

8.0 Layout

8.1 Layout

Proposed Ground Floor Plan

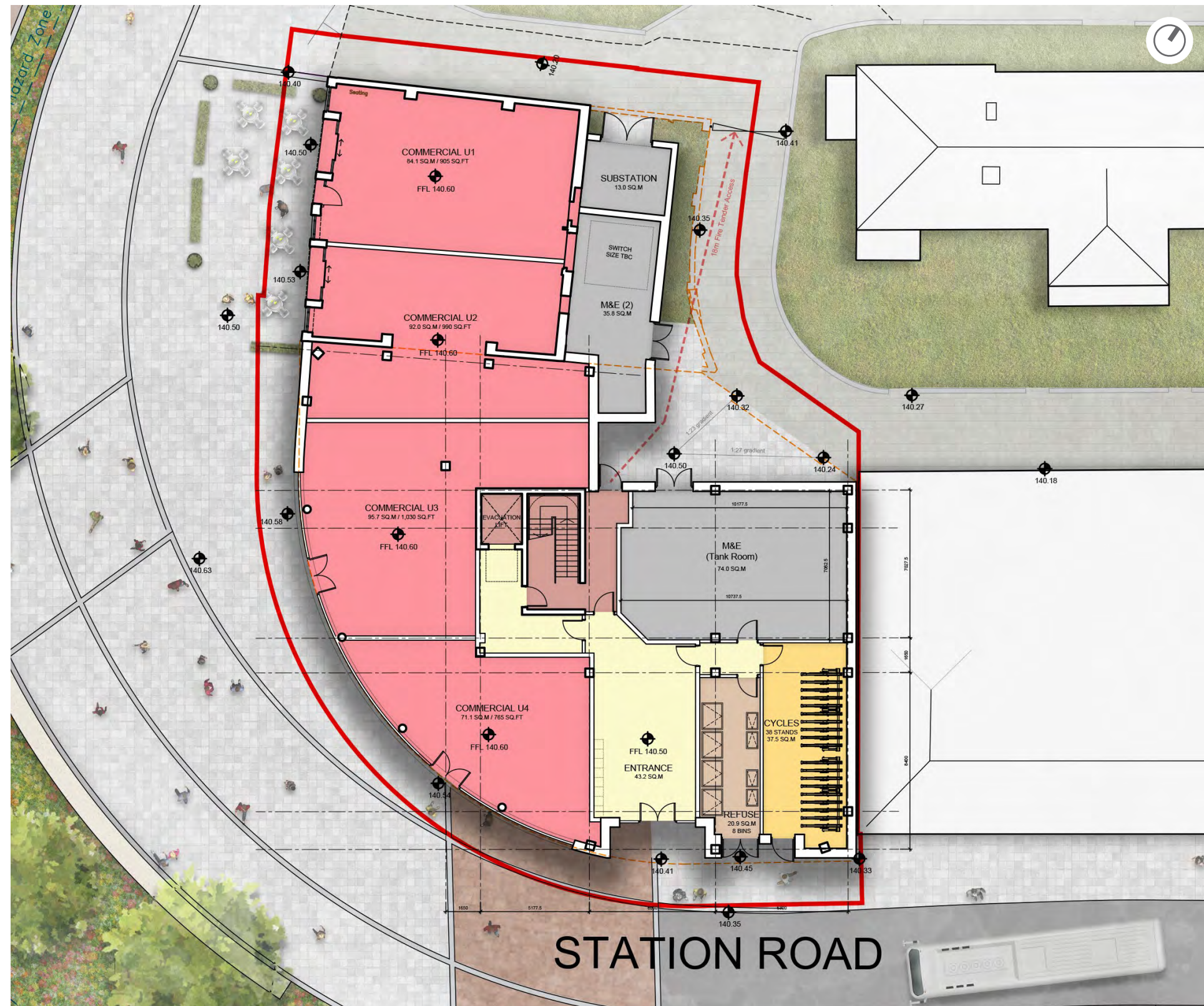
The ground floor accommodation comprises four commercial units which span from the ground floor of the existing building into the proposed and provide active frontage to Maclure Road sweeping round to Station Road.

On Station Road the residential lobby is located within a feature recessed entrance, with cycle store and refuse store access immediately adjacent for external access but also linked internally to the lobby.

Plant spaces are located to the rear, with the lift and stair core to the upper floors located on the internal corner.

Key:

- Commercial
- Cycle Store
- Refuse Store
- M+E
- Resi. entrance lobby and circulation



