

# DESIGN & ACCESS STATEMENT

Proposed A3 Unit (Coffee Shop),  
Whitworth Road (Dunelm) Car Park, Rochdale



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## 1.0 INTRODUCTION

### 1.1 Introduction

This Design and Access Statement has been prepared by RGP Architects (RGP), on behalf of ERP (Accrington)Ltd c/o Glenbrook Investments Ltd to support the submission of a full planning application for the development of a new stand-alone A3 drive-through coffee unit within an existing (Dunelm) car park off Whitworth Road, Rochdale OL12 0TY.

This application briefly comprises the construction of a coffee unit building with associated external plant/refuse area and drive-thru lane. In addition, the application covers works to external parking areas.

The purpose of this statement is to consider the site, its context and physical constraints and outline how the proposals respond to these in an appropriate manner.

This design and access statement should be considered and read in conjunction with accompanying application documents, in particular the application drawings, Planning Statement and Transport Assessment.

All matters of relevant planning policy are covered within the Planning Statement, prepared by Avison Young

## 2.0 OVERVIEW OF PROPOSED DEVELOPMENT & USE

### 2.1 Overview of Proposed Development & Use

The application comprise a drive through coffee shop facility within an existing retail car park.

In summary, the proposals include:

- The construction of a new 171sqm coffee drive-thru building
- Construction of a secure compound for external plant
- Paved area for outdoor seating
- A Drive-thru lane to three sides of the proposed building
- Local reconfiguration of the car parking area.
- Footpath connections to Whitehall Street and Duke Street/Whitworth Street
- Perimeter landscaping to Whitehall Street boundary

The coffee shop building itself adopts the operator's 'house-design' in its footprint, elevational treatments, massing and facing materials.



## 3.0 SITE ANALYSIS

### 3.1 Site Location and General Context

The 0.34 Ha application site is located to the northwest extent of the applicant's ownership of the retail car park fronting onto to the northwest, Queen St, southwest Whitehall St and Duke St via Whitworth Road. The main vehicle route approaching the existing car park.

The exiting in-only vehicular access to the car park is via Duke St, which is approached northbound only via Whitworth Road that forms a junction with St Mary's Gate, approximately 150m south of the site. The exit from the car park is via Whitehall then onto Howard St to the north.

Along the three sides of the car park perimeter is a mature landscaped margin up to the back of public footpaths and local road network.

The 250 bay car park serves two retail stores, Dunelm and Carpetright.

### 3.2 Site Description

The application site is a macadam surface car park with a gradual and uniform fall from the northwest boundary down to the existing retail building situated to the southwest of the retail carpark. To the three sides of the regular proportioned car park is mature landscaping that consists of trees and shrub planting.

A buried line of services passes under the car park in a northeast-south westerly direction, south of the proposed site. A cluster of manhole covers and junction boxes, identifies the position of the line of services and drainage on the car park surface.

To the west of Whitehall St is a residential neighbourhood comprising two storey, red brick terraced housing and a detached two storey building re-purposed to be a children's nursery (Channings Childcare).

Immediately on the north side of Queen St, at back of pavement, is a substantial four storey stone built mill building.

To the east is a low rise industrial unit with a rendered gable that faces the application site.

The single storey retail warehouse that houses Dunelm and Carpetright, which is typical of its type of the early 1990's with a combination of vertical profiled cladding, above red facing brickwork, and feature diagonal obscured glazed curtain walling and customer entrance screens.

A row of 8 no Electric Vehicle Charging Points are being installed alongside the car park's exit point onto Whitehall St.

## 4.0 SITE PHOTOGRAPHS

### 4.1 Site Photographs (contextual)



View northwards along Duke St from Whitworth Road towards the car park entrance



*View of car park site entrance from Duke St*



*View northwards along Whitehall St.*



*Tree-lined view eastwards along Queens St with four storey Mill building on the left.*



*Rear car park kerb line*



General car park view looking northwards



Cluster of manhole and junction covers in car park



5.0 AMOUNT

This section covers the proposed quantum for internal and external areas.

5.1 Application Boundary Area/Site Areas

Overall site area – circa 0.84 acres / 0.34 hectares

5.2 Building Areas

All figures noted in *square meters (square feet)*, GIA refers to Gross internal area

|      | Gross Internal Area (GIA) | External Compound | Gross External Area (GEA) |
|------|---------------------------|-------------------|---------------------------|
| Area | 171 (1840)                | 22.5 (242)        | 197 (2120)                |

5.3 Parking Schedule (within application boundary)

| TYPE            | Existing                               | Proposed                              |
|-----------------|----------------------------------------|---------------------------------------|
| Standard Bays   | 127 (including eight vehicle charging) | 66 (including eight vehicle charging) |
| Accessible Bays | 0                                      | 3                                     |
| Motorcycle Bays | 0                                      | 2                                     |
| Total           | 127                                    | 71                                    |

In addition to the above, three Sheffield cycle stand will be provided for customers

## 6.0 LAYOUT DESIGN

### 6.1 Site Layout

Vehicular access to the Coffee shop in the car park will be predominantly via Whitworth Road onto the one way section of Dukes Street with all and customers, travelling by car, accessing the site from this direction.

