

DESIGN & ACCESS STATEMENT

Proposed development for Sandbrook Retail Park, Former Pink Drip Unit, Rochdale – OL11 1RY

Prepared on behalf of AIG Holdings Ltd

July 2025 - Draft

September 2025 - Rev.A

OPTION 2



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Existing front elevation

1.0 Introduction

This Design and Access Statement has been prepared by RGP Architects on behalf of AIG Holdings Ltd.

The purpose of this statement is to explain how the proposed development is a suitable response to the site and its setting and demonstrates that it can be adequately accessed by prospective users.

The proposal comprises:

- Refurbishment of the former Pink Drips Unit.
- Building frontage repainted and repaired as necessary, and signage zone altered.
- Gross internal area of the building is unchanged.
- Existing blocked window on the south-east elevation to accommodate a proposed pick-up window for a new drive through lane.
- Improvements to customer car parking and service access.
- Improved pedestrian circulation.



Existing aerial view of area surrounding
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2.0 Site and Setting

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

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 former Pink Drips unit is currently a vacant building built within a surface level car park shared with Pure Gym, Strike Ten Pin Bowling, Copper Pot, Mc Donald's and Pizza Hut, The Trade Centre UK, Subway, KFC, and Travelodge.

3.0 Site Photographs



01 View from car park.



02 View of the front elevation South-west.



03 View from the side elevation North-west.



04 View of the side elevation North-west.



05 View of the side elevation North-east.



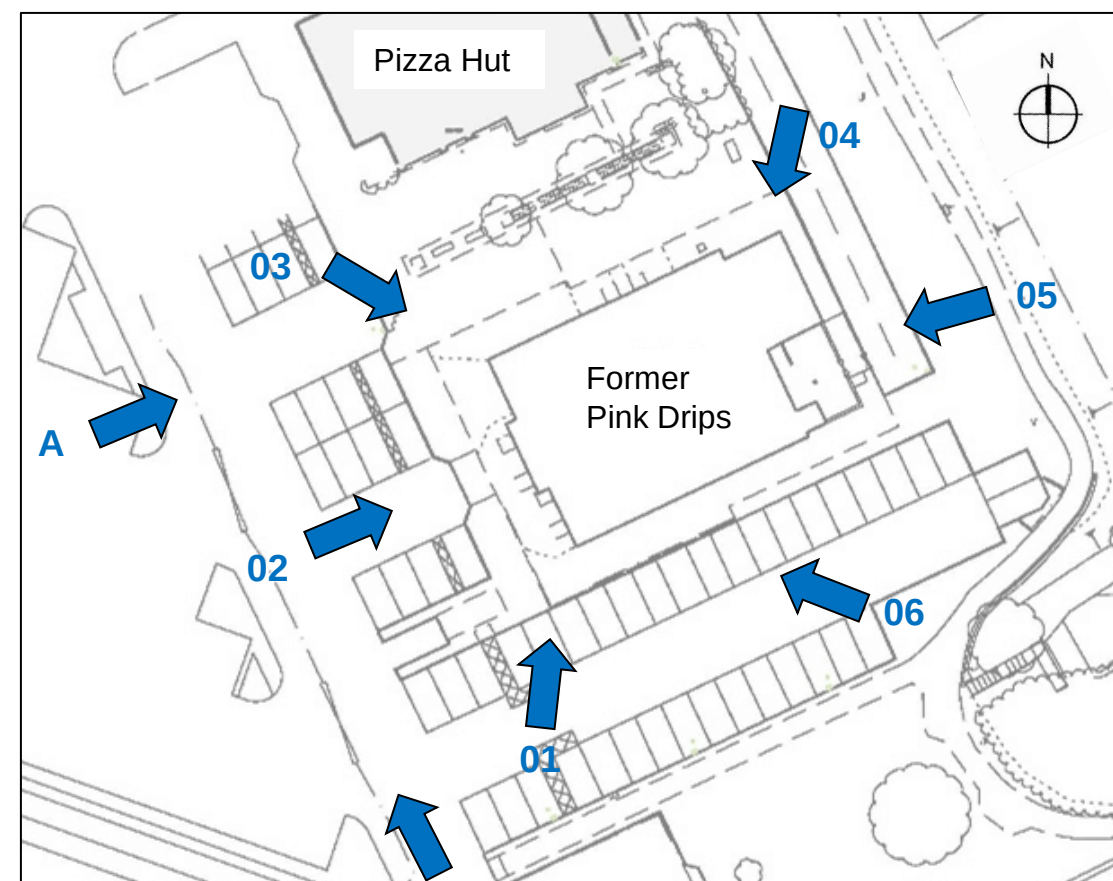
06 View of the side elevation South-east.



