



Barnard Road, Norwich Design & Access Statement

Corstorphine & Wright

19408 - 8000 - 00 | October 2023

Revision Log

Revision	Date	Notes
00	13.11.23	First Issue

Contents

Corstorphine & Wright



- 1.0 Introduction 4
- 2.0 Assessment..... 5
 - 2.1 Context Analysis..... 5
 - 2.2 Existing Site..... 6
 - 2.3 Site Photographs 7
- 3.0 PROPOSALS..... 8
 - 3.1 Use and Amount 8
 - 3.2 Access and Layout..... 9
 - 3.3 Scale, Massing and Appearance..... 10
 - 3.4 Landscaping 12
 - 3.5 Accessibility 13
 - 3.6 Security and Crime Prevention..... 14
 - 3.7 Sustainability..... 15
- 4.0 Conclusion..... 16
- Appendices 17

1.0 Introduction

Purpose of The Document

Corstorphine and Wright have been appointed by Williams Group to the redevelopment of the site for multiple community uses.

This Design and Access Document has been prepared in support of a Full planning application for construction of a Class E food store (Lidl) with associated access, car parking, servicing and landscaping, on the site at Barnard Road, Norwich.

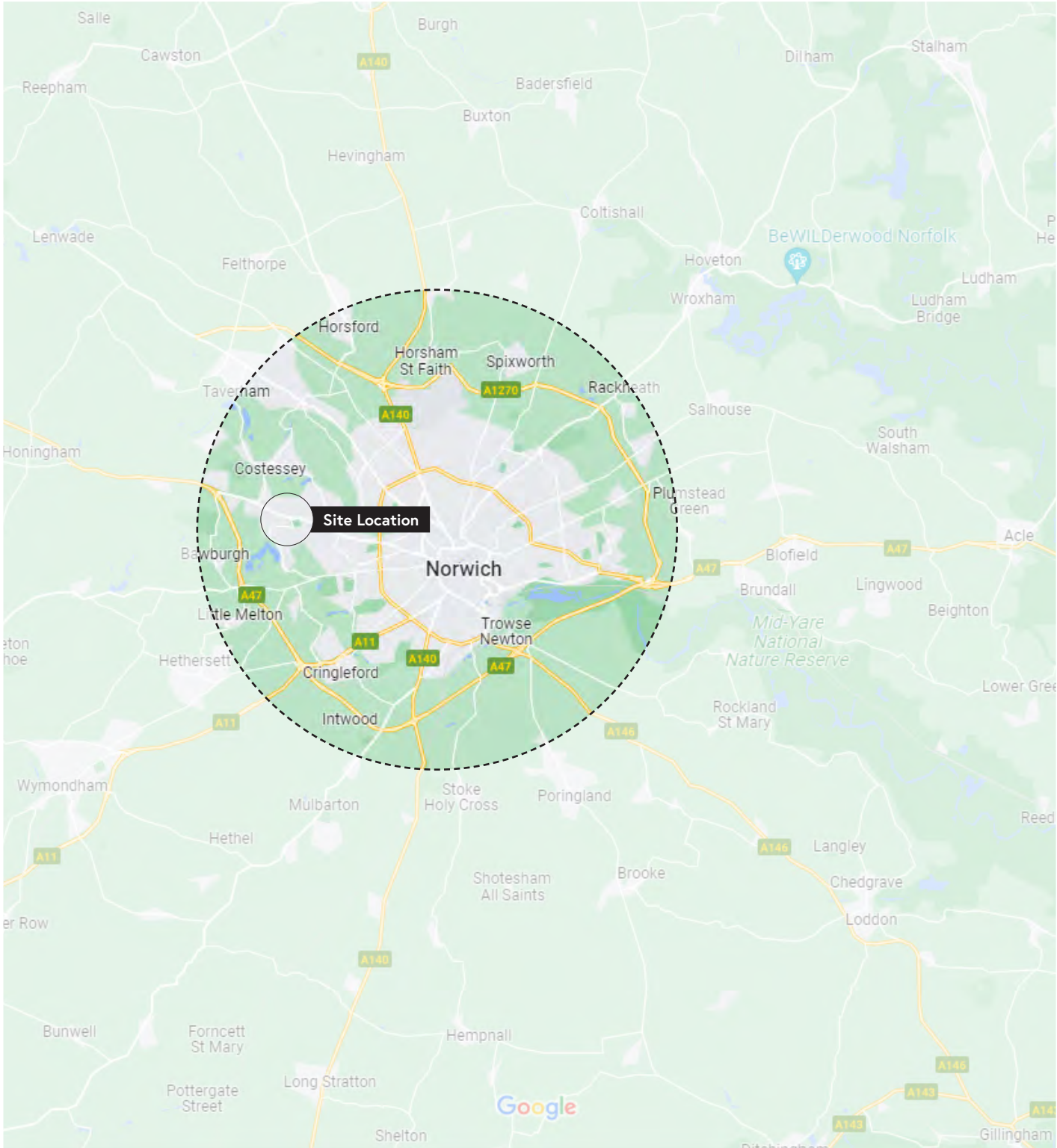
Summary of the Proposals

The proposals look to redevelop the existing site by demolishing the existing bowl unit and providing a new food store with associated parking, with a parcel of land retained for future development.

The proposals include the demolition of all existing buildings and creation of a new supermarket (Use Class E), and associated works to create new car parking, pedestrian and vehicular access points and soft landscaping.

