



22581

FORMER SARTEX QUILTS & TEXTILES

NORWICH MILL COMPLEX

NORWICH STREET

ROCHDALE

OL11 1LF

**RE-DEVELOPMENT OF THE FORMER WEAVING SHED
MEASURES TO DISCHARGE PLANNING CONDITION 3 (XI)**

&

LISTED BUILDING CONSENT CONDITION 3

STRUCTURAL ENGINEERS REPORT

Brunel House Milnrow Rochdale OL16 3NJ

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INTRODUCTION

- 1.00** To discharge planning condition 3, a Construction Environmental Management Plan, (CEMP) is required to be submitted and approved prior to any part of the development taking place.

Part (xi) of this condition states “measures to ensure that any proposed development or other activity on site will not adversely affect the stability of the adjacent canal and its retaining walls.”

The property has also had Listed Building Consent granted (LBC). Condition 3 of the LBC requires the areas of masonry to be demolished to be identified along with Method statements that will ensure the stability of the retained building fabric.

- 1.02** The property was surveyed by the writer in 2016. A copy of this report is attached in Appendix A.
- 1.03** The property was seriously damaged by fire a number of years ago. An aerial photograph showing the extent of the damage is shown below in photographs clearly labelled.



In the foreground is the Rochdale Canal. The main elevation (painted white) is directly built off the canal wall.

The engine house is the only area where any of the roof still exists.

The main area shows the remnants of the mill area. This had a “North light” roof.

In the upper right of the photograph is a more recent industrial unit. This is currently empty and although this is within the development boundary it is not part of the Listed Building Consent.

This stands at a higher level than the fire damaged mill. The rear boundary of the mill acts as a retaining wall to the higher level. The unit will be demolished as part of the new scheme.

2.00 DESCRIPTION & DISCUSSION

- 2.01** A plan of the site, pre fire, is included in Appendix B. HC-22581-(60)-01. This identifies the development boundary.
- 2.02** On the Eastern boundary is the Rochdale Canal. This is fronted by the remains of an existing brick elevation to the factory office. See Canal Front elevation drawing HC-22581-(60)-02, Appendix B.

For the remainder of the canal frontage, the proposed development will consist of a car park.

- 2.03** The former mill office elevation has remained unchanged and insitu for at least 6 years – see report dated 2016.

There is a nominal area of damaged masonry on the upper right-hand corner when viewed from the canal. See drawing HC-22581-(60)-02 and photographs 1 & 2.

It is proposed to take this down by hand. This will comprise of approximately 9 courses of brick as identified on the attached drawing, HC-22581-(60)-02.

The elevation is self-standing and is not connected to any internal structure. During the demolition / clearance, the elevation will remain untouched and will not have any affect on the canal. Following the site clearance, it would be prudent to introduce a nominal internal restraint scaffold.

- 2.04** The condition of the remaining section of the canal wall within the proposed development is difficult to inspect.

A visual survey of the land behind the wall was undertaken.

This was also hampered by storage containers and parked trailers.

In the visible area it was noted that there were signs of distress.

Given that the area will ultimately be designated as a car park, the proposed surcharge load will be less than that already in existence.

Excavations behind this wall, needed to facilitate the car park surface construction should be limited to approximately 600mm deep. This will not adversely affect the canal wall. Nominal remedial work to the coping and head of the canal wall may be necessary. This will be kept to a minimum.

- 2.05** On the return elevation of the former offices the elevation requires no further demolition. This elevation is free standing and would benefit from, a restraint scaffold following the site clearance.

2.06 The remaining elevations fronting the Rochdale Canal including that of the engine house, are considered to be of sufficient robustness to remain insitu following the site clearance. No additional support will be required.

2.07 On the side elevation (South), of the engine house, there is a failure of the brick arched window head, see photographs 3 & 4.

This will need to be supported before any demolition takes place. This can be in the form of a blockwork infill built off the existing window cill.

2.08 The roof structure to the Engine house is in a poor condition and will need to be removed.

It is considered that slates and timber above the bottom boom of the King Post trusses that form the roof structure will need to be carefully removed.

This will require a Method Statement from the demolition contractor.

The large bottom of each truss should remain insitu to offer lateral restraint to the walls. Photograph 5.

2.09 The wall to the access way requires taking down to at least window cill height.

The wall leans out towards the access way. It was formerly tied with pattresses. Following the removal of the internal lateral support after the fire the wall has continued to lean out.

The shelter above the external steps will also need to be removed. Photograph 6.

2.10 Within the site there is a retaining wall that supports the high-level land that fronts Norwich Street. This formed the rear wall of the weaving shed and consequently extends above the retaining wall. There is damage to the part of the wall above the retained height, see aerial photograph. This will need to be carefully taken down to the retained level. No further action is required beyond this.

2.11 The retaining wall to the Durham Street elevation is deemed to be satisfactory. The wall extends above Durham Street forming a boundary wall to the site. It is thought that the height of the wall as existing coincided with the valley and boundary gutter level of the North light roof.

This wall can remain. There should be no reason to interfere with this wall. The slight outward lean of the wall can be restrained as part of the development. Photographs 8 & 9. This does not require any attention at this time.

Beyond the Durham Street bridge, the elevation becomes exposed as a two storey elevation, photographs 10 & 11. The upper section of this wall will require careful demolition, see photograph 10 and drawing HC-22581-(60)-02.

- 2.12** Internally within the main weaving shed the clearance operation is simple. Removal of the remnants of the North light roof structure, including the columns can be undertaken without any detriment to the remaining walls.

Any steel elements still built into any walls must be cut. The wall should, at this stage, remain undisturbed.

- 2.13** The wall at the rear of the engine house and the former offices will need to be removed. This will be raked back where it abuts the adjacent office walls. See drawing HC-22581-(60)-02.

3.00 SUMMARY

- 3.01 The property has clearly been severely damaged by the fire and by the subsequent year of this being open to the elements.
- 3.02 The development, including the demolition, will have no significant effect on the canal wall. The short length of the office elevation will remain and will be integrated into the proposed development after beams are made good.
- 3.03 The development will not affect the Durham Street elevation.

SIGNED... *P. Healey*.....

