

Design And Access Statement

Proposed Aldi Food Store &
Starbucks Drive Thru

Burrows Yard, Afan Way, Port Talbot

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1. Introduction

This Design and Access Statement has been prepared by Kendall Kingscott in support of a detailed planning application. The application relates to the construction of a new Aldi food store and Starbucks Drive Thru unit with associated site access, parking and service areas north of Afan Way, Port Talbot.

The report describes the design philosophy for the scheme. It includes an appraisal of the site and its surroundings followed by a detailed description of the proposals and key features of the design.

As the statement forms part of a formal detailed planning application, it should be read in conjunction with all supporting plans and documents.



Aerial View, Burrows Yard, Afan Way, Port Talbot. Source: Google Maps

2. Planning Policy

The site comes under the jurisdiction of Neath Port Talbot County Borough Council.

Neath Port Talbot County Borough Council Local Development Plan (2011-2026) Adopted January 2016

Design

Policy Policy BE 1 states that all development proposals will be expected to demonstrate high quality design which fully takes into account the natural, historic and built environmental context and contributes to the creation of attractive, sustainable places.

Planning Policy Wales – Edition 11 (Feb 2021)

Good Design Making Better Places

Paragraph 3.3 of the PPW states that good design is fundamental to creating sustainable places where people want to live, work and socialise... To achieve sustainable development, design must go beyond aesthetics and include the social, economic, environmental, cultural aspects of the development.

Para 3.4 states that design is an inclusive process, which can raise public aspirations, reinforce civic pride and create a sense of place and help shape its future.

Access and Inclusivity

Para 3.5 states that good design is inclusive design. Development proposals should place people at the heart of the design process, and acknowledge diversity and difference.

Para 3.6 states that development proposals must address the issues of inclusivity and accessibility for all. Design measures and features should enable easy access to services by walking, cycling and public transport.

Environmental Sustainability

Para 3.7 states that good design promotes environmental sustainability and contributes to the achievement of the well-being goals.

Para 3.8 states that good design can help to ensure high environmental quality.

Character

Para 3.9 the layout, form, scale and visual appearance of a proposed development and its relationship to its surroundings are important planning considerations.

Para 3.10 In areas recognised for their particular landscape, townscape, cultural or historic character and value it can be appropriate to seek to promote or reinforce local distinctiveness.

Community Safety

Para 3.11 Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take. Crime prevention and fear of crime are social considerations to which regard should be given in the preparation of development plans and taking planning decisions.

Movement

Para 3.12 states that good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys.

Para 3.13 states that existing infrastructure must be utilised and maximised, wherever possible.

Design and Access Statements

Para 3.17 states that a Design and Access Statement communicates what development is proposed, demonstrates the design process that has been undertaken and explains how the objectives of good design and placemaking have been considered from the outset of the development process. In preparing design and access statements, applicants should take an integrated and inclusive approach to sustainable design, proportionate to the scale and type of development proposal.

Para 4.1.17 states that Design and Access Statements should show how the design of the scheme has responded to the sustainable transport hierarchy.

Para 4.1.24 states that Design and Access Statements should demonstrate how the design of new or enhanced streets has responded to urban design principles, including the guidance in Manual for Streets and the Active Travel Design Guidance.

Para 4.1.49 states that Design and Access Statements should demonstrate how the design and layout of the development will reduce the level and speed of traffic to appropriate levels, and responds to the guidance in Manual for Streets and the Active Travel Design Guidance.

Public Transport

Para 4.1.36 states that the availability of public transport is an important part of ensuring a place is sustainable. It enables people to undertake medium and long journeys without being dependent on having access to a car.

Accessibility

Para 3.45 states that Spatial strategies should support the objectives of minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport.

Para 3.48 states that sites which are unlikely to be well served by walking, cycling and public transport should not be allocated for development.

TAN 12: Design (2016)

Para 4.13 states that movement and ease of access for all to and from development should be appraised at the strategic and local level, with a view to supporting a shift from car use to walking, cycling and public transport and recognising the need for better connectivity within areas and with the surrounding areas.