This document is to be read in conjunction with the following reports which also support the application:

- Planning Statement
- Sequential and Retail Impact Assessment
- Transport Assessment
- Framework Travel Plan
- Flood Risk Assessment and Sustainable Drainage Statement
- Preliminary Ecological Appraisal
- Biodiversity Net Gain
- Phase I Environmental Desktop Study
- Noise Impact Assessment
- Topographical Survey
- Air Quality Assessment



Site Location

2.0 Assessment

2.1 Context Analysis

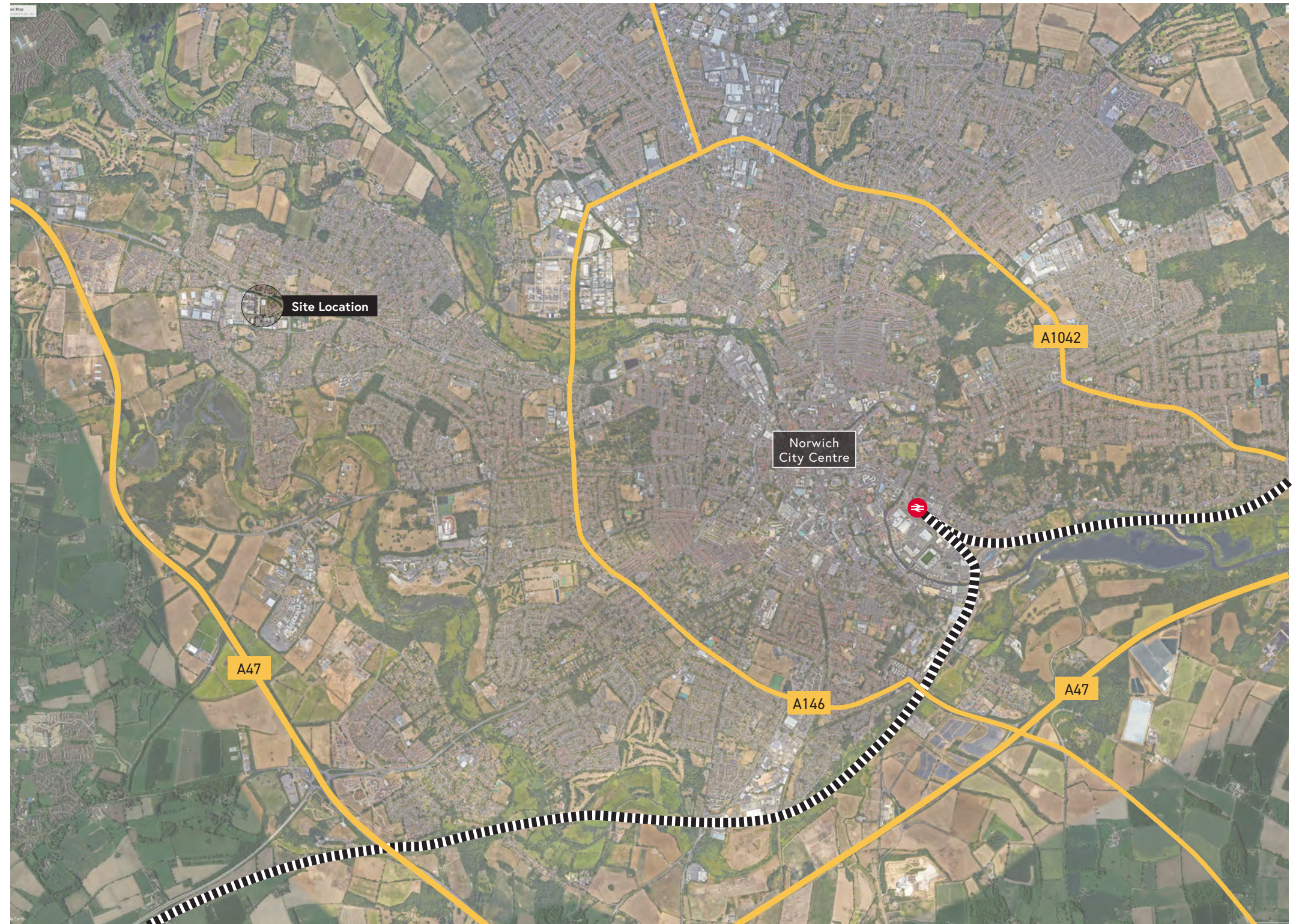
Site Location

The site lies within the Bowthorpe employment area, a major commerce location located three miles to the West of Norwich City Centre.

Accessibility is very good with the site being a short distance to the A47 via Dereham Road offering convenient access to the South and West, and the outer Norwich Ring Road.

Public transport links are good with a number of bus stops situated at the gateway to the estate and Norwich Train Station located circa 5 miles to the East.

The proposed development site is approximately 1.0274ha.



Aerial Map

2.2 Existing Site

Existing Site Conditions

The site of 1.0274 hectares is currently occupied by a single leisure use building of 3 441sqm footprint, with associated parking area to the south and service area to the north. The existing building features a brick facade with a large oversailing pitched roof dominating the elevation. The principal southern elevation features some large scale windows, but the remainder of the elevations are largely blank.

The site is rectangular in shape, bounded to the north by Dereham Road and Barnard Road to the south. To the west of the site is the rear of industrial buildings forming part of the Bowthorpe Employment area, and to the east is the currently closed Best Western Brook hotel with associated car parking. Access to the hotel is via the internal site road accessed from Barnard Road.

The site is relatively flat, but with a change in level on the northern boundary of approximately 1.5m.

The existing boundaries are defined by hedges and soft landscaping or rear walls of adjacent properties with palisade fencing to infill the gaps.

The most prominent views of the site are from the road network to the north and south.

Site Connectivity

The diagram to the right highlights the surrounding roads, and existing access point.

The site is bound to the north by Dereham Road, and to the south by Barnard Road.

Dereham Road is a main route in and out of Norwich City centre to the east, and further connectivity to the outer Norwich Ring Road and A47 to the west.

Barnard Road is a secondary road providing access to the remainder of the Bowthorpe Park Industrial estate.