PAUL MICHAEL HEALEY
BSc (Hons) C.Eng M.I. Struct.E. M.a.P.S.

DATED:...7th November 2022



Photograph 1



Photograph 2



Photograph 3



Photograph 4



Photograph 5



Photograph 6



Photograph 7



Photograph 8



Photograph 9



Photograph 10



Photograph 11

APPENDIX A
STRUCTURAL REPORT DATED 2016.



15235 Former Sartex Mill, Norwich Street, Rochdale
May 2016

Brunel House Milnrow Rochdale OL16 3NJ

t: 01706 343961 e: office@healeyconsulting.co.uk

REPORT ON STRUCTURE

CONTENTS

1.00 INTRODUCTION

2.00 DESCRIPTION

3.00 DISCUSSION

4.00 CONCLUSIONS & RECOMMENDATIONS

5.00 EXCLUSIONS

1.00 INTRODUCTION

- 1.01** We were requested via Mr P Bolton of Bolton Marshall to carry out a survey and to provide a report on the structure of the property known as the former Sartex Mill; Norwich Street, Rochdale.
- 1.02** The purpose of the report was to assess the structural stability of the property following a fire. Recommendations are given relative to the remaining structure.
- 1.03** For the purposes of this report all references to left, right, front and rear should be taken as viewing the property from the canal / yard.
- 1.04** This report has been carried out on a purely visual basis. We have not inspected parts of the property which are covered, unexposed or inaccessible.

The report does not purport to express an opinion about or to advise upon the condition of any uninspected parts, and should not be taken as making any implied representation or statement about such parts.

We have not inspected nor tested the drains. Other services have been made safe. We are therefore not in a position to advise upon any defects or availability.

- 1.05** This report has been carried out for guidance of the person named overleaf and where recommendations are made these should not be used as a specification for carrying out the works.
- 1.06** This report has been carried out for the person named overleaf to be used in connection with their purchase, selling or repair of the property and should not be copied or sold to any other persons without the agreement of Healey Consulting.

This report remains the property of Healey Consulting and is copyright

2.00 DESCRIPTION

- 2.01** The site is bounded by the Rochdale Canal on the East, Durham Street on the Northern boundary and Norwich Street on the Western edge. To the South is a further built mill of three storey proportions and an access road. See photograph No 1.
- 2.02** The site falls from West to East, i.e. from Norwich Street towards the canal. Durham Street to the North, the Sartex outlet shop on Norwich Street and the access road partially retain the adjacent land.
- 2.03** On the front left hand corner is the remains of the engine house and an associated two storey section of unknown previous use. See photographs 2, 3 & 4.
- 2.04** To the right of this is a link section that appears to have been a single storey section linking the engine house to the mill – see photograph No 5.
- 2.05** The front section of the mill and the return elevation shown in photograph No 5 is of solid brick construction and is currently unrestrained for its full two storey height.
- 2.06** The mill beyond has been reduced to cast iron columns, photograph No 6, that formerly supported wrought iron valley beams as part of a north light roof structure. None of the roof remains – photographs 6, 8 & 9 are typical.
- 2.07** The left hand boundary wall remains and is photographed in photographs 10 & 11. This retains part of the access road as one approaches Norwich Street.
- 2.08** The right hand return elevation is visible from Durham Street. This steps down to a parapet wall which ultimately runs along Durham Street and forms a boundary at the back of the footpath. Durham Street is retained in part, by this elevation. See photograph 12.
- 2.09** The rear elevation abuts a relatively new structure currently serving as the Sartex Factory Outlet Shop.

The rear wall retains the ground beneath the Outlet.

3.00 **DISCUSSION**

3.01 The mill has been extensively damaged by fire.

The walls to the engine house, due to its robust rectangular shape, have generally survived the fire with no serious damage to the external elevations.

On the internal elevations the roof to the adjacent link has been completely destroyed leaving simple steel beams spanning between the engine house and the return elevation of the office wall. Photographs 13 & 14 are typical.

These beams have buckled and would need replacing if this was to be re-instated.

3.02 The office elevations also remain standing. The walls are deemed technically unstable as they are now unrestrained. However they have stood in this condition for a considerable time and will do so for a while longer.

Deterioration is however inevitable and ultimately collapse will occur.

3.03 The left hand boundary wall suffers from significant bulging and was previously tied by tie bars and patresses – photographs 15, 16 & 17.

The fire has destroyed the tie bars and released the tension allowing the patress to move outwards – photographs 16 & 17. Subsequent bulging of the wall has made the wall unstable. The wall should be taken down and rebuilt or extensive local building and tying to any new structure will be required.

3.04 The right hand side and rear elevation are generally satisfactory and could remain and become part of a new structure.

3.05 The roof throughout has been destroyed and would require complete replacement.

3.06 The ground floor slab was surfaced with an asphalt which is badly crazed – photograph 18. The floor finish is beyond salvage and it is highly likely that the ground floor slab would require at least overlaying.

4.00 CONCLUSIONS & RECOMMENDATIONS

- 4.01** The property is, in our opinion, economically beyond salvage.

In theory the engine house could be repaired and the brick built office section of the mill could be salvaged if early action is taken.

The office elevations to the front and two sides are generally plumb and would remain stable if restrained by a new structure.

The office floor and roof require total replacement.

- 4.02** The mill is generally beyond salvage. The remaining cast iron columns could be reused but most valley beams and all the north light trusses have been lost to the fire.

- 4.03** The extensive left hand side elevation would require rebuilding, ideally in its entirety.

However a local rebuilding approach could be undertaken. The latter would require extensive tying to the new structure to maintain stability. The section that retains the access should remain.

- 4.04** All timbers buried within the masonry or used as lintels, purlins etc, will require total replacement. Photographs 19 & 20 are typical.

- 4.05** The ground floor slab should be considered for replacement or overlaying.

- 4.06** The roof to the engine house requires total replacement – photographs 21 & 22.

- 4.07** The rear elevation – photograph 23, can generally remain as existing. Local careful removal of embedded steels will be required. This applies to all remaining elevations.

- 4.08** In summary, we feel that structurally this building should be demolished in its entirety.

