

Aldi Store at **Wyndham Place, Egremont**

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Section 1. **Introduction**

The Government attaches great importance to the design of the built environment. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. (NPPF paragraph 124). Design and Access Statements are a key part of the planning process in promoting better quality and more sustainable design in development.

This Design and Access Statement has been prepared in support of a planning application comprising: full application for a new Aldi Store of 1933m² gross external floorspace and net sales area of 1390m² with 86 associated car parking spaces vehicular, pedestrian and cycle access; and landscaping at Wyndham Place, Egremont.

Aldi currently has stores in Whitehaven, Workington and Cockermouth. Permission is sought for a new store in Egremont to provide local residents with an improved choice of shopping facilities.

This statement should be read in conjunction with the accompanying plans and reports submitted with this application.

Section 2. **Site and Surroundings**

The application site is located on the site of a disused petrol filling station, car dealership and vehicle repair garage, at the roundabout junction of East Road and the A595 Egremont Bypass.

The site sits to the east of Egremont town centre, is within walking distance of most, if not all, residential areas of Egremont, as well as being located near to a bus route which is connected to the site by an existing pedestrian subway. The site is well connected to the surrounding areas, sitting adjacent to the Egremont Bypass and East Road which connect directly to the town centre and beyond.

The application site is elongated but irregular in shape and runs broadly north-south. The boundaries vary; there are existing metal railings to east Road and the A595, open edges to the petrol filling station (now enclosed by temporary Heras fencing), a timber post and rail fence to Wyndham Place, and a palisade fence to the disused car compound.

To the north and east are residential areas, a mix of traditional terraces along the main roads, and newer dwellings in purpose built estates. Further west lies the River Ehen and countryside beyond. To the south are a number of individual dwellings and a wooded area leading to walking routes. To the west, beyond the Egremont Bypass which bounds the site, is the town centre with a mix of dwellings, shops and other businesses, Egremont library and West Lakes Academy.

Access to Wyndham Place will be upgraded where it meets East Road, and access into the site will be broadly in the same location as the existing access point on Wyndham Place, upgraded to suit the anticipated vehicular movements.

There is vegetation on the southern boundary of the site, and to the west between the boundary and the A595.

The existing site plan is shown overleaf.

Existing Site Plan



Section 3. **Planning and Design Policy**

National policy- National Planning Policy Framework (NPPF)

On 5 September 2023 the Government published a revised version of the NPPF. The most recent NPPF is a material consideration in the determination of all planning applications and fully replaces the previous editions.

The overall emphasis of the NPPF is to reiterate the Government's key objectives of facilitating economic growth and securing sustainable development. These overarching policies seek to deliver development in the most appropriate locations, thereby protecting and enhancing the environment.

Design

The Framework states the creation of 'high quality' buildings and places as fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development. Paragraph 130 states planning decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but for the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Local policy

The adopted policies relating to design are contained in the Copeland Local Plan comprising The Copeland Local Plan 2013-2028 Core Strategy and Development Management Policies 2013-28 (adopted 2013) and 'saved' policies of the Copeland Local Plan 2001-2016:

- *Policy ST1 – Strategic Development Principles Part D: The Plan sets out strategic policy priorities to “Ensure the creation and retention of quality places. i) Apply rigorous design standards that retain and enhance locally distinctive places, improve build quality and achieve efficient use of land”*
- *Policy DM10: Achieving Quality of Place sets out the Council's expectation for a high standard of design and the fostering of 'quality places', through a number of measures, including responding positively to the character of a site and wider setting; incorporating existing features of interest including landscape, topography, local vernacular styles and building materials; and creating and maintaining reasonable standards of general amenity.*
- *Policy DM11: Sustainable Development Standards sets out the Council's ambition that development proposals reach high standards of sustainability, through requirements such as: high energy efficiency standards in relation to the Code for Sustainable Homes and BREEAM; buildings to maximise solar gain; construction materials to be sourced, where possible, from local and sustainable sources of production; and surface water is managed appropriately and inclusion of SuDS where possible.*

Copeland Borough Council are in the process of producing a new Local Plan which once adopted will replace the Core Strategy and saved policies. The emerging plan was submitted to the Secretary of State for Examination mid-2022 and hearings sessions held Q1 2023. In accordance with the requirements of NPPF, given the advanced stage of its preparation, the draft policies of the emerging Copeland Local Plan 2021-2038 can be attributed significant weight in the determination of planning applications.

