

# Design & Access Statement

DEVELOPMENT AT BAGLAN BAY RETAIL PARK, PORT TALBOT

REVISION: B



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# Introduction

This Design and Access Statement has been prepared on behalf of Triple Jersey Limited. It accompanies a detailed planning application for the erection of a 168 sqm Gregg's drive-thru outlet, together with associated servicing, car parking and landscaping, on an area of land currently occupied by a car parking spaces.

This Statement should be read in conjunction with a Planning Statement, also prepared by DPP UK LTD.

The structure and content of the Statement has been informed by:

- The Town and County Planning (Development Management Procedure) (Wales) Order 2012 (as amended);
- Welsh Government (2016) Planning Policy Wales (Edition 8)
- Planning Policy and Guidance - Design and Access Statements in Wales. April 2017

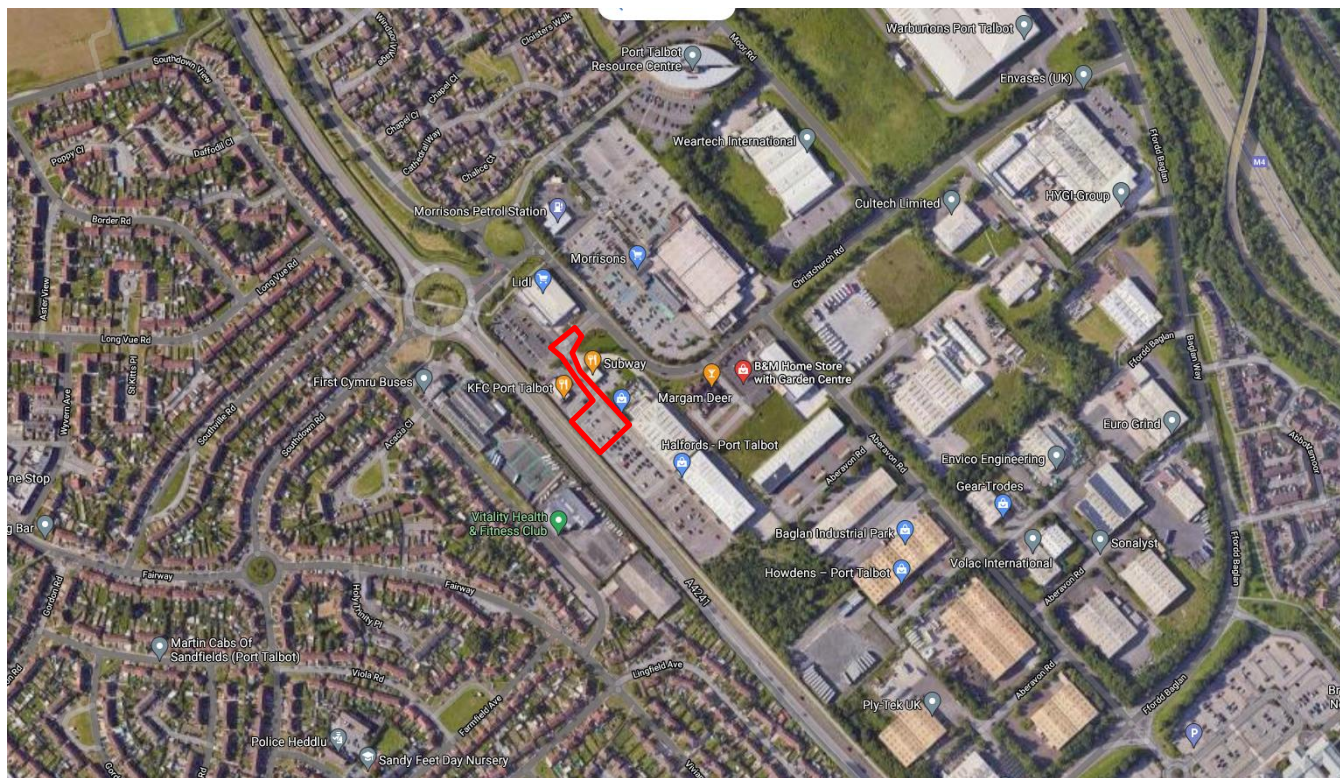
As such, this Statement seeks to both set out the design principles and concepts that have been applied to the development and explain how issues relating to access to the development have been dealt with.