A View of former Pink Drips unit and Pizza Hut from the carpark.

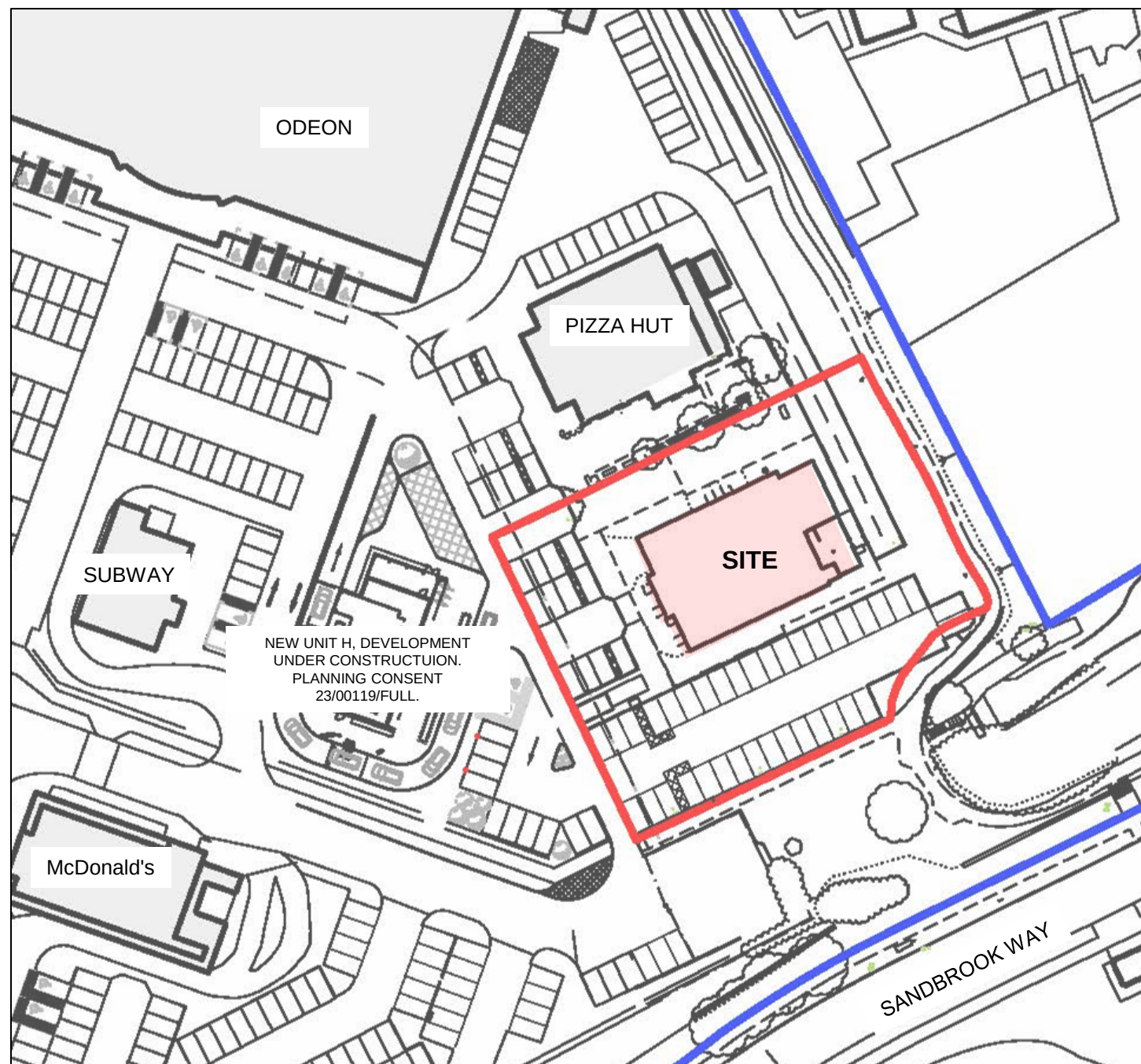


B View of the road in front of the former Pink Drips unit.



Key Plan

B



Existing Site Plan

Legend

- Ownership Boundary
- Application Boundary

4.0 Design Principles & Response