8.2 Layout

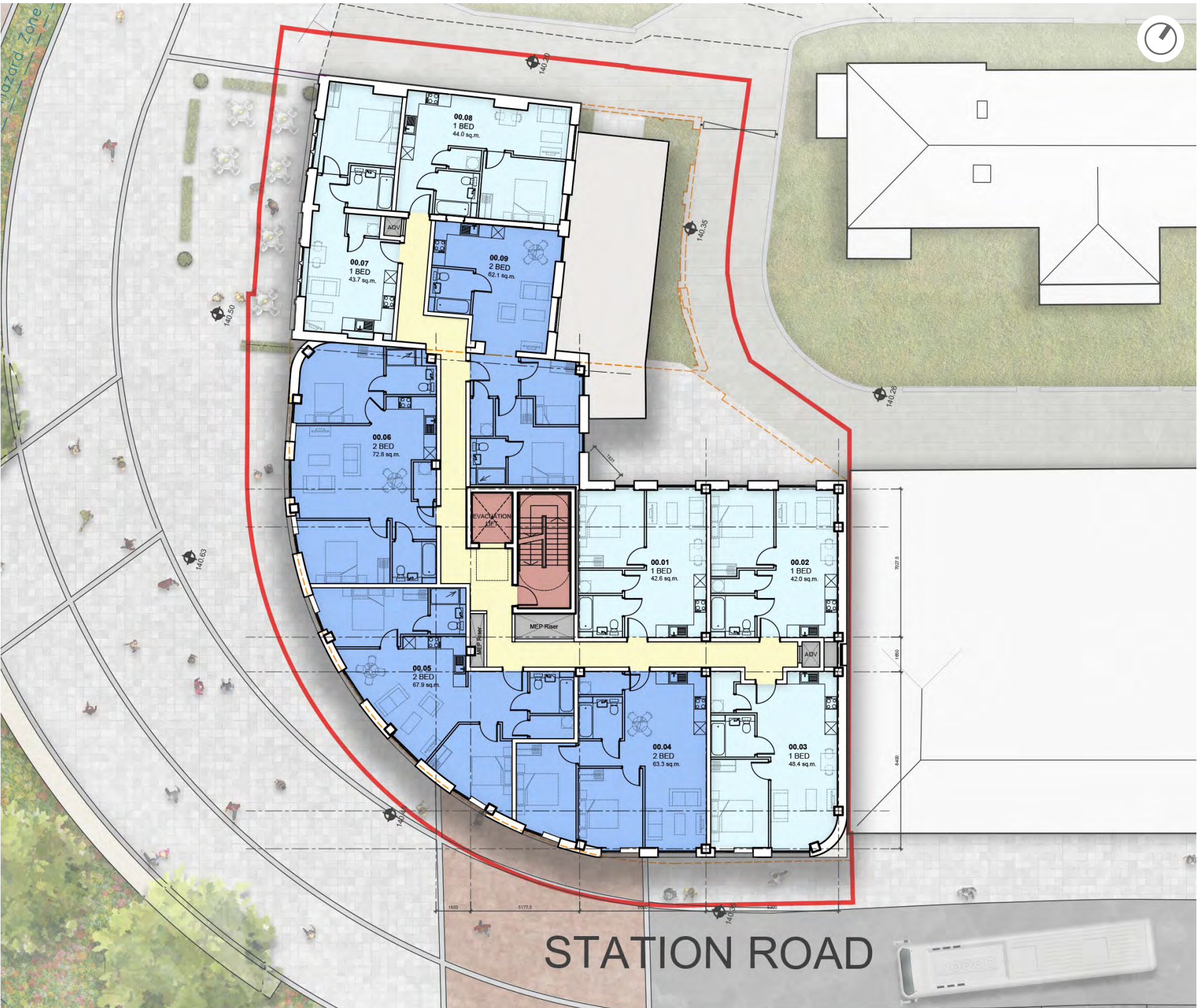
Proposed First Floor Plan

The first floor accommodation comprises five 1 bed apartments and four 2 bed apartments, all located off a central corridor.

The apartments occupy the level of the first floor of the existing building and run through into the proposed building connecting both elements.

Key:

- 1B Apt.
- 2B Apt.



8.3 Layout

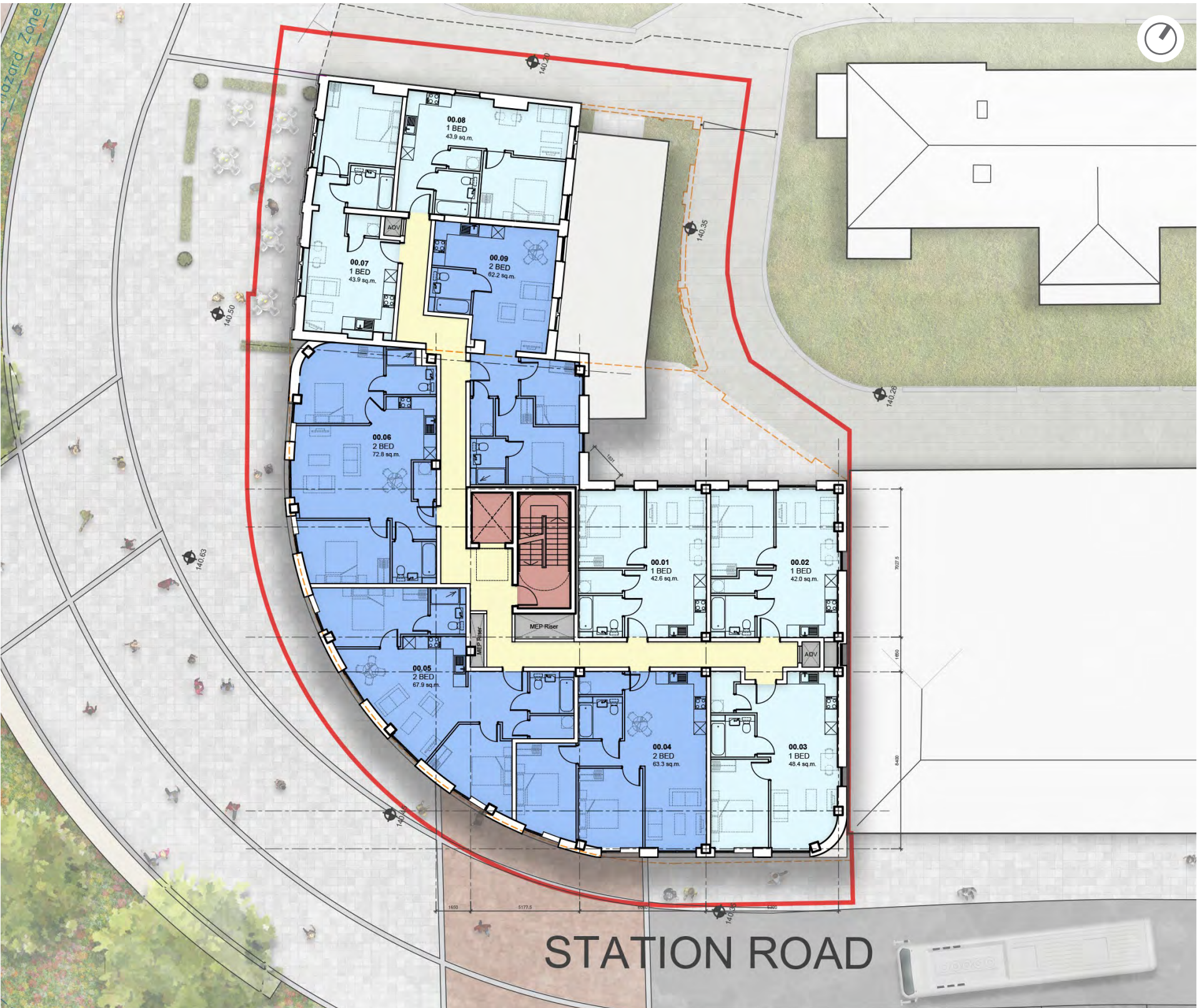
Proposed Second Floor Plan

The second floor layout is almost identical to the first floor, again comprising five 1 bed apartments and four 2 bed apartments, all located off a central corridor.

The only difference at this level is marginal changes to the internal face of the external wall of the existing building. The apartments again occupy the second floor of the existing building and run through into the proposed building connecting both elements.

