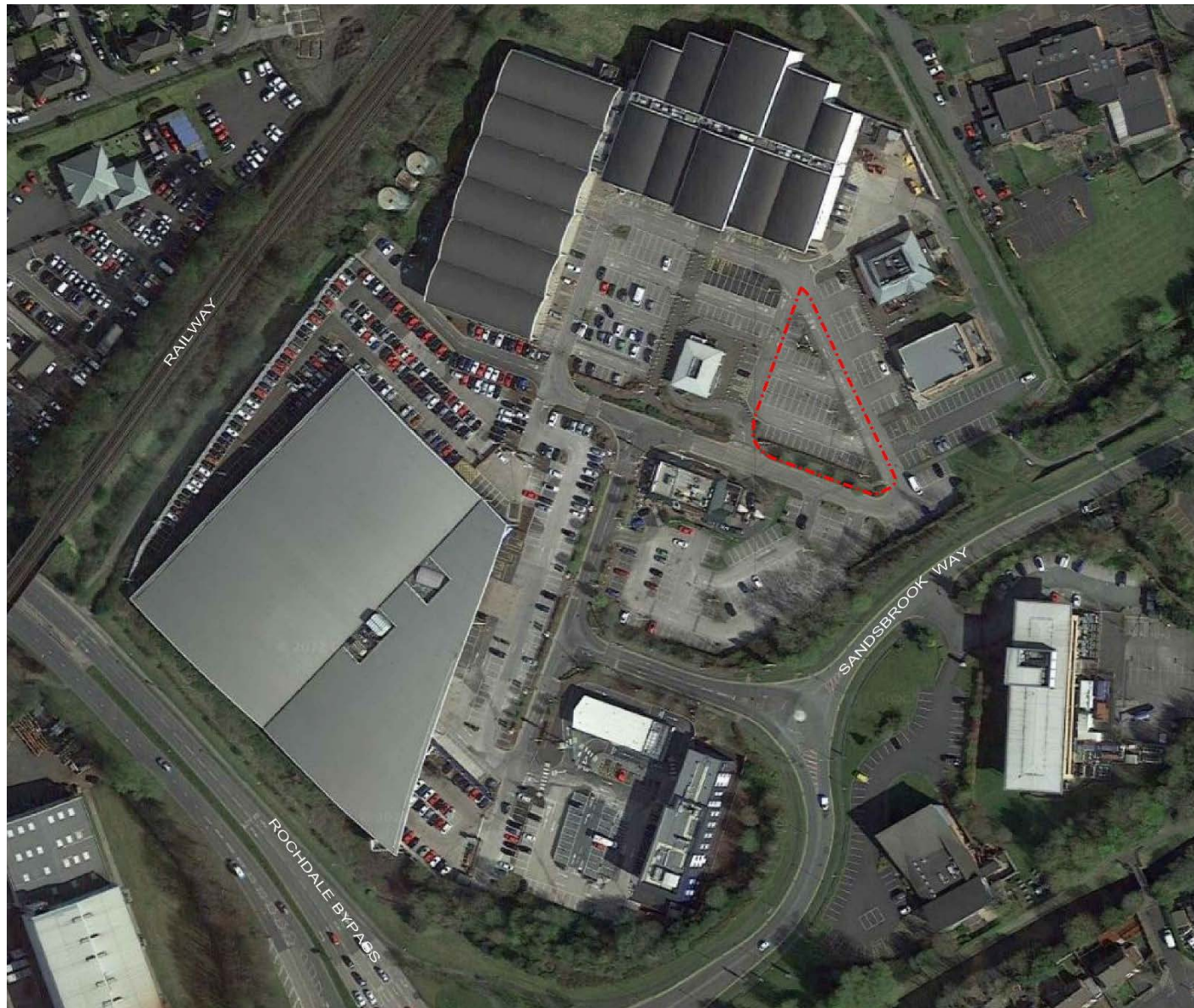


11254- 5.1-DESIGN & ACCESS STATEMENT

UNIT H Scheme 2

AIG HOLDINGS LTD
SANDBROOK PARK
ROCHDALE
OL11 1RY

July 2022
Rev.A



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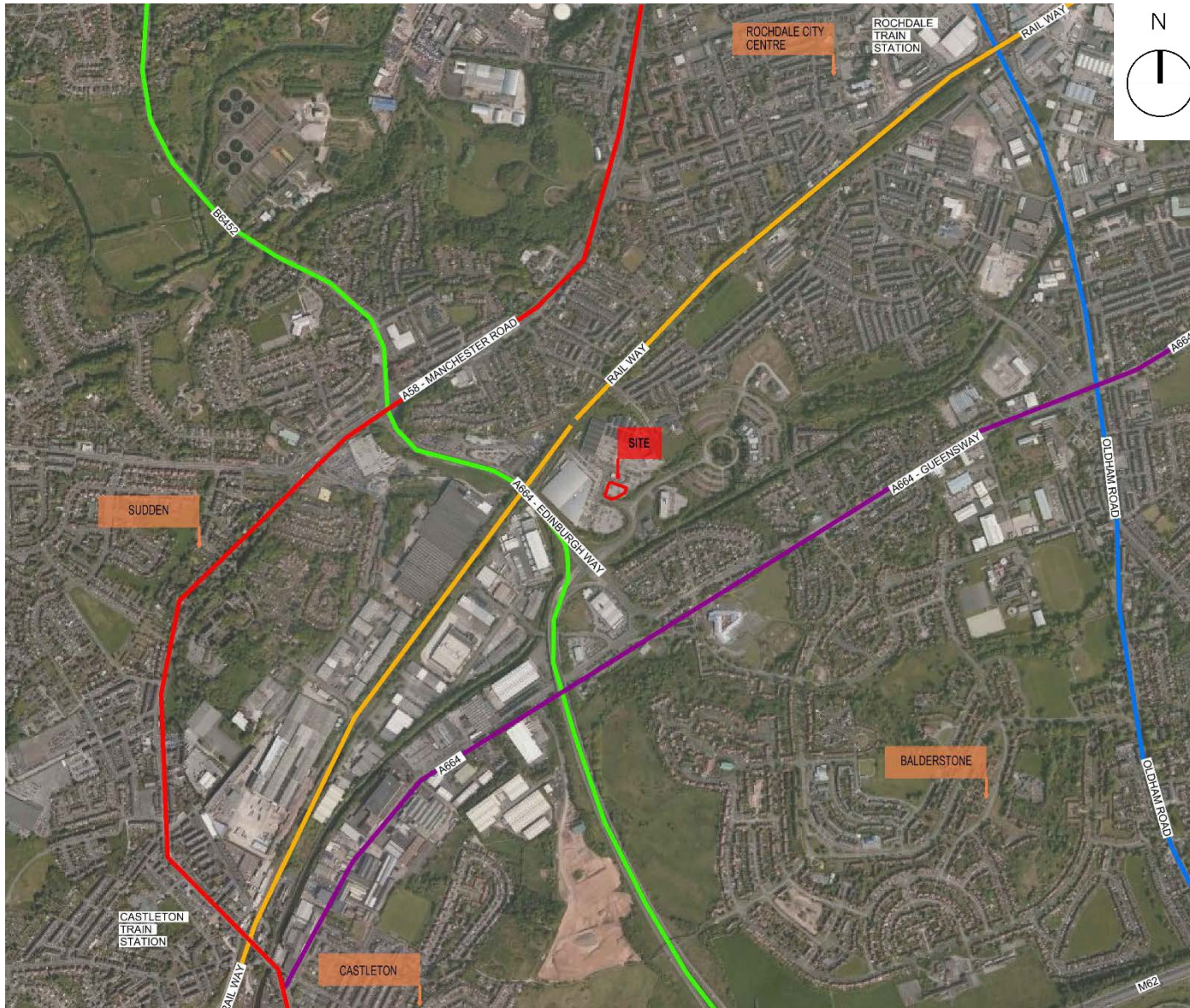
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Sandbrook Park, Rochdale and its surrounding

1.0 Introduction

This design and access statement has been produced by RGP Architects to support a planning application relating to:

Erection of a drive-thru café / restaurant unit with car park, landscaping and associated works and improvements.

The purpose of this statement is to consider in detail the site and its surroundings and the principles behind the development of the site.

2.0 Site Analysis

The proposals are based on a thorough assessment of the site immediate and wider context, undertaken through desk-based research and site visit observations.

2.1 Site context / location

Sandbrook Park is located on the north-eastern side of the Edinburgh Way A664, south of Rochdale Town Centre and is accessed via a mini-roundabout on Sandbrook Way. The site is well connected to the local and strategic highway network. Street lighting, speed enforcement cameras and traffic signage are provided within the vicinity of the site along A664, A627 and A58 respectively.

2.2 Site description - Photographs

Sandbrook Park forms part of an established retail and commercial location, with a prominent frontage onto Sandbrook Way. The park comprises of The Trade Centre UK and a number of leisure and restaurant units. The site is bounded by the A664 Edinburgh Way to the South, the Railway tracks to the west, Sandbrook Way to the east and New Barn Lane to the north. The Trade Centre UK is a retail warehouse built within a surface level car park shared with Pure Gym, Strike Ten Pin Bowling, Copper Pot, Mc Donald's and Pizza Hut.



