placemaking) expects development to improve poor existing urban and natural environments, considering: urban structure and grain; density and massing; streets and spaces; building heights and views; and character and design standards.
- 4.15 Policy D2 (Landscape and Setting) requires development proposals to deliver appropriate landscaping that considers and respects the existing trees, hedges, setting and landscape.
- 4.16 Policy T1 (Sustainable Access) supports development which reduces the need to travel and provides access via all transport modes, prioritising more sustainable modes of transport.
- 4.17 Policy T7 (Minimising and Accommodating Generated Trips) expects (*inter alia*) development to avoid adverse impacts on the safety and efficiency of the transport network.

5 DESIGN PROPOSALS

- 5.1 This section evaluates the existing site context to inform the design and rationale for the proposed development at the site. It explains the design principles and concepts that have been applied to the design of the development in terms of use, amount, layout, scale, appearance, and landscaping.

DESIGN RATIONALE

- 5.2 The scheme proposes the following:

- A new single-storey discount food store will be constructed;
- A new single-storey drive through unit;
- A new access road will be created;
- A high quality landscaping plan will be delivered; and
- The provision of 137 car parking spaces.

- 5.3 The design rationale of the proposal has been informed by Lidl's operational requirements within the context of the site constraints and surrounding land uses.

USE

- 5.4 Policy advises that development proposals should aim to incorporate passive design measures through siting, design, layout and building orientation as well as ensuring that developments are designed to a high quality.
- 5.5 The proposed Lidl food store will be in Use Class E (retail). The store itself will include a sales area, warehouse delivery area; freezer room; bakery; manager's office; staff welfare facilities; and customer toilets. The development also includes associated landscaping, cycle parking, a car park and delivery bay.
- 5.6 Further details on the principle of development are set out in Section 10 of the accompanying Planning and Retail Statement. The statement concludes that the proposed retail use is acceptable in principle. The proposed redevelopment of the site is considered to accord fully with the aspirations set out in the City of York Draft Local Plan (April 2005) policies and policies of the emerging Local Plan and the overarching principles of the NPPF.

AMOUNT OF DEVELOPMENT

- 5.7 The proposal will deliver a single-storey retail unit which will extend to 2,172 sq.m gross internal area, with a net sales area of 1,512 sq.m. the drive through unit will extend to 242 sq.m gross internal area.
- 5.8 As set out above, the site will accommodate a total of 137 car parking spaces, including 9 disabled and 9 parent and child spaces.
- 5.9 The amount of development proposed is considered to strike the right balance between making the most efficient use of the land whilst providing a high-quality food store. It is therefore considered to fully accord with the City of York Draft Local Plan (April 2005) policies and policies of the emerging Local Plan as well as the aspirations set out in Paragraph 127 of the NPPF.

LAYOUT

- 5.10 The layout of the site is shown on the Proposed Site Plan (Appendix 2), which illustrates that the new Lidl foodstore will be located to the south of the site, and the drive through unit located to the north. The car parking area is adjacent to the store extending northwards and eastwards with servicing to the west of the foodstore.
- 5.11 The layout proposed aims to ensure that the design contributes positively to the street scene with the glazed wall on the eastern elevation fronting the car park, providing openness and vibrancy as well as encouraging natural surveillance from increased activity around the store entrance and individuals using the car park.

- 5.12 Both the drive through unit and foodstore unit will primarily be served via the existing access road off Monks Cross Drive, in the north-eastern corner of the site. From this location, two left hand turning points (one close to the access and the other at the western end of the access road) will provide access to the Lidl car park.
- 5.13 Meanwhile, the drive through unit will be served by a one-way drive through lane. The drive through lane will be accessed from the western end of the access road and stretches around the north elevation of the drive-thru unit, before exiting roughly midway along the access road.
- 5.14 The proposed layout accords with Lidl's operational requirements and is designed to ensure good visibility into the site from the local highway network and effective functionality in terms of servicing.
- 5.15 Overall, the proposed layout is intended to promote legibility and excellent natural surveillance promote safety as well as positive visual amenity.
- 5.16 The layout of the development is logical, sympathetic and appropriate for the site and its surroundings. Therefore, it is considered to be in accordance with the City of York Draft Local Plan (April 2005) policies and policies of the emerging Local Plan and the overarching principles of the NPPF.