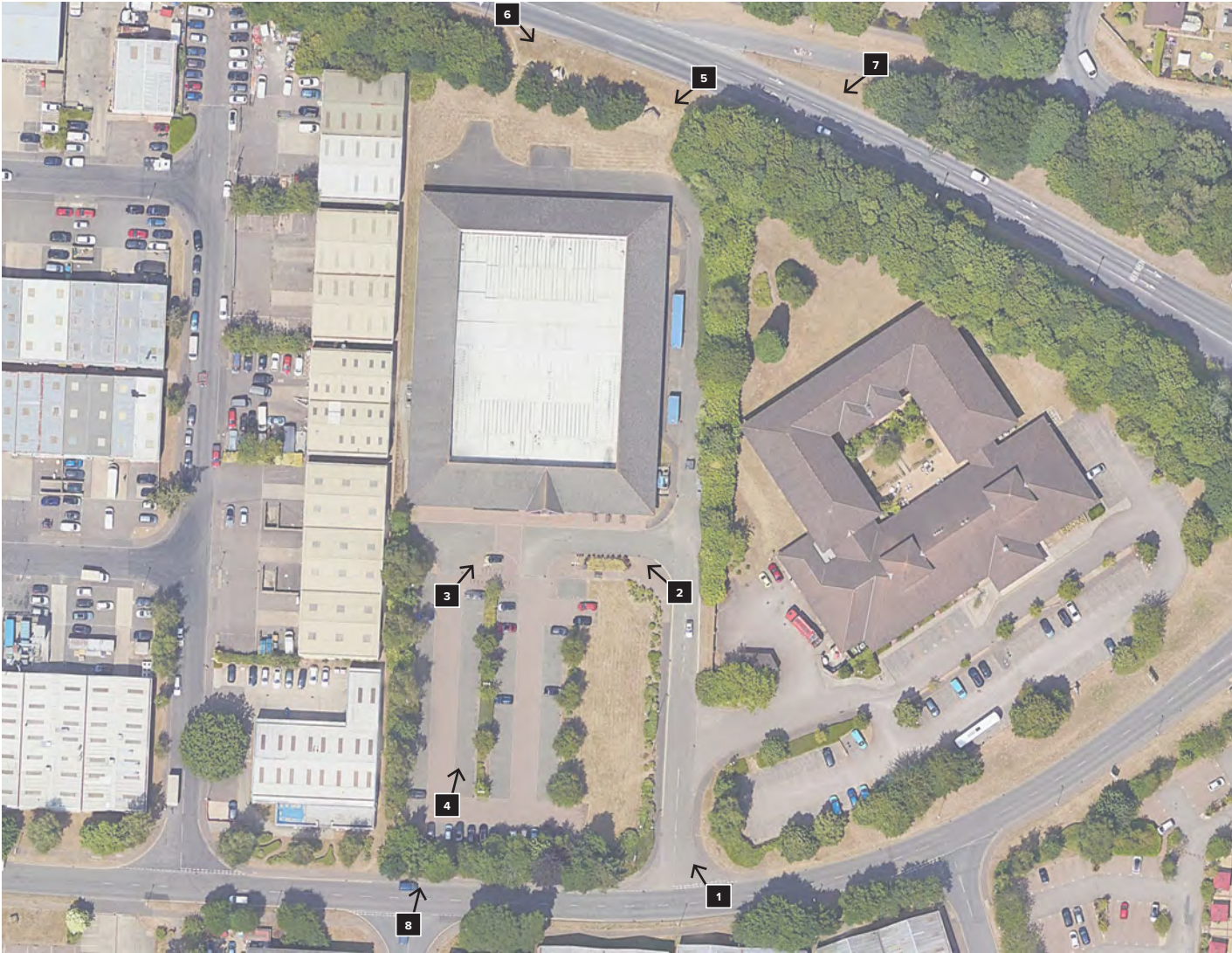
Key

Site Boundary

Primary Roads

Connectivity Diagram

2.3 Site Photographs



3.0 PROPOSALS

3.1 Use and Amount

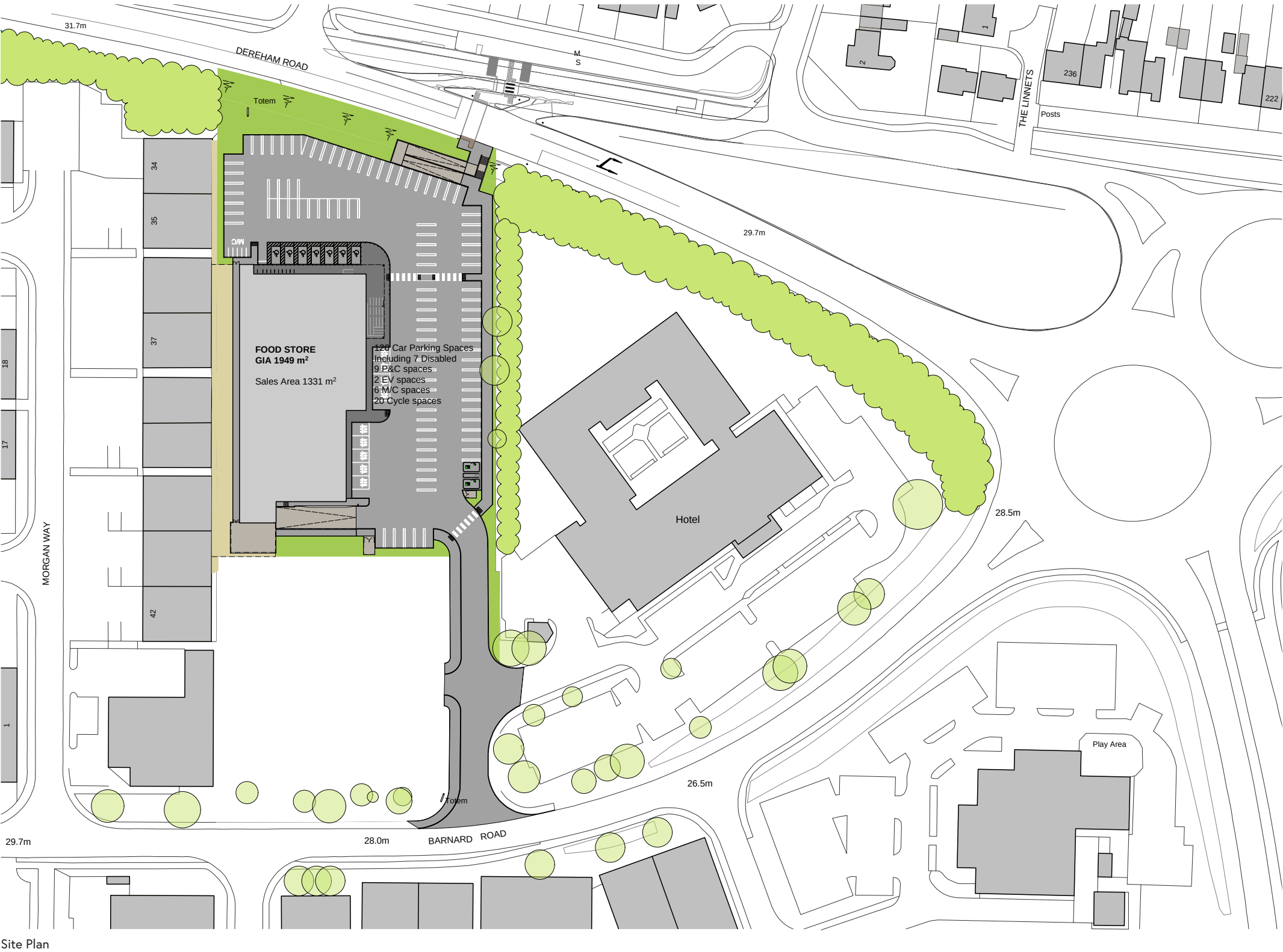
Use

The proposed development is for food retail (Use Class E).

Amount

The gross internal area is 1949 sq.m; of which the sales floor is 1331 sq.m. The gross external area of the building, excluding the canopy, is 2031 sq m.

The proposals provide a total of 120 car parking spaces including disabled, parent and child and EV Charging spaces with associated service areas.



Site Plan

3.2 Access and Layout

Access

All vehicle access into the site is via the existing junction from Barnard Road. The internal estate road is to remain under private ownership and will serve the new food store, adjacent hotel and future development site.

Service vehicles for the food store will use the car park to gain access to the dedicated servicing area to the south of the store. This is common practice for this retailer and the car parking layout has been designed to allow for this, vehicle tracking has been completed and included in the submission.

Pedestrian and cycle access will be provided through the same new access points, with crossing points provided within the site to access the various elements.

A footpath/ cycle way is to be provided on the northern boundary onto Dereham Road, connecting into the wider network.