Key:

- 1B Apt.
- 2B Apt.



8.4 Layout

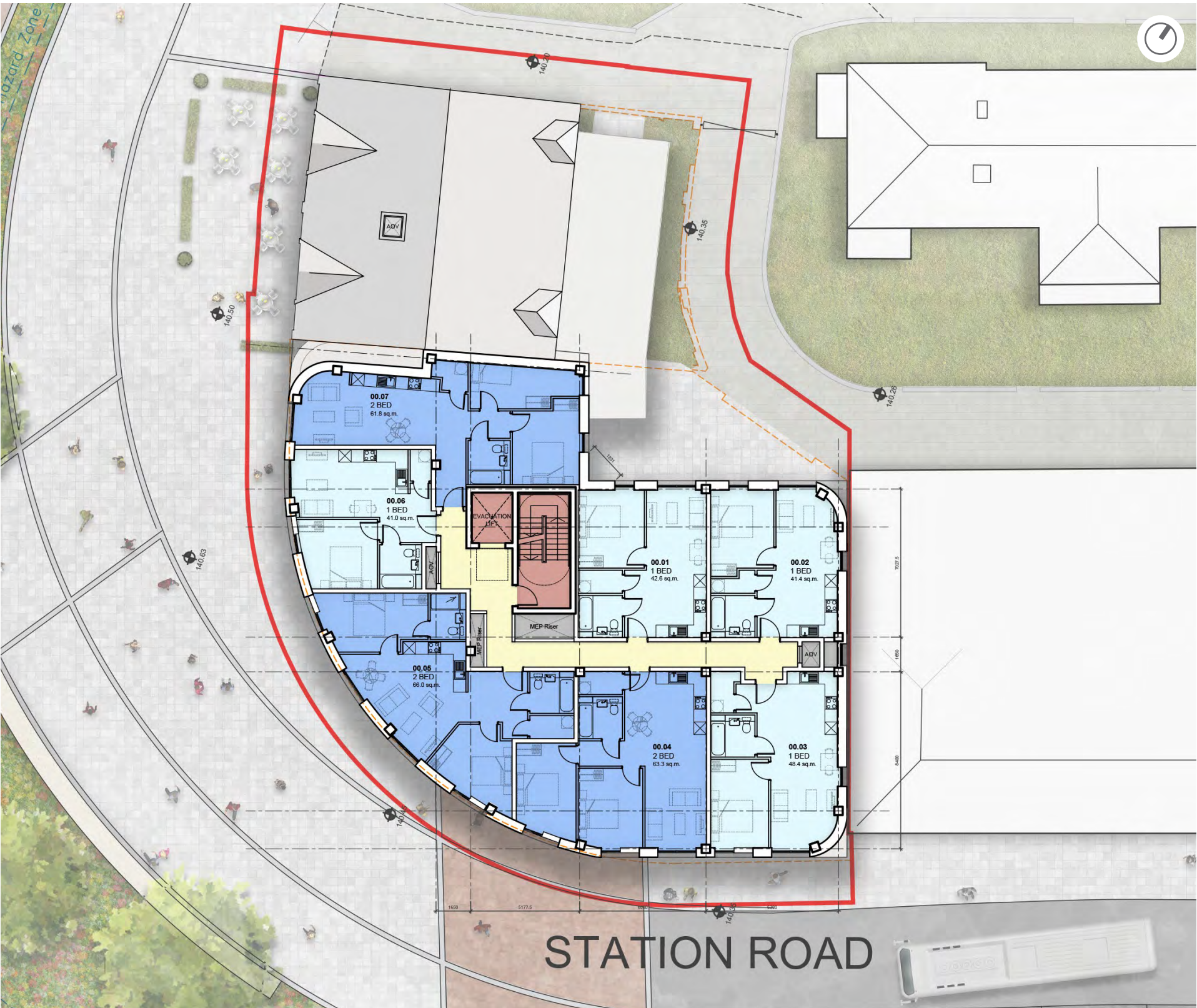
Proposed Third to Fourth Floor Plan

At the third and fourth floor we are above the level of the existing building and hence the footprint is limited to the proposed building, comprising four 1 bed apartments and three 2 bed apartments, all located off a central corridor.

The proposed building footprint steps back from the existing building facing Maclure Road to give a visual separation between the two elements.

Key:

- 1B Apt.
- 2B Apt.