There is no structural merit in keeping any of the elevations with the exception of the boundary wall to Durham Street, the retaining wall to the rear that forms the boundary with the Outlet Shop and the retaining section adjacent to the access road.

All other elements of the mill, with the exception of the cast iron columns have perished.

5.00 EXCLUSIONS

Please note the following exclusions to our report.

Please satisfy yourself that condition of the items excluded are known prior to purchase.

We do not cover:

- Electric Services
- Gas Services
- Water Services
- Rain Water Goods
- Drainage.
- Damp & timbers.
- Roof Finishes
- Windows – unless structural, e.g. bay windows where structural mullions are present.
- External areas – e.g. garden retaining walls unless they appear to offer support to the building or we are specifically requested to do so.
- Cost Estimates for remedial works.
- For any works carried out to or adjacent to a party wall, the client is advised to seek legal advice with regards to The Party Wall etc Act 1996, and to appoint the services of a qualified Party Wall Surveyor.
- Asbestos.

SIGNED.....P. Healey.....

PAUL MICHAEL HEALEY
BSc (Hons) C.Eng M.I. Struct.E. M.a.P.S.

DATED.....4TH MAY 2016.....



Photograph 1



Photograph 2



Photograph 3



Photograph 4



Photograph 5



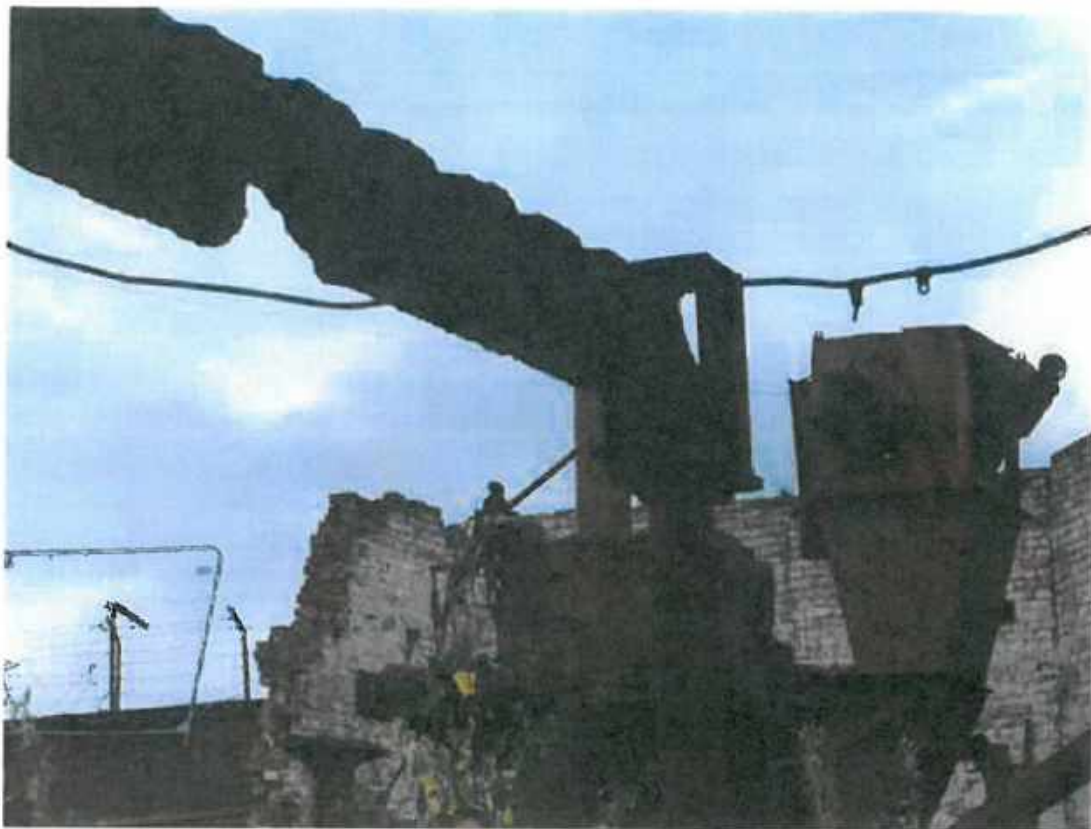
Photograph 6



Photograph 7



Photograph 8



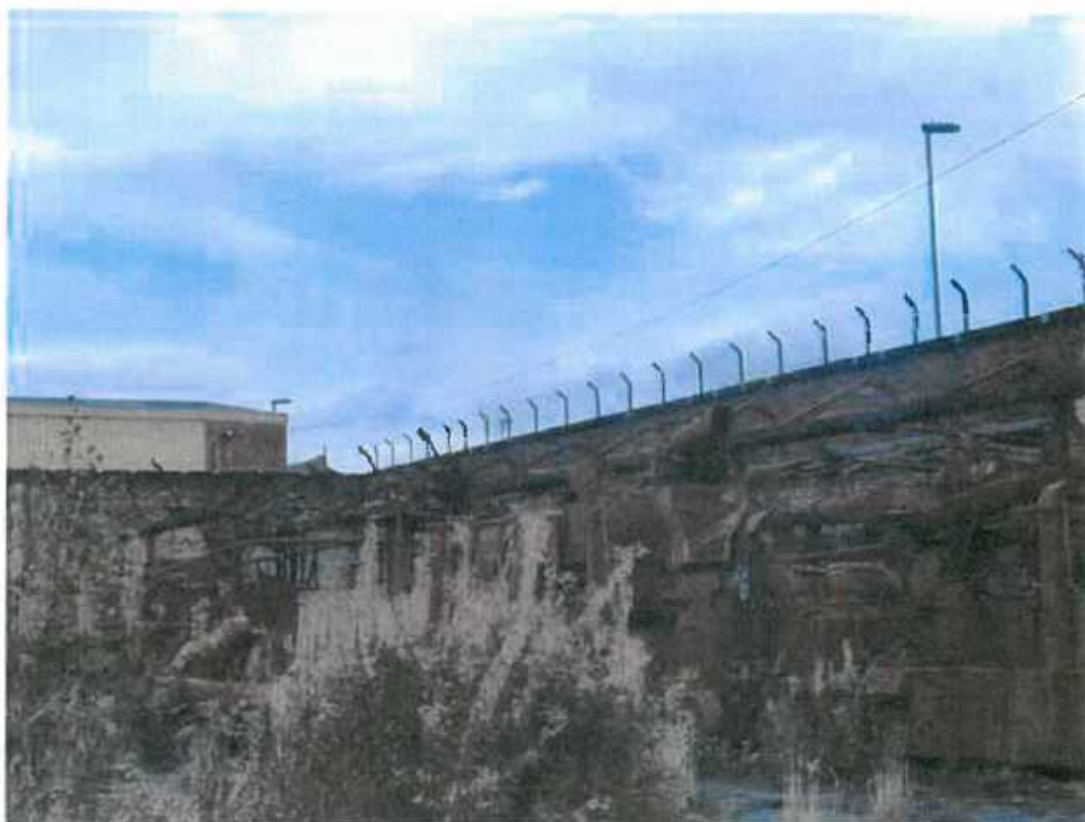
Photograph 9



Photograph 10



Photograph 11



Photograph 12



Photograph 13



Photograph 14



Photograph 15



Photograph 16



Photograph 17



Photograph 18



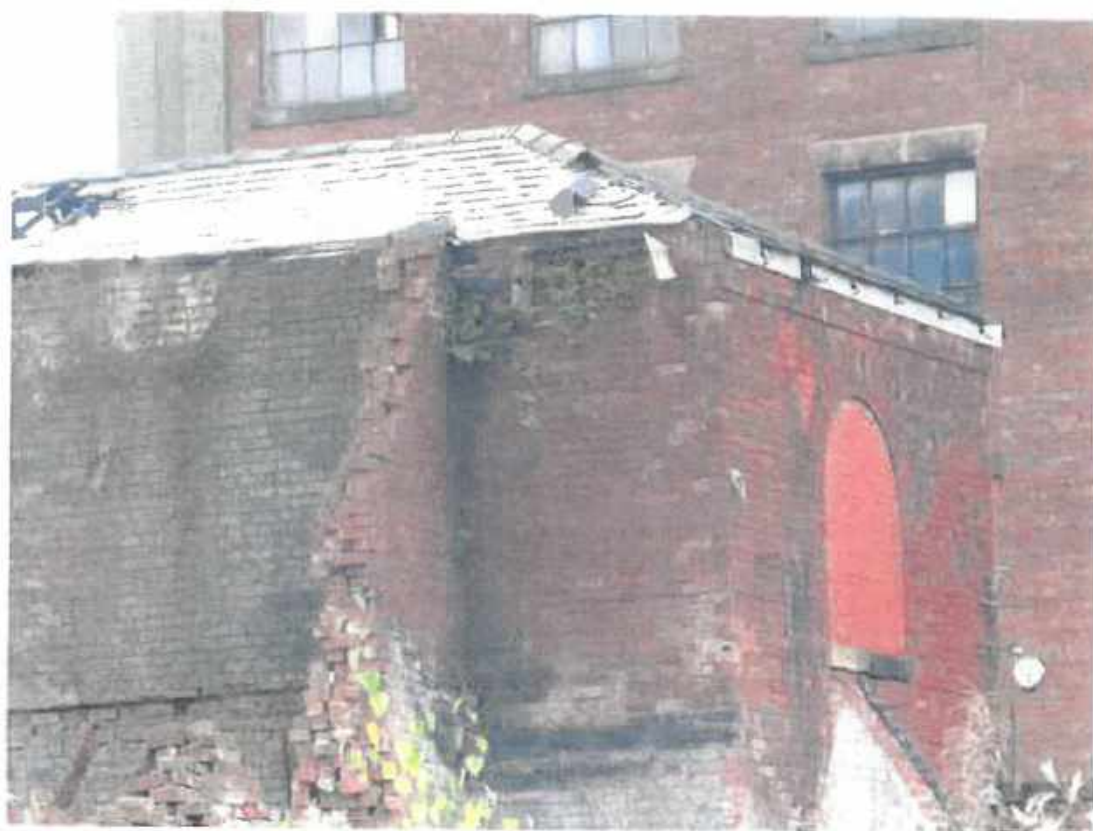
Photograph 19



Photograph 20



Photograph 21



Photograph 22



Photograph 23



Photograph 24



Photograph 25



Photograph 26



Photograph 27



Photograph 28



Photograph 29



Photograph 30



Photograph 31



Photograph 32



Photograph 33



Photograph 34



Photograph 35



Photograph 36



Photograph 37



Photograph 38



Photograph 39



Photograph 40

APPENDIX B
PRE FIRE SITE PLAN

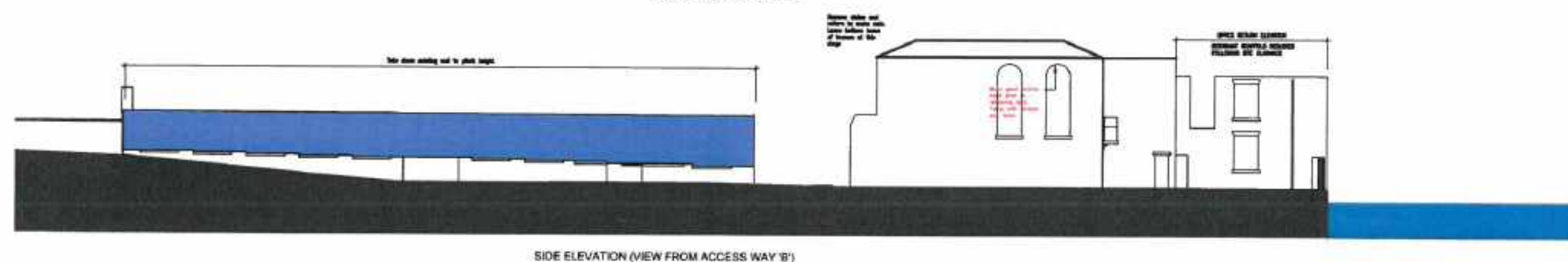
DO NOT SCALE FROM THIS DRAWING. USE GIVEN DIMENSIONS ONLY.
ALL DIMENSIONS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR.
ANY DIMENSIONAL DISCREPANCIES TO BE REPORTED BACK TO HEALEY
CONSULTING PRIOR TO PROCEEDING WITH CONSTRUCTION