The car park's existing exit is via Whitehall Street.

Pedestrian access will also be achieved via Dukes St and Whitehall St with new pavement links formed through the existing landscaping to approach the Coffee shop.

The overall car park width is about 46.5 m, measured between opposite kerb lines, for the proposed drive thru lane, which fits comfortably within the kerbs. Setting out the building, parallel to the rear kerb line along the landscaping to Queens St, the new drive lane is set inboard of the existing kerb to protect the row of mature trees fronting Queen St.

External paved areas connected to the building include space for seating, under slatted pergola structures, cycle parking and an enclosed compound for plant and refuse.

As Starbucks standard operational model, the drive through lane is configured to enable clockwise vehicle circulation with space for queuing motorists approaching the collection window on the drive thru lane.

The arrangement of parking bays has been locally modified to provide a satisfactory overall parking quota for both the coffee shop and the retail units. Internal circulation within the car park is maintained with a one-way circulation route for both motorists and deliveries via the existing car park aisles and exiting onto Whitehall St.

Along the Whitehall St boundary, eight parking bays have been removed with additional soft landscaping proposed to further screen the drive thru lane.

## 7.0 SCALE & MASSING

### 7.1 Massing

The building massing is dictated by the following principle factors:

- Building footprint size approx. 12 x 19.4m (circa 171 sq m)
- Eaves height of the flat roof structure at 4m which is surmounted by a feature tower 6m high (approximately 3.8 x 3.8 m on plan)

The Starbucks is domestic scale in keeping with the residential buildings and low-rise industrial unit either side of the development. The proposed positioning and indicative finished floor level, being set down from the elevated Queen St, remains below the tree canopy line behind and imposing mill building behind.

### 7.2 Scale

The height, elevation detailing and pergola structures together with the distribution of facing materials, the building creates a domestic and human scale appearance that does not conflict with the neighbouring structures, particularly the four-storey mill building behind the development.

In line with the the operator's standard model, the selection of facing materials, proposed signage zones and glazing modules have been carefully sized and proportioned that promotes Starbucks latest brand image.

Matters relating to appearance and materials are covered in further detail within the proceeding materials chapter.

## 8.0 APPEARANCE

### 8.1 Elevational Treatment & Materials

The overall elevational treatment, materials and colours represent the operator's preferred building design, which is Starbucks' latest design concept.

As shown on the proposed elevations, the building is primarily clad in a combination of render panels in ash white, dark vertical timber cladding, PPC aluminium framed window units with PPC aluminium fascias and trims. The elevational treatment also includes timber detailing to the feature tower and compound fencing. The customer entrance and outdoor seating area is defined by a freestanding timber pergola structure including a structure over the drive thru lane by the collection window.

The material palette gives the building a warm and inviting aesthetic that promotes the operator's corporate identity.

All glazing will comprise double glazed units with polyester powder coated frames with neat PPV Aluminium flashings at plinth level.

In essence, the building therefore adopts a subtle, soft material palette that contrasts with the existing buildings that surround the site.

## 9.0 ACCESS

### 9.1 Access Principles

For the purposes of this document, the term ‘access’ covers both the operational servicing of the building and general movement and accessibility for both staff and customers.

Access for this development adopts an inclusive approach to design in accordance with the following documentation:

- BS 8300 2001 – Design of buildings and approaches to meet the needs of disabled people.
- Approved document Part M Volume 2 of the Building Regulations (Access to and use of buildings Volume 2 – Building other than dwellings)
- The Equality Act 2010

For matters of vehicular access, this document should be read in conjunction with the Transport Assessment prepared by Arcadis, which forms part of this application.

### 9.2 Vehicular Access & Servicing

As mentioned in the preceding chapters, all vehicular access to the car park site is via Duke St .

For the existing site access there are no alterations to the adopted site access. Immediately within the car park, entrance, however, the kerb lines will be modified to accommodate the drive thru exit lane into the first aisle which will direct motorists to follow the one-way circulation route and the car park’s exit onto Whitehall St.

Vehicle swept path analysis has been undertaken by Arcadis on a range of vehicles to identify and eliminate points of conflict and ensure vehicles can directly depart the facility in a forward gear. This analysis is covered in further detail within the submitted highways documentation.

Servicing to the unit will be via the front of the building with sufficient hardstanding space to accommodate the movements of a large rigid vehicle for controlled periodic deliveries through the car park.