The proposals allow for cycle parking to the front of the store.

Layout

The buildings have been positioned to make efficient use of the site, making best use of the existing site levels and ensuring a sensitive visual appearance and a positive connectivity with the surrounding areas.

The store has been located to the northern edge of the site, with car parking wrapping around the building to the north and east. The servicing bay is located to the southern boundary of the store area.

This is the preferred position and orientation for the end occupier, Lidl, since it affords them good visibility of the store across the car park and from the main entry point into the site, and presents the main glazed end elevation to the northern elevation facing Dereham Road.

The size and shape of the store is to Lidl's current standard configuration. This type of store is serviced through the car park, with delivery vehicles backing in to the left hand end of the building. A separate servicing access is therefore not required.

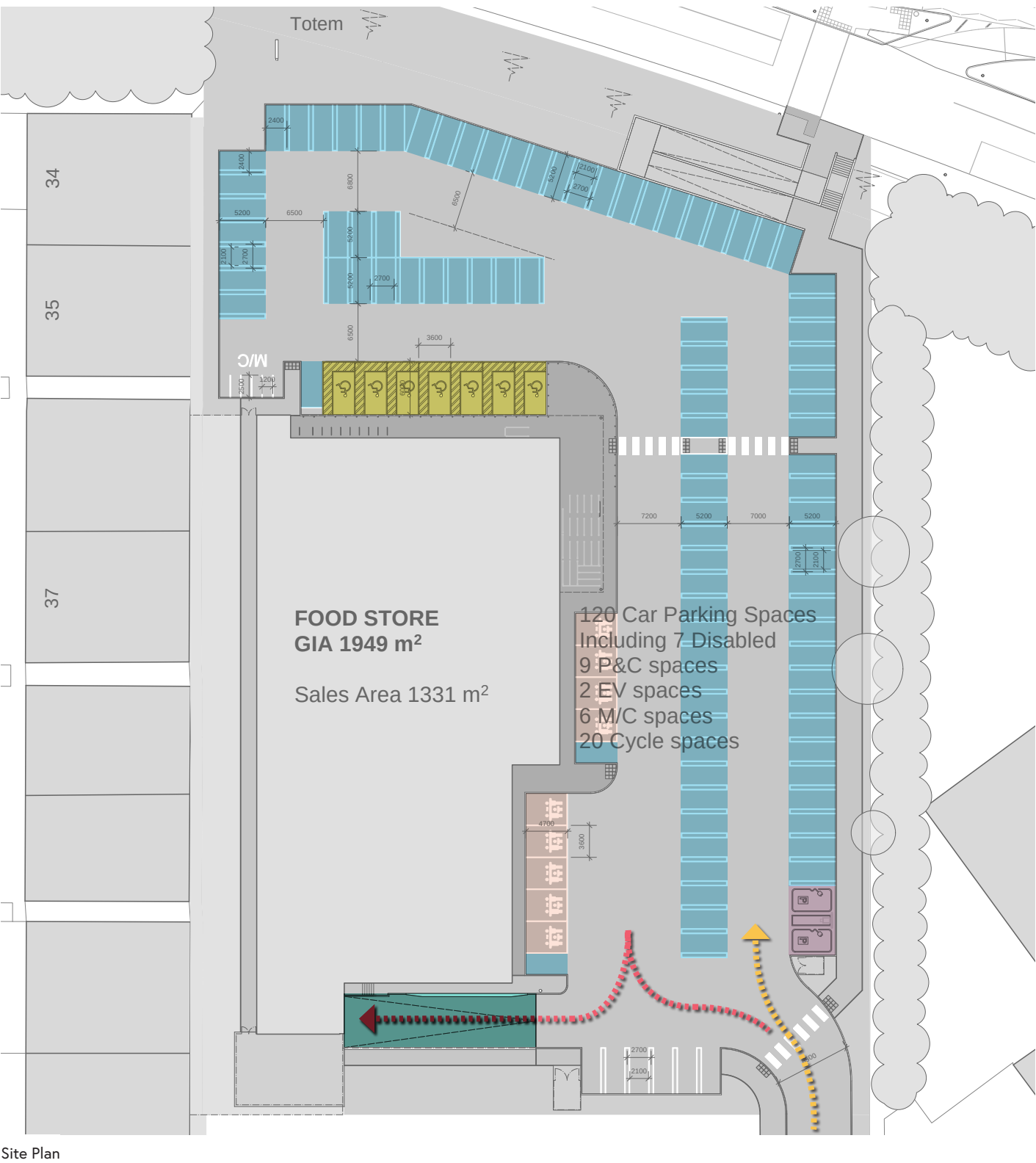
There are a total of 120 car parking spaces provided. These are broken down as:

- 102 General Spaces,
- 9 Parent and Child Spaces,
- 7 Disabled Spaces, and
- 2 Electric Vehicle Charging Bays

Disabled and Parent and Child spaces are located along the main retail frontage to provide the opportunity for customers to park as close as possible to the store.

