

**UNICOM HOUSE
CHEETHAM ROAD
MIDDLETON
M24 4DG**

DESIGN & ACCESS STATEMENT

OCTOBER 2024
SPARCHITECTS
398/DAS-16.11.2024



DESIGN & ACCESS STATEMENT



Aerial photograph of the existing building last used as a gym facility

This Design and Access Statement should be read in conjunction with the following documents;

Architectural Drawings

SP Architects

Planning Statement

Paul Butler Associates

Biodiversity Statement

United Environmental Services

Crime Impact Assessment

Greater Manchester Police

Sustainable Drainage Assessment

Geo smart Information

Noise Impact Assessment

Compliance 4 Buildings

Energy Statement

Compliance 4 Buildings

October 2024
prepared by SP Architects

On behalf of
SHR Property Management Ltd

398/DAS-08.10.2024

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Front elevation of the existing building along Cheetham Street

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1.0 INTRODUCTION

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Aerial plan photograph of the site

1.1 SITE LOCATION & CONTEXT

The site is located in Middleton in the Metropolitan Borough of Rochdale in Greater Manchester. Relative to Manchester City Centre, Middleton is slightly East of North above the M60 ring road.

The site is very close to the central shopping zone of Middleton and is within walking distance of Aldi and Tesco Supermarkets and also Middleton Arndale shopping centre.

The Middleton bus interchange is approximately 150m walking distance from the site. By car the site is just over 1km from Junction 19 of the M60 ring road.

The site is located within a mix of light industrial, retail and residential buildings and is accessed from Cheetham Street off the A576, which connects to the M60.

1.0 INTRODUCTION

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Aldi Supermarket viewed from Cheetham Street



View of terrace of houses fronting A576 next to Cheetham St.



View from front entrance of existing site building towards Aldi



View from A576 down Cheetham Street towards frontage of site

1.2 LOCAL AREA

The surrounding buildings are of mixed architectural styles and materials. The site is bounded to the South by a large light industrial complex housing, the McBride company which manufactures and distributes cleaning products as its main business.

Middleton has a population of around 43,000 people and whilst not in conservation area the town has a rich historic heritage including fine buildings such as the Victorian Warwick Mill, previously a cotton mill close to the site in the City Centre.

The immediate area to the North and East of the site is dominated by the main road system of the A576 which distributes traffic via three roundabouts from the M60 into Middleton.

The outskirts of Middleton are largely suburban residential areas with a mixture of terraced, semi detached and detached housing.

The closest railway station to the site is Mills Hill which is approximately 2km to the east of the city centre. This connects to Manchester Victoria Station.

A wide range of bus routes are serviced from the Bus interchange close to the site. There are plans to connect Middleton to the Metrolink tram network, but the timescale for this is unknown at the present time.

1.0 INTRODUCTION

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The open area to the South West of the existing building



The main roof section to the right / the lower roof section to the left



Access road off Cheetham Street to the rear of the site



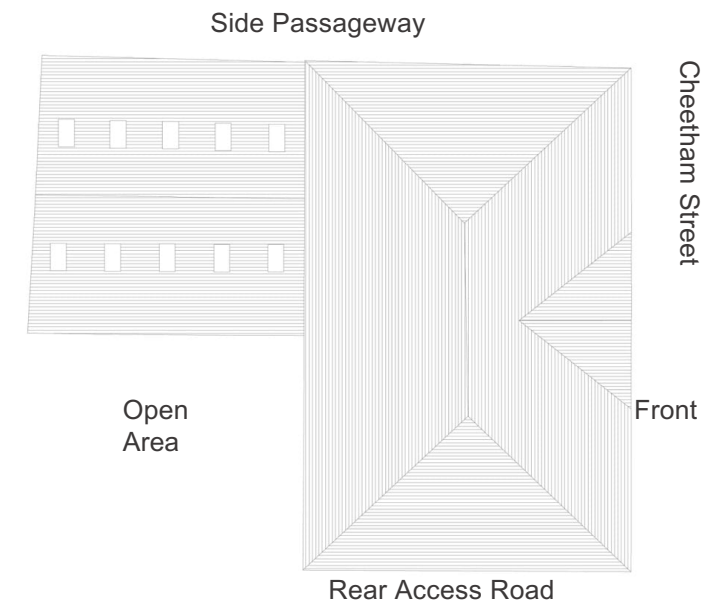
The open space behind fence also included in site

1.3 SITE DESCRIPTION

The main roof of the existing building on the site faces Cheetham Street and a lower roof section to the rear of the site forms an L shape building. The overall site area is 920.0 sqm.