# Context

This section demonstrates the physical, social and economic characteristics of the site and its context, together with the planning policy context - namely the policies and guidance that affects and shapes the development of the site.

## Physical

The application site comprises of the existing Baglan Bay retail park associated car park. The planning redline boundary extends to an area of 0.87 acres, 0.35 hectares.



### Site Location

(Source: Google 2021)

The site sits within the centre of the Baglan Bay retail park, between the existing B&M retail unit, KFC drive thru and the A4241 dual carriageway. Access to the proposed site is directly from the A4241 roundabout, along the main roadway route for the retail park.

The site is directly adjacent to the A4241, a major transport route through Port Talbot, and is bounded:

- to the north by Morrisons food store and industrial units;
- to the south and by the A4241 and residential neighbourhood;
- to the east, Baglan Bay retail plan continues with the Halford and B&M units, terminating at the western side of the industrial estate

## Accessibility

The application site is conveniently accessible by a range of means of transport, including non-car modes. Existing access is well established to the retail park and will be maintained with some improvements.

By car, the application site is accessible directly from the Christchurch Road, the main access and egress point for the retail park. Christchurch Road is linked to the A4241, main/direct route through the Port Talbot region, avoiding the main residential roadways and access/egress points. Car travel would be considered the most common mode of access the site.

Cyclist have a direct route along the A4241, but terminates at the end of this road network, as it joins Christchurch Road. However, road widths do allow a good amount of area for both motor vehicles and cyclist to use Christchurch Road highway. Provision is being made on site for the safe storage of cycles.

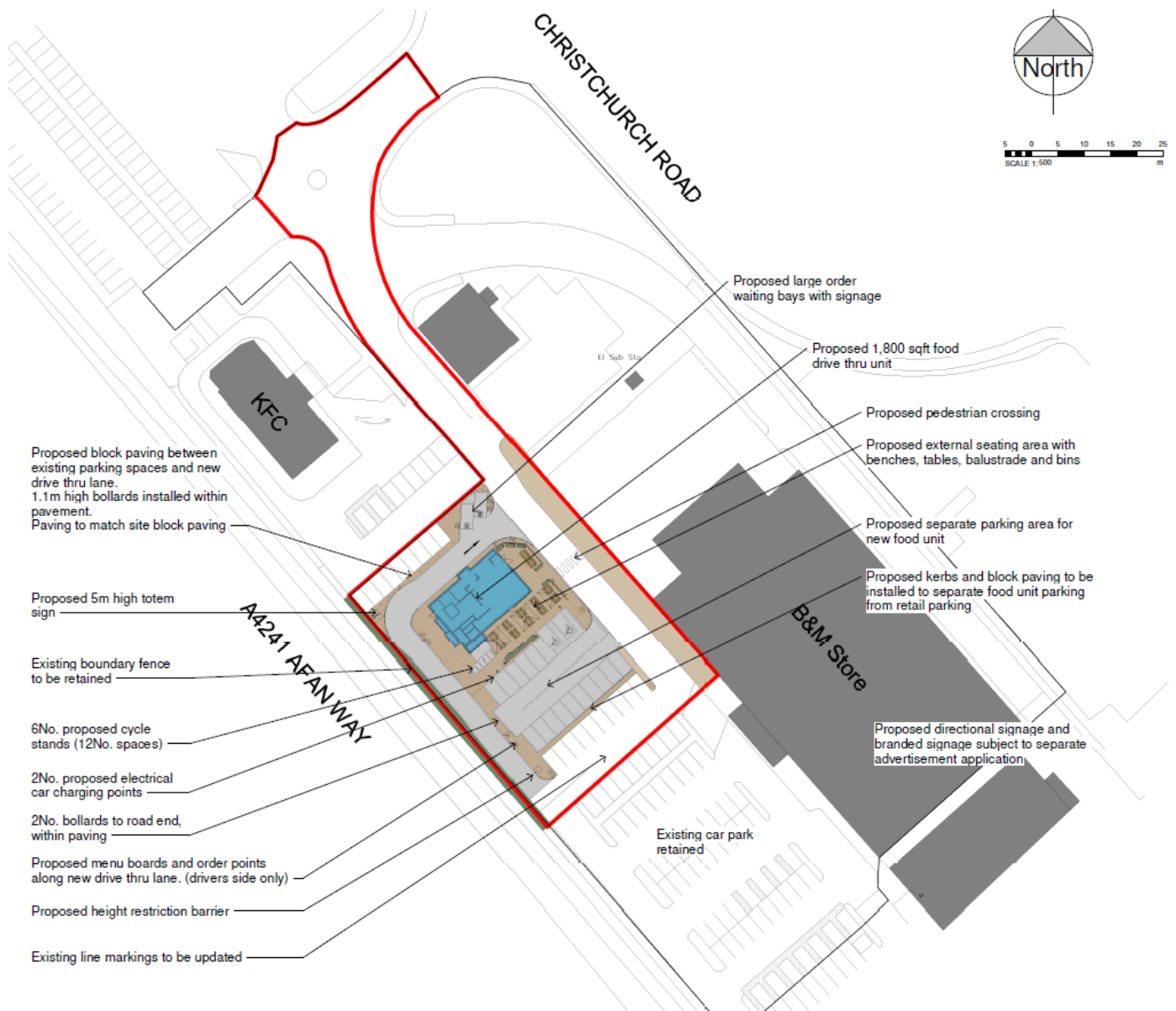
There are public transport links to and from the application site, and local amenities is available with connections to different local areas. The closest bus stop to the site is located at the junction to Christchurch road. (according to First Group Busses)

