

Design And Access Statement

Carpentright Conversion

Walton-on-Thames

Aldi Stores Limited



Kendall Kingscott

Glentworth Court, Lime Kiln Close, Stoke Gifford, Bristol, BS34 8SR
T: +44 (0) 117 931 2062 W: www.kendallkingscott.co.uk



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1. Introduction

This Design and Access Statement has been prepared by Kendall Kingscott Architects, for Aldi Stores Ltd, in support of a detailed planning application to re-develop the existing Carpetright building in Walton-on-Thames. Following their successful operation of a store on Church Street, Aldi Stores Ltd are keen to maintain a discount food retail outlet in Walton.

This report demonstrates the design process that has been followed to arrive at the final scheme submitted for planning. The process takes into account a thorough appraisal of the surroundings and the building itself, leading on to a description of the proposed scheme design and final set of drawings that accompany the planning application.

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



OS extract showing site and context

2. The Client

Aldi Stores Ltd

3. Design Team

Architecture

Kendall Kingscott Ltd

Planning Consultant

Planning Potential

Highways Consultant

Entran Ltd

Engineering Consultants

Craddy's

Mechanical & Electrical Consultants

Building Management Technology Ltd (BMT)

4. Context and Site Appraisal

4.1. Location

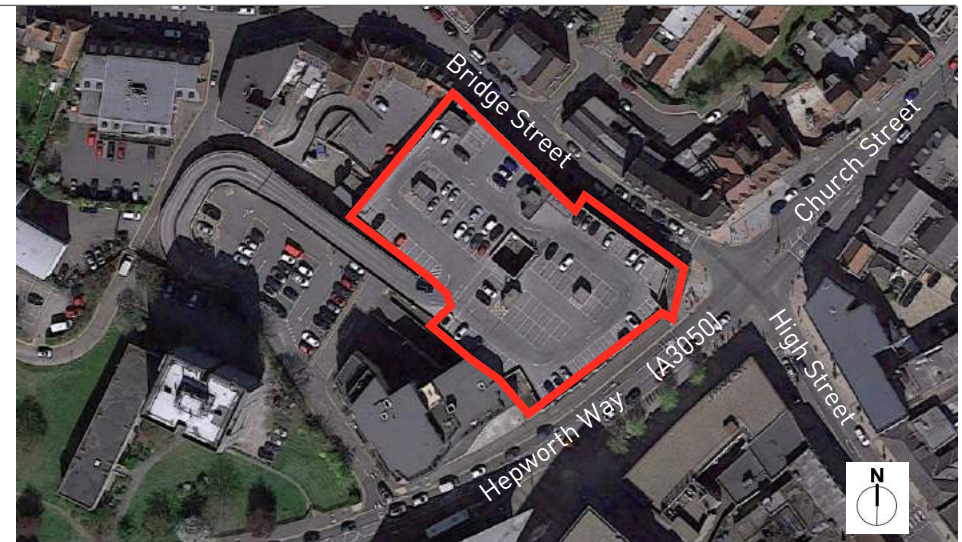
The site consists of a two storey building, originally opened as a Woolworth's store, with a roof top car park and an access ramp coming off Hepworth Way. The building is located on the corner of Hepworth Way and Bridge Street in the heart of the commercial centre of Walton-on-Thames. The large market town of Walton-on-Thames is located on the River Thames in the county of Surrey and comes under the jurisdiction of Elmbridge Borough Council.

4.2. The Site And Context

The existing building is on the cross-roads of the A3050 and High Street and Bridge Street, opposite the 'The Heart Shopping Centre', the mixed-use re-development of Walton's town centre. The building has a prominent facade along the main road and central junction, and is accessed by pedestrians through the main doors on the corner. The main shopfront is on Bridge Street, under a cantilevered canopy which extends around the corner to cover the store entrance.

During our visits to the site and through desktop research we have looked closely at the context and would make the following observations;

- The proposals give the opportunity to refurbish and improve a neglected building in a prominent public position within the heart of Walton-on-Thames.
- The ramp to the roof-top car park is accessed via a private road off Hepworth Way, which goes through Drewitts Court Car Park, a council owned 'Pay & Display' car park.