Para 5.5.5 states It is important that the qualities of the urban landscape (townscape) are appreciated and considered in the design of development.

Para 5.7.1 states that realising the potential of existing urban areas will help reduce the need to travel, help revitalise and regenerate urban centres and reduce pressure for development on the countryside.

Para 5.13.3 states that creating space for biodiversity can enhance the ability of developments to adapt to changes in local environmental conditions over the life time of the built development which may result from climate change.

3. The Applicant

The application is a joint application between Aldi Stores Ltd and the land owner, Neath Port Talbot County Borough Council.

Aldi Stores Ltd are a global discount supermarket operator who are currently the fourth largest grocer in the UK. Aldi began trading in the UK in 1990 and now have approximately 1000 stores in the UK and Ireland.

4. Design Team

Architecture

Kendall Kingscott Ltd

Planning Consultant

Avison Young

Highways Consultant

Entran

Engineering Consultants

Craddys

Services Consultants

Building Management Technology (BMT)

Refrigeration Consultants

Tyler Grange

Soft Landscape Consultants

Tyler Grange

Ecologist

Tyler Grange

Acoustic Consultants

Sharps Redmore

Air Quality Consultant

Entran

Sustainability Consultant

Sol Environment

Construction Management

Arc Bauen

Cost Consultants

Owen Associates

5. Context and Site Appraisal

5.1. Location

The proposed site is located in central Port Talbot, just a mile west of J40 on the M4. The site lies just 70m north of the River Afan, separated by a McDonald's restaurant and ATS Euromaster car garage. The site lies near one of the main roundabouts in Port Talbot that connects the A4241 to the A48 and leads in and out of the town centre.

The site, known as 'Burrows Yard' currently exists as an unoccupied brownfield site comprised of grass, brambles and shrubs. Foundations exist for previously approved retail development that were started but never completed.

The site falls under the jurisdiction of Neath Port Talbot County Borough Council.



OS map extract. Source: Microsoft Bing Maps

5.2. The Site And Context

The site is bound by three roads, namely Afan Way, Water Street and Issac's Place. The main access is currently via Water Street but former access points exist off Afan Way.

Former uses on the site include a number of industrial buildings such as a Tin Plate Works and Engineering buildings. Afan Way roughly follows the route of former railway tracks which ran alongside the site to the South. These tracks used to enter the site in the southern corner nearest what is now the roundabout bridging the River Afan.

A retail development was previously approved on the site although never completed.

North West Boundary

A 2m high brick facing retaining boundary wall defines the northern boundary facing Water Street. The site sits higher than the road and footpath at this point.

North East Boundary

A mixture of undulating brick and concrete block masonry walls face onto Water Street, broken by a splayed entrance into the site. Bus stops exist half way along the frontage. Residential properties opposite the site face and overlook the site from this side.

South East Boundary

The southern boundary runs along Afan Way, the primary road adjacent to the site. Afan Way sits at a higher level than the site, offering the best views onto the land.

South West Boundary

The boundary borders Issac's Place. The land falls down to meet the street level. The boundary treatment is currently made up of temporary site hoarding.



5.3. Connections

The site is adjacent to a large residential area, ideally located for access by pedestrians and cyclists, therefore encouraging active travel. It is also within walking distance from the town centre. Accessibility via bus is made possible by the two bus stops situated directly outside of the site on Water Street. The site benefits from easy access to the A4241 (Afan Way), the A48 and the M4.

5.4. Area and Topography

The application area is 12,135 sqm (2.999 Acres).

The site is generally level however gradually falls in height further North from Afan Way. Retaining boundary walls along the north-west and north-east boundaries support the site above the surrounding footpath level.