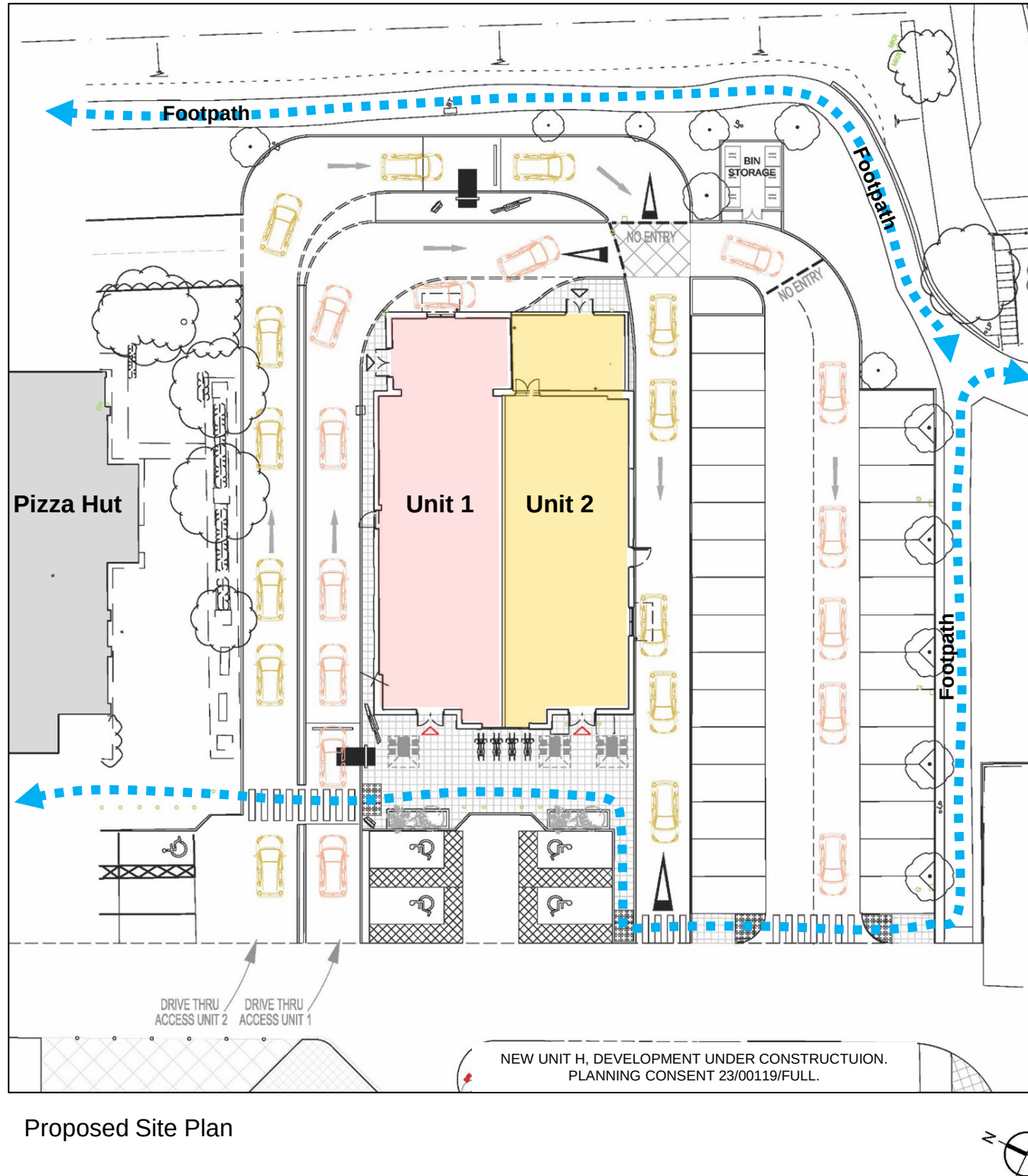
The site is situated between Pizza Hut and the pedestrian link to Sandbrook Way. The current layout is design for a drive to unit with service access from the rear and with customer parking available at the front and side of the building.