The existing open spaces around the site are partially tarmac or hard standing in the process of becoming overgrown with various trees, shrubs and grasses.

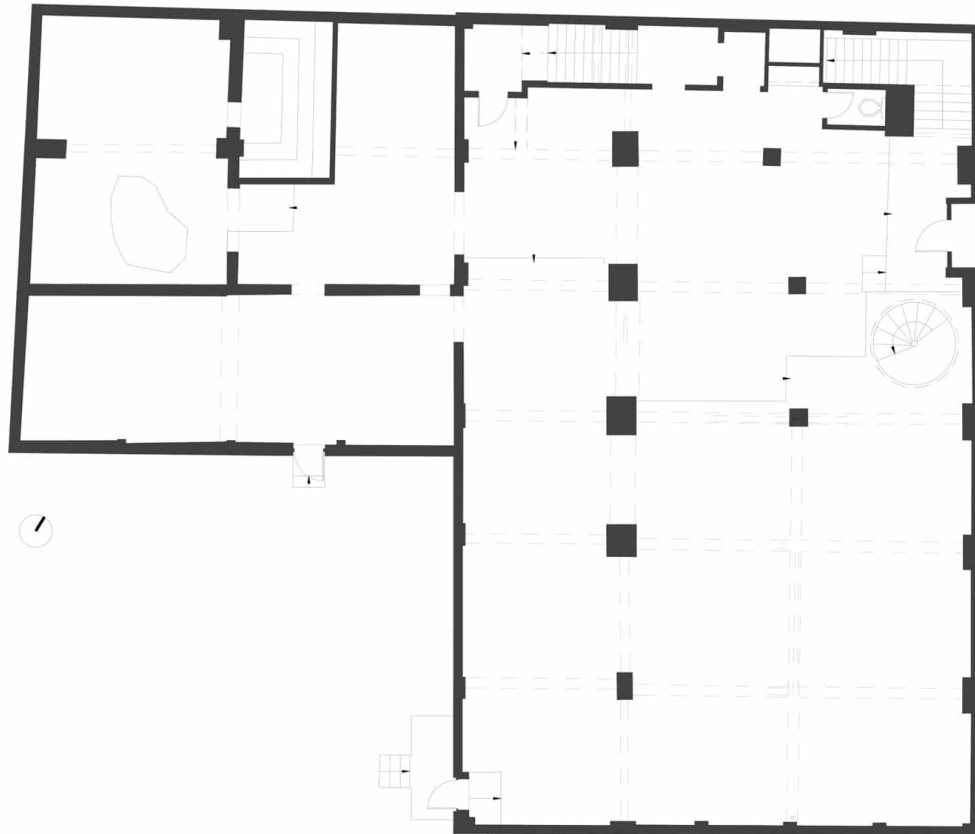
A tarmac access leads from Cheetham Street to access the rear of the site and also a car park serving the medical centre next to the site as well as the rear of terraced properties fronting the A576.