REV	DATE	BY	DETAILS OF REVISION
ARCHITECT / CLIENT			
SARTEX QUILTS AND TEXTILES			
PROJECT			
REDEVELOPMENT OF THE FORMER WEAVING SHED NORWICH MILL COMPLEX, ROCHDALE, OL11 1JZ			
TITLE			DRAWN BY
SITE PLAN PRIOR TO FIRE			PMH
			DATE
			SCALE
			1:200
DRAWING NO.			REVISION
HC-22852-(60)-01			
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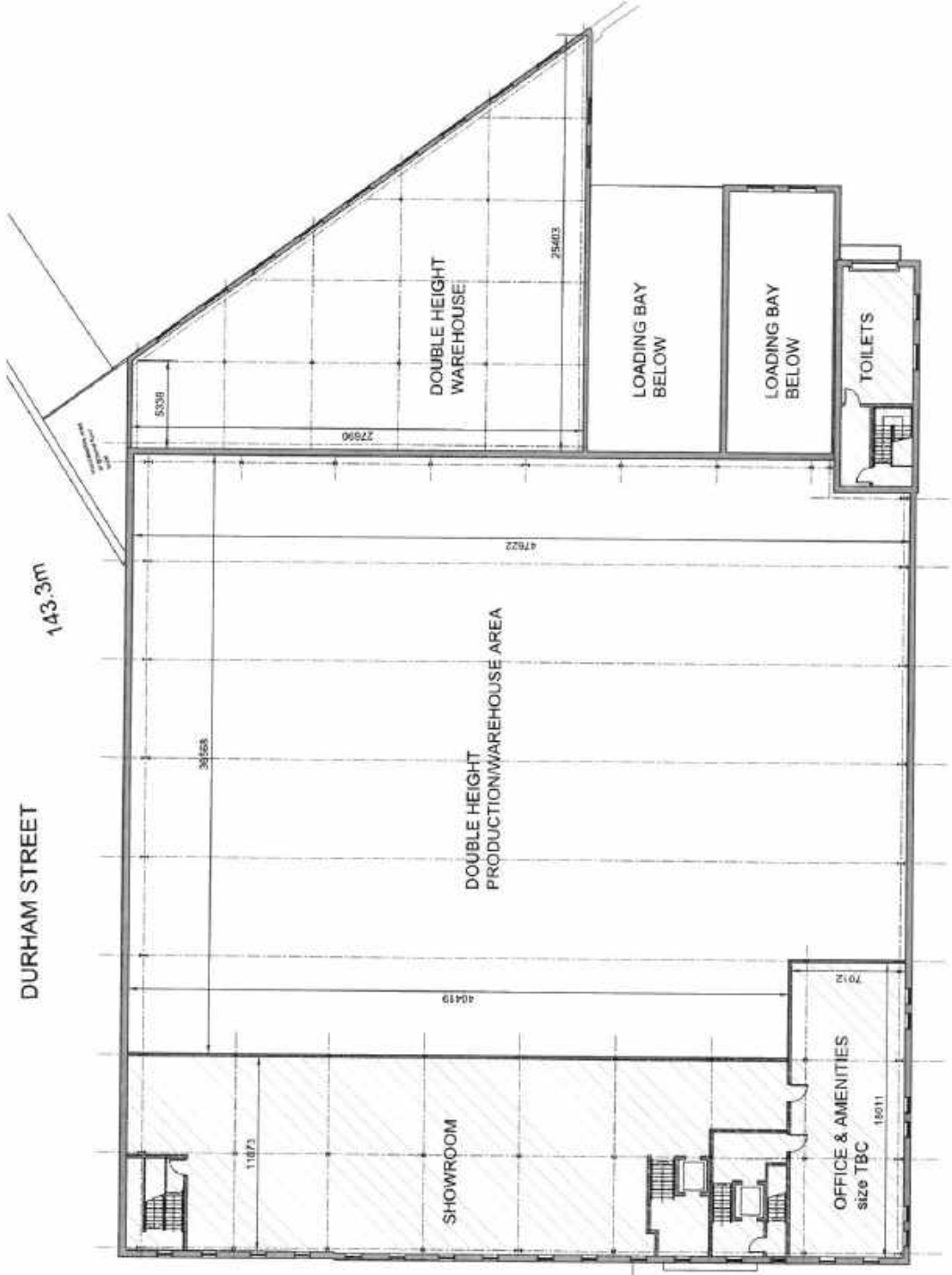
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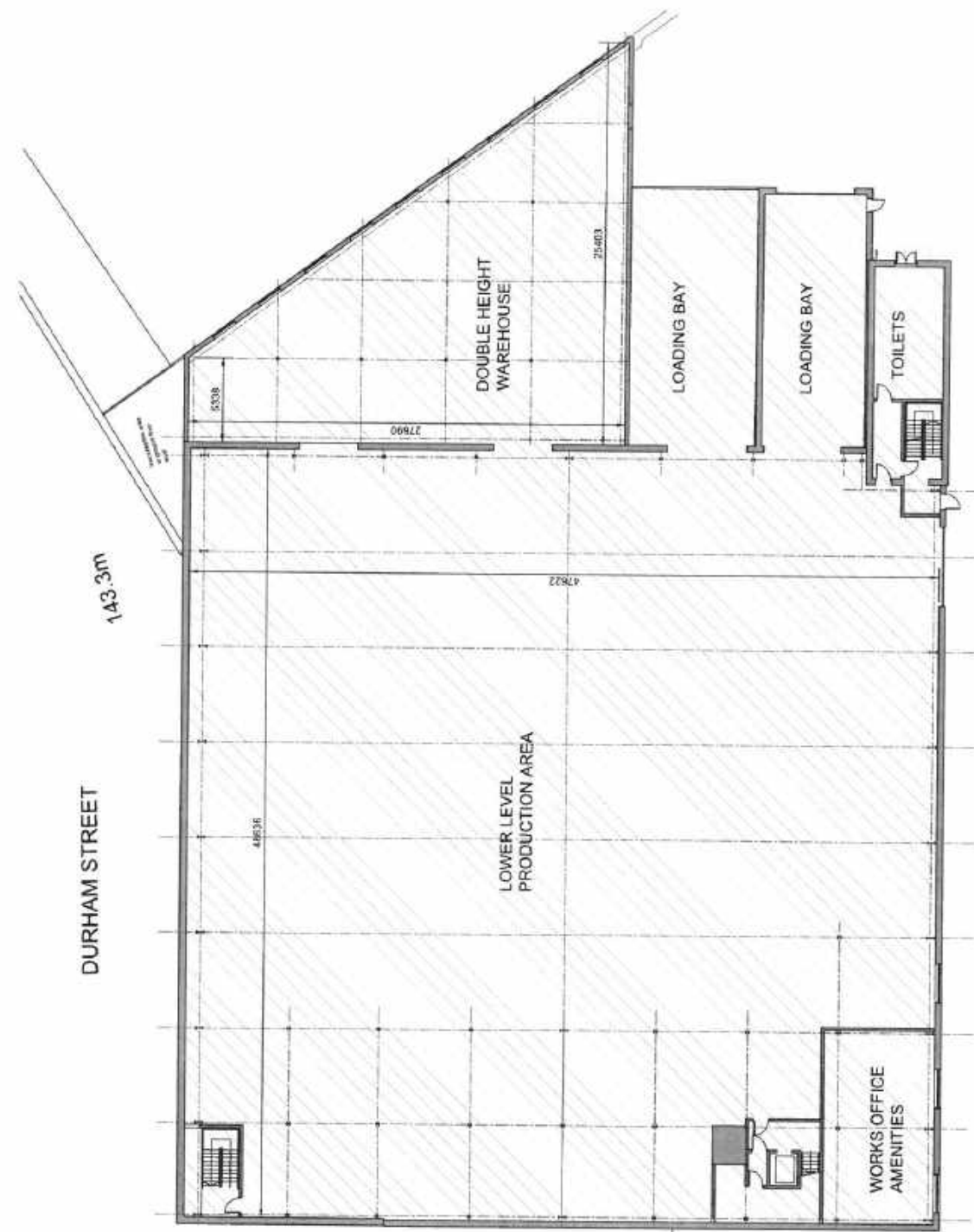
REV	DATE	BY	DETAILS OF REVISION		
ARCHITECT / CLIENT SARTEX QUILTS AND TEXTILES					
PROJECT REDEVELOPMENT OF THE FORMER WEAVING SHED NORWICH MILL COMPLEX, ROCHDALE, OL11 1J					
TITLE SITE PLAN AND ELEVATIONS INDICATION AREAS IN NEED OF ATTENTION DURING SITE CLEARANCE				DRAWN BY: PMH DATE SCALE 1:200 @ REVISION	
DRAWING NO. HC-22852-(60)-02					
HEALEY CONSULTING Brunel House 63 Dale Street Milton Rochdale OL16 3NJ Tel: 01706 343861 Fax: 01706 343881 email: office@healeyconsulting.co.uk copyright: Healey Consulting structural engineering consultants					