Aerial view showing a close-up of the site with the roof top car park and access ramp coming off Hepworth Way



Street view of the existing building, with Hepworth Way to the left and Bridge Street to the right of the photo

- Drewitts Court Car Park and the roof-top access ramp can also be accessed by Bridge Street via Bridge Court.
- There are multiple party-wall situations between various lease-holders which need to be treated sensitively.
- The proposals will help to generate investment and jobs within the local area.

4.3. Connections

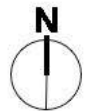
The building occupies a prime town centre site at the cross-roads between the A3050, Bridge Street and High Street. It sits on the corner of the A3050 (Hepworth Way) and Bridge Street, opposite The Heart Shopping Centre and mixed-use development. The building can be accessed by the public at various points along the surrounding pavements and via vertical circulation from the roof top car park. At the rear there is access for staff and servicing. The location can be accessed by pedestrians, cyclists, cars and public transport, with several bus stops nearby on the A3050 and High Street.

4.4. Area

The existing building has a Gross Internal Area of 1,212m² at ground floor level and 1,323m² at first floor level. The proposed retail area is 965m² and this will be located on the ground floor.



OS extract showing the existing transport connections for the site



5. Scheme Design

5.1. Proposed Use

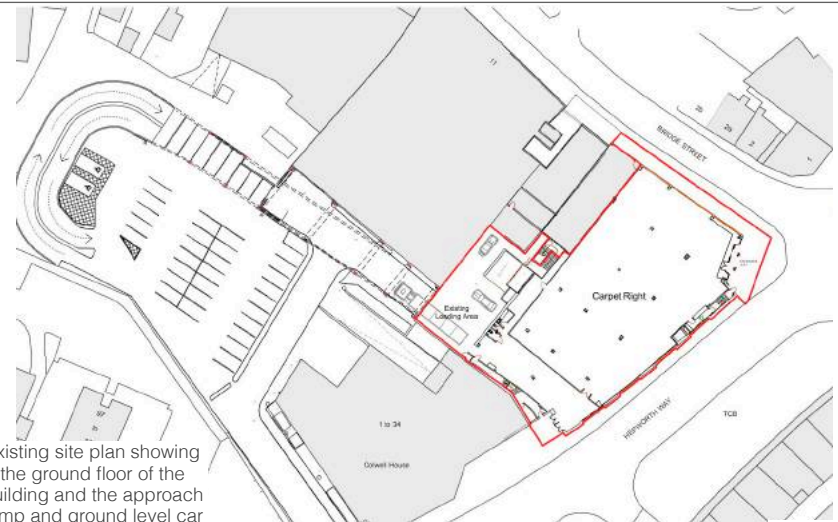
The proposal seeks planning permission for the conversion of the existing Carpetright building into a new Aldi foodstore, using the ground floor for retail space, the first floor for warehouse and welfare spaces. The existing roof top car park and public car park on the ground floor will be available to customers. The building will continue to be serviced much in the same way to the existing.

5.2. Layout and Access

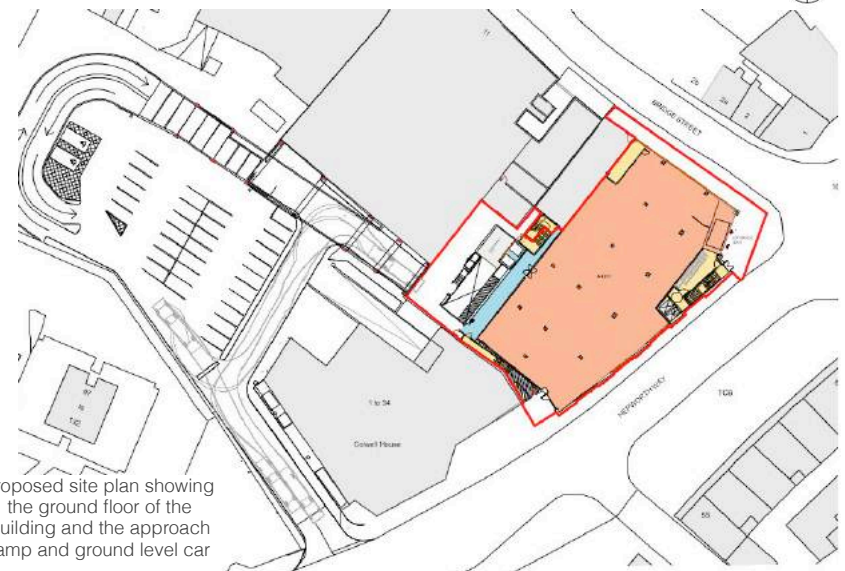
Careful consideration has been given to the layout of the store and the vertical circulation, which has been informed by a thorough appraisal of the building and all existing features. The operational and servicing requirements of the store are also an important factor informing the layout.