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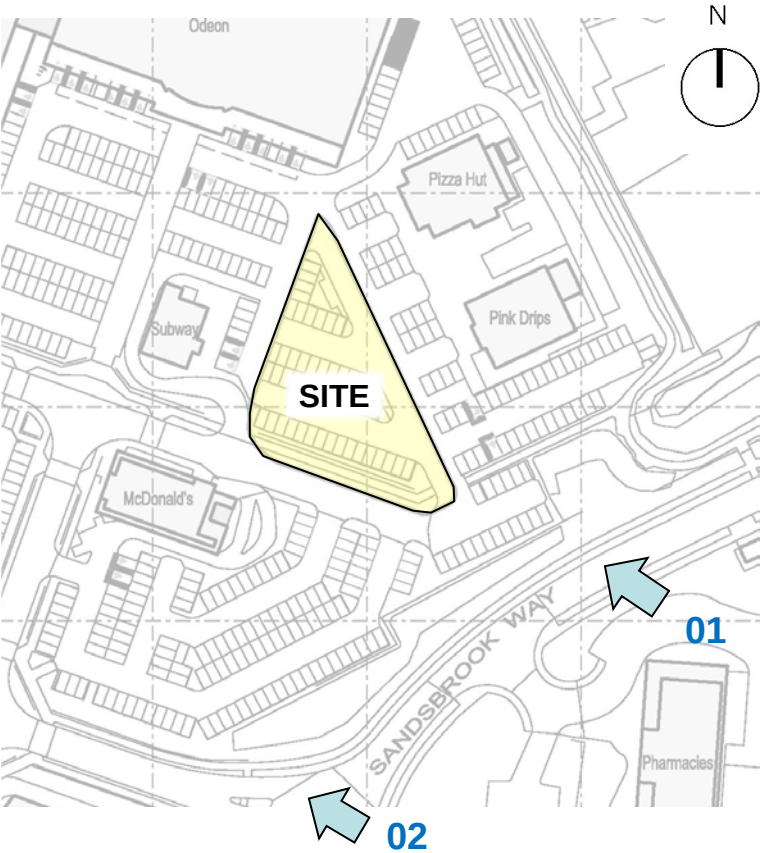
01 View of the site from Sandbrook Way



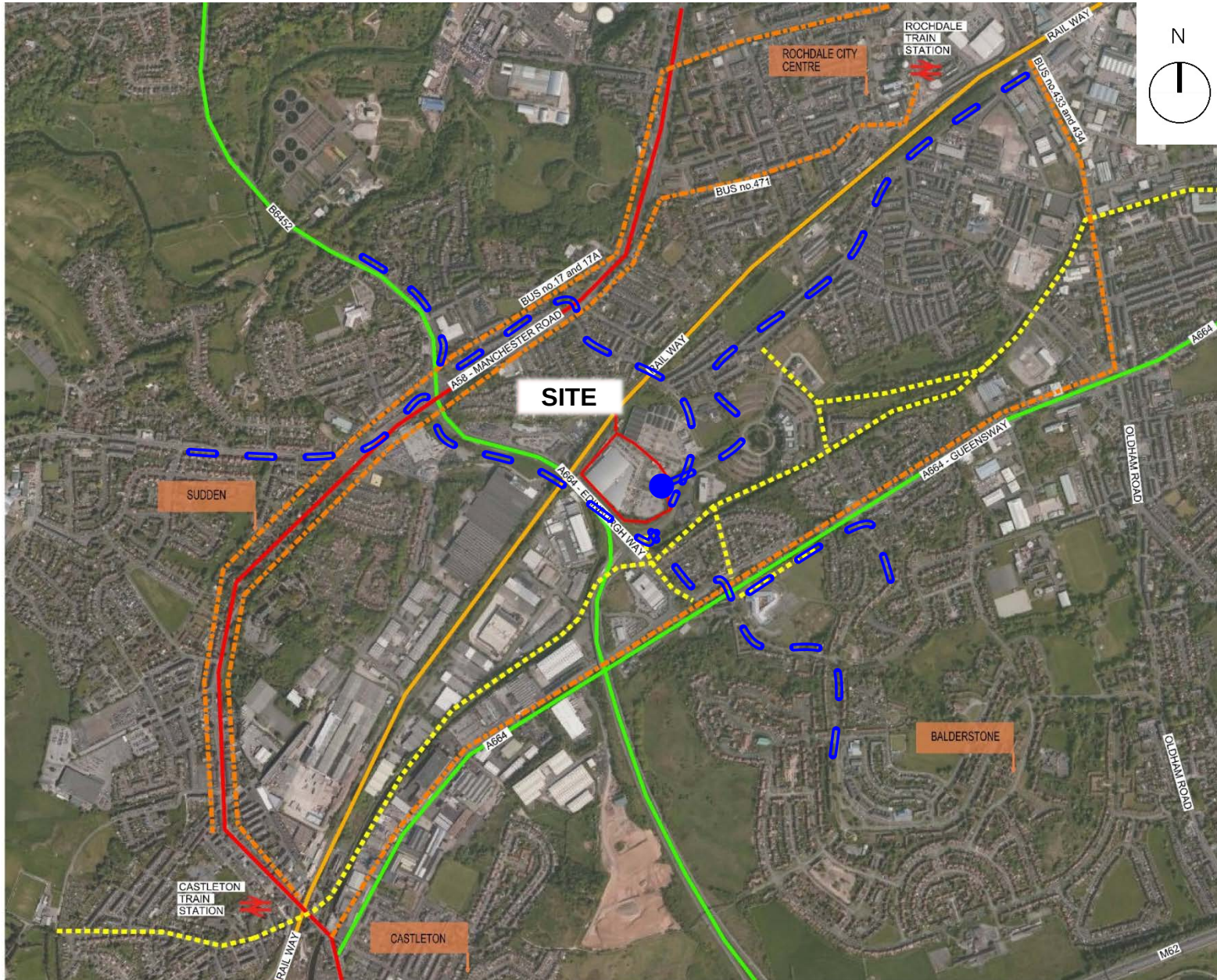
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02 Site Entrance from Sandbrook Way