Key

- Standard Parking spaces
- Disabled Parking Spaces
- Parent and Child Spaces
- EV Charging Spaces
- Service Area
- Vehicle Access
- Service Access



3.3 Scale, Massing and Appearance

The format of this building is based on the Lidl latest concept, the form and appearance of which is an essential part of the brand identity.

The store features a mono-pitch roof, with a projecting canopy along the main shopfront elevation. The eaves height varies from 5.161m at the lower rear elevation to 7.136m along the front elevation.

An entrance/exit lobby is placed at the corner of the sales area on the eastern elevation, and is glazed full-height. The glazing wraps the northern elevation allowing views into the store.

In line with the glazing module, a metal clad canopy is projected from above the entrance lobby and along the northern and part eastern elevation, providing a degree of weather protection to the trolley park and cycle spaces.

The solid walls are clad with composite insulated cladding panels, typically in two colours - RAL 9006 and RAL 9010.

All copings, fascias etc. will be in powder-coated pressed metal, RAL 9006.

The roof will be covered with trapezoidal profile composite cladding panels, colour mid-grey. The roof will also feature solar panels.

Whilst signage will be the subject of a separate application for advertisement consent, the proposed locations of primary signage are indicated on the application drawings.



Illustrative CGI

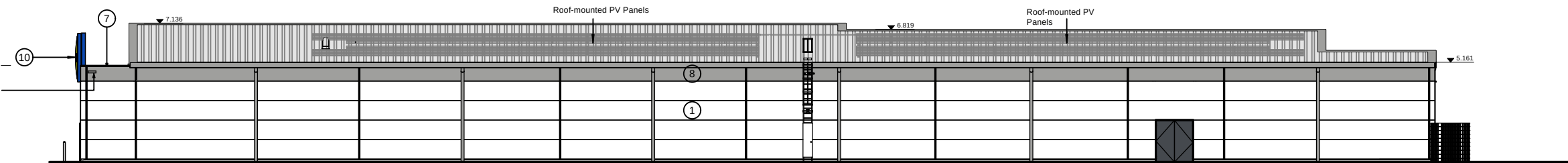


Illustrative CGI

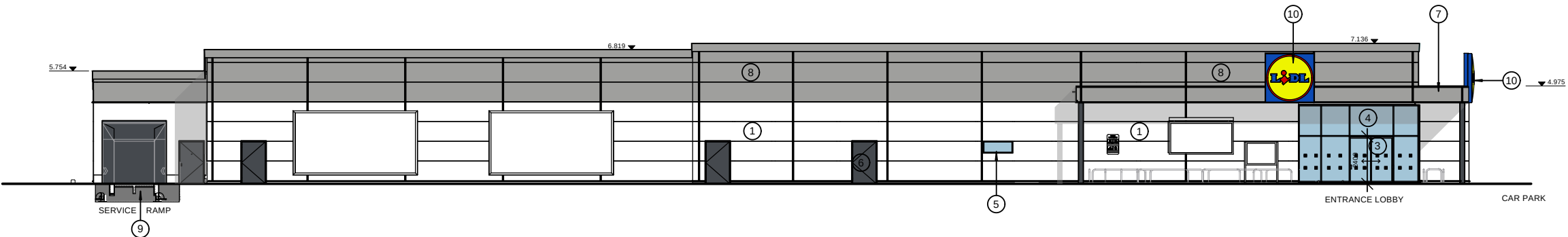


Illustrative CGI

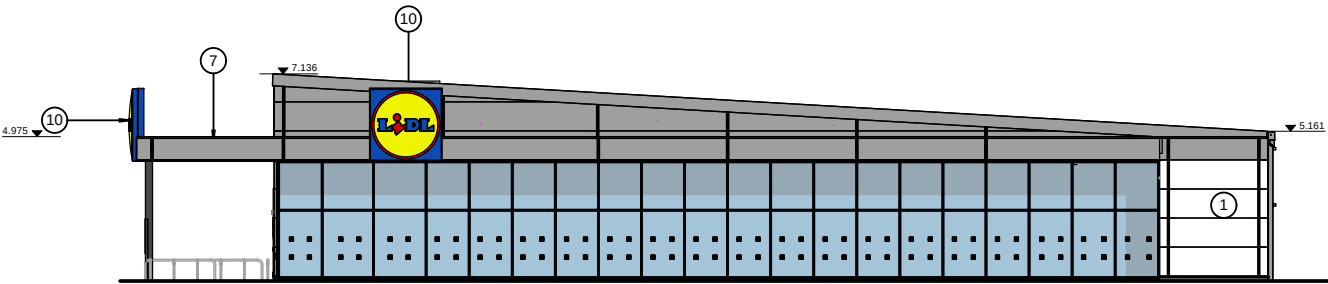
3.4 Scale, Massing and Appearance



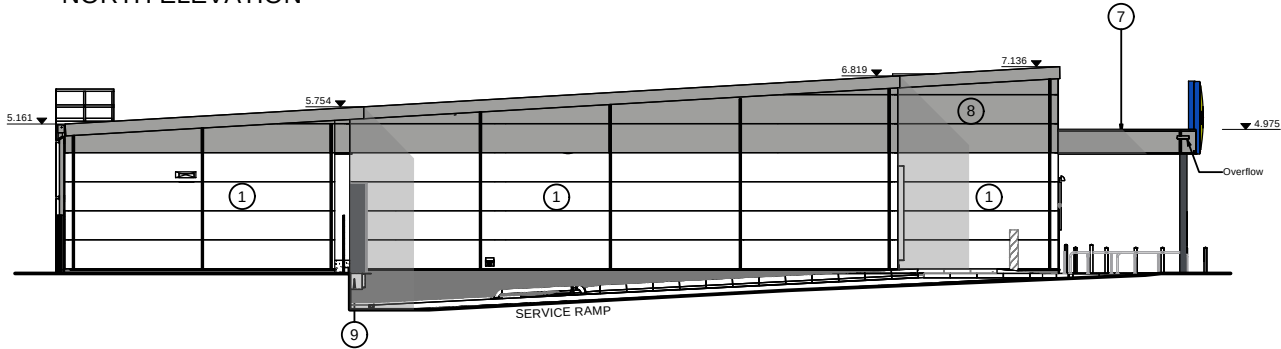
WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