5.5. Landscape and Ecology

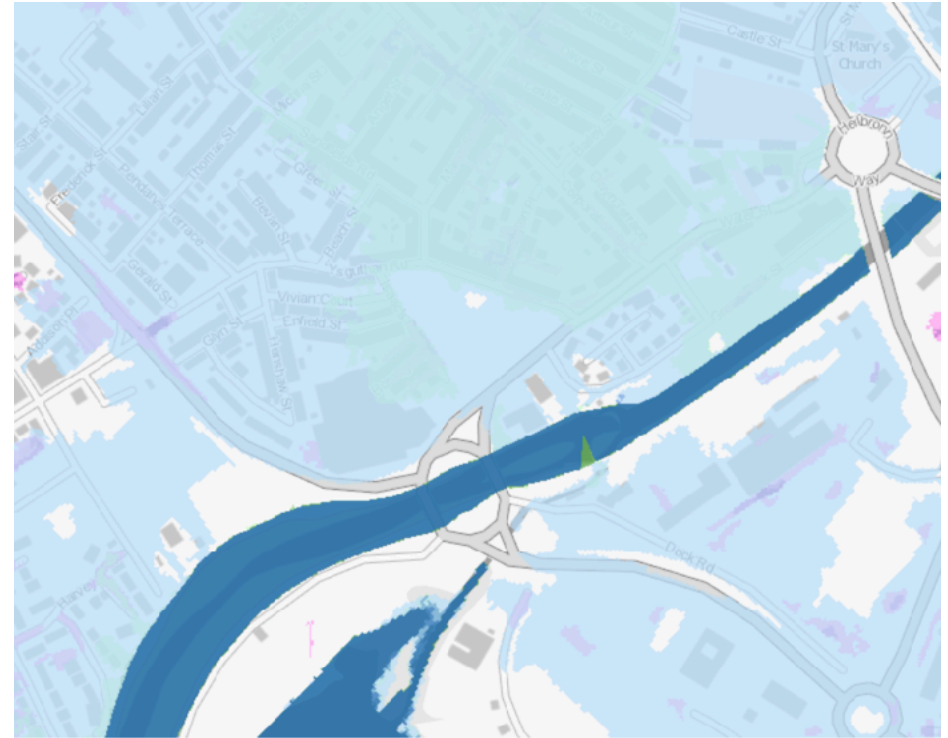
The has been left unkept for a number of years and has become overgrown with grass, foliage and shrubs. There is evidence of former buildings and areas of hardstanding dotted across the site, giving a glimpse of it's industrial past.

Please refer to the separate ecology report submitted with the application for further details.

5.6. Flood Risk

The site lies within an area at low risk from flooding from rivers and low risk of flooding from the Sea.

Please refer to the separate Flood Risk Assessment submitted with the application for further details.



Flood data map. Source: naturalresourceswales.gov.uk/flooding

5.7. Constraints & Opportunities

The site offers an excellent opportunity for development given its prominent position off Afan Way and its history of past uses.

Site opportunities:

- The site is ideally located close to the centre of Port Talbot, close to areas of residential customer base.
- It is a brownfield site with a history of industrial and retail uses.
- The site benefits from being an 'island' site with neighbouring buildings separated by roads.
- The site is relatively flat.
- The site is easily accessible by a range of transport options.
- It is opposite a number of commercial properties. (Drive Thru restaurant and car garage.)
- The site has been left vacant and in a poor state for a number of years.

Site constraints include:

- Levels between the site and the surrounding road network are varied, with areas of the site sitting higher than the neighbouring context.
- Because of its past uses the site is known to have land contamination.
- A suitable scale and materiality of the development is required to relate to and maintain the character of the area.
- The site is overlooked by residential properties to the west, north and east.
- Existing foul sewers pass through the site which have easements associated with them.
- There are a number of existing underground and overhead services travelling along the southern end of the site, including an existing electric sub station.

The provision of a new retail scheme will provide the following benefits to the area:

- A chance to redevelop a prominent site and provide additional retail provisions in the area.
- The proposal will bring new life to a site in desperate need of new development.

- The provision of a discount food retail outlet and coffee pod will provide a valuable service to the local community, enhancing consumer choice.
- A new development will provide new full-time jobs and employment opportunities during its construction.

5.8. Pre-application advice

A pre-application meeting with the council was held in January 2023. The applicant awaits a written response, however some of the key design related matters raised during discussion included:

- How the height and massing of the development relates to neighbouring properties.
- Encouraging Active Travel through the creation of pedestrian links into and through the site.
- Design of the new access off Afan Way.
- Boundary treatments to the site perimeter.
- Enhancing the EVCP provision across the site.