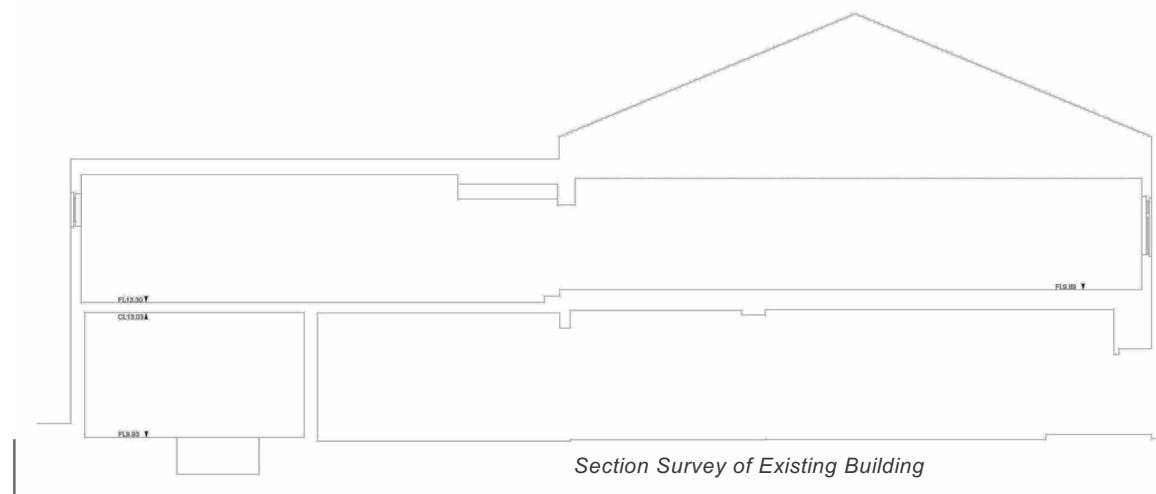
Existing Roof Plan showing Main roof to the right and lower side roof to the left

1.0 INTRODUCTION

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Ground Floor Survey of Existing Building



Section Survey of Existing Building

1.4 EXISTING BUILDING

The existing building is two stories with a total Gross Internal Floor Area of 921.8 sqm. The building has a steel frame structure in the main section. Both ground and first floor have recently been partially stripped out to reveal large open spaces interrupted by encased columns.

Externally the building has coloured rendered walls with minimal brick detailing and a concrete tiled roof. Existing windows are in blue powder coated aluminum to match blue eaves. Soffits, downpipe, external doors and fire escape.

The existing ground floor is largely on one level, but the first floor is split between three different levels.

Existing stairs enable access to the first floor and a feature spiral staircase from the gym fit out remains. Floor levels, building access points and horizontal and vertical circulation are all to be reconfigured in our proposals.



Ground Floor open space

1.0 INTRODUCTION

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Aerial View of the Existing Building on the site



Some features of the previous gym fit out remain



A partial internal strip out of the building has been



External Space to the rear of the building

1.5 CURRENT STATUS OF PROJECT

Currently the vacant site is owned by SHR Property Management Ltd who have appointed SP Architects to progress a design for the conversion of the existing building to eleven apartments and the provision of on site car parking along with other associated amenities.

At present the building has been partially stripped, though some features from the previous gym usage remain.

Further to the commissioning of building measured and structural survey, design proposals have been prepared which forms the basis for the Planning application submission. For information on the planning aspects of the application please refer to Planning Statement by Paul Butler Associates accompanying the submission.

A report by a BNG registered ecologist accompanies the application prove that an increase of Biodiversity Net Gain 10 percent can be delivered on the site for 30 years.

The application is being submitted on behalf of SHR Property Management Ltd.



Middleton relative to Manchester City Centre



Middleton Bus Interchange

1.6 SITE CONNECTIVITY

Walking

The main shopping area is in approximately 500m walking distance from the site, most of the rest of Middleton including the closest railway station is less than 2km walking distance.

Bus / Coach

The recently completed Middleton bus interchange provides a variety of routes for Manchester and further afield. The interchange is fully disabled accessible.

Train

The closest station Mills Hill is approximately 2km from the site to the east side of Middleton. Trains from Mill Hill frequently link with Manchester Victoria Station.

Car

Cheetham Street discharges onto the A576 which links directly to the adjacent main shopping area and nearby supermarkets. Junction 19 of the M60 ring road is approximately 2km from the site

Air Travel

To drive from the site to the airport is 22 miles and depending on traffic approx. 25 to 45 mins. Public transport routes from the site will take between 1hr 15min and 1hr 45 min

Wheelchair

Level access is possible from the car park entrance to the building. Pavements in the area have dropped curbs and crossing points link with the main shopping area close by and also the bus interchange.