8.5 Layout

Proposed Fifth Floor Plan

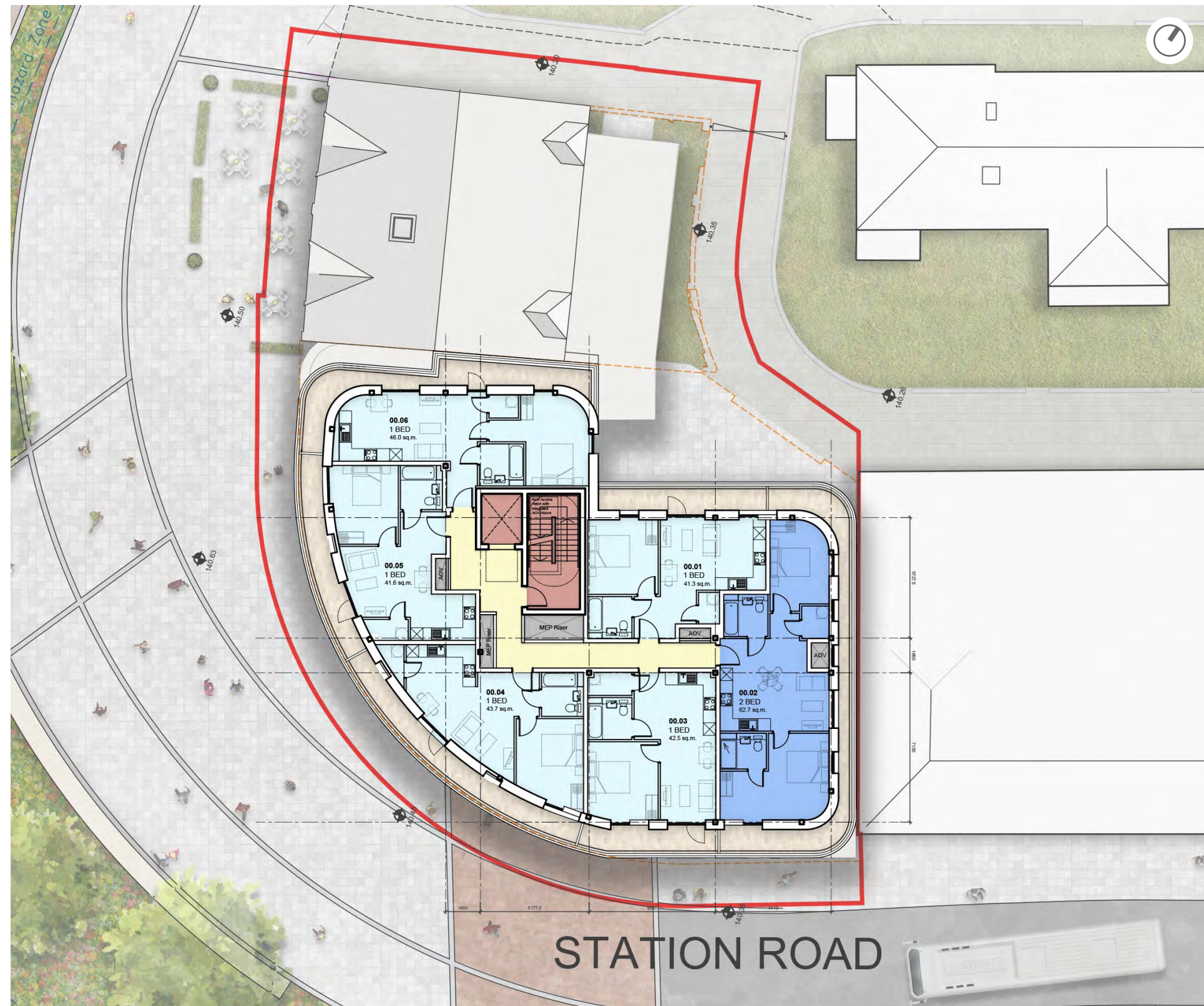
The top floor of accommodation is fully recessed and stepped back from the main facade around the perimeter of the building, but retains the same sweeping curved facade frontage and curved corners as the floors below.

This allows the scale to be broken down visually but also allows for a provision of a small external terrace for each top floor apartment.

The 5th floor accommodation comprises five 1 bed apartments and one 2 bed apartment, all located off a central corridor.

Key:

- 1B Apt.
- 2B Apt.

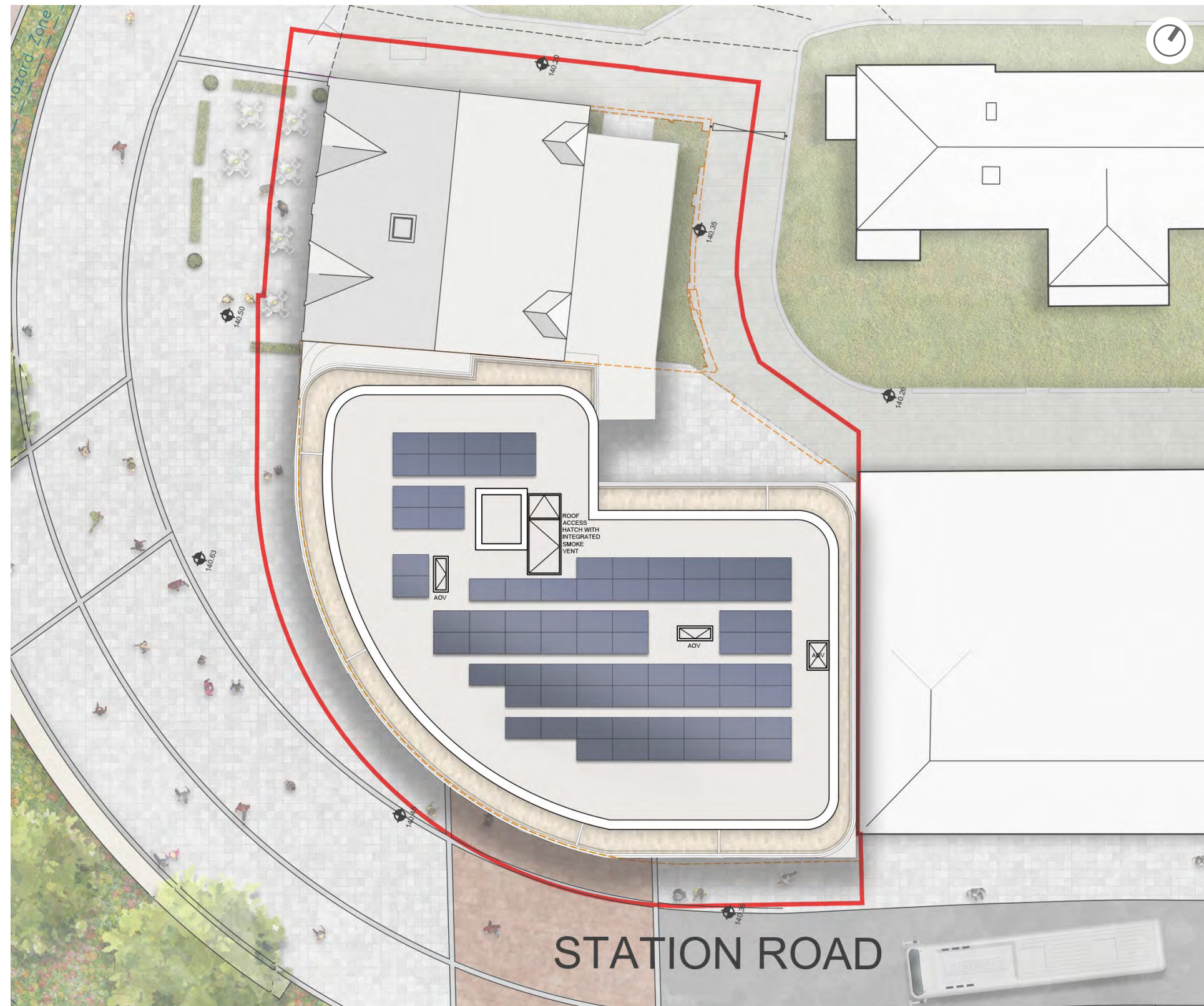


8.6 Layout

Proposed Roof Plan

At this stage the potential provision of rooftop equipment for plant and possible PV is still under discussion and hence is not shown on our plans currently.