See the separate Planning Statement submitted with this application.

6. Scheme Design

6.1. Feasibility Study

The site proposals developed off the back of the previously approved retail scheme, taking into account the site constraints and context. The size of the site lead to a mixed use scheme as opposed to a single retail unit proposal, with a drive-thru being the preferred unit type to supplement the larger food store.

Customer site access was initially considered off Water Street, as per previous scheme proposals, however this was dropped in favour of access directly off Afan Way.

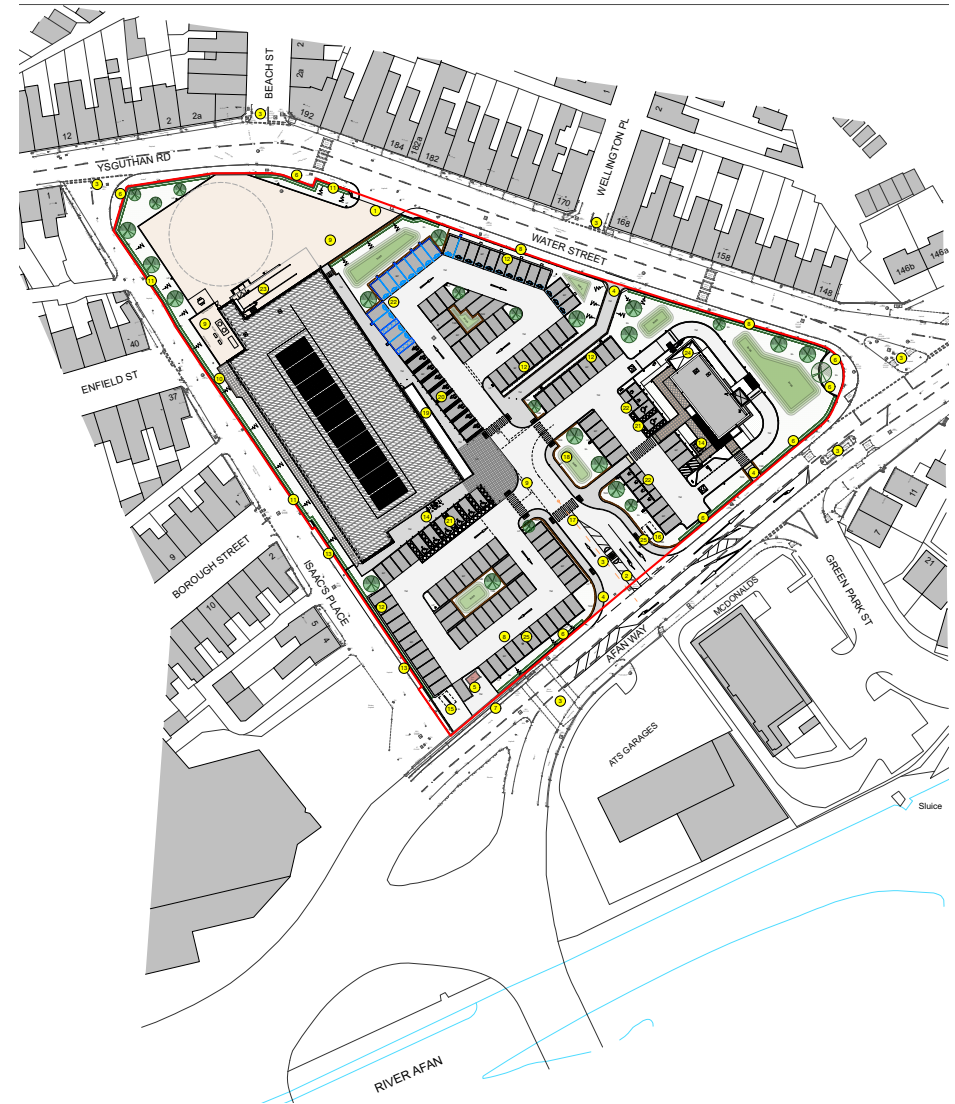
A number of layout options were considered for the site including various iterations of orientation and parking arrangements.