View of immediate surrounding area from the top of Cheetham Street – Aldi Supermarket to left roundabout ahead



View from A576 showing Cheetham Street entrance to site

1.7 PLANNING CONTEXT

The site falls under the jurisdiction of Rochdale MBC Planning Department.

For more information regarding the Planning aspects of the proposals, please refer to the document by Paul Butler Associates, Planning Consultants, accompanying the application.

Although having a rich historic heritage, the immediate area around the site is not a conservation area.

Care has been taken in the preparation of the design to positively respond the relevant areas of guidance in the Core Strategy

Currently the area around the site has a large mixture of different styles and materials. There is no dominant style or universal use of a limited material pallet.

The proposed scheme provides eleven new apartments by the conversion of a derelict building close to the main centre of Middleton. The location of the site and the fact that an existing building is being usefully re purposed, means that the proposals provide much needed housing in a way that is sustainably viable.

2.1 PROPOSED WORKS

The proposed scheme involves the reconfiguration and compartmentation of the building on both floors to provide a total of twelve flats.

The main entrance has been repositioned and an protected corridor link created through the building at ground floor level providing wheelchair access to the new car park at the rear of the building via an new ramp.

The main protected lobby at ground floor links to a 1hr protected vertical core circulation zone containing an ambulant disabled staircase.

This core also links to ancillary areas; meter room, cleaners store and cycle store as well as providing an emergency fire exit to the pathway on the north side of the building.

A library / office space is also provided at ground floor. Post and deliveries are distributed in the building from a post room off the main entrance corridor.

The entrance from the car park provides wheelchair access and the spaces on the ground floor have been sized to comply with disability access standards.

The whole ground floor is level access throughout and care has been taken to design around the encased columns.

At first floor level area of the existing floor has proposed to be dropped to give more balanced ceiling heights within flats 11 & 12 to comply with Technical Housing Standards.



CHEETHAM STREET



2.2 DESIGN PHILOSOPHY

The decision to renovate the existing building to provide much needed residential accommodation in a prime location with excellent transport connectivity gives a strong sustainability rationale to the proposal.

All the apartments will be allocated to housing the homeless managed by Manchester City Council, which is confirmed with a 5 year-fixed contract.

The proposed compartmentation of the floors aimed to provide an acceptable balance of one and two bedroom apartments, to satisfy housing space standards and create disabled accessibility at ground floor.

We aim to keep the existing external features of the building and match new openings to existing.

However we are proposing to create a more subtle colour balance between render colour and eaves / windows colour.

2.0 PROPOSED

Schedule of Accommodation

LEVEL	GI (m2)	GI (ft2)
Level 00	458	4,929
Level 01	463	4,983
TOTAL GI	921	9,913

LEVEL	UNIT	NI (m2)	NI (ft2)
Level 00	Apt. 1 (1 bed, 1p)	43	462
Level 00	Apt. 2 (1 bed, 1p)	43	462
Level 00	Apt. 3 (1 bed, 1p)	46	495
Level 00	Apt. 4 (1 bed, 2p)	54	581
Level 00	Apt. 5 (1 bed, 2p)	54	581
Level 01	Apt. 6 (2 bed, 3p)	61	656
Level 01	Apt. 7 (1 bed, 2p)	53	570
Level 01	Apt. 8 (1 bed, 2p)	53	570
Level 01	Apt. 9 (2 bed, 3p)	68	731
Level 01	Apt.10 (2 bed, 3p)	62	667
Level 01	Apt.11 (2 bed, 3p)	69	742
Level 01	Apt.12 (1 bed, 2p)	56	602
TOTAL NI		662	7,125

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Technical housing standards – Nationally Described Space Standard

2.3 ACCOMMODATION

At ground floor there are three 1 bed and two 2 bed apartments and at first floor level three 1 bed and three 2 bed. This gives a total of eleven apartments five at ground floor and six at first floor.