Site photographs

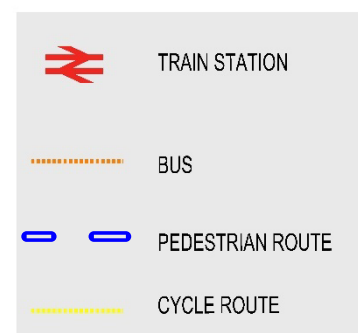


Views of existing site from Sandbrook Way



Sandbrook Park, Transport Map.

KEY



2.3 Site transport & access

Overall

The site is accessible to pedestrians, cyclists and public transport users as well as cars. Pedestrian and vehicular access to the retail park is provided from Sandbrook Way.

There are a number of residential areas within the pedestrian catchment and the existing pedestrian infrastructure can accommodate the pedestrian demand between the site and the residential areas.

Public Transport

Sandbrook Park benefits from existing bus services(433 and 434) that proceed along Queensway (A664) and bus services (17, 17A and 471) along Manchester Road (A58) both approximately 600m south from the park entrance and 1km north from the park entrance respectively.

Castleton Railway station is located approximately 2.2km to the south-west of Sandbrook Park and provides regular services to Blackburn, Manchester Victoria, Leeds and Wigan Wallgate, while, Rochdale Railway station is located 2.5km to the north-east of Sandbrook Park and provides the same Northern Line rail services as Castleton.

Cycle journey

Pedestrian infrastructure in the immediate vicinity of the site is good with footways and pedestrian crossings on Sandbrook Way in the vicinity of the site access. A staggered signalised pedestrian crossing is provided at the junction of Sandbrook Way with A664 to the South West of the park which provides pedestrian crossing facilities with push call buttons, dropped kerbs, tactile paving and a pedestrian refuge island.

There are traffic-free routes available in close proximity to the south of Sandbrook Retail Park (National Cycle Route 66) that takes cyclists between Manchester and Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull.

Servicing

The existing servicing arrangements from Sandbrook Way will be retained.