We have identified the primary constraints of the site as follows:-

- A new vertical circulation core will need to be added at the front corner of the store (to the east of the building next to the road junction) to connect the ground floor to the roof-top car park for ALDI customers.
- The building plant and refrigeration plant will need to be carefully located and attenuated to avoid acoustic issues with the neighbouring residential properties.
- A new raised docking bay will need to be constructed to the rear of the building, beneath the roof-top car park, to allow for Aldi deliveries.



Existing site plan showing the ground floor of the building and the approach ramp and ground level car



Proposed site plan showing the ground floor of the building and the approach ramp and ground level car

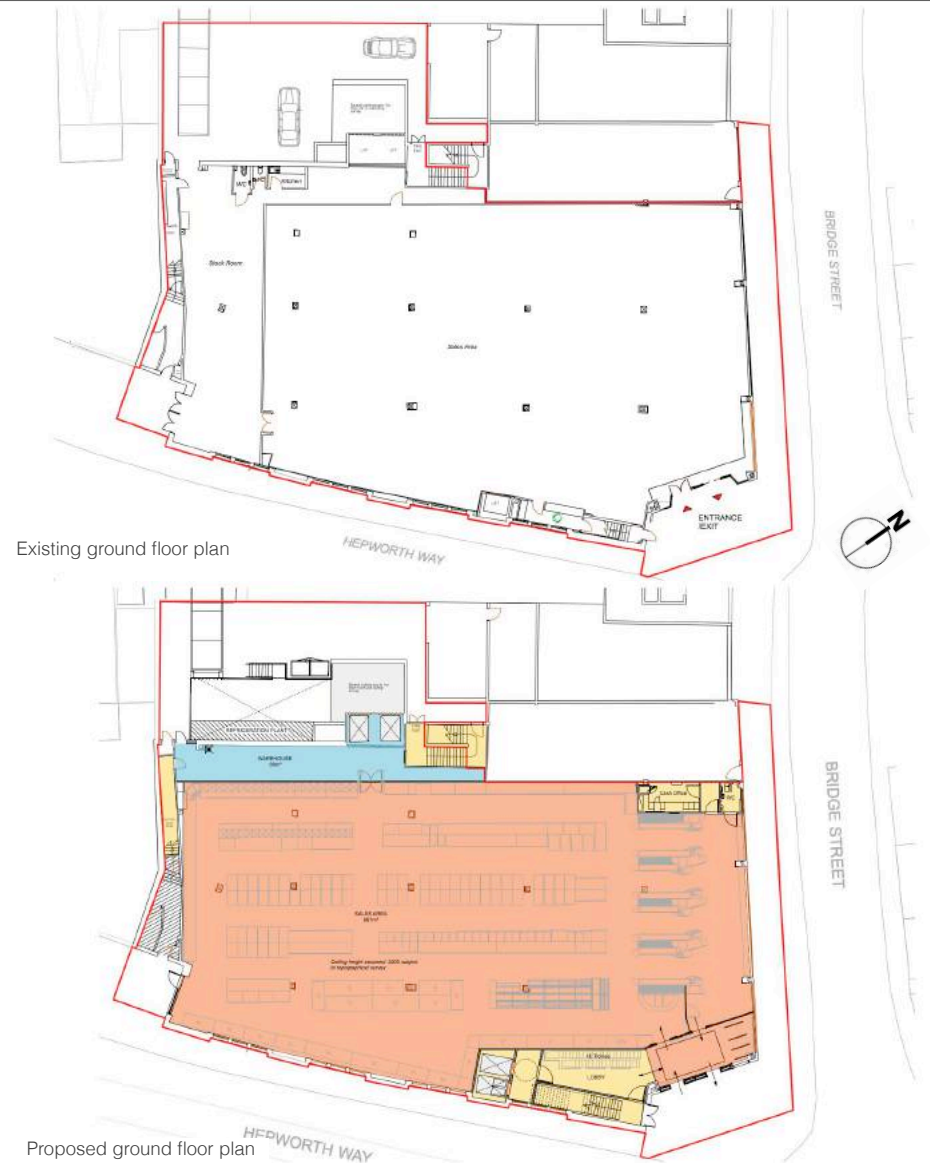
We have identified the following opportunities:-

- The proposals bring a positive use to an existing but neglected building, and will generate jobs and investment in the local area.
- The provision of a discount food retail outlet will provide a valuable service to the local community, as was demonstrated when Aldi operated a store out of another building on Church Street.
- The development of the building will ensure the upgrade and ongoing maintenance of this prominent building in the heart of the town.