SCALE

- 5.17 The scale of the development is necessary and consistent with Lidl's latest operational requirement. The new development will comprise a contemporary single-storey building with a sloping roof complementing the surrounding land uses in terms of its height and bulk.
- 5.18 The proposed drive-through unit is a single-storey building, incorporating a contemporary design with a varied building height. The building height is broken up to ensure that the proposed drive-through unit is sympathetic to the surrounding land uses in terms of its height and bulk.
- 5.19 Further details of the scale of the development proposed will be provided on the accompanying elevations plan.
- 5.20 The scale of the development is therefore considered to be in line with both the aspirations of Paragraph 127 of the NPPF and relevant City of York Draft Local Plan (April 2005) policies and policies of the emerging Local Plan .

APPEARANCE

- 5.21 Paragraphs 126 and 130 of the NPPF advise that the new development proposals should be visually attractive as a result of good architecture and that design of the built environment is a key aspect of sustainable development.
- 5.22 The new Lidl building is a single-storey building, of contemporary design, and features a single height glazed curtain walling in grey, insulated metal cladding panels in white. The base of the wall cladding will have a render strip in grey and the doors will be powder coated steel in grey.
- 5.23 The building will also have metal composite insulated roof panels with steel coping flashing along the perimeter in grey to match the cladding, and aluminium gutters and rainwater pipes. The roof of the store slopes slightly from north to south.
- 5.24 The new store will also provide a dedicated in-store bakery along with welfare facilities for staff and customers. Further details of the appearance of the proposed development can be found on the accompanying elevations plan.
- 5.25 Due to the building's high specification, distinguished quality and contemporary design, it is considered that the proposed Lidl food store will enhance the surrounding area.
- 5.26 The new drive-through unit is also a single-storey building with a contemporary design. To ensure that the drive-through unit is in keeping with the overall scheme, the building also features glazed frontages.
- 5.27 Further details of surface treatment can be found in the accompanying proposed surface finishes plan.

- 5.28 Overall, the proposed appearance of the building will improve the overall visual amenity of the existing locality and is therefore considered to fully accord with the City of York Draft Local Plan (April 2005) policies and policies of the emerging Local Plan and the aspirations of Paragraph 130 of the NPPF.

LANDSCAPING

- 5.29 Paragraph 127 of the NPPF advises that planning proposals should be visually attractive and be complemented by result of appropriate landscaping.
- 5.30 The proposed development has undergone a considered and detailed landscaping design in order to assist the development in assimilating into the surrounding area and to enhance the appearance and visual amenity of the site.
- 5.31 The proposed landscaping scheme will provide a positive contribution to the street scene and wider surrounding area.
- 5.32 Overall, the proposed landscaping will represent a significant enhancement to the visual amenity of the location by providing improved landscaped areas across the site. The proposed landscaping forms an intrinsic element of the overall design of the development proposal and is of a high standard in line with the policy objectives. The landscaping approach is considered appropriate to the proposed use and character of the development.
- 5.33 Further details of the proposed landscaping can be found in the accompanying proposed Landscape Plan.
- 5.34 The proposed development of the site is considered to accord fully with the aspirations set out in Paragraph 127 of the NPPF.

6 ACCESS CONSIDERATIONS

6.1 This section outlines how the issues have been addressed regarding access to the pro development. In particular, this section addresses the following points as listed in the Town and Country Planning (Development Management Procedure) (England) Order 2015. Accordingly, the section:

Explains the policy adopted to access, and how the policies relating to access in relevant local development documents have been taken into account;
States what, if any, consultation has been undertaken on the issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
Explains how specific issues that might affect access to the development have been addressed.

6.2 Each of these points will be addressed in turn.

PLANNING POLICY CONTEXT

6.3 Paragraph 105 of the NPPF advises that the transport system should be balanced in favour of schemes that promote sustainable transport modes, to provide people with a real choice about how they travel. The document further advises that encouragement should be given to development solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities should therefore support schemes that seek to encourage and facilitate the use of sustainable modes of transport.