3.0 - UNIT H



Sketch 3D Visual

Site photographs



01 Site Entrance.

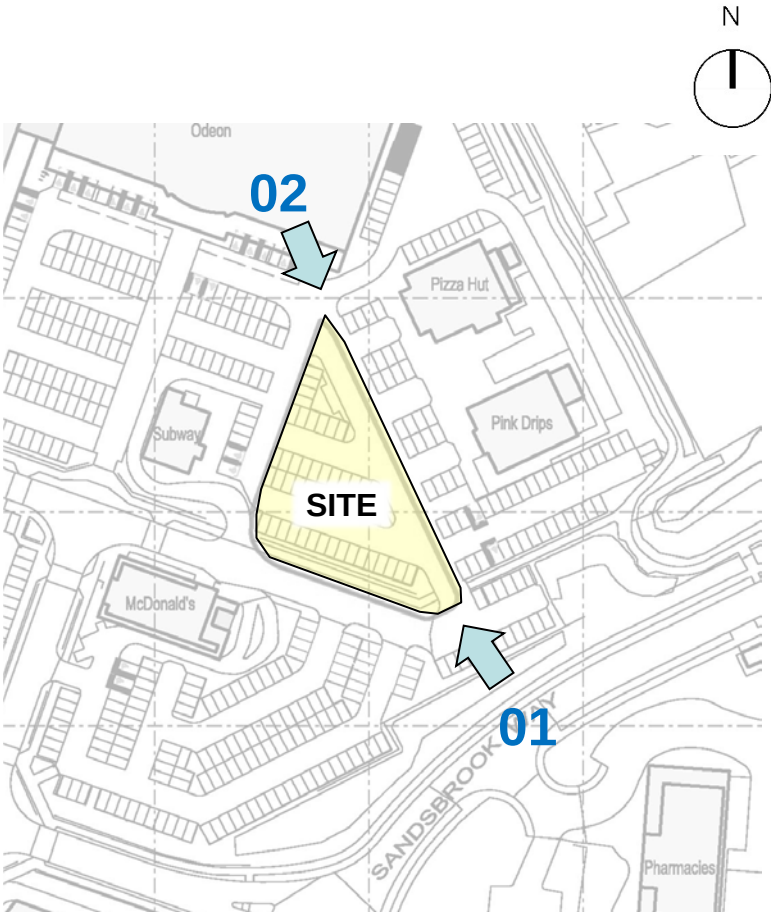


02 View from McDonald's' car parking.

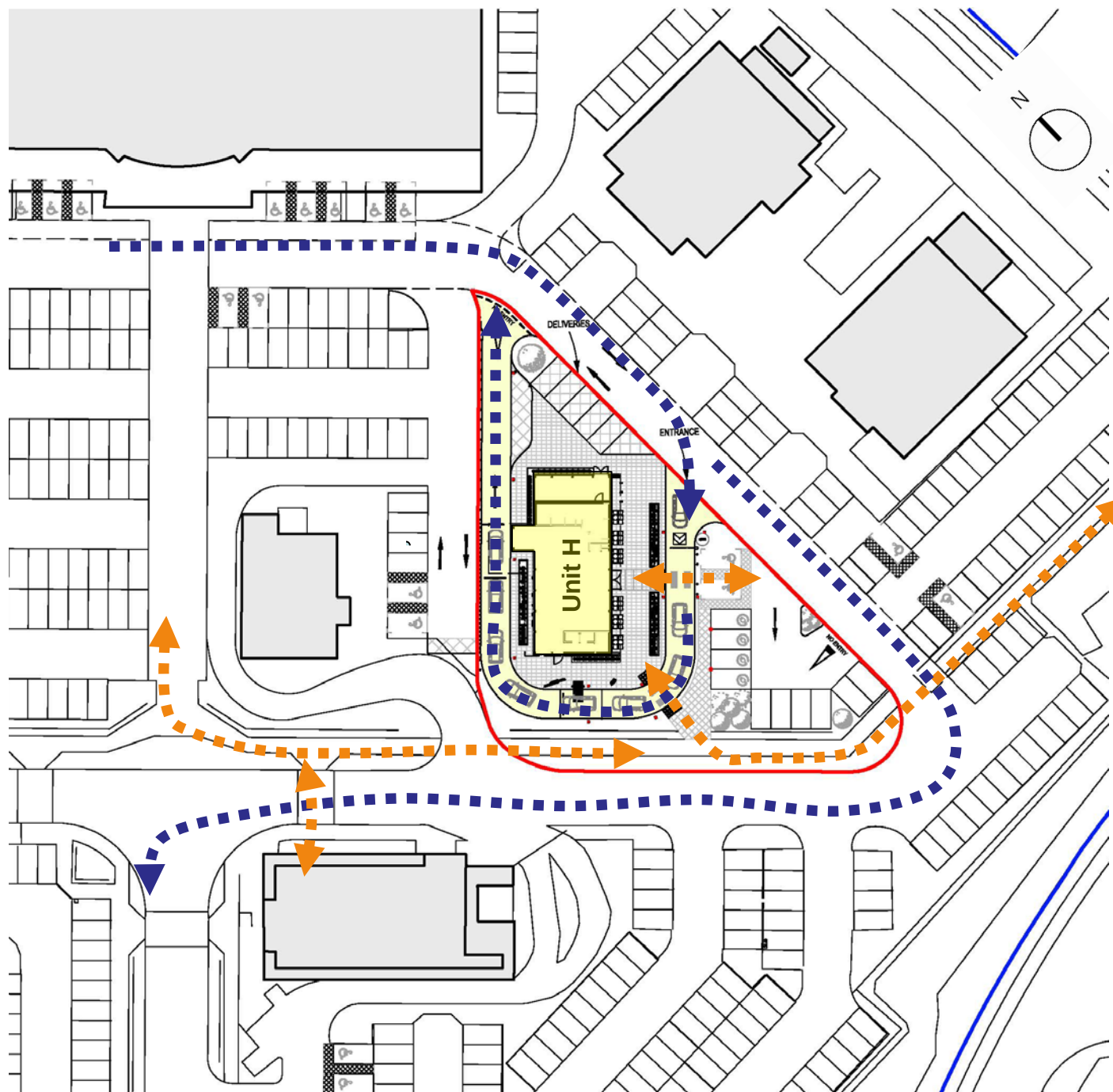
3.1 Design Principles & Response

3.1.1 Proposed design – Site Plan

A new Unit H is proposed to the area east of the existing Subway Unit.



Views of existing site



Proposed Site Plan

3.1 Design Principles & Response

3.1.2 Proposed design – Site Plan

The proposed parking layout will accommodate new pedestrian routes to improve permeability and connections between the units and the surrounding viability.

The existing landscape will be retained and remodelled to accommodate the new pedestrian walk way layout. Drop kerbs with tactile paving will be placed at crossing points.

New soft landscaping on planters will be introduced to the perimeter of the proposed building with plant species in accordance to local climate condition.

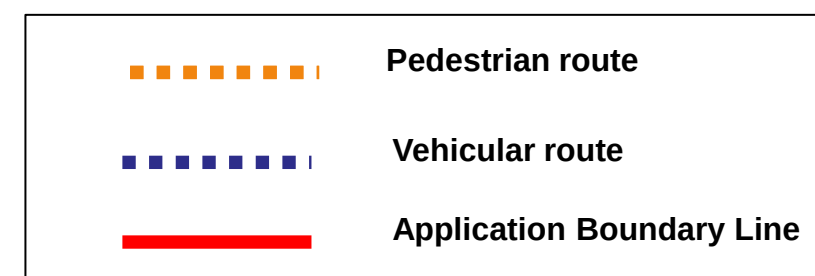
3.1.3 Parking

The new parking layout will incorporate 17no. car parking spaces including 2no. disabled parking spaces and 4no. EV charging point within the application boundary.