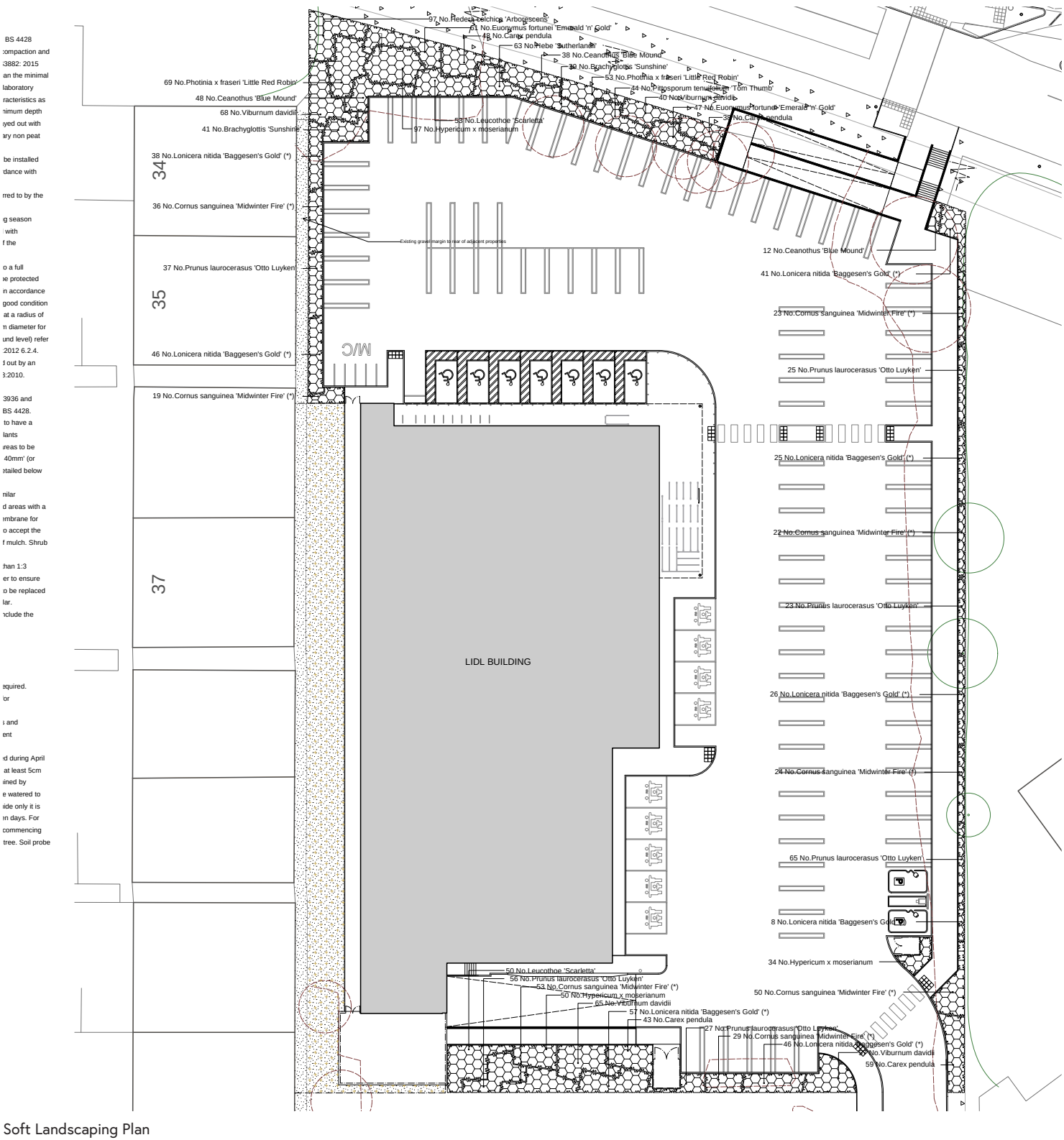
Proposed Elevations

3.4 Landscaping

The existing site is mainly car parking laid with tarmac, with the existing building sited centrally on the plot.

Retention of the existing trees and hedge boundaries is planned where possible. Visibility of the proposed store from the road is key to delivering a viable store for the end user. It is therefore proposed to cut back the hedges along Dereham Road to align with the plot boundary, providing a clear view across the site from the north, aiding with pedestrian and cyclist visibility.

The landscape strategy has sought to provide as much beneficial soft landscape as practicably possible given the nature of the proposed site use, with shrub, perennial and ground cover planting to provide a rich soft landscape throughout the site suitable for the use and long term management of the site.



3.5 Accessibility

Pedestrians and Cyclists

Safe pedestrian and cycle access into the site is provided from Dereham Road via a shared cycle footway crossing. Pedestrian access from Barnard Road is also provided.

A designated pedestrian route will be provided along the eastern boundary and through the car park to the store entrance.

The estate road provides a dedicated footways with a pedestrian crossing point at the food store site entrance to provide permeability throughout the site. This ensures access on foot to all elements of the site and provides connectivity between all parts of site.

Cycle parking is provided close to the retail frontage in banks of secure cycle hoops, covered by the overhead canopy. The proposals show a total of 10 cycle hoops (20 spaces).