6.4 All developments that generate a significant amount of movement should be supported by a Transport Statement or Transport Assessment. Decisions should take account of whether:

Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site;
Safe and suitable access to the site can be achieved for all people; and
Whether improvements can be undertaken within the transport network that effectively limit any significant impact of the development. Development should only be prevented or refused on transport grounds where residual cumulative impacts of the development are severe.

6.5 When promoting developments, Paragraph 110 of the Framework states that “*it should be ensured that:*

Appropriate opportunities to promote sustainable transport modes are taken up, given the type of development and its location;
Safe and suitable access to the site can be achieved for all users; and
Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

6.6 Explaining further, Paragraph 111 says that “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*”

6.7 In the same character (paragraph 112), it is advocated that “*within this context, planning applications for development should:*

Give priority first to pedestrian and cycle movements, both within the scheme neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layout that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
Be designed to enable charging of plug and other ultra-low emission vehicles in safe, accessible and convenient locations.”

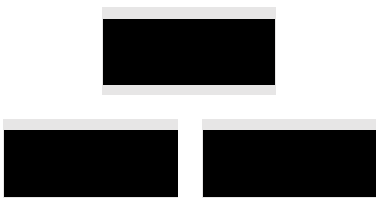
ACCOUNT OF POLICY

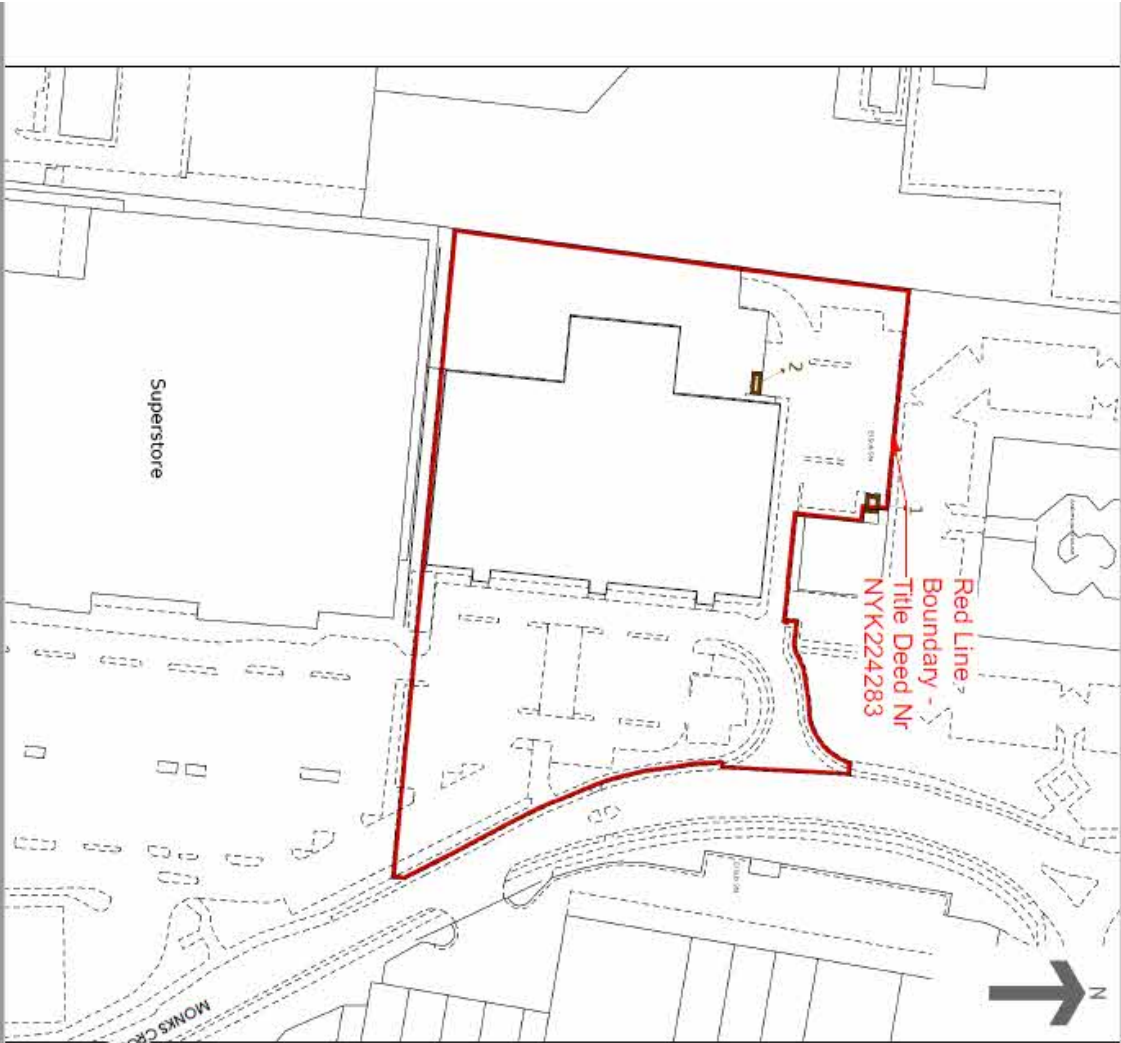
- 6.8 From a review of national and local planning policy, it is clear that the provision of safe and adequate access to the site, and sustainable transport is important in the context of the development proposed. The proposal ensures that these aims are met in a number of ways.
- 6.9 The planning application is accompanied by a Transport Assessment and Travel Plan, prepared by Bryan G Hall.
- 6.10 The Transport Assessment has reviewed the accessibility options by different modes of transport and confirmed that the site has good levels of accessibility on foot, by cycle and by public transport. Pedestrian access provision into the site will be of a high standard to encourage customer residents to access the site by foot from the surrounding residential areas.
- 6.11 In addition, the Transport Assessment has reviewed potential traffic generated by the proposal and reviewed the proposed parking provision requirements.
- 6.12 The Transport concludes that the proposed development will not result in any adverse impact on the safety or capacity of the local highway network:
- The scheme provides a total of 137 car parking spaces, including 9 disabled and 9 parent and child spaces;
 - 10 cycle spaces will also be provided in the form of Sheffield stands for customers near the store entrances;
 - There will be sufficient parking to accommodate even the busiest periods of the year;