5.3. Ground Floor

In order to make efficient use of the space available on the ground floor, it is proposed to remove the partition to the south-west of the main space and provide extended retail area up to the existing stair core and fire escape doors. The store entrance will remain in its existing location, but will be converted to two automatic doors, one for ingress and one for egress. A new internal lobby will be added, with an internal trolley bay, adjacent to new lifts to the roof. A small corner will be partitioned off to the north of the store to provide a cash office next to the tills.

The plant and servicing is situated away from the public realm to the rear of the building and on the first floor. The store will be serviced via Drewitts Court Car Park as per the existing arrangement, and it is proposed to add a new raised platform and mini-dock adjacent to the existing raised loading platform.

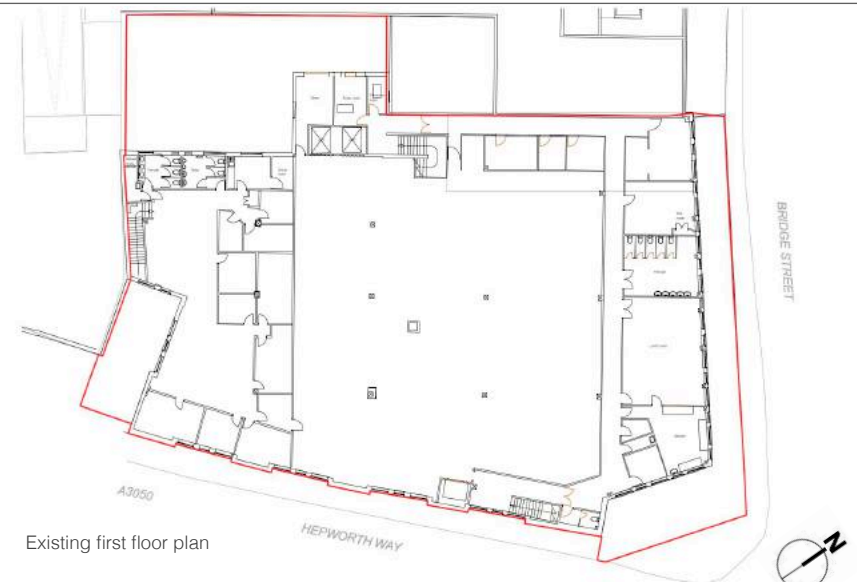


5.4. First Floor

The first floor layout will remain largely as existing, with the largest area forming the Aldi warehouse, and the spaces to the north along Bridge Street being converted into staff welfare facilities and the manager's office.

The existing self-contained office suite to the south-west will be mothballed for future use. Access will be maintained from this suite through the warehouse for future fire escape.

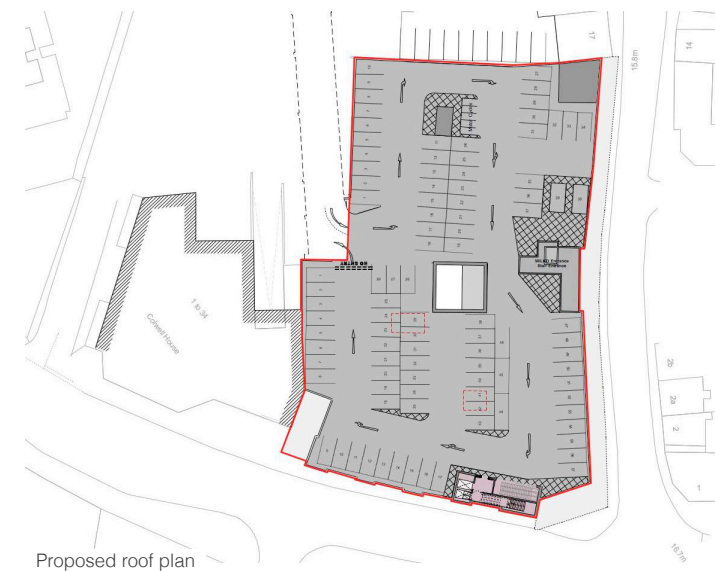
The vertical circulation cores will remain in their existing locations but two new passenger lifts to the roof will be added to the existing stair on the north-east corner adjacent the main road junction. This stair will be extended up to the roof level. The existing goods lifts to the rear of the building will be replaced to provide lifts which serve both ground and first floor levels. New refrigeration plant is proposed at first floor at the front corner such that it is well away from neighbouring residential properties. Existing window openings in the vicinity will be infilled with feature louvres.



