

By email to [nick.hirst@kirklees.gov.uk](mailto:nick.hirst@kirklees.gov.uk)  
Mr Nick Hirst  
Kirklees Council  
Planning Services  
PO Box 1720  
Huddersfield  
HS1 9EL

**Date:** 18 December 2023  
**Our ref:** 63026/01/JW/TW/27537769v1  
**Your ref:** 2023/91405

Dear Mr Hirst

## **Full planning application for the erection of a Lidl foodstore (Use Class E) at land south of Blackmoorfoot Road, Crosland Moor, Huddersfield**

On behalf of our client, Lidl GB Ltd, we are pleased to enclose updated documents in respect of the above planning application (ref. 2023/91405) for a new Lidl foodstore.

The updated documents comprise:

- 1 Updated application drawings prepared by HTC Architects and FDA (see Annex 1);
- 2 Design and Access Statement – Update, prepared by Lichfields;
- 3 Updated Retail Impact Assessment summary, prepared by Lichfields;
- 4 Transport Assessment, prepared by Bryan G Hall;
- 5 Travel Plan, prepared by Bryan G Hall;
- 6 Ecological Impact Assessment, prepared by Tyler Grange;
- 7 Energy Usage and Sustainability Statement; prepared by DDA;
- 8 Arboricultural Report and Impact Assessment, prepared by AWA;
- 9 Flood Risk Assessment (revision E); prepared by Topping Engineers;
- 10 Drainage Strategy (drawing no. DR-C-0100, rev. P4), prepared by Topping Engineers;
- 11 Drainage maintenance schedule, prepared by Topping Engineers;
- 12 Drainage calculations, prepared by Topping Engineers;
- 13 Proposed Levels (drawing no. 21561-DR-C 0802, rev. P3), prepared by Topping Engineers;
- 14 Noise Impact Assessment, prepared by ENS;
- 15 Preliminary Appraisal Report (Desktop Study), prepared by Sirius; and

16 Air Quality Technical Note, prepared by Wardell Armstrong.

This letter sets out the changes that have been made to the scheme since the original submission.

### **Updated scheme layout**

Lidl has reviewed the layout of the proposed store. The store format has been amended slightly to meet Lidl's latest operational requirements and is slightly larger than the previously proposed layout. The sales area has increased from 1,241 sqm to 1,331 sqm (an increase of 7.3%) and the overall floorspace has increased from 1,902 sqm GIA to 2,000 sqm GIA (an increase of 5.2%). The change in store format is addressed in the enclosed Retail Impact Assessment note. Overall, and as with the original assessment, the Retail Impact Assessment note demonstrates that the development would not have any significant adverse impact upon existing defined centres.

In addition to the change to the store format, the foodstore has been relocated to the eastern corner of the site in response to comments from planning officers. The number of proposed car parking spaces has increased from 90 to 93. This includes six disabled spaces, nine parent and child spaces, and two electric vehicle charging points.

### **Assessment of scheme**

This section sets out a brief assessment of the revised scheme layout. For further details, please refer to the submitted documents outlined above.

### **Design**

The repositioning of the store to the eastern side of the site will mean the store has a better and more active relationship with Blackmoorfoot Road and would line and define the estate road. The foodstore remains set back within the site (i.e. rather than being up to the Blackmoorfoot Road), which means the building would not be overbearing and will also not give rise to any harm to the group of listed houses opposite the site on Blackmoorfoot Road.

As shown in the enclosed scheme options/sketches (drawing no. 2783 P420, rev. A), alternative layouts with the store closer to Blackmoorfoot Road have also been considered. The two options shown both would create various issues. Due to differences in site levels, the store's street elevation would be obscured by the retaining wall and there would be the potential for public access onto the roof, which would cause risks in relation to safety, security and anti-social behaviour. These layouts would also mean that car parking would have to be located in the southern part of the site where there would be a lack of natural surveillance. These layouts also create difficulty in creating the store access, which would either be hidden at the rear, or conflict with the reversing path of delivery vehicles, which would give rise to safety concerns. Overall, the proposed scheme is the optimal layout for the site, allowing for natural surveillance of the car park and store entrance, with a delivery ramp that is hidden from view, and a building form that is not overbearing on the surrounding residential properties.

The red line boundary shown on the site location plan now extends to the public highway, as requested previously by officers. Section drawings have been prepared which demonstrate the relationship between the proposed food store and surrounding dwellings, as well as the extent of the proposed retaining structure.