Parking

There are a total of 120 car parking spaces provided. These are broken down as:

- 102 General Spaces,
- 9 Parent and Child Spaces,
- 7 Disabled Spaces, and
- 2 Electric Vehicle Charging Bays

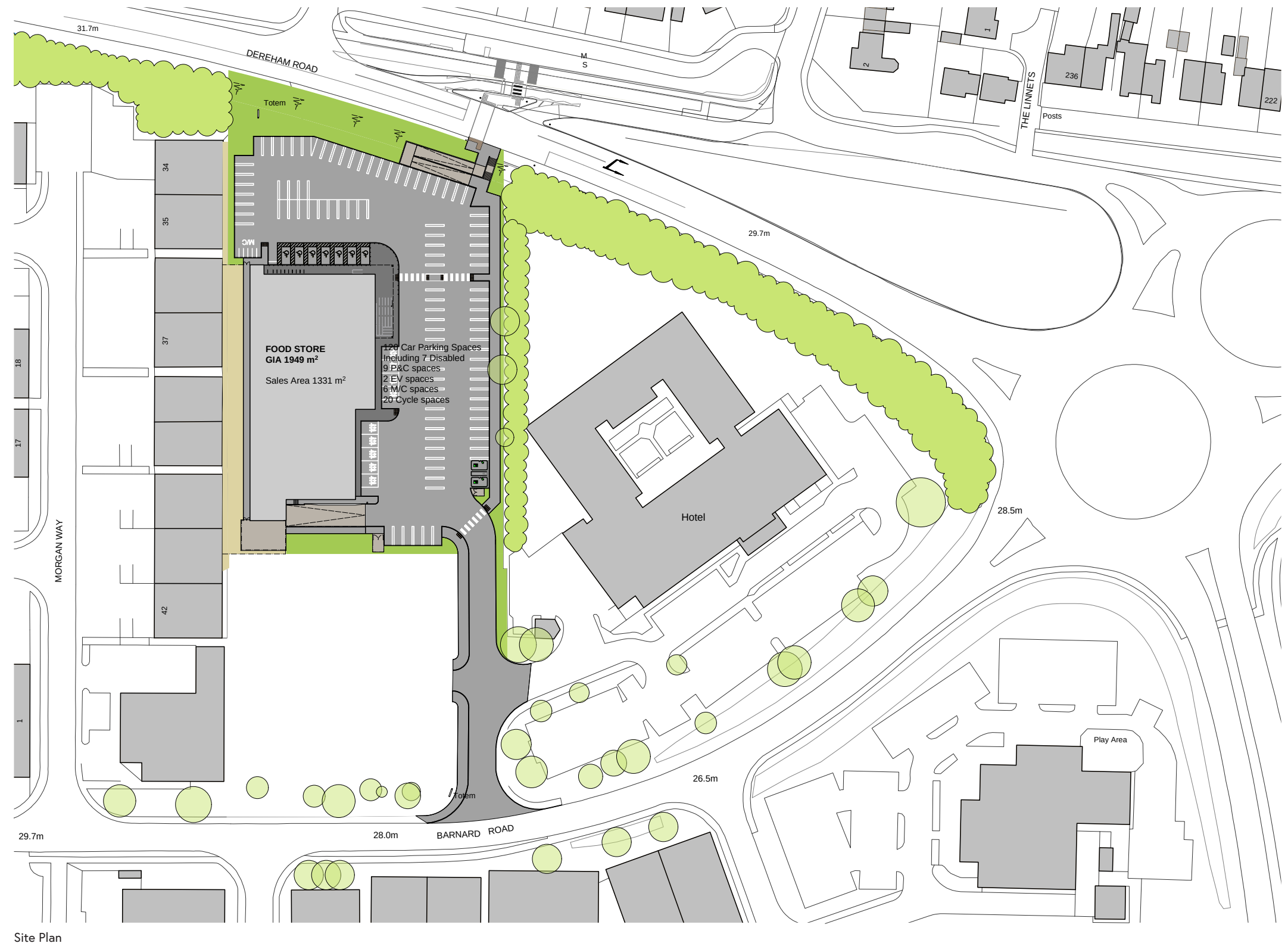
Disabled and Parent and Child spaces are located along the main retail frontage to provide the opportunity for customers to park as close as possible to the store.

Disabled parking signage will be included on the pedestrian walkways in front of these spaces.

All parking spaces are based on a size of 2.7 x 5.2m, with spaces fronting onto landscaping reducing to 2.7 x 4.7m. This is more generous than the commercial norm of 2.4 x 4.8m.

Vehicle Access

Vehicle access into the site will be provided via the existing junction on Barnard Road, providing direct access from the highway network into the development.



3.6 Security and Crime Prevention

The design of the proposed development has taken into consideration crime prevention design.

There are some common design features that can be incorporated into retail schemes to reduce the opportunities for crime, either as passive measures or active security systems.

The measures incorporated in this scheme are based on best practice and experience from previous retail projects of a similar scale.

Bicycle Security

This is a potential crime on all retail sites. It is guarded against by making appropriate provision for customer cycle parking and staff cycle parking.

Cycle Hoops are provided for customers in open, well observed areas of the site. This provides natural surveillance from adjacent activities for cycles stored here.

Retail Security

The retail frontages of the store have been protected with a continuous line of stainless steel anti-ram bollards. These are rooted into a common reinforced concrete footing which provides additional strength to any one bollard. The bollards have also been placed at 1200mm centres which means a clear spacing between bollards of around 1070mm, less than the width of a car.

Standard police advice is for these bollards to be tested to PAS68:2010. This specification is designed primarily to stop hostile vehicles engaged in terrorism or similar attacks. The bollards proposed comply with insurers' requirements and are full anti-ram bollards, but will not be tested under the PAS68 standard.

Glass and Glazing

The glazed frontages of all units provide adequate surveillance into and around the site.

Boundary Treatments

The rear of the building to the western boundary will be secured. A full length 2.4m high palladin mesh fence will be erected along the back edge of the service route. The

plant area is to be enclosed by a close boarded acoustic timber fence.

The perimeter of the car parking area will have low level "knee rails" to deter un-authorised vehicles accessing the site at non-access points. This ensures the site security is not perceived as overbearing.

Fencing and planting will be considered together so that inter-planting or climbing planting can be used to soften the appearance of the boundary fences.