### 9.3 Parking

For parking provision, the following has been included (refer to Amount section for quotas):

- Accessible bays are positioned close to building entrances and sized in accordance with current Part M guidance. Marked crossing points are included between accessible parking bays and the building entrance
- All parking bays include a minimum 6m reversing space.

### 9.4 Pedestrian and Cycle Access

- All road crossings to have dropped kerbs and visually contrasting tactile paving on main crossing points.
- Cycle parking is located directly adjacent the building with high levels of natural surveillance from the adjacent windows.

### 9.5 Access Provisions Building

The following provisions will be included within the development.

- Graded level access within carpark areas for wheelchair users
- flush entrance threshold to main entrance door
- All internal door opening widths and internal ironmongery will be provided in accordance with current Part M guidance.
- Suitable colour contrast to surfaces to aid the visually impaired where applicable

## 10.0 LANDSCAPING & EXTERNAL WORKS

Refer to RGP drawing 11390 PL L05 – Enlarged Site Plan

### 10.01 Soft Landscaping

Due to the good fit of the proposed coffee shop with drive thru lane, the existing perimeter soft landscaping is not disturbed by the proposed works. It will be further enhanced along Whitehall St together with where road kerb re-alignments are proposed to the car park perimeter at the site entrance, additional soft landscaping areas will be created as shown on the submitted plan: areas cross hatched green is where the landscaping is proposed to be extended,

It is anticipated that an imposed condition will seek further details of the landscaping proposals. It is intended that these will adhere to the following principles:

- Introduction of low-level ornamental planting around the proposed pedestrian/cycle access points to enhance an attractive approach to the building for pedestrians and cyclists.
- Low-level planting to avoid spiky or thorny bushes that will potentially attract litter.
- Selection of low maintenance shrubs proposed to the drive through lane. Evergreen-type shrubs to be selected where possible to maintain an all-year round appearance.
- All selected species/specimens to be non-invasive
- Planting zones around pedestrian entrance and seating area to be low height to enable clear views of the building and to create an attractive environment.

### 10.02 Hard Landscaping

The external seating area to the site entrance and footpaths around the perimeter of the building will be in concrete pavers in colours to compliment the buildings. At crossing points dropped kerbs to be in textured (blister) paving to provide a suitable level of visual contrast.

All kerbs to be precast concrete units, with dropped kerb units and transition pieces to dropped kerbs.

## 11.0 PROPOSED SIGNAGE

A Signage package will be submitted separately to this application. The signage illustrated on the proposed elevations indicates the intent to display signage including Starbucks' roundel on the tower and on the building elevations. A coordinated site signage location plan will cover general locations of the proposed Starbucks signage, wayfinding (for both drivers and pedestrians) without making the site appear overly cluttered.

## 12.0 SECURITY AND CRIME

The creation of a secure site with good natural surveillance in which staff and visitors feel secure is of particular importance to all site operators.

Details of the site's security procedures will become established once the building becomes operational. Various passive measures have been considered as part of the submitted design that will help maintain site security and reduce opportunities for crime. These measures are briefly summarised below.

- Improved levels of natural surveillance over the existing car park including the site entrance due to the high concentration of fenestration and location of seating along the building's frontage.
- Clearly defined footways with good levels of external illumination, that will enhance the feeling of security during in the early morning and evening
- Cycle parking visible from the coffee unit
- The location of collection point on rear elevation will provide a constant level of natural surveillance by a staff member.
- As noted in landscaping chapter - Planting around pedestrian entrance areas to be low height that enable clear views of the building and improve general surveillance, thus limiting opportunities for people to hide.

### 13.0 LIST OF SUBMITTED ARCHITECTURAL DRAWINGS

| Drawing No.<br>11390 PL | Revision | Drawing Title                                        | Scale  | Size |
|-------------------------|----------|------------------------------------------------------|--------|------|
|                         |          | <b>SITE PLANS</b>                                    |        |      |
| L01                     |          | Location Plan                                        | 1:1250 | A3   |
| L02                     |          | Existing Site Plan                                   | 1:500  | A3   |
| L03                     |          | Enlarged Existing Site Plan                          | 1:250  | A3   |
| L04                     |          | Proposed Site Plan                                   | 1:500  | A3   |
| L05                     |          | Enlarged Proposed Site Plan                          | 1:250  | A3   |
|                         |          | <b>BUILDING PLANS</b>                                |        |      |
| P01                     |          | Proposed Ground Floor Plan                           | 1:100  | A3   |
| P02                     |          | Proposed Roof Plan                                   | 1:100  | A3   |
| E01                     |          | Proposed Elevations                                  | 1:100  | A3   |
| S01                     |          | Proposed Building Section                            | 1:100  | A3   |
| S02                     |          | Proposed Site Section and Contextual Front Elevation | 1:100  | A1   |