The applicant's design team has met with Richard Thornton, Designing Out Crime Officer at West Yorkshire Police. Following this discussion, the following elements have been incorporated into the design of the scheme:

Updated boundary treatment drawing to have vertical timber fence with 20 mm gap between timbers for natural surveillance.

Bollards have been added at the site entrance, with 1.2 m spacing.

Cycle parking and motorcycle parking both shown, including a ground anchor for the latter. An indicative ANPR system is also shown on the first lighting pole from the vehicular entrance. The natural surveillance afforded by the proposed site layout is also an important Secured by Design principle.

## **Transport and Highways**

An updated Transport Assessment and Travel Plan have been prepared, which include the results of a traffic survey undertaken in September 2023. These recent surveys showed a reduction in traffic flows in the Friday peak hour and an increase in the Saturday peak hour compared with surveys undertaken in 2021.

The development is expected to generate some 194 vehicle trips during the weekday evening peak period and some 271 vehicle trips during the Saturday midday peak period. These vehicle trips are not all new to the network and are likely to be formed either from transferred trips or pass-by trips. It is therefore considered the development will not generate a significant number of new vehicle turning movements on the wider highway network, beyond the Turnstone Way/Blackmoorfoot Road priority-controlled T-junction.

In summary, the Transport Assessment concludes that the proposed development site will be accessible by all modes of transport, and that the local highway network will continue to operate satisfactorily following the introduction of the proposed development. It is therefore considered that the proposed development is acceptable in transport and highways terms.

## **Trees**

As set out in the enclosed Arboricultural Report and Impact Assessment, there is a mature sycamore tree within the site which is subject to a Tree Preservation Order. It is denoted as T1 within the Arboricultural Report and Impact Assessment.

Although every effort has been made to retain the tree through the site design, this has not been possible. As shown in the enclosed scheme options sketches (drawing no. 2783 P420, rev. A), alternative scheme layouts with the store closer to Blackmoorfoot Road would still necessitate the removal of the tree.

Six new trees are proposed to be planted at the site, which would exceed the two existing trees that are required to be removed as a result of the development.

## **Other matters**

The updated Flood Risk Assessment demonstrates that the proposed development is not at significant flood risk, and simple mitigation measures have been recommended to address any residual risks that may remain. Updated drainage details are also enclosed. The drainage strategy notes that the site used to contain the former St Luke's Hospital which discharged into the Yorkshire Water sewer. The remainder of the site has been developed as residential and provisions have been made for the commercial site to discharge into the Yorkshire Water sewer at 41.9 l/s.

The development would result in a net loss of biodiversity. As such, a contribution will be required to support biodiversity enhancements off-site. The Assessment makes recommendations for features which would contribute to enhancing biodiversity within the site, including the installation of bird and bat boxes.

The updated Air Quality Assessment concludes that the proposed development will not lead to an unacceptable risk from air pollution, nor will it lead to any breach of national objectives as required by national policy. The proposed development is, therefore, in accordance with relevant national policy.

The enclosed updated Noise Impact Assessment concludes that the development will not give rise to an unacceptable level of noise pollution.

## **Conclusion**

We trust that you have sufficient information to determine this application. If you require any further information or clarification, then please do not hesitate to contact me or my colleague Jonathan Wallace.

Yours sincerely

**Tom Willshaw**  
Senior Planner  
BA (Hons) MSc MRTPI

## Annex 1: Updated application drawings

Table 1 Updated application drawings

Drawing title	Drawing no.	Revision
Site Location Plan	63026 P410	-
Existing Site Plan	63026 P411	-
Proposed Site Plan	2783 P413	D
Proposed Surface Treatment	63026 P415	A
Proposed Boundary Treatment	63026 P416	A
Proposed Site Lighting Plan	63026 P421	-
Proposed Crime Prevention Plan	63026 P422	-
Proposed Floor Plan	63026 P110	A
Proposed Roof Plan	63026 P111	A
Proposed Areas Plan	63026 P112	A
Proposed Elevations	63026 P210	B
Proposed Sections AA and BB	63026 P301	-
Proposed Sections CC	63026 P302	-
Landscape Details	R/2682/1	C
Submitted for illustrative purposes		
Proposed Site Sketches/Options	2783 P420	A