Any equipment located on the roof will need to co-ordinate with the rooftop AOVs for the smoke extract system, the access hatch from the stair core, and the lift overrun as illustrated on our roof plan opposite.



9.0 Use and Amount

9.1 Summary of Residential Accommodation

Overview

Floor	1B Apt.	2B Apt.	3B Apt.
Ground	Commercial Units, Entrance & BoH		
1st	5	4	0
2nd	5	4	0
3rd	4	3	0
4th	4	3	0
5th	5	1	0
Subtotal	23	15	0
Mix (%)	61%	39%	0%
Total Units:	<u>38</u>		

9.2 Full Area Schedule

SUMMARY							
LEVEL	1 BED APT	2 BED APT	3 BED APT	RESIDENCES	NIA (sqm)	GIA (sqm)	Ancillary (sqm)
Ground to 5	23	15	0	38	1,980	3,095	563
TOTAL	23	15	0	38	1,980	3,095	563
SQFT					21,312	33,314	6,062
MIX / RATIO	61%	39%	0%				

APARTMENT SCHEDULE						
FLOOR LEVEL	1 BED APT	2 BED APT	3 BED APT	RESIDENCES	NIA (sqm)	GIA (sqm)
0	0	0	0	0	0	642
1	5	4	0	9	487	600
2	5	4	0	9	487	600
3	4	3	0	7	364	450
4	4	3	0	7	364	450
5	5	1	0	6	278	353
TOTAL	23	15	0	38	1,980	3,095
Efficiency	61%	39%				63.97%
Efficiency (Excl. Ancillary & Commercial)						80.72%

GROUND FLOOR	sqm	sqft
Commercial Unit 1	84.1	905.2
Commercial Unit 2	92.0	990.3
Commercial Unit 3	95.7	1030.1
Commercial Unit 4	71.1	765.3
Entrance Lobby	43.2	465.0
Refuse	20.9	225.0
Cycle Store	37.5	403.6
M&E (Tank Room)	74.0	796.5
M&E (2)	31.7	341.2
Sub. Station	13.0	139.5
TOTAL	563.2	6061.8
Gross Internal Area	642.2	6912.1

FIRST FLOOR	1 BED APT	2 BED APT	3 BED APT	RESIDENCES	sqm	sqft
Apartment 01	1				42.5	457.5
Apartment 02	1				42.1	453.2
Apartment 03	1				48.5	522.0
Apartment 04		1			63.2	680.3
Apartment 05		1			67.7	728.7
Apartment 06		1			72.8	783.6
Apartment 07	1				43.7	470.4
Apartment 08	1				44.0	473.6
Apartment 09		1			62.1	668.4
TOTAL	5	4	0	9		
Net Internal Area					486.6	5,237.7
Gross Internal Area					600.0	6,458.3
Efficiency					81.1%	

SECOND FLOOR	1 BED APT	2 BED APT	3 BED APT	RESIDENCES	sqm	sqft
Apartment 01	1				42.5	457.5
Apartment 02	1				42.0	452.1
Apartment 03	1				48.4	521.0
Apartment 04		1			63.3	681.4
Apartment 05		1			67.9	730.9
Apartment 06		1			72.8	783.6
Apartment 07	1				43.9	472.5
Apartment 08	1				43.9	472.5
Apartment 09		1			62.2	669.5
TOTAL	5	4	0	9		
Net Internal Area					486.9	5,240.9
Gross Internal Area					600.3	6,461.6
Efficiency					81.1%	

THIRD - FOURTH	1 BED APT	2 BED APT	3 BED APT	RESIDENCES	sqm	sqft
Apartment 01	1				42.5	457.5
Apartment 02	1				41.4	445.6
Apartment 03	1				48.4	521.0
Apartment 04		1			63.3	681.4
Apartment 05		1			66.0	710.4
Apartment 06	1				41.0	441.3
Apartment 07		1			61.8	665.2
TOTAL	4	3	0	7		
Net Internal Area					364.4	3,922.4
Gross Internal Area					449.8	4,841.7
Efficiency					81.0%	

FIFTH	1 BED APT	2 BED APT	3 BED APT	RESIDENCES	sqm	sqft
Apartment 01	1				41.3	444.9
Apartment 02		1			62.7	675.4
Apartment 03	1				42.5	457.8
Apartment 04	1				43.7	470.8
Apartment 05	1				41.6	447.8
Apartment 06	1				46.0	494.7
TOTAL	5	1	0	6		
Net Internal Area					277.9	2,991.4
Gross Internal Area					353.2	3,802.0
Efficiency					78.7%	

10.0 Scale & Massing

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Maclure Road is a road of varied contrast. The listed St John the Baptist Church rises to 25.2m at its highest point with the cap of the Fire Station Tower at 35.5m. Both buildings have lower levels marked by masonry at 20.8m and 27.4m respectively.

The fire station masonry façade stops at 10.2m and the Chicken Shaq at 10m.

Given the variety of heights from between 10m and 35.5m there is scope and precedent for contrast in scale, particularly given the distance and breathing space between the site and these more significant assets.

The new building, whilst sitting in proximity to these Heritage Assets, is not near or directly relating to them as it marks the end of the street and OUTSIDE of the conservation area.

The site allows a book end to the street and to mark the arrival from the Train Station, in Rochdale Town Centre.

As such we believed the building should relate to these key buildings (the fire station tower and the Roman Catholic Church), but not overwhelm them in height.

As can be seen from the height comparison below, the highest point of the new building sits 5.3m / 1.5 storeys below the Roman Catholic Church and 15.6m/ 5 storeys below the Fire Station tower.