 - The site will be accessed off Monks Cross Drive;
 - The site is accessible by all non-car modes of transport; and
 - The assessments show that there is sufficient capacity on the network to accommodate proposed development.
- 6.13 The Travel Plan identifies the existing transport facilities at the development site and sets out a range of measures to reduce overall car usage and promote the use of sustainable transport modes.
- 6.14 In light of the above, it is considered that the proposed site layout provides safe and efficient movement for all users. The site is positioned in an accessible location which promotes access by sustainable transport, including public transport, walking and cycling. This is in accordance with national and local policy.

7 CONCLUSIONS

- 7.1 The DAS has been prepared by Rapleys on behalf of Lidl in support of a full planning application for the demolition of the existing building and erection of a new Lidl food store (Use Class E) and drive-through unit with associated car parking and landscaping at Unit 2, Monks Cross Drive, Huntington, York YO32 9GX.
- 7.2 This planning application is being progressed further to Planning Permission Ref. 22/01135/FULM for the “erection of food store following part demolition of existing unit together with drive-thru restaurant both with associated access, parking and landscaping” being granted on 18 January 2023. Pl: Permission Ref. 22/01135/FULM establishes the principle of a food store and a drive-through unit at the site. This consent remains extant.
- 7.3 The DAS has provided the design principles and concepts that have been applied to the development proposals and outlined how issues relating to access for the development have been addressed. In particular, the document sets out the following:
- The scale and layout of the proposal is appropriate in the local context;
 - The proposed parking provision is sufficient;
 - The development proposes a high quality design that has been informed by the site constraints and surrounding area, along with Lidl’s operational requirements; and
 - The proposal will improve and enhance the visual amenity of the site whilst ensuring a good standard of amenity for existing and future occupiers.
- 7.4 The design rationale has been informed by the location of the site, Lidl’s operational requirements, and how the site relates to its surrounding land uses. It is considered the proposed use, arrangement, development, layout, scale and appearance are acceptable in design terms and the proposals will deliver a contemporary design which will enhance the visual appearance of the site and the surrounding area.
- 7.5 National and local planning policy as well as feedback received during the pre-application consultation have been fully taken into account in the development of the site design. Overall, the proposed scheme will enhance the site, delivering and providing safe access for all users in accordance with the relevant design and access policy guidance.