# Analysis of the Proposal

This section evaluates the information gathered in order to identify the key design principles relevant to the subject proposal. It also sets out the approach taken in terms of the proposal's use, amount, scale, layout, landscaping, appearance and access.

## The Proposed Development

As set out earlier in this Statement, the proposed development comprises of a stand-alone drive-thru outlet with associated servicing, parking, and landscaping on an area



## Design Principles

The primary influences on the scale, nature and layout of this proposal are:

- Existing adjacent drive thru restaurants and retail units on site with parking and access/egress point
- the need for high quality design, in the context of the site's location to the main round-about and A4241 highway-promoting accessibility by a variety of means of transport and working within the capacity of the road network;
- the scale, nature and built form of uses surrounding the site, including the various commercial uses to the North and west of the site, and residential development to the south.
- its location immediately adjacent an existing and well-established Supermarket and Fast-Food restaurant
- promoting high levels of sustainability and minimising the carbon footprint of the development;
- ensuring the layout of the building and access routes mean the site is secure to pass through, and natural surveillance is maximised; and
- the need to meet the commercial requirements of the clients/operator's business models.

## Use

The proposed development will comprise one drive-thru outlet, with storage, servicing, and indoor and outdoor seating areas, in place of the existing car park area and service. The outlet will operate within Use Classes A1/A3 in order to provide both restaurant and takeaway food and drink facilities. The wider site also include provision for access, servicing, parking and landscaping.

## Amount

The application site comprises 0.35 ha of brownfield land. The proposed drive-thru outlet will provide a total gross internal area (GIA) of 168sqm. The internal spaces will be used to provide customer seating areas, along with supporting facilities, such as food preparation/storage areas, a kitchen, and staff welfare space.

The proposed development is sited within a shared car parking facility with the adjacent KFC restaurant and larger retail units of B&M and Halfords. Our proposed development will also include the provision of 16 car parking spaces, including 2 disabled spaces, two 2 large order bays. The existing KFC, Subway and B&M units are considered to be within the Baglan Bay retail park curtilage for this unit's location.

The overall total retail park development will consist of 139 spaces, a reduction of 30 from existing to proposed.

## Layout

The layout of the drive-thru outlet has been determined having regard to both the shape and location of the application site, and to the surrounding uses, including the existing car parking layout and direction of travel. The prominent location adjacent to A4241 and within the retail park maximises the visibility of the units to passers-by.

The existing vehicular access into site will not be altered as a result of these proposals. The proposed layout involves the remodelling of the existing car park and circulation areas. Vehicles enter the site from Christchurch road and turn left at the mini-roundabout heading into the main car park area, adjacent the existing retail units and main car park.

From this internal access point, vehicles will then be able to access the car parking spaces being provided adjacent to the unit or manoeuvre around the unit via dedicated and a separate drive-thru lane, thus reducing conflict between vehicular and pedestrian areas. The orientation of the site's car park ensures the safe and convenient movement of vehicles.