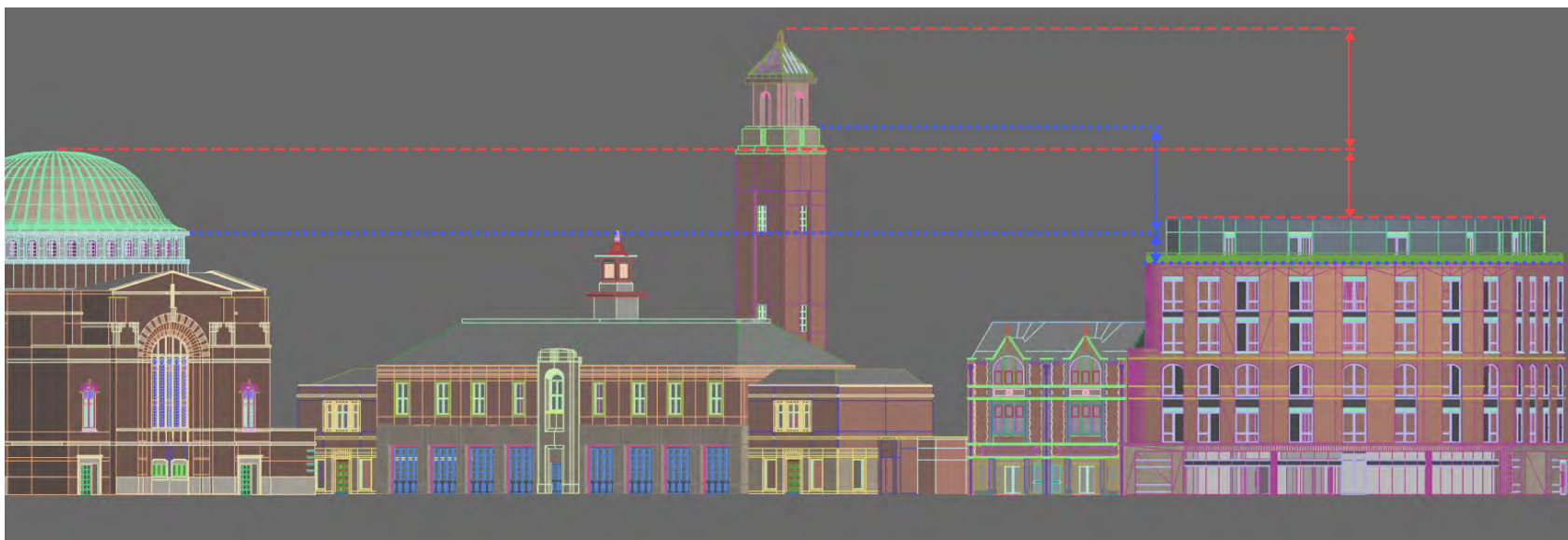
Its masonry element rather than the lightweight floor sits 4.1m below the springing of the roof of the Roman Catholic Church and 10m below that of the brickwork on the Fire Station Tower.

This way it is subservient to them in height but of sufficient scale to mark arrival from the train station.

In addition to height, massing varies. The Roman Catholic Church is a significant mass, as it is a large footprint large scale block. The lower fire station buildings provide broad frontages, and wide blocks, but defines a two/three storey scale façade from a lower linear street line.

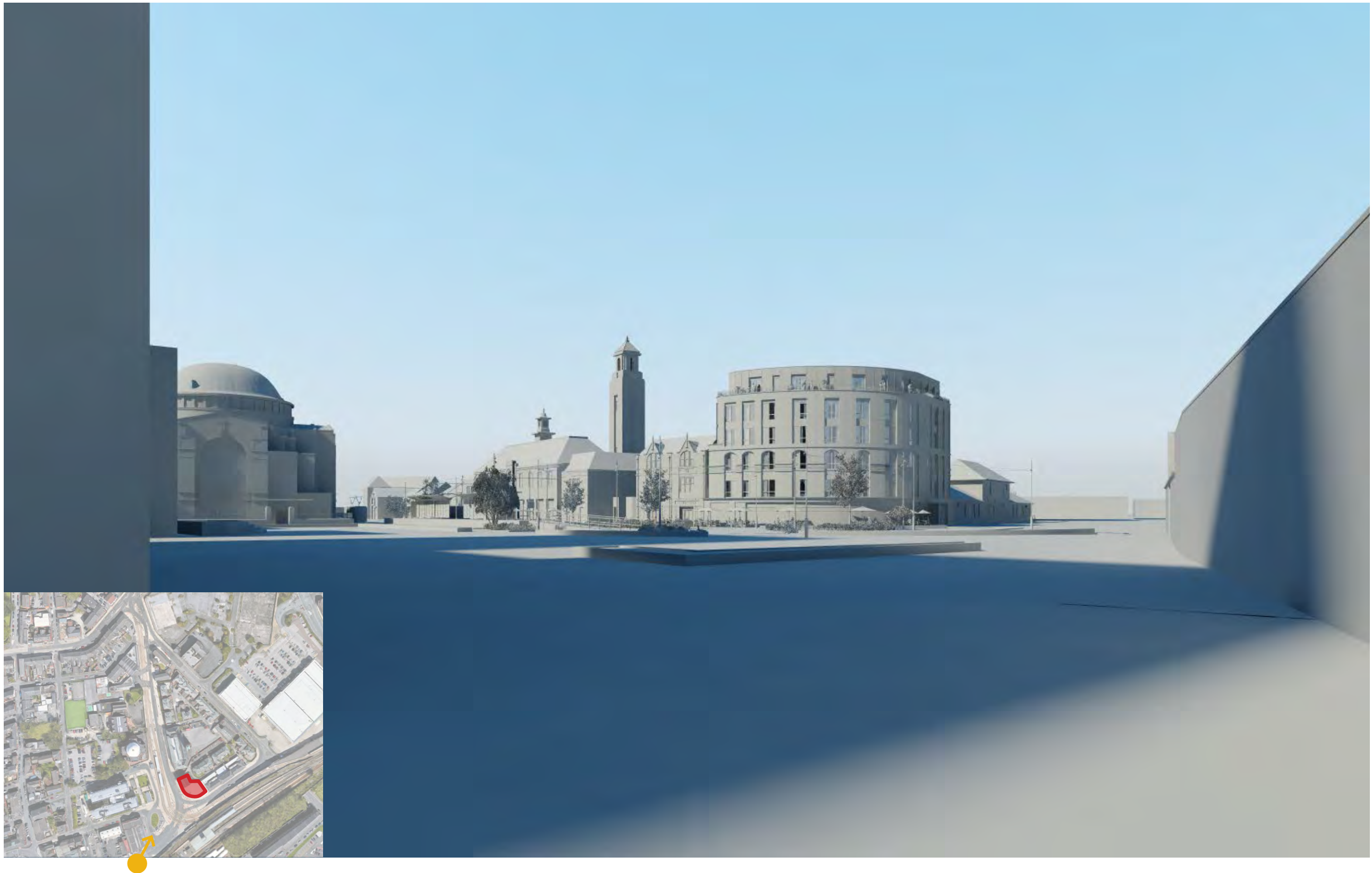
Incorporating the chicken shaq into the scheme, allows us to mimic its lower scale almost as a plinth running across the street, but capped with another two floors which bring its scale up towards the Train Station and onto the new public realm within the square, but not rising high enough to dominate the assets nearby.