An additional 3no. bicycle stand accommodating 6no. bicycles will be installed by the seating area at the front of the building.

A customer waiting bay will be allocated just after the pick-up window and a delivery area is reserved by the southern side of the parking.

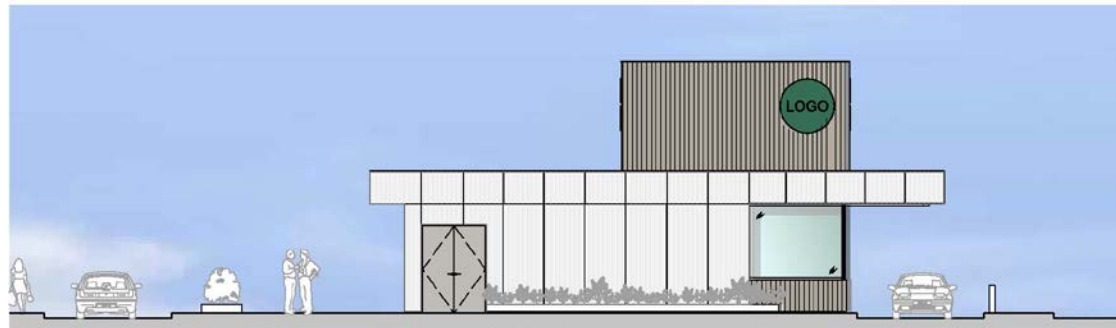
The drive through lane will be finished in Tarmac.





Proposed East Elevation

ENTRANCE



Proposed North Elevation



Proposed West Elevation



Proposed South Elevation

3.1 Design Principles & Response

3.1.4 Proposed layout - Elevations

The building is a single storey unit with a flat roof, incorporating utility yard and a drive through lane.

The proposed Unit H follows the contemporary design of the other units on the Retail Park through the same sleek cladding, neutral timber cladding and large glazed panels.

The new Unit H creates a corporate image for customers and visitors which will attract people to the area.

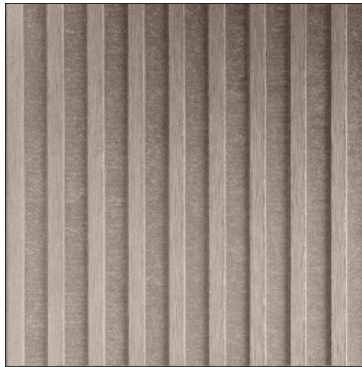
The colour and material palette is natural and neutral with the use of cream and wood coloured panelling alongside to vertical glazing.

In terms of materials the proposed building will utilize:

- Timber Cladding - Larch with Teknos finish base: Wicker Top: Cypress to accentuate the vertical lines.
- The main cladding will be Eternit - Equitone facade panel – Linea LT 60, fixed vertically.
- The proposed main roof is a Light grey laminated membrane on 120mm Kingspan Thermaroom TR27 insulation. Roof trim on metal colour finish (RAL 7030).
- The shopfront window frame will be a full height curtain wall with mullions in Umbra Grey finish (RAL 7022).
- The customers entrance door is an aluminium swing door, colour Umbra grey (RAL 7022) with a finish to match curtain walling.
- The door for the utility yard is a painted door panel in Stone Grey colour (RAL 7030)
- Part of the soft landscape surrounding the unit will be contained in planters - flat metal sheet colour Umbra Grey (RAL 7022).

3.1 Design Principles & Response

3.1.5 Proposed materials and colours



Eternit - Equitone facade panel
– Linea LT 60, fixed vertically.