6.2. Scheme Proposals

The proposal seeks planning permission for construction of a new single storey Aldi food store and Starbucks drive-thru unit with associated customer parking and service yard. The new food store will have a GIA of approximately 1,842m² (GEA approx 1,931m²), whilst the coffee pod proposes a GIA of 170.6m² respectively.

6.3. Parking Provision

The scheme will provide 145no car park spaces including 8no spaces for disabled users, 9no parent & child spaces, & 7no bicycle hoops for secure cycle parking for up to 11no bicycles. The site will also have 18no active electric vehicle charging points, with the provision made for an additional 12no in the future.



Proposed Site Plan (Not to Scale)

6.4. Layout and Site Access

The proposed layout will see a new customer site entrance off Afan Way serving both the Aldi food store and Starbucks Drive-Thru. The shared access road will travel into the centre of the site before splitting off to the separate parking areas.

Service access for the Aldi store is proposed off Water Street in the location of the existing site access.

Both buildings have been sited to be highly visible to Afan Way, orientating themselves with active frontage to the south side and entrances facing into the centre.

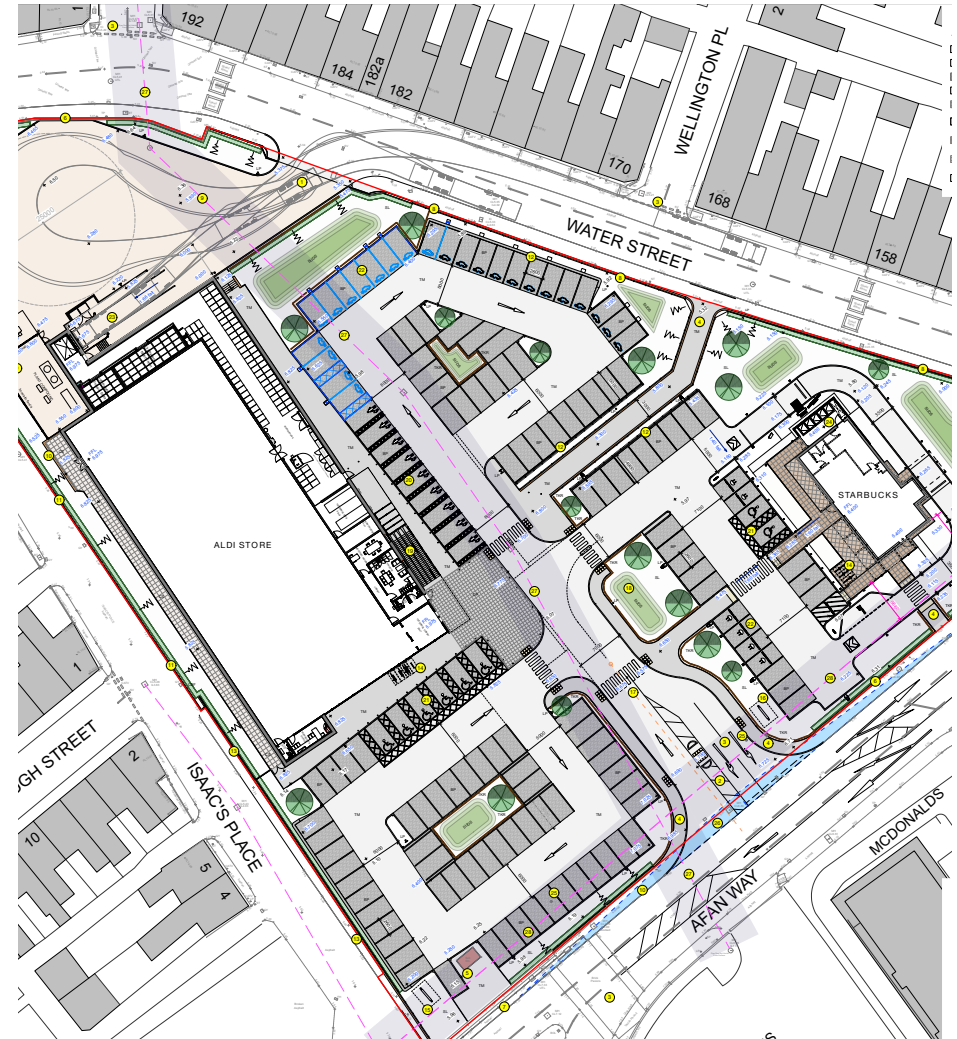
The unit entrances are clearly visible from the site entrance, with customer parking clearly identifiable on approach to the store. Parking for the drive-thru is proposed immediately in front of the unit, whilst the Aldi parking is proposed to be between Afan Way and the store, as well as alongside the length of the store.