The building's appearance is outdated and in need of improvement.

This proposal aims to upgrade the site to meet modern market enhancing both its functionality and aesthetic appeal.

The following key design principles for the development of the site have been identified:

- To improve the setting and appearance of the existing building and external areas.
- To create a drive through lane.
- To provide adequate car parking to suit the requirements of the prospective tenants.
- Create a safe and convenient access to the site and building for all users including pedestrians, cyclists, customer vehicles and service vehicles.
- To provide an efficient delivery zone.



Proposed Site Plan

5.0 The Scheme

5.1 Use

The development proposes the refurbishment of the former Pink Drips unit. The existing unit will be sub-divided into two self contained units with associated drive through, pedestrian crossings, seating areas, and designated blue badge holder parking bays.

5.2 Amount

It is proposed to refurbish the existing retail unit comprising of an existing GIA of 327.8sq.m and will provide a total of 6 car parking spaces including 4 accessible within the application boundary.

The unit will be sub-divided into unit 1 (GIA 199sq.m) and unit 2 (GIA 162sq.m), both with their correspondent entrance door, drive through lane, order point, and pick-up window.

The proposed pedestrian linkage will connect the existing footpaths from Sandbrook Way to the rest of the retail park.

5.3 Layout

The existing building will be retained, sub-divided, and two new drive throughs will be introduced.

5.4 Scale

The scale of the building remains essentially the same as existing.