The ground floor flats have enhanced space provision for disabled access.

Care has been taken to ensure the proposed scheme is compliant with the Technical Housing Standards (March 2015).

2.4 ELEVATIONAL TREATMENT

The existing building has rendered walls and a concrete tiled roof. The windows, doors, eaves and soffits are painted a strong blue colour. There is also some quoin and brick course detailing. As far as possible, we aim to make the proposals harmonise with the existing buildings. New openings and windows will be proportioned to match existing. Due to the extent of new openings being created, we intend to re render the building with a self pigmented product in white or off white (final tone to be agreed.)

To compliment the new render tone, we propose to paint the existing windows, eaves and soffits dark grey. New doors and windows will the in UPVC dark grey to match. All brick detailing and features will be preserved. The fire escape at the rear of the building will be removed to allow the remodeling of the side elevation.



Front Elevation showing existing building materials

2.0 PROPOSED



The present building envelope



The present biodiversity consists of naturally colonized plants and trees

2.5 SUSTAINABILITY

Sustainability has been considered from the outset of the project, and was the primary rationale to redevelop the existing building rather than demolish and rebuild.

The existing building envelope represents a significant amount of embodied energy in terms of the energy required to manufacture and transport materials. As far as reasonably possible the project team wish to encourage the responsible sourcing of materials and products. Materials will be sourced locally where possible to minimise transportation.

Building waste will be reduced as far as possible with unwanted waste being recycled locally where possible The envelope of the building will be upgraded to current energy statutory requirements.

2.6 BIODIVERSITY

New regulations require the development to enhance biodiversity by 10 percent and maintain that level of enhancement for 30 years.

The Client has appointed a Biodiversity Net Gain qualified ecologist to assess the current site and propose a set of measures to satisfy and if possible exceed the Biodiversity Net Gain requirement.

There are standard methods of measuring biodiversity on a site. The appointed ecologist will provide a report containing the necessary calculations to accompany the planning application and to support the case that the BNG requirement has been satisfied.

3.0 ACCESS AND SERVICING



3.1 SITE AND BUILDING ACCESS

The site is serviced by Cheetham Street, which joins the A576, which in turn connects to the M60 at Junction 19 about 2km away.

The front entrance to the proposed scheme opens onto Cheetham Street. Level access is provided from the car park at the rear of the building via a new ramp. The access to the upper floor flats is provided via new ambulant disabled staircase in accordance with Part M of the Building Regulations.

At the bottom of Cheetham street a tarmac access road allows vehicular access to the proposed car park at the rear of the building providing eleven spaces at a ratio of 1 space per flat.

Door entry systems will be installed to allow entry to visitors and postage / deliveries. Post is distributed in the building from the post room off the main entrance corridor.

Fire fighting vehicles would park on Cheetham Street or the rear access road. A fire exit from the north side of the building discharges to the path outside, which in turn links to Cheetham Street.

Access for bin collection is through the car park to the rear access road. The turning head on Cheetham Street would allow reverse access to the car park.