In practice, visitors are likely to park in either area and utilise both the food store and coffee pod as they wish.

Pedestrian paths into the site follow the same principle by directing customers to the centre of the site before offering clearly defined routes to the store entrances. Cycle parking provision has been located in an easily identifiable area close to the unit entrance, overlooked by the units and car park to aid security.

The food store footprint will sit alongside the south-west boundary, similar to the previously approved retail scheme layout, whilst the service area and delivery bay is tucked to the rear of the site.

The coffee unit has been pulled away from the site boundary to distance the drive-thru lane from the residential properties opposite. This provides an opportunity to provide a soft landscaped edge to the south-east corner and enhance the suds provision.



Proposed Site Plan extract (Not to Scale)

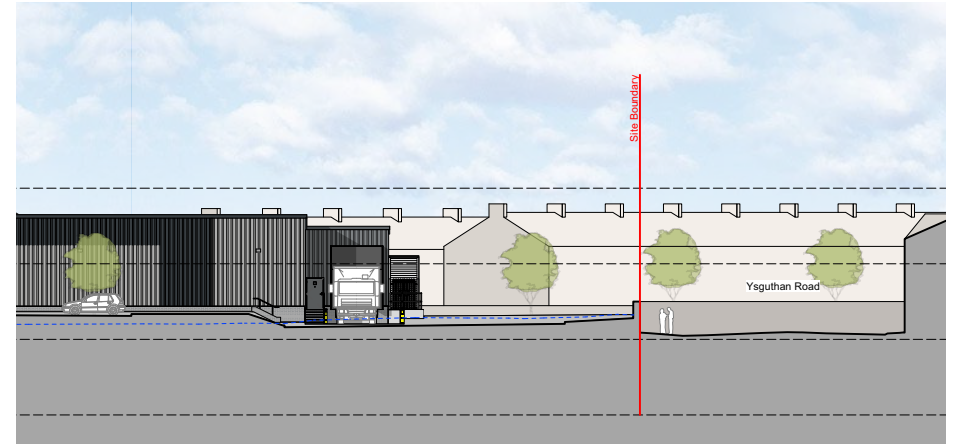
An existing soft landscape feature exists on the corner of Afan Way and Water Street. The proposals are to maintain and enhance this area as a key corner of the site.

The Aldi service and back-of-house areas have been segregated from the customer car parking. This is true in plan as well as in section. The site levels have been designed to limit the amount of excavation due to the presence of contaminated land. The proposal creates a split level site between the customer facing car park and the service yard to the north. This helps with visibility of the main site and limiting impact of the service yard on the neighbouring residential community. The finish ground levels immediately to the front and side of the retail units will be slightly higher than the current ground level, to balance to amount of cut and fill across the site and provide suitable level access from Afan Way.

The layout has been designed with multiple deterrent factors to prevent crime and discourage any antisocial behaviour within the site and its environs. Such as fronting the glazing onto the customer car parking to provide natural surveillance over as much of the site as possible.

The external lighting scheme will provide a uniform level across the site. There will be CCTV within the store and Aldi will cooperate with the police force to ensure that any footage is handed over if required.

Boundary treatments have been designed to strike a balance between maintaining an open site and security. For example, the service area to the rear of the site accessed from the north-east boundary is designed to be private, with fencing and walls bounding the area with exception of the vehicle access point. Signage will be installed notifying visitors that it is a service/staff area only.