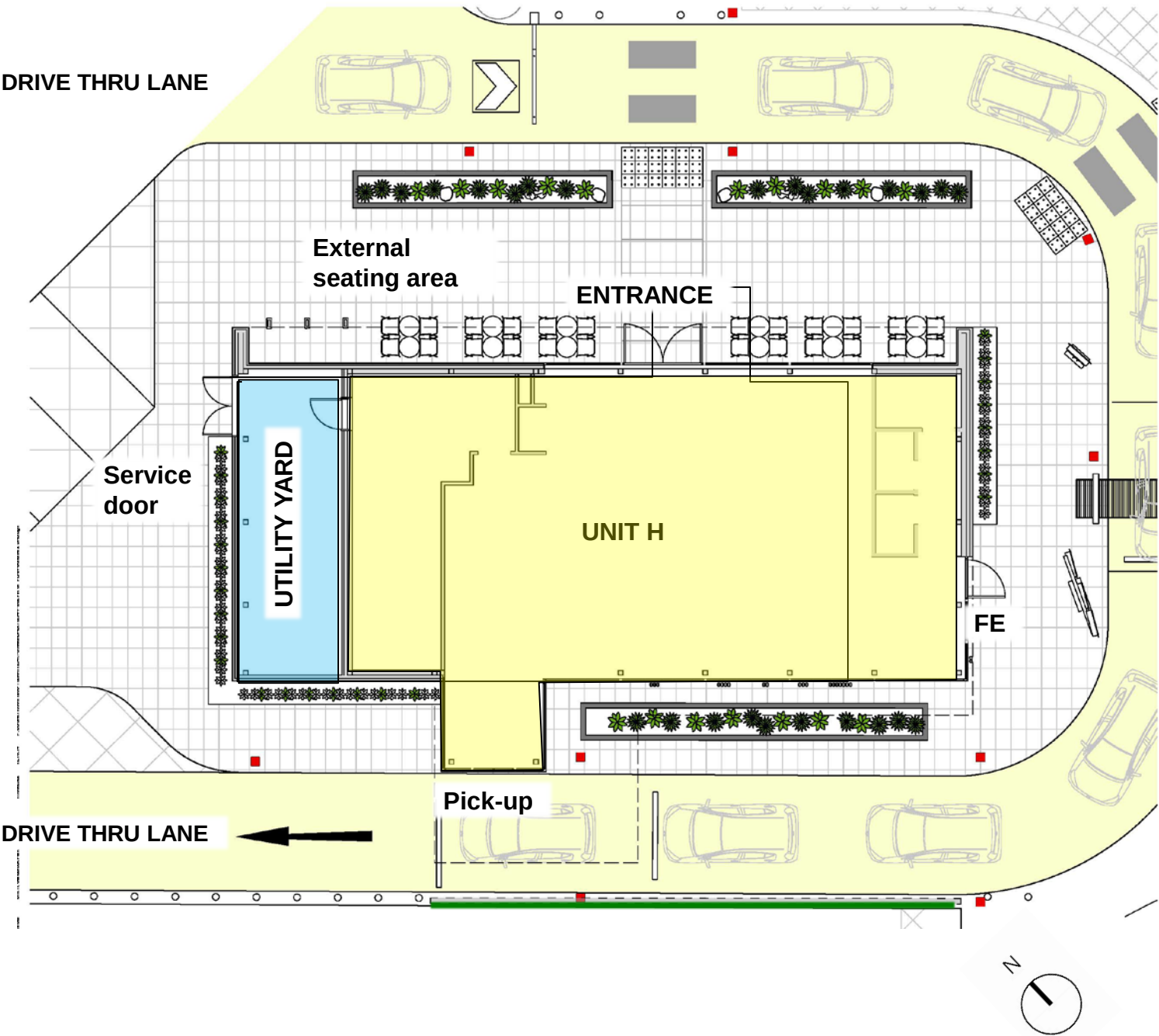
Larch with Teknos finish base:
Wicker Top: Cypress



Col: RAL 7022 Umbra Grey



Col: RAL 7030 Stone Grey



Proposed Ground Floor Plan

- UTILITY YARD - 27.5 sqm / 296 sqft
- PROPOSED UNIT H - 171 sqm / 1,840 sqft
- PROPOSED separating screen fence