4.0 ACCESS AND SERVICING



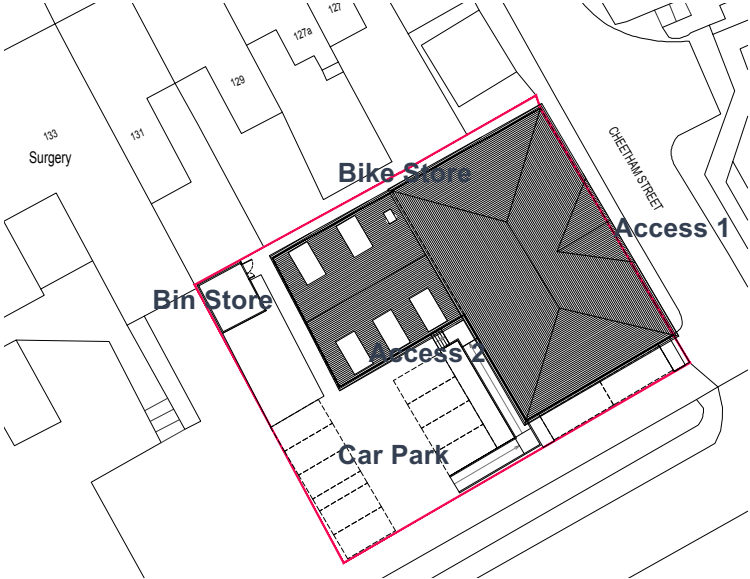
Aerial View of the Site



Existing Side Access Path



Tarmac Road Access to Rear of the Site



3.2 SERVICING OF BUILDING

Most deliveries to the building will be made to the front entrances from Cheetham Street. Visitors will be able to access from either the front entrance or the car park entrance via a door entry system.

3.3 CAR PARKING & CYCLE STORE

The car park at the rear of the scheme provides 11 No. on site car parking spaces. Each space is 2.4m by 4.8m with a min reversing space of 5.8m.

Two of these spaces are disabled and abut the southern elevation of the building. Hence the provision is one space per flat.

The cycle store at ground floor level is located in the building close to the fire exit discharging to the path to the north side of the building and has capacity for 11 cycles at ratio of 1 per flat.

3.4 WASTE MANAGEMENT

The waste management strategy for this project has been formulated in accordance with GD 04 Waste Storage and Collection Guidance for New Developments Manchester City Council'.

The proposed bin store is located to the rear of the car park and provides 4 No 1100L and 4 No. Wheeled Bins 240L in accordance with national guidelines based on the number of bed spaces.

4.0 CASE STUDIES



Interior After Strip Out



Front Elevation

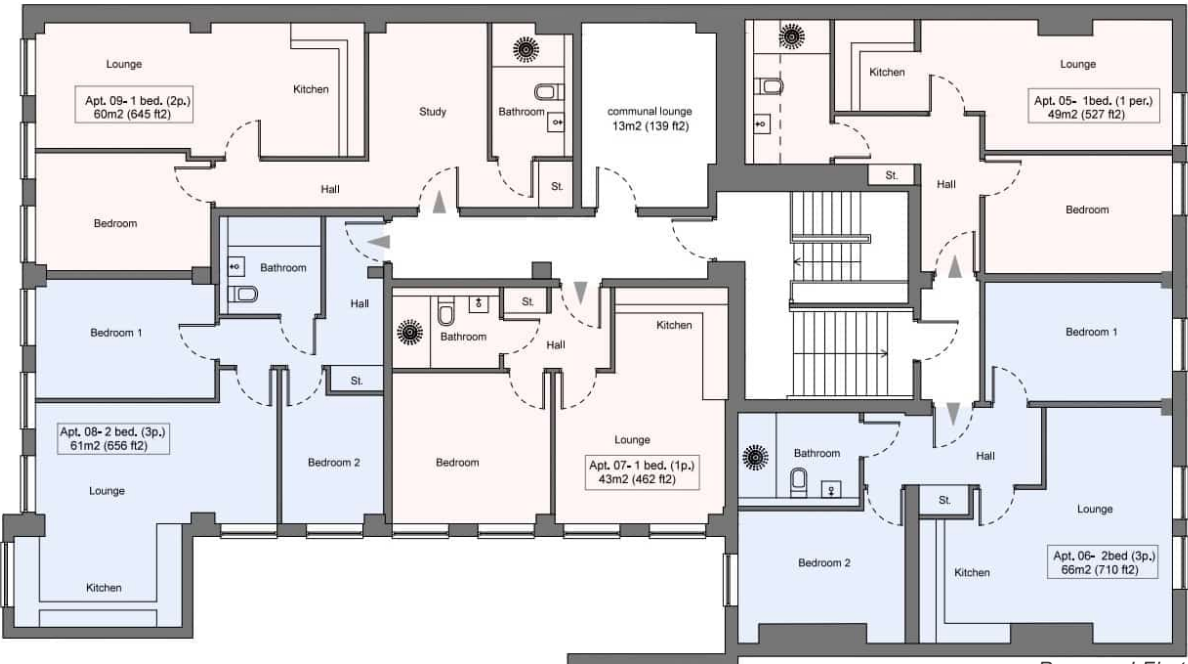
4.1 CASE STUDY 1 CHAPEL STREET, PRESTON

Designed by SP Architects and now completed and fully occupied, our project at Chapel Street, Preston is very similar in it's design approach as Unicom House.