- *Emerging Policy DS6PU: Design and Development Standards sets out the Council's expectation for new development to meet high-quality standards of design, including measures such as: creation and enhancement of locally distinctive places sympathetic to surrounding context; use good quality building materials that reflects local character and vernacular, sourced locally where possible; support good health and well-being by incorporating high quality, inclusive and useful open spaces and providing high levels of residential amenity; create layouts that encourage walking and cycling; provision of safe and accessible pedestrian routes; create opportunities that encourage social interaction; be of flexible and adaptable design; maximise solar gain; and address land contamination and land stability.*

Section 4. **Site Context and Design Principles**

In accordance with national and local planning and design policies, the design approach to the site responds to the site and its surroundings. To determine this, the issues and opportunities were identified as:

ISSUES	OPPORTUNITIES
The proposed site layout needs to be designed to fit with the mix of land uses surrounding the site and also ensure both the foodstore and approved residential development across from the site can co-exist without adverse impacts	Provide a foodstore in a highly sustainable location for the local community to provide a choice of shopping facilities.
Proximity of the site to the surrounding residential areas	Maximise the re-use of previously developed land with a foodstore.
Pedestrian access points into the site and connectivity with the existing and proposed residential areas.	Create a visually attractive foodstore that complements the surrounding buildings and reflects their scale and massing.
Treatment of the boundaries of the site to be visually attractive and provide security	Ensure the foodstore is accessible to all users arriving at the store by a choice of means of transport.
Proximity of the existing vehicle and pedestrian access point to Wyndham Place on East Road.	Ensure an adequate level of car parking is achieved for the foodstore including bays and charging points for electric charged vehicles.
	Ensure the site is permeable with pedestrian access from several points around the site.
Protecting the residential amenity of nearby residents	Create between 30 and 50 new jobs for local people.

Existing Site Photographs

Picture 1 – looking south west across the filling station forecourt from the junction of Wyndham Place with East Road



Picture 2 – looking south along Wyndham Place and across the compound



Picture 3 – looking north towards East Road from the current site access point. Note the levels.



Picture 4 – looking south along the western boundary at the pedestrian subway.



Pictures 5 & 6 – looking west along the southern boundary



Section 5. **The Proposed Scheme**

Use

The proposed development for the site at Wyndham Place consists of a single storey Aldi store blade-roof building with vehicular, pedestrian and cycle access, car parking and landscaping on the northern section of the site. The application is a full planning application.

The application site is currently a disused car dealership, petrol filling station and vehicle repair garage. It is historically developed land, and the proposed development would create an active use and new jobs. The Aldi store would greatly improve the range of food retail facilities, thereby reducing significant levels of retail expenditure leakage and improve affordable choices for nearby residents.

The proposed opening hours of the store are 0800 to 2200 hours Monday to Saturday and for six consecutive hours between 1000 and 1800 on Sundays. A Noise Assessment has been undertaken which considers the existing noise environment and then assesses the noise environment with the foodstore, on the existing residents and adjacent neighbours. The assessment demonstrates that the trading hours are compatible with the adjacent land uses.

A Transport Assessment has been carried out to ensure vehicles accessing the site and manoeuvring within the site can be accommodated safely with no detrimental effects on the existing road network. The upgrading of the access from Wyndham Place and East Road will ensure safety for all users. The Transport Assessment further demonstrates that the that the proposed uses are acceptable.

Amount

The overall application site area is 0.65 Ha/1.6 acres. Being a neighbourhood shopping facility, the proposed foodstore is 1933m² gross external area (1855m² gross internal area) with a net sales area of 1390m² sqm. The areas within the store not accessible to the public include the warehouse and staff and office facilities. A total of 86 dedicated Aldi car parking spaces are provided.

Access and layout

The proposed site layout is informed by the site context and design principles as identified in Section 4 of this report, and feedback received from the local planning authority through the pre-application enquiry process and comments received during the public consultation process. Full details of the public consultation are provided in the Statement of Community Involvement submitted with the planning application.

The proposed site layout has a main access from the east for all vehicles and pedestrians, with crossing points to allow safe access to the store, which sits to the south of the car park. The parking arrangement is simple and compact allowing space for soft landscaping around the edges to tie the site into its surroundings. There is also a pedestrian access from the west, at the top of the existing subway, thereby providing a direct pedestrian link to the town centre.

The building is set back from the main East Road/A595 Egremont Bypass frontage, but still has good visibility from the main road across the parking area.

The service area is located to the western side of the store with access for the goods vehicles through the car parking area to the west of foodstore. Access to the service area has been designed to accommodate the turning manoeuvres of 16.5 metre articulated goods vehicles, these being the largest delivery vehicles which will serve the store. The vehicles will drive into the site in forward gear and reverse into the service ramp area and then exit the site in forward gear. The Transport Assessment includes full details of the servicing regime and demonstrate, using autotrack, that the manoeuvre can be undertaken safely.

The foodstore would be positioned in a broadly north-south orientation in the southern portion of the site.

With the customer entrance and shop front to the north western corner of the building, the car parking area is to the north. For customers arriving by car, the store entrance is visible on entering the site, and the car park layout means it is easy to navigate towards it. The store entrance will be visible for pedestrians approaching from East Road, the A595 Egremont Bypass and Wyndham Place.

A total of 86 car parking spaces are provided including 5 accessible bays, 9 parent & child bays and 4 active bays for electric vehicles. There are cycle stands for 8 bicycles to the west of the service access road, in front of the staff rooms, where there will be natural surveillance.