The point of service on the unit are located on its south-eastern elevation, alongside the car parking spaces, with the alternative for an easier delivery route, along the drive thru lane. Such orientation allows for enough space for vehicles to enter and queue within the drive-thru lanes without backing into the main car parking and road areas.

Areas of outdoor seating are provided to the south-east of the proposed unit, adjacent to the entrances to the unit.

## Appearance

The appearance of the proposed unit will be driven by the corporate design of the end user/operator of the unit, whilst conforming to a standard fast-food layout.

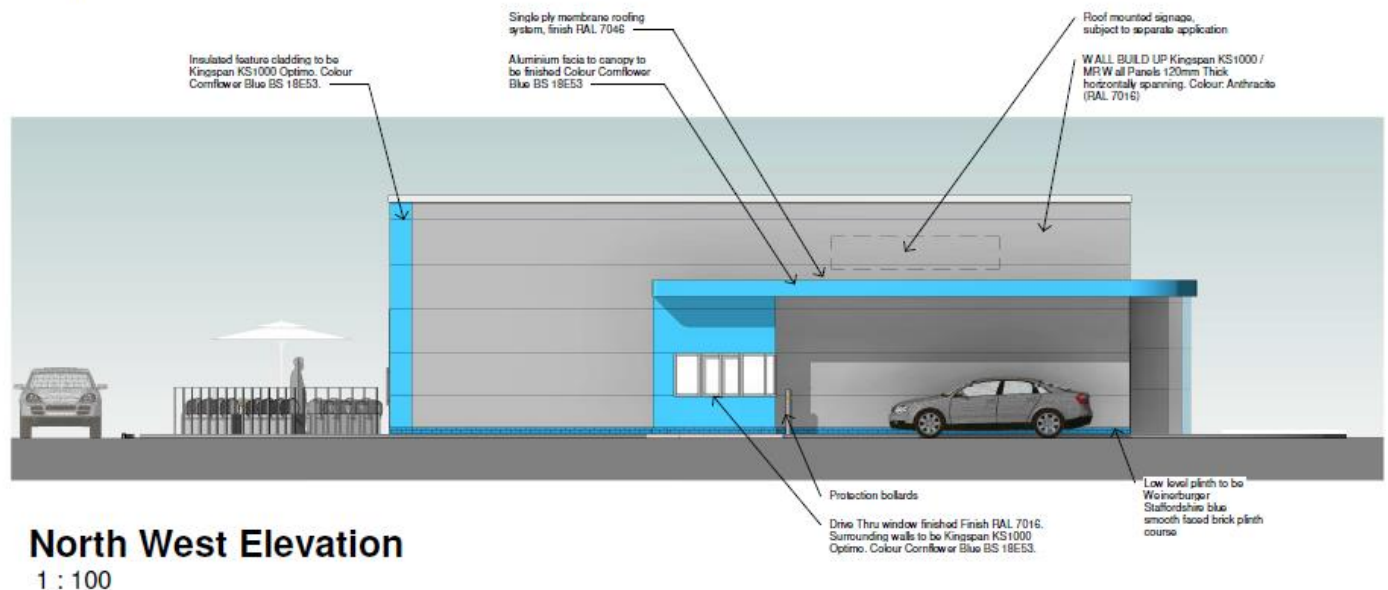
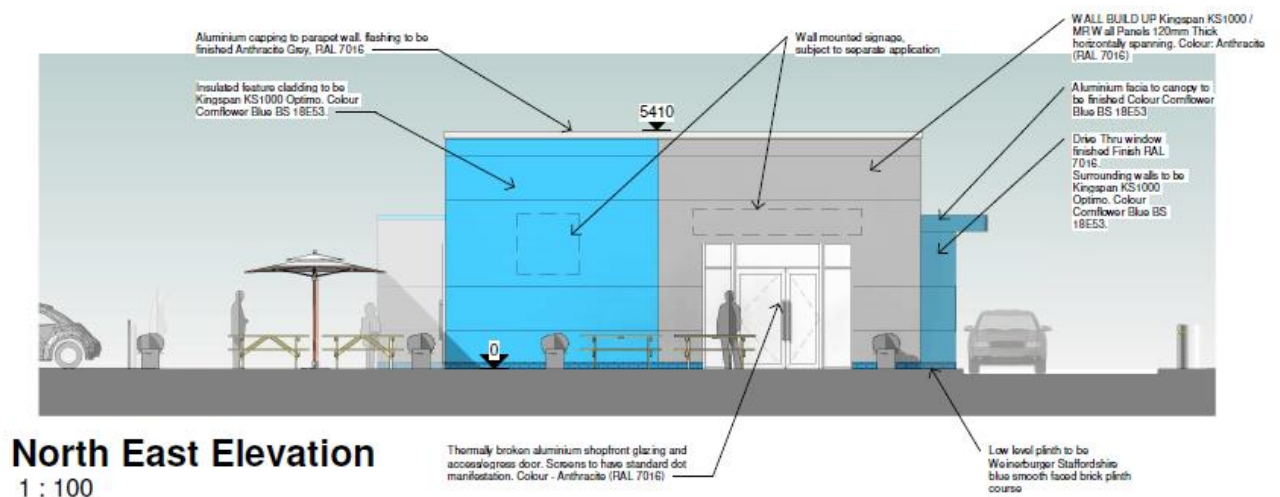
The Southeast (Front) elevation of the unit feature glazed area with entrance and exit door bordered either side by horizontal cladding coloured blue highlighting the identity of the units use/operator. Permanent external umbrellas will also stand in front of this elevation, covering the area of outdoor seating.