5.5. Roof

The roof level is a 'Pay & Display' car park run by Elmbridge Borough Council. The proposals involve demolishing any superfluous structures on the roof and to sensitively add a further public vertical circulation shaft to the north-east corner of the building. This circulation core will include a trolley bay at roof level and two new passenger lifts, as well as an extended stair linking ground to roof level.

The proposed number of parking bays at roof level will be 95, with 2 disabled bays provided for. The car park will be repaired and re-surfaced where necessary, and will be given new white lining throughout. Provision for motorcycle parking is also included.

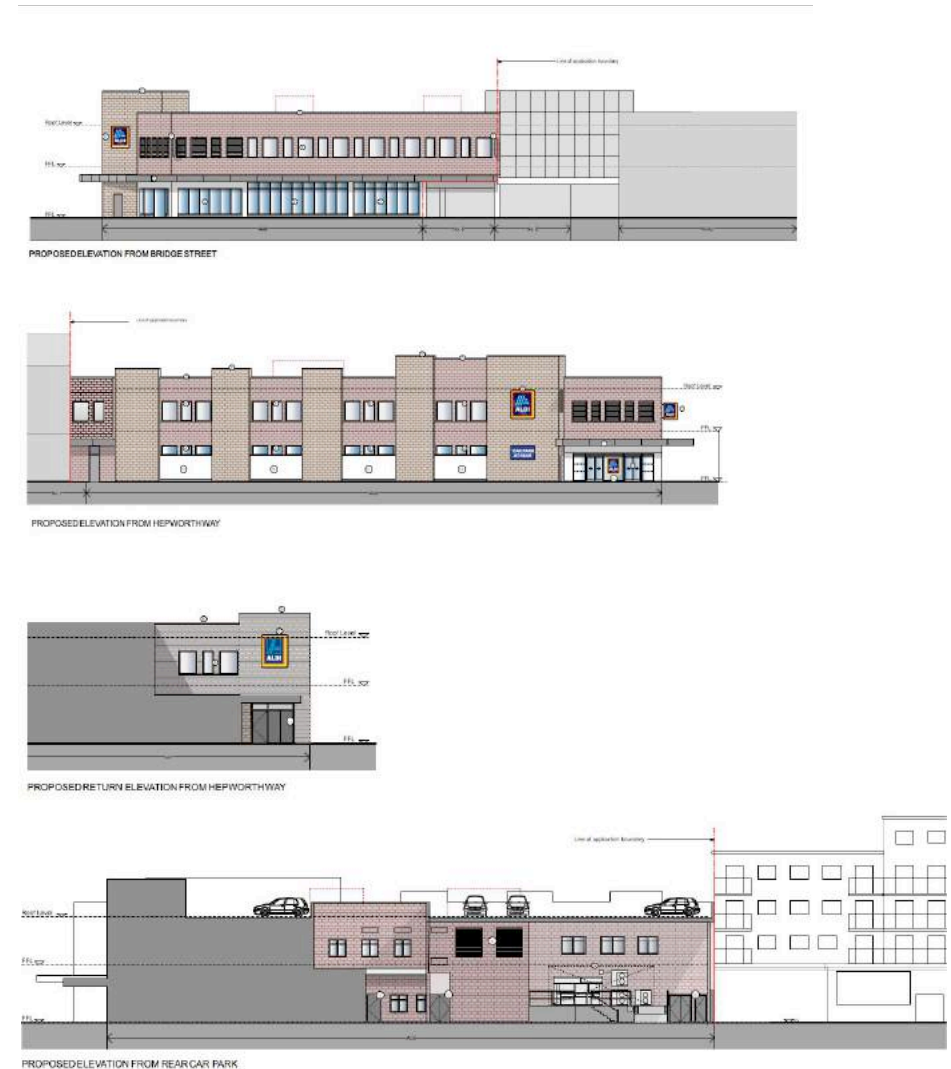


6. Appearance

The conversion of the building into an Aldi food store mainly encompasses internal changes. The architectural ethos is to improve the external aesthetics of the existing building whilst maintaining the original design and materials.