Aldi's standard refrigeration plant is provided at ground level to the side of the store at the south west corner. A Noise Assessment has been undertaken to ascertain the need for any mitigation being required, so as to ensure that the location of the service area and the refrigeration plant cause no adverse impact to residential amenity. An area has also been provided for external bin storage within the loading bay.

The overall site layout ensures the opportunities for crime and disorder are minimised with the site being open to achieve good natural surveillance. Low level shrubs ensure there are no hiding places within the site. The proposed site layout is shown on the following page

Proposed Site Plan



Scale and appearance

The gross external floor area of the proposed Aldi store is 1933m² which sits within a site of 6,512m². The maximum height of the proposed store is to the front elevation being 6.25m to the blade roof. The height of the rear elevation is 5.0m from the ground.

Within the immediate vicinity of the site, there is a mix of architectural styles and building materials. The residential properties close by are two storey, terraced, tiled pitched roofed properties of rendered/roughcast, with some painted a variety of colours.

Nearby retail/commercial units are of metal cladding.

The West lakes Academy and Egremont library are new buildings, of brick, aluminium curtain walling and render.

In terms of scale, the proposed single storey, blade roof foodstore, reflects the scale of the buildings surrounding the site.

The overall design of the store is a modern, contemporary style with a simple palette of materials combining silver and grey cladding, aluminium windows, steel doors and glazing. There is a canopy wrapping above the shop front which runs along the west elevation to maximise natural light in the store. The west and north elevations show the configuration of the loading bay that allows HGVs to dock at floor level with the building.

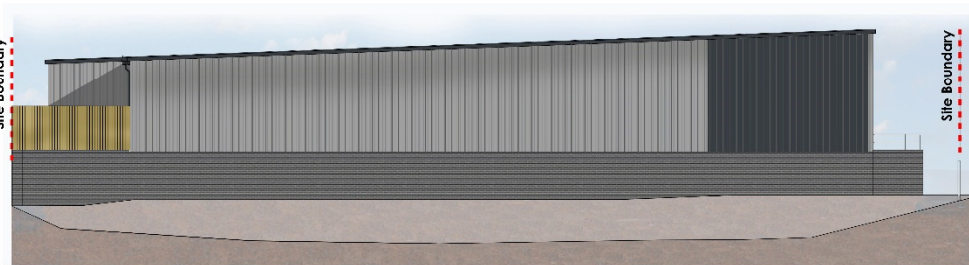
There will be no daily activity to the rear of the store. There are two escape doors which will be used to exit the store in emergencies only. There are two windows to the western side of the elevations to allow light into the staff rooms. There are no other windows and therefore no overlooking issues.

The building elevations are shown in the following page.

Building elevations



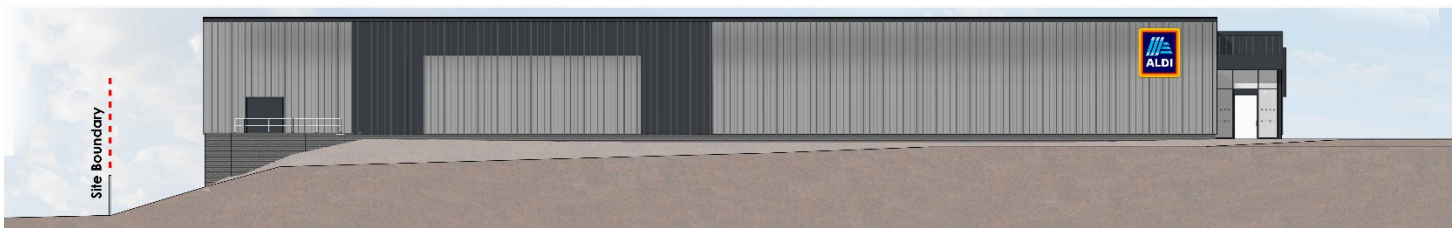
WEST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION

Constraints

It has been queried why the foodstore is proposed in the location shown on the site plan. Questions have been raised relating to:

- Active frontage to the existing roundabout
- Access into the site
- Proximity to the neighbour south of the site.

The site is constrained by 3 main elements:

- Main vehicular access points from both East Road and Wyndham Place
- Shape and size of site vs. store size and operational requirements
- Relative levels within and around the site

The alternative layout on the next page illustrates these elements and demonstrates that the proposed building is in the optimal location which provides the optimal sales floor, operational functionality, visibility and preserves the amenity of existing neighbouring residential properties.

Conclusions

This statement is submitted in support of the regeneration of a vacant brownfield site at Wyndham Place, Egremont.

The proposed site layout responds to the site-specific issues and constraints identified whilst accommodating Aldi's operational requirements.

It is considered the proposed use, amount of development, layout, scale and appearance are acceptable in design terms and the proposals will deliver a modern, contemporary design which will improve the visual appearance of the site and the surrounding area. The proposed store reflects the scale and massing of the adjacent buildings, existing and proposed, in the surrounding area. It includes the provision of EV charging bays and secure cycle parking.

Overall, the proposal brings investment to Wyndham Place, Egremont.

It has been assessed regarding relevant planning and design policy and technical considerations and complies with the presumption in favour of sustainable development.