Site Location Plan





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ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

CONTRACT SCALE

SHOW DIMENSIONS FOR TITLE IN APPROXIMATE DIMENSIONS TO INDICATE GENERAL TENDENCY



htarchitects

10th Floor, 2504
 2504 Avenue Road
 Toronto, Ontario
 M5R 3L7
 Canada
 Tel: +1 416 593 8387
 Fax: +1 416 593 8388
 Email: info@htarchitects.com

client: LDI/GB Ltd

project: Monks Cross, York

drawing title: Location Plan

date: September 2021

status: Planning

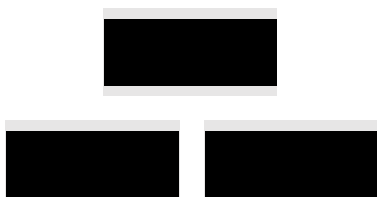
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check: P411

job no: 2504

Proposed Site Plan





1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
 4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.
 5. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE DRIVE UNLESS OTHERWISE SPECIFIED.
 6. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE FOOTPATH UNLESS OTHERWISE SPECIFIED.
 7. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE CYCLEWAY UNLESS OTHERWISE SPECIFIED.
 8. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE CANAL UNLESS OTHERWISE SPECIFIED.
 9. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE RIVER UNLESS OTHERWISE SPECIFIED.
 10. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE SEA UNLESS OTHERWISE SPECIFIED.

CAR PARK SCHEDULE	
TOTAL IN SITE	137
IDA TOTAL	124
DISABLED	6
RENT AND CHAD	9
STANDARD SPACES 107	
EVC	2
DRIVE THRU TOTAL	13
DISABLED	3
STANDARD SPACES 10	

Site Area	
Site Area	12,637m ²
Site Area	2,111 sqm

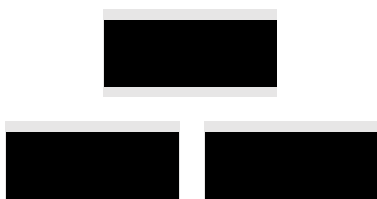
Development Areas	
Change Area	0.88m ²
Change Area	1.09m ²
Site Area	10.29 sqm