The main change to the appearance of the existing building will be the construction of a new vertical circulation tower to the north-east corner, adjacent the main entrance and the main road junction. This tower involves the installation of two passenger lifts, an extended stair to link to the roof top car park, and new roof top plant. The new tower will be constructed in materials to match the existing brickwork. It involves raising three brick panels and their returns. This will help emphasise the store entrance and new car park access by creating architectural mass in this location. By heightening this section of the facade, it will add modulation to the architecture of the streetscape and help the building stand up to the contemporary development opposite. New signage will be applied, subject to a separate advertisement consent application.

There will be a full-height glazed curtain wall to the shopfront on Bridge Street, which will enhance the building's interaction with the public realm through the creation of an increased active frontage. This glazing wraps around the north-east corner of the building, forming the proposed store entrance in the most prominent position and in its original location. The shop front and store entrance are then further expressed by the existing cantilevered canopy which will be re-clad to give it a clean and contemporary aesthetic.



6.1. Materials

The existing brickwork will be cleaned and maintained, and the extension to the facade for the proposed stair tower will be constructed out of facing brickwork to match existing.

The existing windows will be cleaned and redecorated with an anthracite grey colour to match the new canopy fascia cladding and the shopfront. The mosaic tiles to Hepworth Way will be replaced with render to modernise the overall appearance..

The store entrance and shopfront glazing are to be constructed in full height polyester powder coated aluminium curtain walling system, in RAL colour 7016 (anthracite) to give it a contemporary aesthetic.

Both existing cantilevered canopies will be re-clad in a pressed metal to create a modern look and will be polyester powder coated in RAL colour 7016 (anthracite). The new soffit planks to the canopies will be white RAL 9010.



Street view of the existing building at the street corner showing the different brickwork panels and canopy



Street corner visual highlighting the proposed incorporation of the existing within the development

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7. Inclusive Access

Ingress and egress into the store will be via the entrance doors on the corner at ground floor level. These can be accessed either directly off the pavement on the junction between the A3050 and Bridge Street, or via the customer lift from the roof level car park and ground floor lobby. This new store entrance will comprise of four sets of bi-parting automatically opening doors, all with a minimum clear opening width of 1100 mm. These doors operate on PIR presence detection and will fail safe in the open position upon activation of the building fire alarm. All sets of doors are fully glazed with toughened glass. To ensure safe use for partially sighted users, manifestation of the glazing will be provided, in accordance with current British Standards and Codes of Practice.

The car park to the roof will have an average fall of approximately 1 in 40. This gradient will be both suitable for trolley use and wheelchair users alike. The existing provisions in regards to disabled users will be left unaltered.

Shopping trolley storage is provided adjacent to the main entrance, within the internal lobby at the ground floor. Trolleys are secured via a coin-operated chain, encouraging customers to return the trolleys after use, and there will be a trolley bay on the roof. Wheelchair accessible trolleys are also provided within the ground floor lobby adjacent the store entrance.



Proposed roof plan showing the accessible parking spaces

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. Door openings are designed to give unhindered passage to wheelchair users. The nature of goods sold within the retail sales area allows wheelchair users to comfortably reach goods with little or no external assistance. A customer wheelchair accessible WC will be provided directly off the sales floor.



Images of a typical store interior, showing standard aisles



8. Sustainability

8.1. Energy Strategy

The development seeks to introduce low carbon technologies where possible.

The low and zero carbon technologies that are being proposed here 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.

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.

8.2. Waste

Wasted will be minimised by the adoption of the national site waste strategy of reduce, reuse, and recycle. A detailed site waste strategy plan will be produced. Waste streams will be monitored during construction, to be in accordance with recognised benchmarking figures for the construction industry. The main contractor will be a member of the Considerate Contractor Scheme.

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

8.3. 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.

8.4. External Lighting

External lighting would be designed in accordance with guidance set out by the Institute of Lighting Engineers to reduce the detrimental effects of night time light pollution. Existing street and roof top level lighting strategies will be maintained.



Site waste strategy image