The existing building was stripped and it's envelope was upgraded both thermally and acoustically. The project created fourteen apartments.

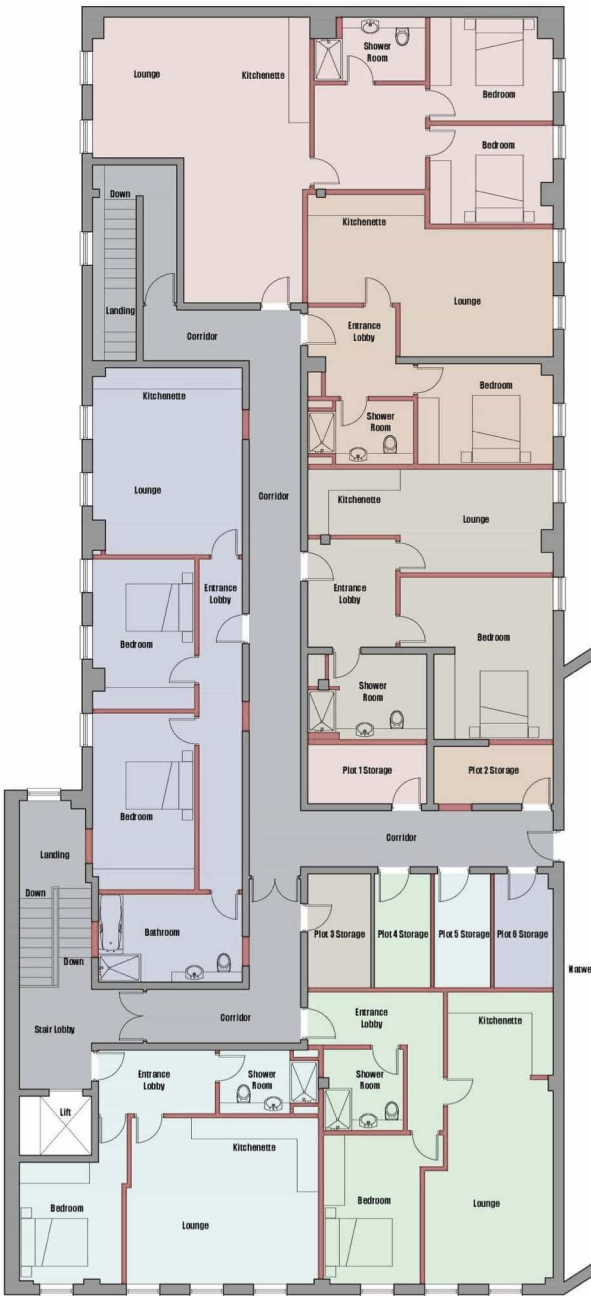
Working within the restrictions of an existing building in a conservation area is challenging. Some parameters can be changed, but others such as the structure, the floor height and the position of existing stair wells are fixed.

Within these constraints we worked to achieve the required acoustic, thermal, fire and structural performances, whilst delivering highly desirable dwellings within Preston City centre.



Proposed First Floor Plan

4.0 CASE STUDIES



Proposed First Floor Plan



Aerial View of Site



Street View of Building

4.1 CASE STUDY 2
FOUNTAIN STREET, MIDDLETON

Rochdale Council Application Reference
20/01382/PRA56

Prior approval for change of use of vacant offices
(Use Class B1) to 8 no. apartments (Use Class C3) |
Former Rochdale Council Offices Fountain Street
Middleton M24 1AF.

Date of Application: 2 December 2022

Proposal: Prior approval for change of use from
commercial use (Class E) to Dwelling house (Class
C3) (6no apartments)

Location: First Floor Midway House, Fountain
Street, Middleton, M24 1AF



Site Location Plan