The inset of the top floor, and finalization of masonry at this 4th floor, makes the apparent scale read a storey lower than the overall height. This is further reduced by the architectural detailing of two storey window openings, and greater areas of glass to masonry, which reduce the mass, and apparent scale further.



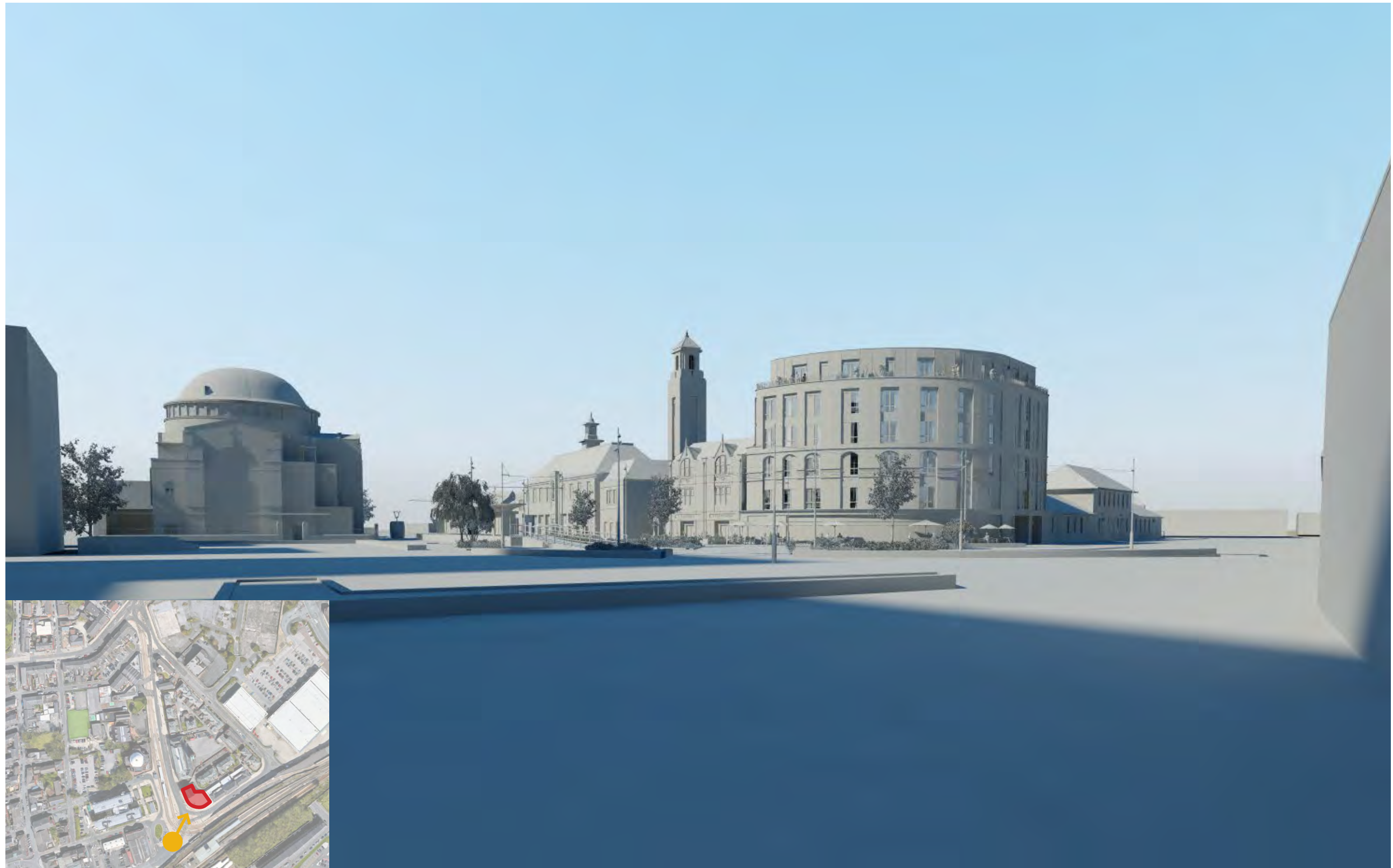
10.2 Scale & Massing - Approach Views

View 01A - Approach From Station Rd (West)



10.2 Scale & Massing - Approach Views

View 01B - Approach From Station Rd (West)