The applicant may consider, in the future, the use of CCTV in the service yard to monitor the gates during trading hours.



Stainless Steel Cycle Hoops

3.7 Sustainability

Generally

The proposed new building will be constructed to the latest Building Regulations Standards and offer a well insulated and low air-leakage envelope for maximum efficiency in environmental control. The objective of this statement is to look into a range of possible options that could be incorporated into the scheme to ensure that the energy and environmental profile of the proposed development is as environmentally friendly as possible.

Longevity of design

The building is designed to remain flexible throughout its occupied life and ensure constant and efficient use of the building .

Energy Efficiency

National guidance within the Building Regulations aims to ensure development proposals reduce carbon emissions through their design, prioritising a Fabric First approach to design and construction in accordance with the Energy Hierarchy. A number of measures are included in the design to support an energy efficient new development, these include:

Glazed areas to introduce natural daylight to large parts of the buildings,

Where possible, use of solid elevations, canopies and tree cover to control solar heat gains, and

Appropriate selection of building fabric parameters, with respect to major energy demands, to limit internal heat gains and reduce cooling demand.

The next stage of the Energy Hierarchy is the provision of energy efficiently, the following are proposed as part of proposals:

- Energy-efficient florescent light fittings,
- PIR lighting controls to designated staff areas,
- Mechanical ventilation with heat recovery systems,
- Excess heat from store operation to be directed to staff and stock areas,
- The use of heat pumps will be investigated as a potential way of balancing heating and cooling requirements, and

- Efficient motor selection to all lifts and escalators.

The development will use water efficiency measures to reduce the use of potable water, including water efficiency sanitary ware. Leak detection systems and grey water recycling systems will be investigated for potential inclusion.

Water Efficiency

The development has the potential to include a range of features which collectively will bring significant reductions in the amount of fresh potable water the development will use. Subject to final design, these measures may include:

- Use of water efficient sanitary ware,
- Leak detection systems, and
- Collection of grey water for site irrigation.

Surface Water Management

It is intended to connect surface water drainage into the existing sewer network. In order to do so on-site retention/attenuation is to be included so that outflow rates are maintained at existing levels or less.

Choice of Materials

Where practicably possible, materials will be from responsible sources as identified by accredited schemes such as BRE's Green Guide to Specification. Insulation materials will be selected from a range with low Global Warming Potential.

These schemes provide guidance on materials that takes account of a wide variety of criteria including the sustainability of the raw materials in extraction and processing, together with the energy and resources used in production and installation, and ultimately the longevity and potential for recycling of the product/ component. Timber products will be specified as only from certified sustainably managed sources under schemes such as that operated by the Forestry Stewardship Council (FSC). Locally sourced materials will be used where feasible. Paint finishes with low levels volatile organic compounds (VOC) will be specified.

Recycling and Waste

Recycling and waste storage areas will be provided and a commercial collection service will be commissioned to ensure land fill disposal is maintained to an absolute minimum.

Construction Works

The construction works will be registered against the Considerate Constructors Scheme (CCS). The CCS is a

UK certification scheme that encourages the considerate management of construction sites. The scheme is operated by the Construction Confederation with points being awarded over the following 8 sections:

Considerate

- Environmentally aware
- Site cleanliness
- Good Neighbour
- Respectful
- Safe
- Responsible
- Accountable

During the construction works the Main Contractor will also be tasked with monitoring and recording the on-site water and electricity consumption and CO2 emissions arising from transport to and from site. They will adhere to best practice policies with respect to prevention of pollution to both water and air and they will have in place a responsible sourcing of materials document that ensures all site timber is both legally and sustainably sourced.

Construction Waste Management

Volumes of on-site waste during construction should be kept to a minimum. The general approach is to reduce (as much as is reasonable) the use of materials that require site forming and cutting (except where the waste can be readily recycled as would be the case for any steel or uncoated aluminium). The Contractor will be encouraged to reuse suitable building waste, such as crushed concrete, for the construction of this development. The Contractor will be required to

provide a waste management plan that addresses the minimisation of waste on site and the recycling of surplus building materials.

Refuse Waste Management

Tenants will be encouraged to join a site-wide waste collection contract which will allow for centralised compactor/baler facilities and which will reduce transport miles for waste collection that would arise from using multiple service providers.

4.0 Conclusion

The proposals will be finished to the highest quality to ensure the longevity of the scheme.

The proposals look to regenerate the existing site by removing an out-of-date building and providing a new modern, fit for purpose supermarket, with opportunity for further development to provide an attractive scheme for the local community.

This proposal has been designed to complement the existing offer of the wider context, encouraging investment and growth to the surrounding areas. The proposals promote pedestrian permeability and looks to provide a high quality visitor experience through the use of high quality landscaping and material finishes.

This document outlines the design principles used to inform the final design submitted in support of the planning application.



Appendix A

Planning Drawings

Drawing Number	Description	Scale	Revision
19408-200	Location Plan	1:1250 @ A3	P-00
19408-201	Existing Site Plan	1:500 @ A1	P-00
19408-202	Existing Topographical Survey	1:500 @ A1	P-00
19408-0203	Existing Site Topographical Survey	1:250 @ A1	P-00
19408-204	Existing Site Sections	1:500 @ A3	P-00
19408-300	Proposed Site Plan	1:500 @ A1	P-00
19408-301	Proposed Site Plan	1:250 @ A1	P-00
19408-302	Proposed Ground Floor Plan	1:250 @ A3	P-00
19408-303	Proposed Roof Plan	1:250 @ A3	P-00
19408-304	Proposed Elevations	1:250 @ A3	P-00
19408-305	Proposed Site Sections	1:500 @ A3	P-00
19408-306	Soft Landscaping Plan	1:250 @ A1	P-00
19408-307	Hard Landscaping Plan	1:250 @ A1	P-00

Corstorphine & Wright

Contact us to discuss your project

 www.corstorphine-wright.com

 contact@cw-architects.co.uk

 [corstorphine-wright](https://www.linkedin.com/company/corstorphine-wright)

 [@cwrightarch](https://twitter.com/cwrightarch)

 [corstorphinewright](https://www.instagram.com/corstorphinewright)