Extract from proposed site section: Aldi service yard

7. Appearance and Scale

The new buildings have been designed to compliment one another and to respect the site context. For example, the height of the buildings has been limited to single storey, in line with the low nature of the immediate neighbours.

Massing of the buildings have has also been taking into consideration, with the proposals keeping to a simple, square design with low roof lines so not to conflict with the urban context.

The design of the food store building is that of a contemporary single storey block with a mono-pitch roof. The pitch orientated such that the taller elevation is fronting the site entrance and the customer car park. The lower side, a more appropriate scale for the store backing onto Issac's place and the end of terrace two storey dwellings.

The short facade that faces the site entrance and Afan Way is articulated by full height glazing alongside a glazed entrance lobby. This level of glazing ensures an active frontage to the main road and acts to provide a good level of daylight in the checkout area, ensuring the shop floor has a visual link to the surrounds. The store entrance itself is defined by a simple cantilevered canopy that extends and shelters the trolley bay.

The Starbucks building is a compact, clean and crisp design accentuated by an entrance pergola that wraps the southern and western elevation, and a timber clad tower feature to the rear. Glazed elements face onto the car parking and Afan Way, with the waste and plant area neatly tucked to the side beside the drive-thru lane.

The tower feature offers an opportunity to add corporate signage to identify the building as a Starbucks as well housing the drive-thru service point below.



CGI of a typical Aldi store, showing the massing, scale and colour tones.

7.1. Building Materials

A range of brickwork, stone and pebbledash render characterises much of the nearby buildings, as well as the cladding to the commercial and industrial units to the south and west.

The new Aldi store proposes tones of grey wall cladding associated with their corporate store design. Contrasting dark grey elements punctuate the facade including bands of dark grey cladding, cantilevered canopy, external doors and window frames. A black facing brickwork plinth maintains a co-ordinated building aesthetic. The pitched roof of the store is to be finished in dark grey, presenting a non-reflective and contemporary finish.

The Starbucks unit also incorporates a two tone aesthetic which combines the use of an off-white render and timber cladding to compliment the rendered houses opposite.



CGIs of the Starbucks Drive-Thru design, showing the massing, scale and materiality.

7.2. Security

Kendall Kingscott will typically approach the architectural liaison officer during the detail design, if required, to run through any concerns with site security.

The crime risks considered to be applicable to this site include:

- Theft (Primarily shoplifting)
- Verbal & physical violence against visitors and staff.
- Vehicle crime and parking control.
- Ram-raiding
- Arson
- General antisocial behaviour

A number of measures have been considered as part the proposals in line with Secure by Design guidance:

- A CCTV system covering the exterior and selected interior locations
- Anti-bandit glazing
- Intruder alarm
- Provision of anti-ram bollards
- **Open and visible car park**
- Secure fencing to the back of house areas.
- Appropriate landscape planting
- Lighting

7.3. Landscaping

The landscape strategy for the scheme is based around introducing a soft landscaped perimeter to compliment the new buildings and their setting, as well as providing opportunity for a balanced sustainable drainage scheme. The introduction of trees to the north and eastern site boundaries acts to further soften the edges of the site and provide an attractive outlook for residents opposite the site.

The soft landscaping scheme is integral to the car park layout to ensure vegetation is not limited to the borders of the site and to limit the expanse of hard landscaping.

Details of the proposed planting is set out on the Tyler Grange soft landscaping proposals.

For details of hard landscaping materials proposed refer to architectural plans and details submitted.

8. Inclusive Access

The main vehicle ingress and egress to the site is from Afan Way, which also becomes the main pedestrian access point. Service access for Starbucks vehicles will be via the main access, whilst Aldi servicing will be to the rear off Water Street.

Site gradients within the site will not exceed recommendations as set out in Part M of the Building Regulations. Pedestrians are guided to the building entrance via marked crossings.

The car park areas will have falls no steeper than 1 in 40, a gradient which is both suitable for trolley use and wheelchair users alike.