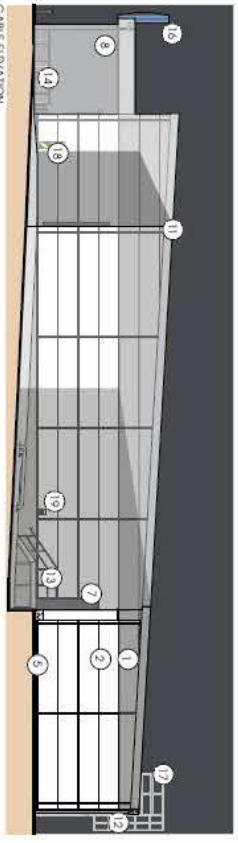
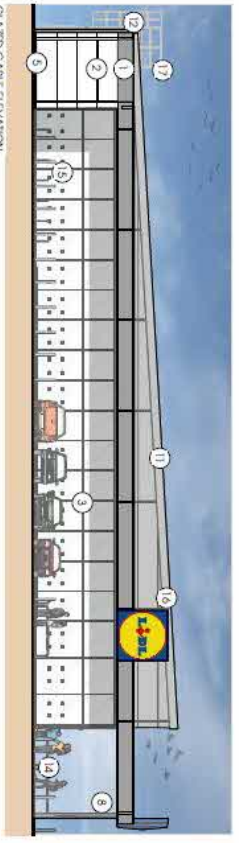
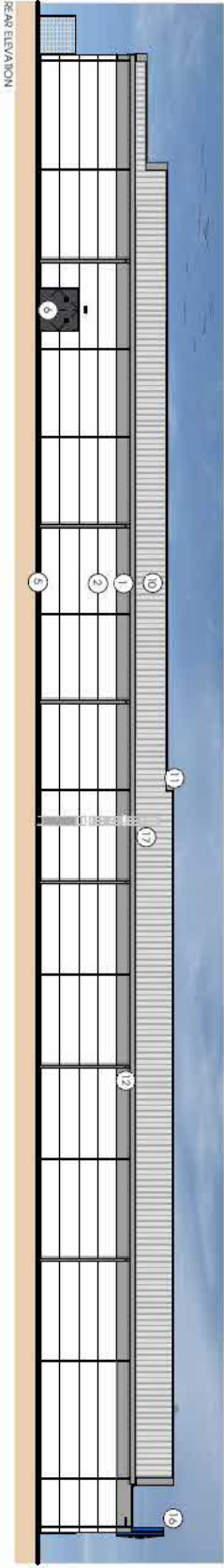
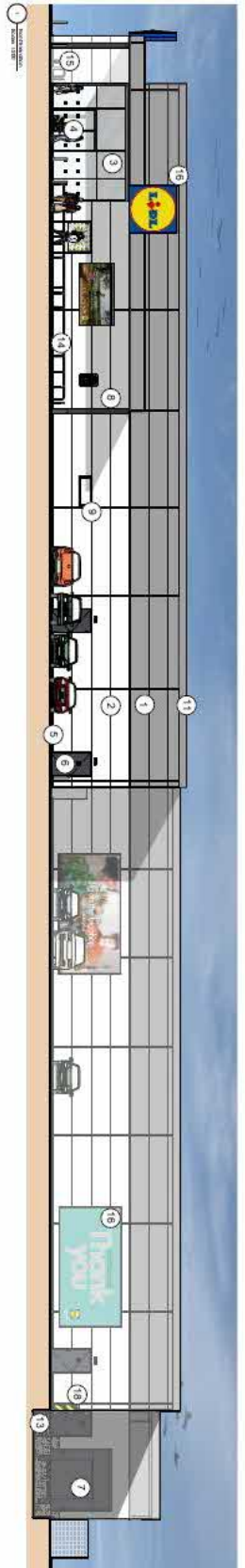
SCHEDULE OF AREAS (TYPE 1/201)	
SALES	= 154.2 m ²
WAREHOUSE	= 44.7 m ²
WALKWAY	= 27.2 m ²
CVL	

Morichitects
 ARCHITECTS
 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Project: Morichitects
Location: Monks Cross, York
Client: LHM Ltd.
Architect: Morichitects
Scale: 1:500
Date: August 2023
Drawn by: Planning
Checked by: NG
Project No.: 2504
Revision: P012

Proposed Elevations





MATERIALS KEY

- 1 INSULATED METAL CLADDING PANELS - COLOUR: GREY (RAL 9006)
- 2 INSULATED METAL CLADDING PANELS - COLOUR: WHITE (RAL 9010)
- 3 CURTAIN WALLING - DOUBLE GLAZED UNITS - COLOUR: GREY (RAL 7024)
- 4 ENTRANCE DOORS - DOUBLE GLAZED UNITS - COLOUR: GREY (RAL 7024)
- 5 LOW LEVEL RIBBING - COLOUR: GREY (RAL 7038)
- 6 POWDER COATED STEEL DOORS - COLOUR: GREY (RAL 7024)
- 7 SECTIONAL DOOR - COLOUR: GREY (RAL 7024)
- 8 CANOPY COLUMN - COLOUR: GREY (RAL 7024)
- 9 NON OPERABLE FIXED SWIFTY GLASS WINDOWS - COLOUR: GREY (RAL 7024)
- 10 METAL COMPOSITE INSULATED ROOF PANELS
- 11 STEEL CORING FLASHING TO ROOF PERIMETER - COLOUR: GREY (RAL 9006) TO MATCH CLADDING
- 12 ALUMINIUM GUTTERS AND DRAIN WATER PIPES - COLOUR: GREY (RAL 9006) TO MATCH CLADDING
- 13 GALVANISED METAL DINERS STEPS, STAIRCASE AND BALUSTERS WITH HANDRAILS
ALL STEPS TO BE CONSTRUCTED IN ACCORDANCE WITH BUILDING REGS PART 10
- 14 STAINLESS STEEL TUBULAR TOILET GUIDES (MAGNET SPACER 3 1/2 SPACES FOR WHEEL CHAIR SHOPPING TROLLEYS AND TOILETS WITH BABY SEATS, FIXED WITH CONCRETE FOUNDATION)
- 15 STAINLESS STEEL CYCLE STANDS, 800mm HIGH, ROOF FIXED TO CONCRETE FOUNDATION
- 16 ADVERTISING SIGNAGE INDICATIVE ONLY
- 17 ROOF ACCESS LADDER
- 18 CONCRETE FILLED GALVANISED STEEL HGV BOLARDED PAINTED BLACK & YELLOW AT FEET
- 19 WALL MOUNTED ASH TRAY SHOWN AS INDICATIVE ONLY, TO BE LOCATED CLOSE TO DRIVERS STAIR