APPENDIX C
APPROVED PLANNING DRAWINGS.

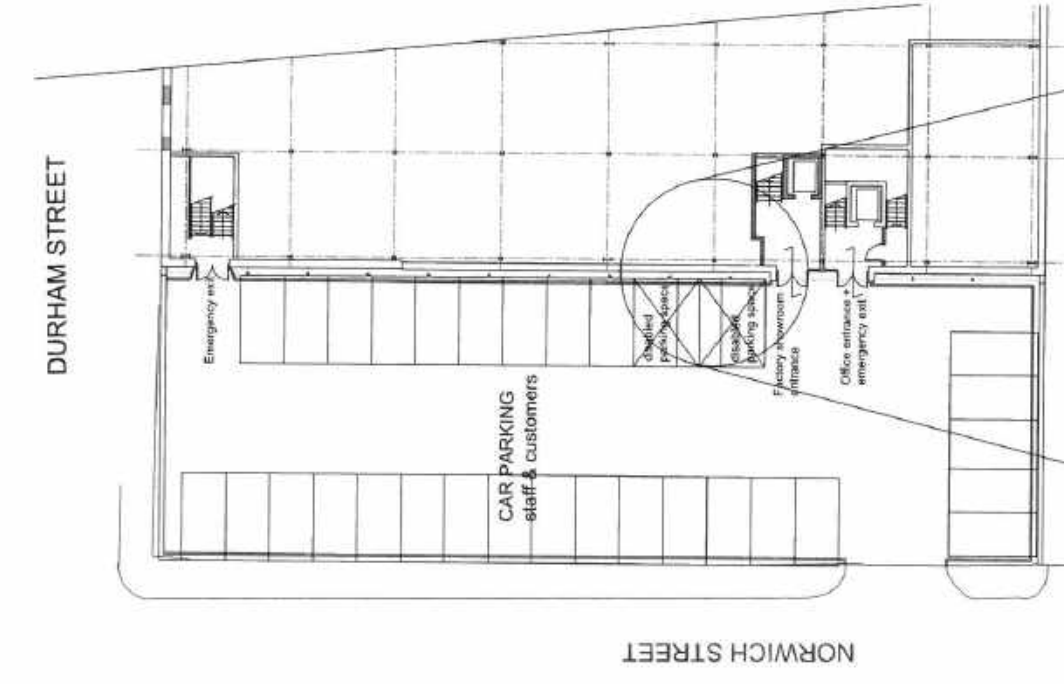




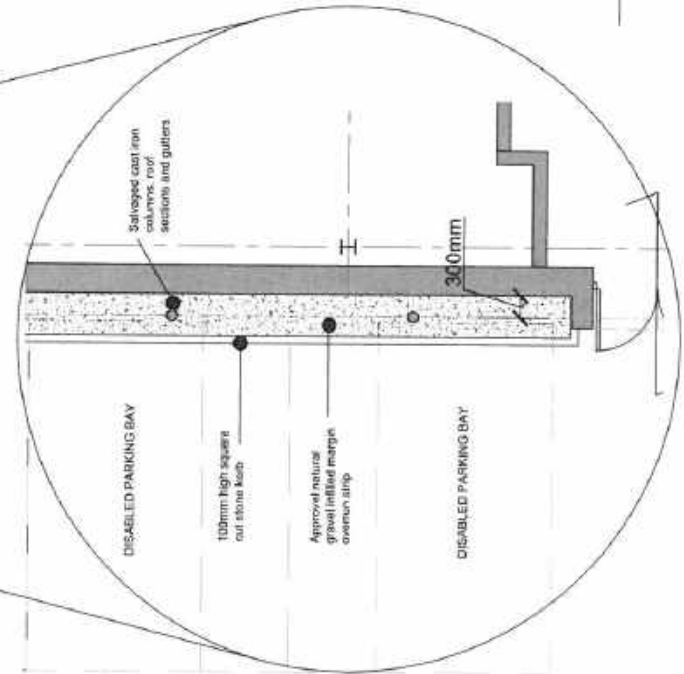
Upper floor plan



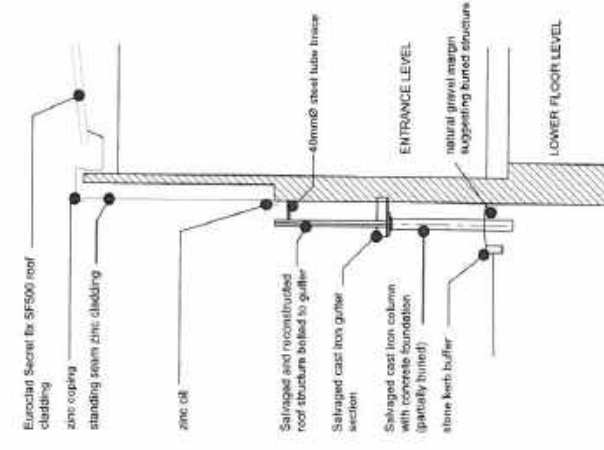
Lower floor plan at Canal level



Mezzanine floor & car park plan at Norwich Street Level



Detail on cast iron column installation on car park scale 1:50