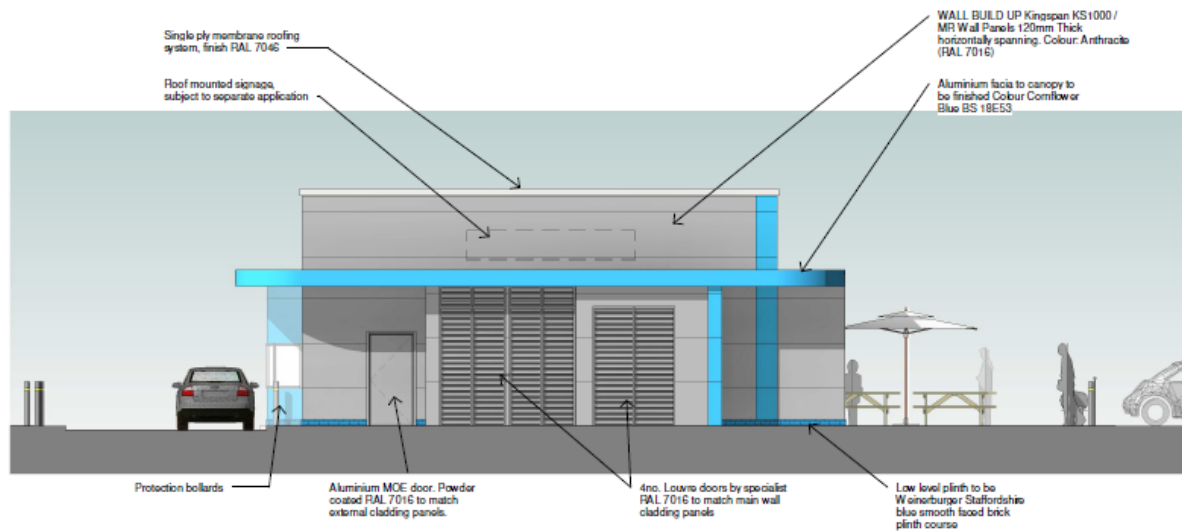
The rear, Northwest elevation will be largely finished in grey cladding and will feature an external canopy covering part of the drive thru route. The drive thru service window, coloured anthracite grey and surrounded by blue cladding, is located on the centre side of this elevation.

The Northeast elevation, facing the car park roadway, houses a glazed element with access/egress doors for secondary access. This provides a good view and focus for access from within the retail park and access roadway.

The Southwest elevation, facing onto the drive-thru lane, includes the drive-thru order and menu points. Majority of the elevations is covered with various access/egress doors into the main building, or service/store areas, all covered by a protruding canopy.