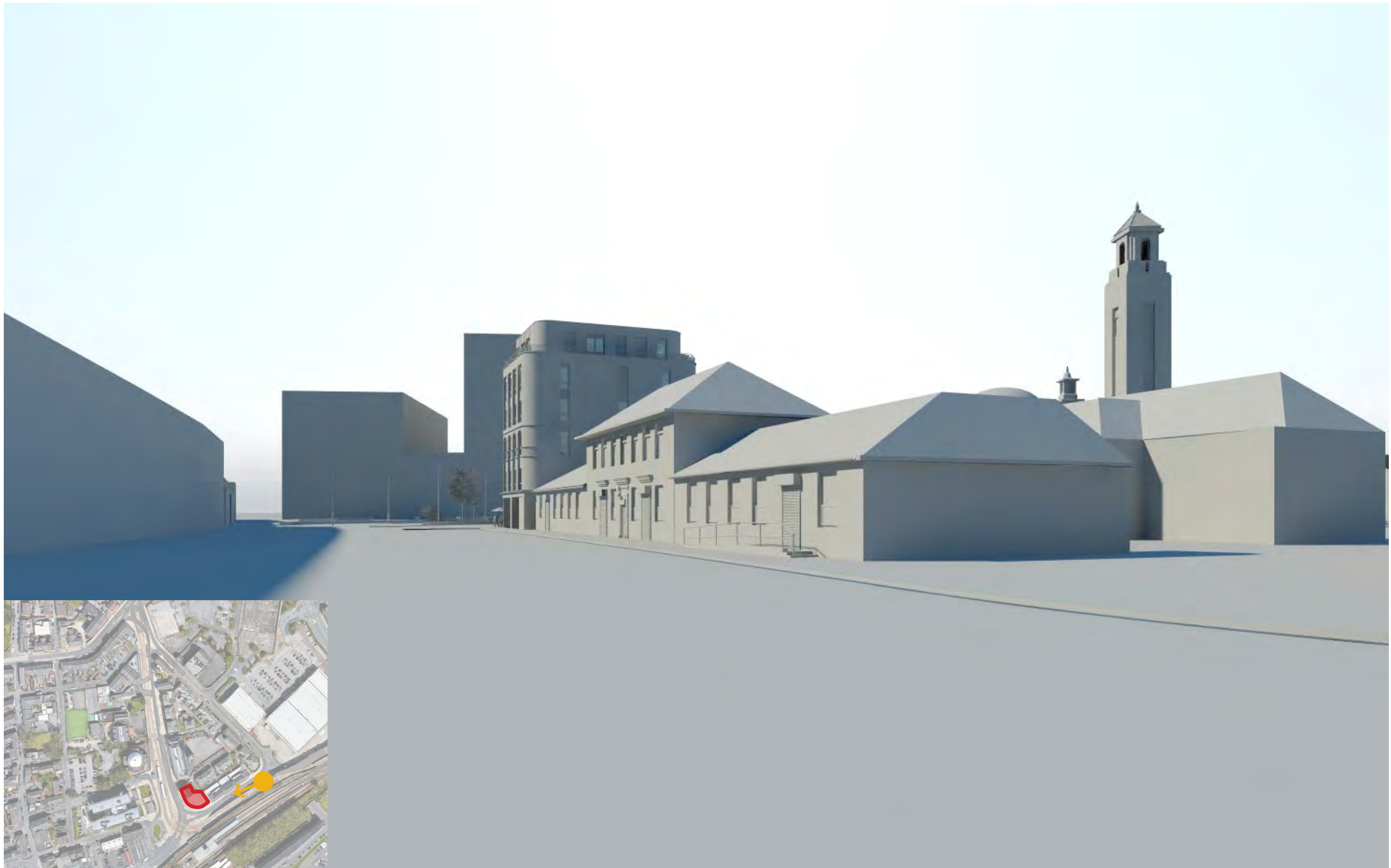
10.2 Scale & Massing - Approach Views

View 02 - View From Station Rd Junction (Looking down Maclure Road)



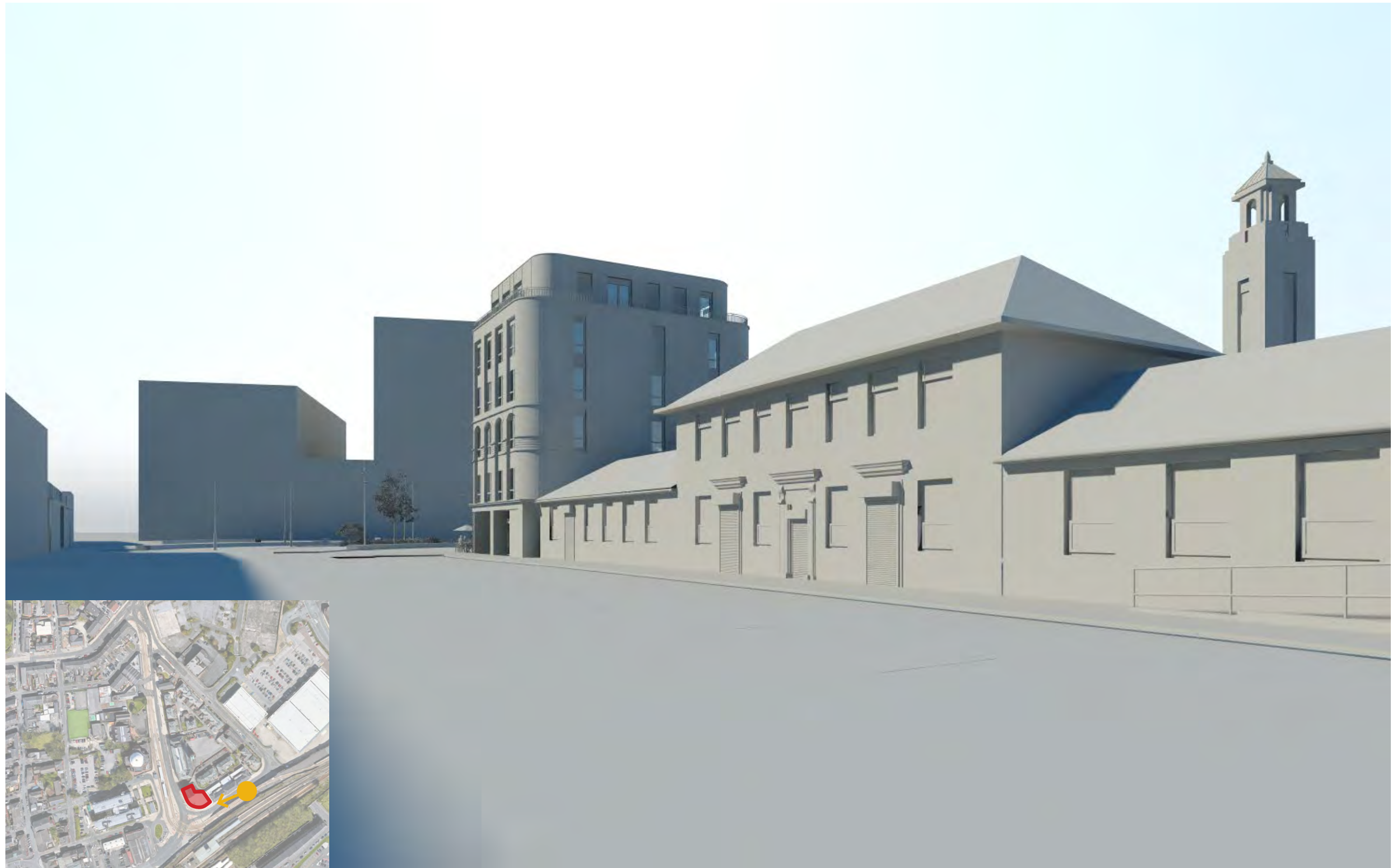
10.2 Scale & Massing - Approach Views

View 03A - Approach From Station Rd (East)



10.2 Scale & Massing - Approach Views

View 03B - Approach From Station Rd (East)



10.2 Scale & Massing - Approach Views

View 04A - Approach From Maclure Rd



10.2 Scale & Massing - Approach Views

View 04B - Approach From Maclure Rd