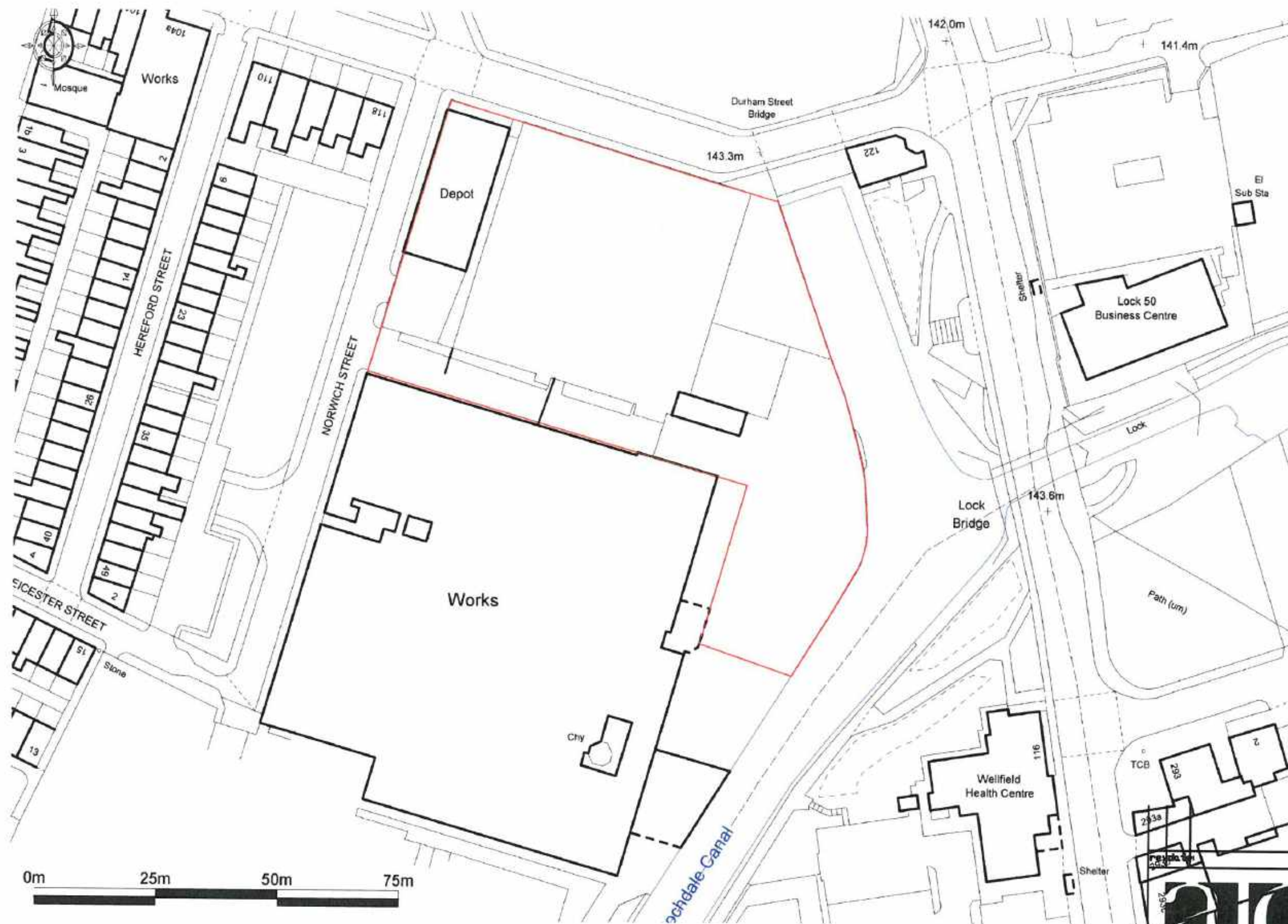
Section through cast iron columns installation on car park - scale 1:50




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Project:	Proposed redevelopment Crossfield Mill, Norwich Street Rochdale	scale: 1-200@A1 UNO
Client:	Sartex	date: June 2019
	Proposed floor plans	drawn: AJC
		Dwg. Nr. S450-005 revC