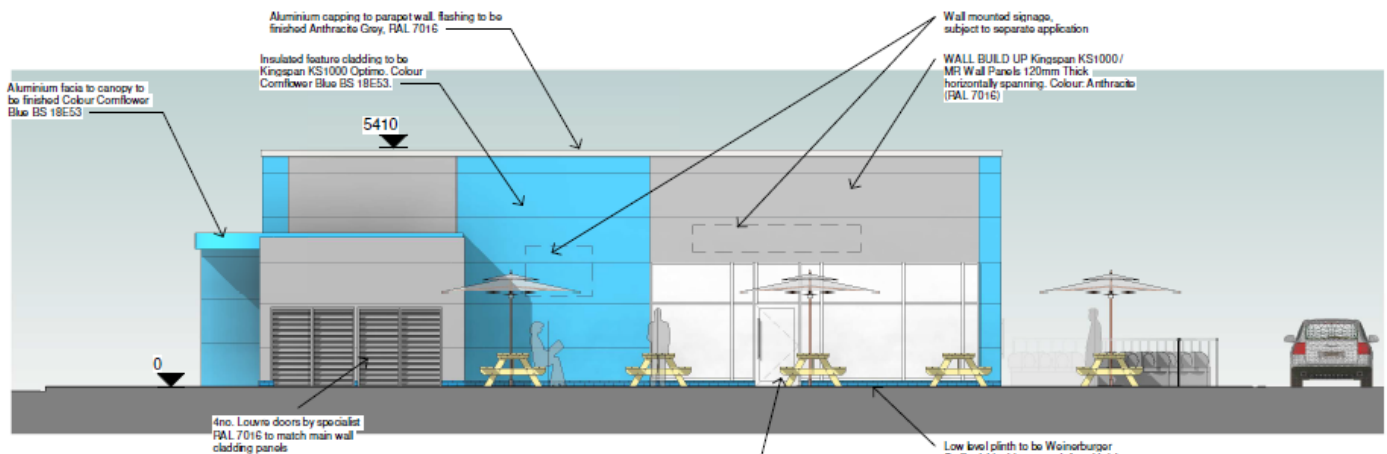
All elevations comprise of insulated composite cladding system walling, which rises to form the main building parapet (which is finished in an anthracite grey aluminium fascia). Signage is indicated and subject to a separate advertisement application.





## South West Elevation

1 : 100



## South East Elevation

1 : 100

## Sustainability

The application site comprises previously developed land within an urban area and, as such, has minimal environmentally or ecologically sensitive features.

During the construction process, sustainable construction measures will ensure that material use is minimised, and resources maximised. Recycled hardcore, aggregates and damp-proofing are all to be used where practicable possible.

Greggs are committed to and signatories of the British Retail Consortium's 'Climate Action Roadmap'. A ten-point pledge to reduce carbon emissions as far as possible by 2025. For the construction phase of the business, By 2025, 25% of our shops will feature elements from our Eco-Shop store of the future design.

The materials used as part of the construction process, as well as their detailed design, also consider the core principles of sustainability, including energy efficiency, and incorporate recycled materials to minimise the use of finite natural resources.

Similarly, Greggs are committed to reducing the impact on the environment from its operations by using energy efficient equipment including LED lighting schemes as standard in all stores.

# Summary

This statement has summarised how the design principles and concepts for the development have been established through an appraisal and evaluation of the site's context.

- **Use:** the proposed scheme comprises one Class A1/A3 drive-thru outlet to be operated by Gregg's, along with associated car parking, servicing, and landscaping
- **Amount:** the proposed development comprises the creation of 168sqm (GIA) floorspace and a total of 20 car parking spaces (including disabled and drive-thru/large order waiting spaces)
- **Layout:** the layout has been designed to allow for the maximum, and most efficient, development of the site. The location of the restaurant and car parking areas allow for the good levels of natural surveillance. Provision of disabled parking spaces close to the unit entrances allows for ease of access. The layout of the site has been designed to enhance legibility and ease of movement around the site, as well as making the site easily accessible
- **Scale:** the scale and massing of the development is appropriate to its location and to the character of the surrounding area, including the nearby commercial and industrial uses
- **Appearance:** the proposed drive-thru outlets are of a high-quality design, adding positively to the mixed character of the local area.
- **Landscaping:** the landscaping scheme will comprise hard, with minor adjustment to soft landscaping to enhance the appearance of the proposal.
- **Access:** the main vehicular access to the site from Christchurch Road will not be altered as a result of the proposals whilst, internally, within the car park area, a new vehicle circulation arrangement will be created. The site is also accessible via sustainable transport modes, including by cycle, on foot.