Clearly marked disabled parking bays are provided across the site with 1200mm clear access zones. The 'parent and child' bays have been sited close to the Aldi store entrance and cycle hoops positioned to maximise visibility to the public.

Access into the buildings will be via flush thresholds between paving and car parking. The paving itself will fall no greater than 1 in 60 from a level threshold at the entrance to the flush threshold with the car park surface. This approach will be compliant with the Equality Act 2010 and will permit unhindered access both for disabled wheelchair users and those users with restricted mobility

The food store entrance will be comprised of two sets of bi-parting automatically opening doors, both with a minimum clear opening width of 1100 mm. These doors operate on PIR presence detection and will fail safely in the open position upon activation of the building fire alarm. Both sets of doors are fully glazed with toughened glass. To ensure safe use for partially sighted users, a manifestation of the glazing will be provided, in accordance with current British Standards and Codes of Practice.

Shopping trolley storage is provided adjacent to the main food store entrance. Trolleys are secured via a coin-operated chain, encouraging customers to return the trolleys after use. Wheelchair-accessible trolleys are also provided within the same area as the main trolley store.



Proposed Site Plan extract (Not to Scale)

Internally, the merchandising layout provides minimum aisle widths of 1800mm, or greater, that permit unhindered passage to the whole of the store for disabled wheelchair users and afford easy two way passing. The nature of goods sold within the retail sales area allows wheelchair users to comfortably reach goods with little or no external assistance.

Wheelchair accessible customer WC's will be provided in each of the buildings.

The proposals are single storey, thus maintaining a consistent floor datum throughout. Door openings are designed to give unhindered passage to disabled wheelchair users.



Image of a typical store interior, showing standard aisle widths

9. Sustainability & Operations

9.1. Energy Strategy

The development seeks to achieve a reduction in CO₂ emissions compared to Building Regulation compliant developments, through the incorporation of the principles of the Energy Hierarchy and the combination of passive measures, including building fabric design improvements and the utilisation of zero and low carbon technologies.

The low and zero carbon technologies that are being proposed for the Aldi food store relate to the external refrigeration plant. The plant recovers waste heat generated by the refrigeration system and re-uses it to provide heat to the building. Therefore a gas supply will not be required to the building.

Wherever possible construction materials will be procured locally. Preference will also be given to procuring materials from manufacturers and suppliers who are accredited with an EMS including BS EN ISO 14001 or a similar standard.

Elements of the building design that assist a more sustainable approach are as follows:

- The building is detailed and constructed to ensure low levels of air permeability. Features such as the entrance lobby and seals around the delivery bay ensure heat loss is minimised.
- Natural ventilation is proposed in ancillary spaces. The depth of the retail area means it isn't possible on the shop floor but heat recovery is utilised to reduce energy expended to bring cold air up to temperature.
- The system noted above also reduces energy expended in heating up the retail area.
- Large amounts of glazing into the retail area ensure the space is well day lit.
- LED lighting is proposed throughout. Outside trading hours but when restocking is taking place, lighting levels are dropped by two thirds. Lights are turned off when the store is unoccupied with the exception of security lighting.
- A Building Management System will be in place to ensure effective and responsive monitoring of the building performance.

9.2. Waste

Aldi waste will be minimised by adoption of the national site waste strategy of reduce, reuse, and recycle. A detailed site waste strategy plan will be produced for the store, for example all cardboard will be baled on site and taken back to the Aldi Regional Distribution Centre for recycling.

Construction waste streams will be monitored during the build to be in accordance with recognised benchmarking figures for the construction industry.

It is not anticipated that there will be any appreciable odours from the proposed buildings or plant.

9.3. Water

Procedures will be established to minimise water pollution by following best practice guidance from the Environment Agency's Pollution Prevention Guidance notes on the Prevention of Pollution, works near to watercourses and working at demolition and construction sites. Oil interceptors will be provided for car park and vehicle standing areas. These will be maintained in line with manufacturers recommendations and will be fitted with an alarm which will sound in the store when an interceptor requires servicing.

9.4. External Lighting

External lighting will be designed in accordance with guidance set out by the Institute of Lighting Engineers to reduce the detrimental effects of night time light pollution.