Location Plan



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Project:
Proposed redevelopment
Crossfield Mill, Norwich Street
Rochdale

scale: 1-1250@A4
date: June 2019
drawn: AJC

Location Plan

Client: Sartex

Dwg. Nr. S450-004revA

NORWICH STREET

118

DURHAM STREET

143.3m

PH

OLDHAM ROAD

New industrial unit

Existing canal frontage
buildings renovated as
original externally

CAR PARKING
staff & customers

Loading area

Lock
Bridge

Electronic security gates

ACCESS ROAD

25m turning area

NORWICH STREET MILL
4 STOREY MILL

Proposed Site Plan

Works



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Project:
Proposed redevelopment
Crossfield Mill, Norwich Street
Rochdale

Site Plan

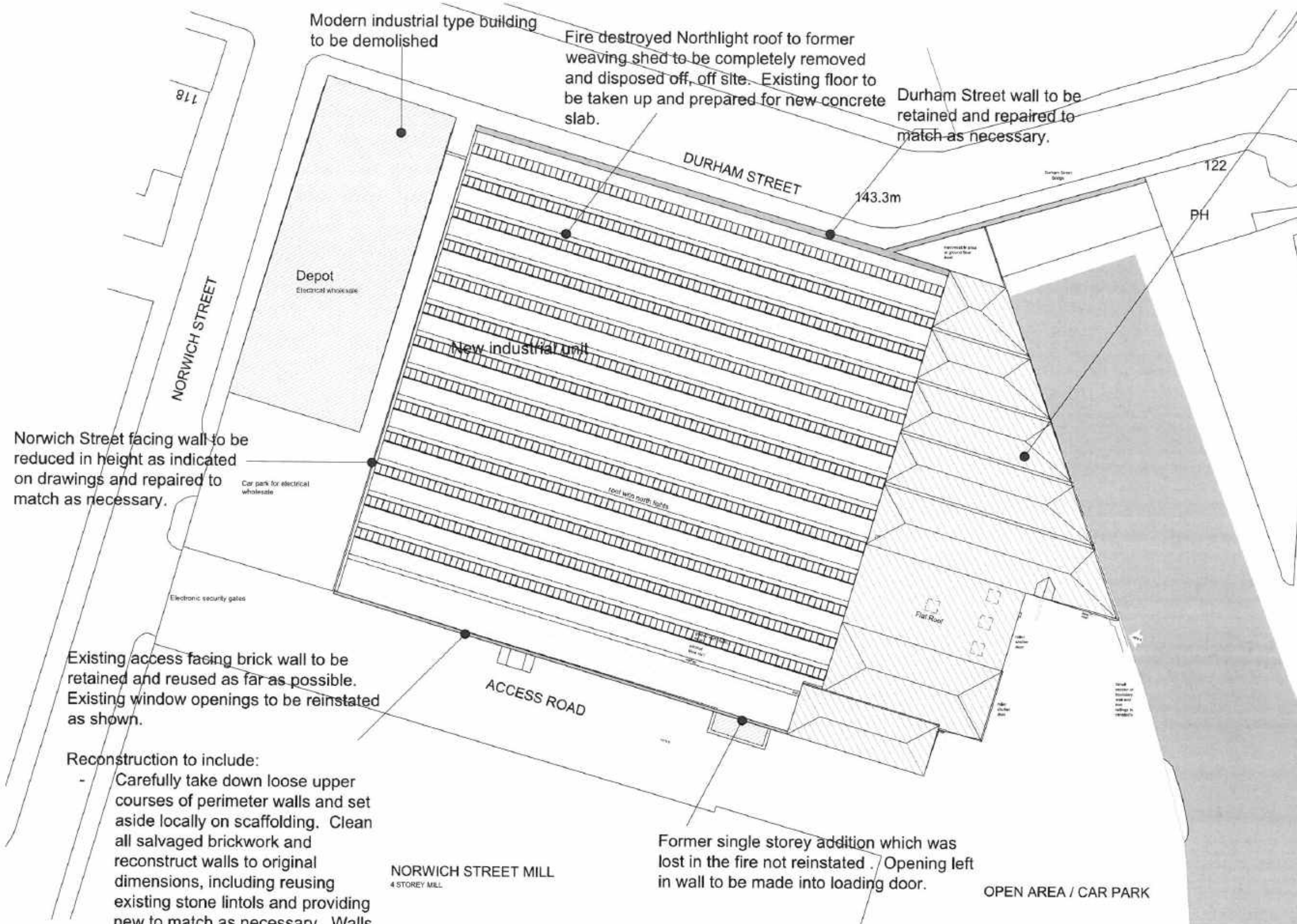
Client: Sartex

scale: 1:200@A1

date: June 2019

drawn: AJC

Dwg. Nr. S450-003/A



Existing canal frontage hatched thus to be retained. Carefully support remaining wall elements of original building and remove all fire damaged structure including roof and floor components and dispose off site. Strip out remaining window frames and prepare a drawing describing the existing windows, including overall dimensions, pattern, opening lights (if any), section sizes (head, cills, jambs, glazing bars etc). Set aside one frame and protect as a reference for reconstruction.

Reconstruction to include:

- New timber roof structure with internal steel secondary structure if required.
- Carefully take down loose upper courses of perimeter walls and set aside locally on scaffolding. Clean all salvaged brickwork and reconstruct walls to original dimensions, including reusing existing stone lintols and providing new to match as necessary, Walls to be reconstructed using lime mortar to approved specification
- Provide and install new timber windows to match original, modified to incorporate 14mm double glazing with black warm edge spacers and triangular 'putty style beads.
- New solid timber doors .

Reconstruction to include:

- Carefully take down loose upper courses of perimeter walls and set aside locally on scaffolding. Clean all salvaged brickwork and reconstruct walls to original dimensions, including reusing existing stone lintols and providing new to match as necessary, Walls to be reconstructed using lime mortar to approved specification
- Provide and install new timber windows to approved pattern, incorporating 14mm double glazing with black warm edge spacers and triangular 'putty style beads.
- New solid timber doors to approved design.

Proposed Demolition Plan



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Project:
Proposed redevelopment
Crossfield Mill, Norwich Street
Rochdale

Demolition Plan

Client: Sartex

scale: 1:200@A1
date: Jan 2020
drawn: AJC

Dwg. Nr. S450-006