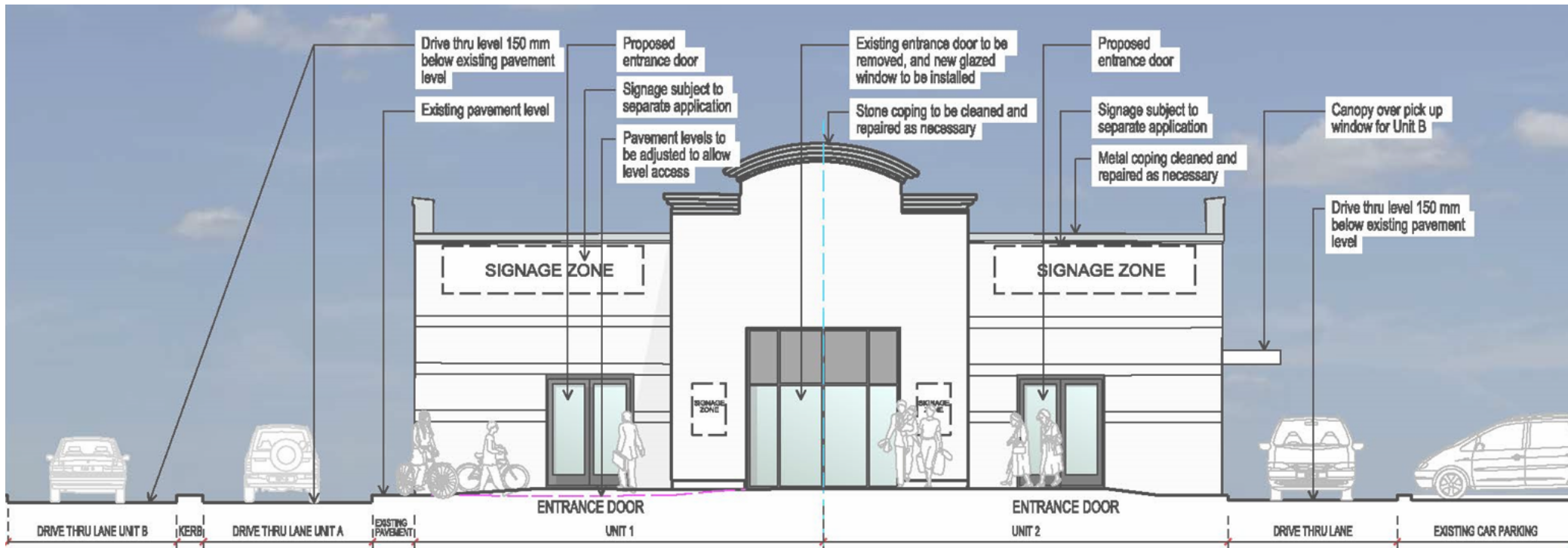
Existing front elevation

5.0 The Scheme

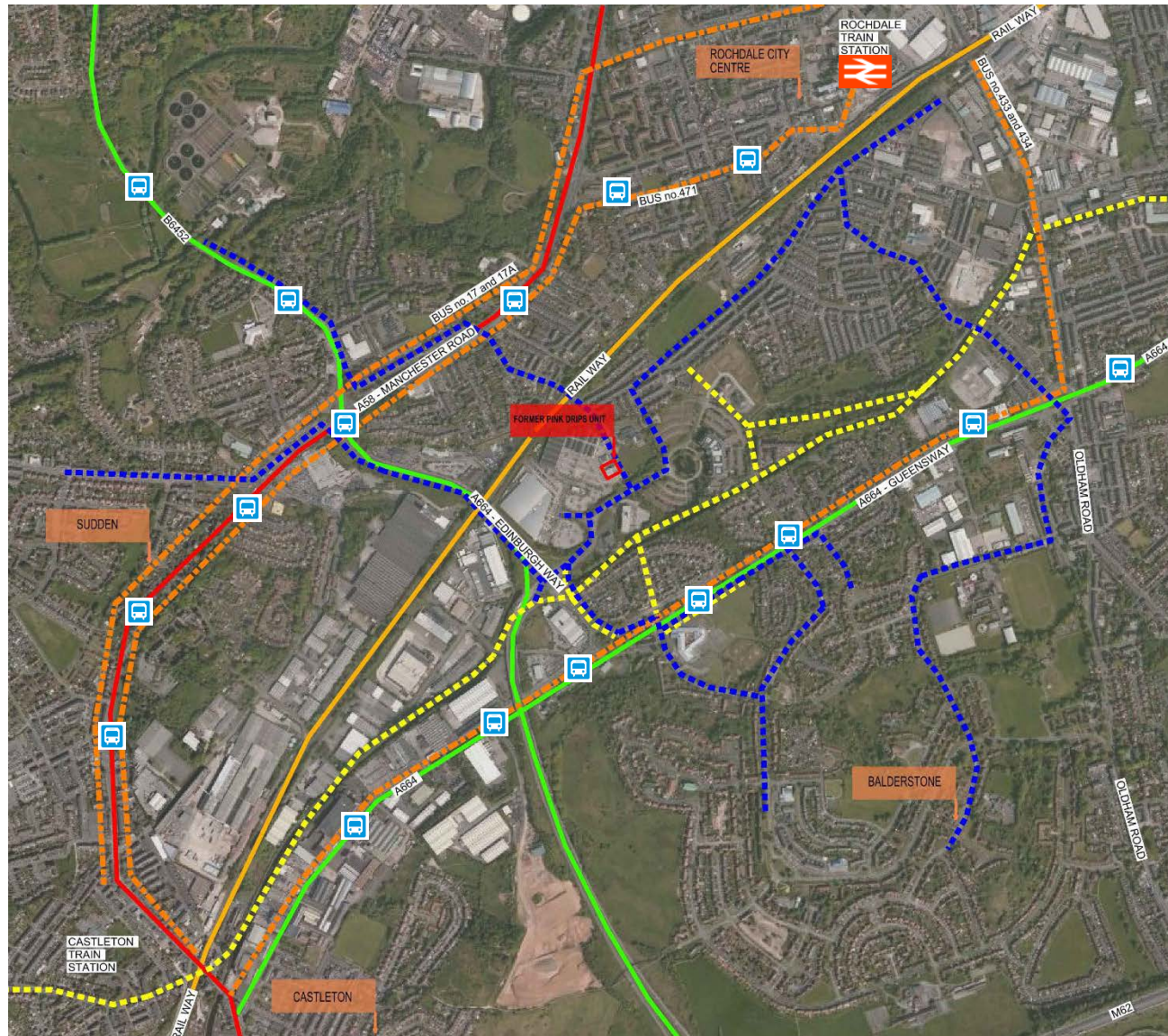
5.5 Appearance

The existing building facades are in need of refurbishment, the brickwork has been painted and is patchy in places, signage lacks a co-ordinated approach, and the front façade has a blank uninviting appearance for customers.

The proposal will refurbish the existing building keeping the overall appearance with painted brickwork at the front elevation and facing brickwork on the remaining elevations. The building present a number of blocked windows creating an opportunity for a drive through pick up window for each unit to be open on the south-east and north-east elevation. A canopy will protect customer's take away collection from the elements. New entrance doors will be installed for each unit at the front elevation by removing the shopfront openings. The current main entrance door will be removed and a fixed glazing installed. Throughout the facades it is proposed to clean and repair the brickwork and remove redundant features.



Proposed front elevation



Public Transport
Images Copyright 2025 Google LLC

Legend

	TRAIN STATION
	BUS
	PEDESTRIAN ROUTE
	CYCLE ROUTE



5.0 The Scheme

5.6 Access

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.