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Hatchers Ltd GB Ltd

100, The Arcade, York, YO1 1AA

01904 270000

hatchers.co.uk

Project: **Moors Cross**

Client: **Proposed Elevations - Ltd**

Site: **NG**

Drawn by: **BM**

Check by: **NG**

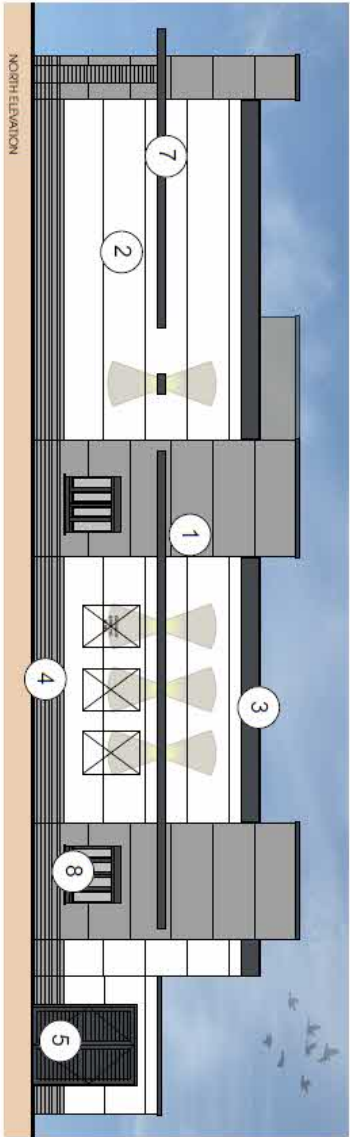
Issue: **1**

Date: **August 2023**

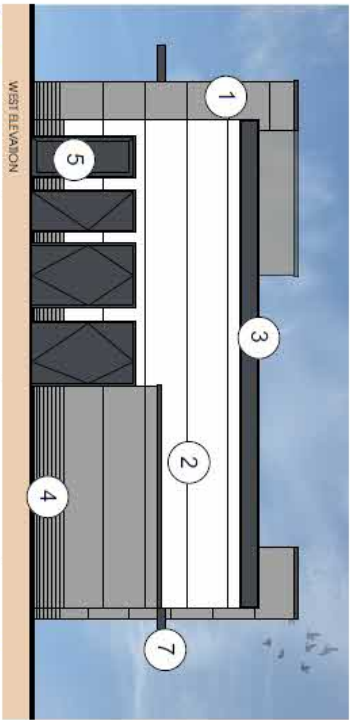
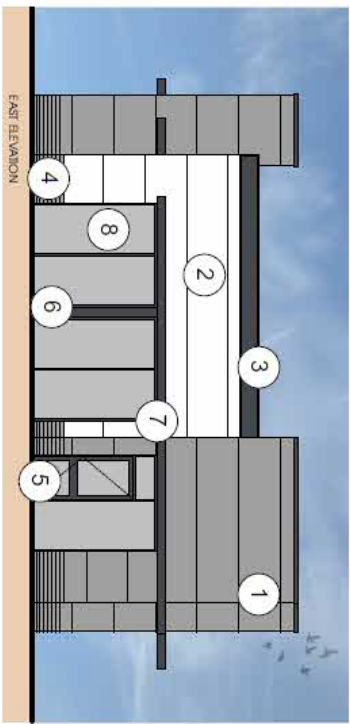
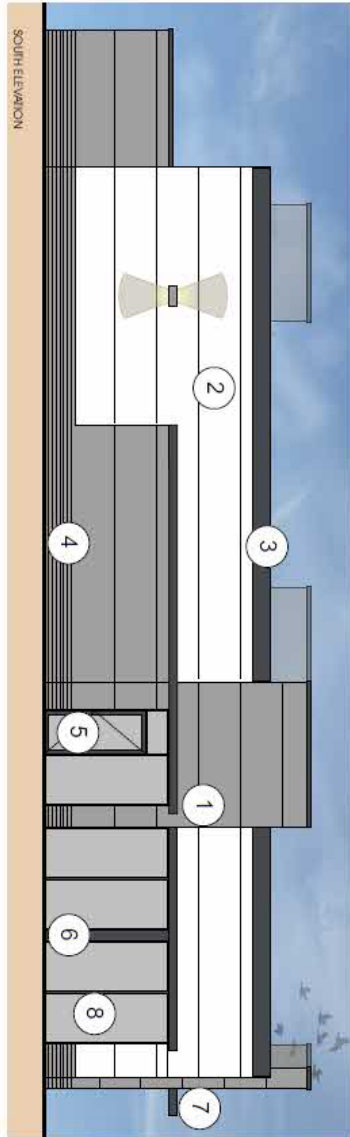
Scale: **1:200 @ A3**

Job No: **2504**

File No: **P230**



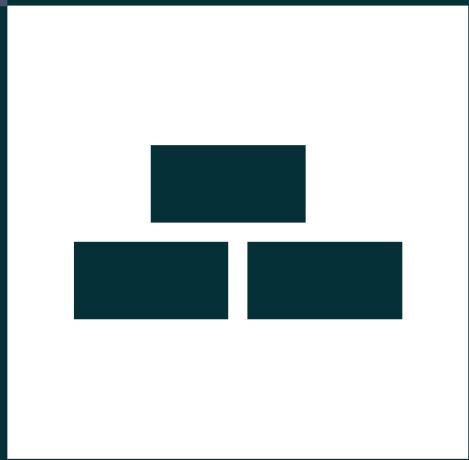
- MATERIALS KEY**
- (1) INSULATED METAL CLADDING PANELS - RAL 9006 GREY FINISH.
 - (2) INSULATED METAL CLADDING PANELS - RAL 9010 WHITE FINISH.
 - (3) ROOF PARAPET - METAL PANEL BOX WITH STAINLESS FRAME RAL 7024 GREY FINISH
 - (4) BRICK PLINTH AND PANEL - 65MM IBSTOCK CALDREW GREY MULTI A50894 OR SIMILAR APPROVED. ALL BRICKS TO BE LAYED STRETCHER BOND
 - (5) DOORS - POWDER-COATED RAL 7024 GREY FINISH
 - (6) ALUMINIUM CORNER PANEL WITH POWDER-COATED RAL7024 GREY FINISH.
 - (7) METAL SUN SCREEN CANOPY - ALUMINIUM POWDER-COATED SUN SCREEN WITH RAL7024 GREY FINISH.
 - (8) WINDOWS - 32MM DOUBLE GLAZING TO BS6282 WITH POWDER-COATED RAL 7024 GREY FINISH.



harchitects Ltd GB Ltd
 100, The Arcade, York, YO1 1AA
 Tel: 01904 626262
 Email: info@harchitects.co.uk

Project: Monte Cross
 York
 Drawing No: NG 2504
 Proposed Elevations - Drive Thru

Date: August 2023
 Scale: 1:100 @ A3
 Drawn: NG
 Checked: BM
 Project: 2504
 Sheet: P231 of A



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