3.1 Design Principles & Response

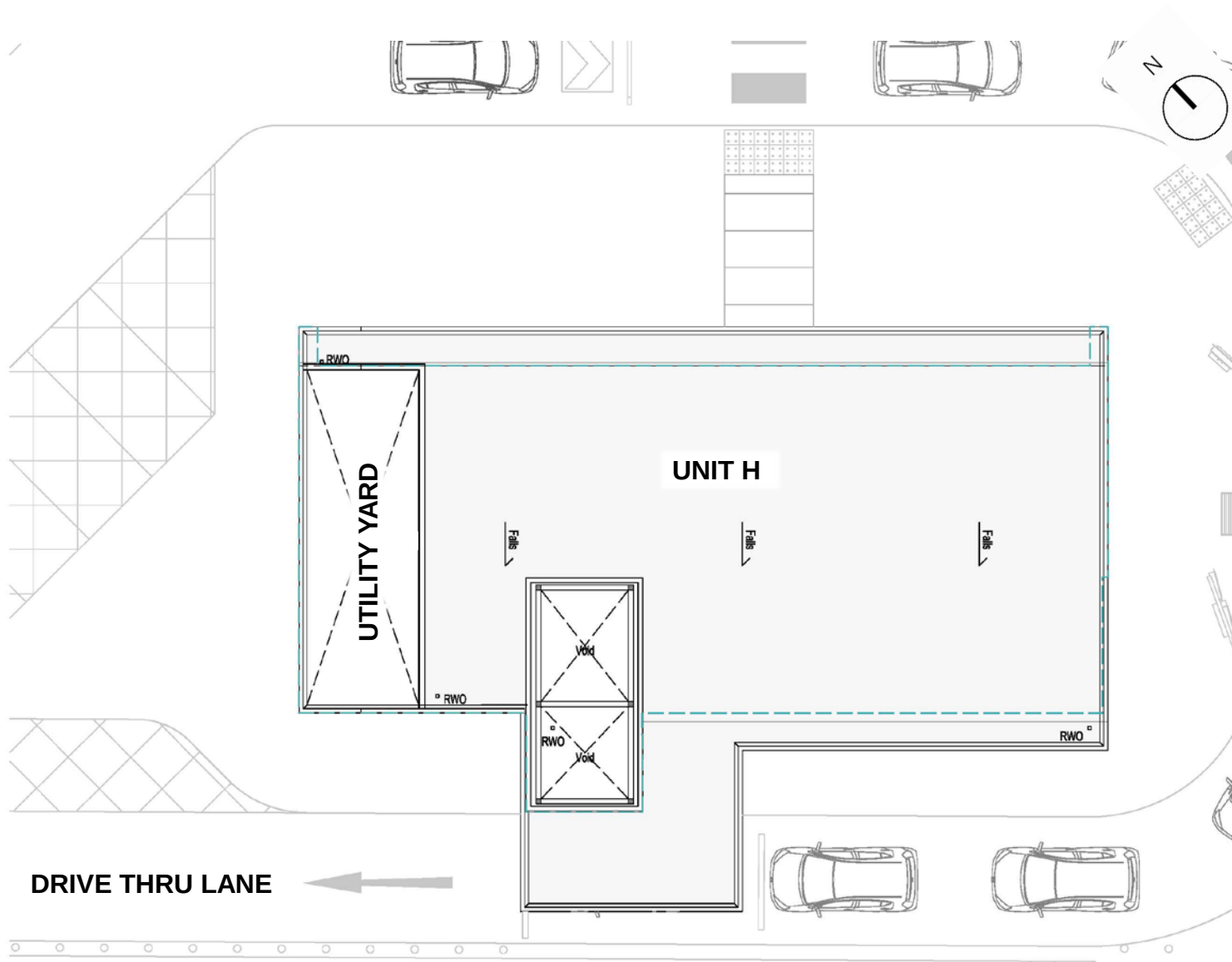
3.1.6 Proposed layout - Plans

The new proposed Unit H is a single storey building with an external seating area by the main entrance that incorporates the utility yard at one end of the building.

Order window, wall mounted menu board and pick up window will be implemented in the design of the building allowing customers to enjoy their meal outside contributing to the vibrancy within the Park.

The layout of the site is partially controlled by the operational requirements of the restaurant but also the location of the site and surrounding constraints.

The new surrounding planters to the unit will provide visual and ecological benefit also creating a natural barrier protecting the seating area and a visual screen to the drive through.



Proposed Roof Plan

3.1 Design Principles & Response

3.1.7 Proposed layout - Plans

The new proposed Unit H will have flat roof with a nominal fall.

3.1 Design Principles & Response

3.1.8 Proposed layout – 3D Visual



Sketch 3D Visual – View from customer's entrance



Sketch 3D Visual - View from the drive through lane

4.0 Access Statement

The philosophy and approach for the provision of vehicular and pedestrian access for the proposals is based upon inclusive design. The design guidance and standards followed are in accordance with the following:-

- BS 8300:2001 – Design of buildings and approaches to meet the needs of disabled people.
- Approved document Part M of the Building Regulations 2010.

4.1 Vehicular Access

Access to the proposed development and car parking is unchanged from Sandbrook Way.

4.2 External Pedestrian Access

Level access is provided from the public footway in Sandbrook Way to the retail entrances. The pedestrian routes terminate with tactile dropped kerbs connecting the pedestrian area fronting the principle entrance elevations.

4.3 Entrance

The new entrances will include glazed doors and provision for tenants signage. The customer entrance will be provided with a level access or ramp to accommodate changes in level in accordance with Approved Document Part M of the Building Regulations 2010.

4.4 Disabled Parking Spaces

In accordance with Approved Document (AD) Part M, Section 0.13 and 0.14(i) a and c, the following provisions have been made:-

- People regardless of age, disability or gender are able to reach the principle entrance of the building from the customer and staff car park within the realms of the site boundary.
- For convenience and to assist the ease of access for disabled people, parking spaces have been located close to the principle entrance of the building.

The disabled parking spaces have been designed and located in accordance with the provisions of AD Part M. The spaces include accessibility and safety zones to aid egress and access to vehicles once parked.

A total number of 2no. disabled spaces are provided within the application boundary line.

5.0 Sustainability

The proposed development will use traditional materials to achieve the most efficient shell possible, while working towards current Building regulations for U-values and thermal performance.

There will be the use of energy efficient lighting with control by daylight sensors used throughout.

The new parking layout will provide 4no. electric vehicle charging point within the application boundary

The proposal will stimulate the area through the creation of local employment.

6.0 Scheme Drawings

EXISTING:	
11254 / L-010	Existing Site Location Plan
11254 / L-011	Aerial View
11254 / L-020	Proposed Site Location Plan
11254 / P-010	Existing Site Plan
PROPOSED:	
11254 / P-201	Proposed Site Plan
11254 / P-202	Proposed Ground Floor Plan
11254 / P-203	Proposed Roof Plan
11254 / E-201	Proposed Elevations
11254 / E-202	Proposed Elevations
11254 / E-203	Proposed Site Elevations
11254 / S-201	Proposed Sections