Bus and Rail Journeys

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

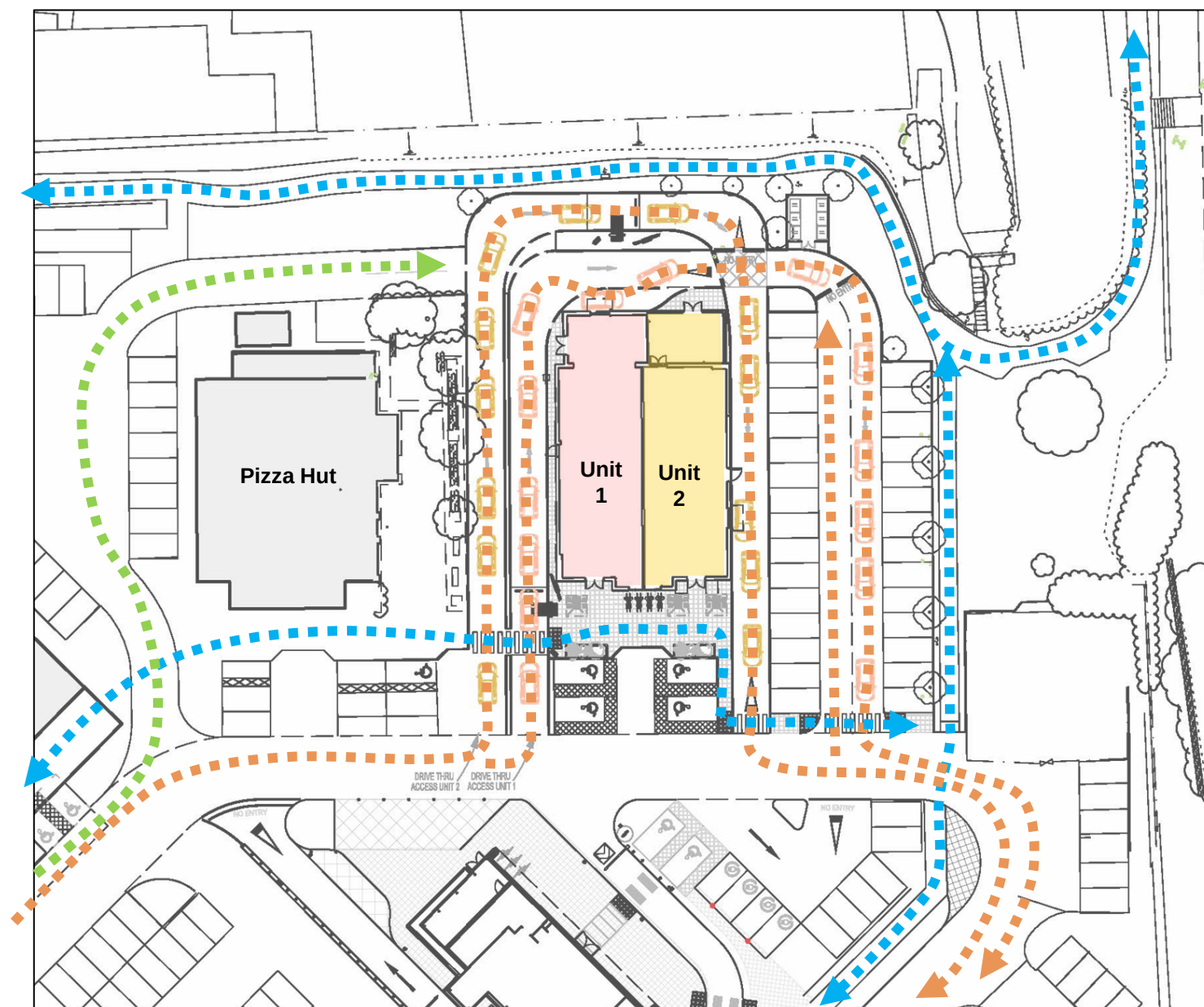
Cycle Journey

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.

Vehicular Access and Servicing

The existing servicing arrangements from Sandbrook Way will be retained.



Proposed Site Plan

Legend

- ■ ■ ■ ■ Pedestrian route
- ■ ■ ■ ■ Vehicular route
- ■ ■ ■ ■ Delivery route

5.0 The Scheme

5.6 Access (cont.)

Pedestrian

The philosophy and approach for the provision of 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 2004.

Access to the proposed development and car parking will remain as existing with the existing footpath and its access points along the north and east boundaries retained. The customer car park at the front and side will be redesign with improved layout to include a level access 'apron' in front of the main entrances to facilitate level access into the unit.

The proposal provides a development that can be used safely and easily by staff and visitors alike without undue special treatment, allocating appropriate space for all people including those with disabilities. The layout of the proposal aims to provide ease of use for people arriving and using the buildings.

The principal entrance doors to the building and other doors will meet/exceed the effective clear width of 800mm through doorways as stipulated b BS 8300:2009. Doors will incorporate vision panels and manifestations as appropriate.

6.0 Scheme Drawings

EXISTING:

11649 / L-001	Site Location Plan
11649 / L-002	Existing Site Plan
11649 / L-003	Block Plan
11649 / P-001	Existing Ground Floor plan
11649 / P002	Existing Roof Plan
11649 / E001	Existing Elevations Sheet 1 of 2
11649 / E002	Existing Elevations Sheet 2 of 2
11649 / E003	Existing Street Scene
11649 / S001	Existing Sections
11649 / PH001	Existing Photos

PROPOSED:

11649 / L020	Proposed Site plan - Option 2
11649 / P020	Proposed Ground Floor plan - Option 2
11649 / P021	Proposed Roof Plan - Option 2
11649 / E020	Proposed Elevations Sheet 1 of 2 - Option 2
11649 / E021	Proposed Elevations Sheet 2 of 2 - Option 2
11649 / E022	Proposed Street Scene – Option 2
11649 / S020	Proposed Sections – Option 2
11649 / D020	Proposed Pick Up Window – Option 2
11649 / D021	proposed Order Point and Signs – Option 2