

Former Ronald Groton Centre
Rochdale

PROPOSED COMMERCIAL DEVELOPMENT

(CONVERSION OF EXISTING BUILDING TO FORM TRAINING AND
PRODUCT RESEARCH & DEVELOPMENT FACILITY WITH
ASSOCIATED OFFICE SPACE (Use Classes E(g)(i) & E(g)(ii)).

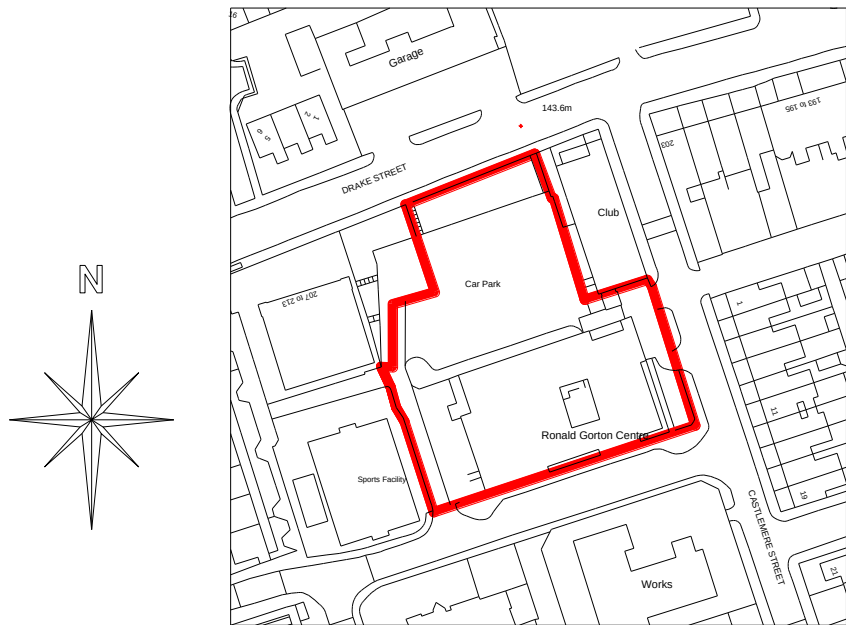
DESIGN AND ACCESS STATEMENT



JAMES CAMPBELL ASSOCIATES
CHARTERED ARCHITECTURAL TECHNOLOGIST

Please note this document supports the relevant Planning submission for a proposed development at the site belonging to the former Ronald Gorton Centre, Rochdale.

This document should be read in conjunction with all Relevant information with this submission.



Site Location Plan

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SITE LOCATION

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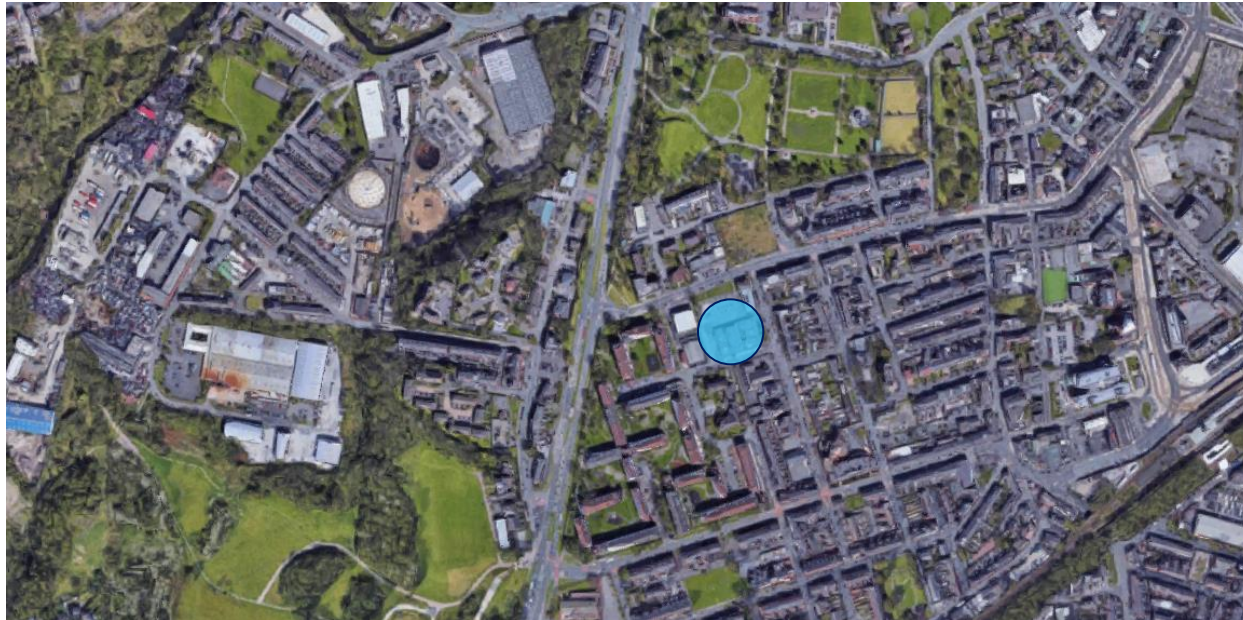
PARKING

SITE LOCATION

The proposal site is situated on the edge of Rochdale Town Centre along Drake Street, a major strategic highway in the area. The site forms a prominent area immediately off the Drake Street / Manchester Road junction and is faced by a number of retail / commercial use properties including a multi use supermarket building to the West, large vehicle garage to the North and a number of restaurants and leisure buildings to the East and South site boundary. The proposal site is separated from Drake Street through a strip of landscaping that allows the site to be set back around 10m from kerb side.

Access to the proposal site is provided through Castlemere Street which also provides access to the wider residential use network off Drake Street.

The site currently offers a large car parking area to the north with a single access point off Castlemere Street. The Former Ronald Gorton Centre building is located along the corner of Castlemere Street and is predominantly single storey with a large 2.5 storey section to the centre of the building which forms a hall / performance theatre internally. It is suspected that the construction of the building cavity wall construction with a dark brick outer façade combined with various external timber panels that have been rotted. The building itself sits dilapidated and currently in use as temporary residential use through a protection through occupation arrangement formed by AdHoc Property. Historic use of the building is vague with records suggesting a day care usage.



Rochdale Local Area Map



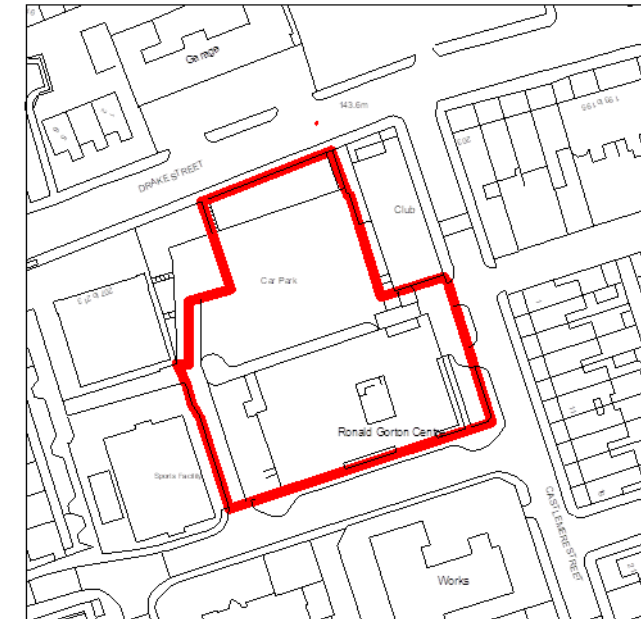
Site Location



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Site Location Plan

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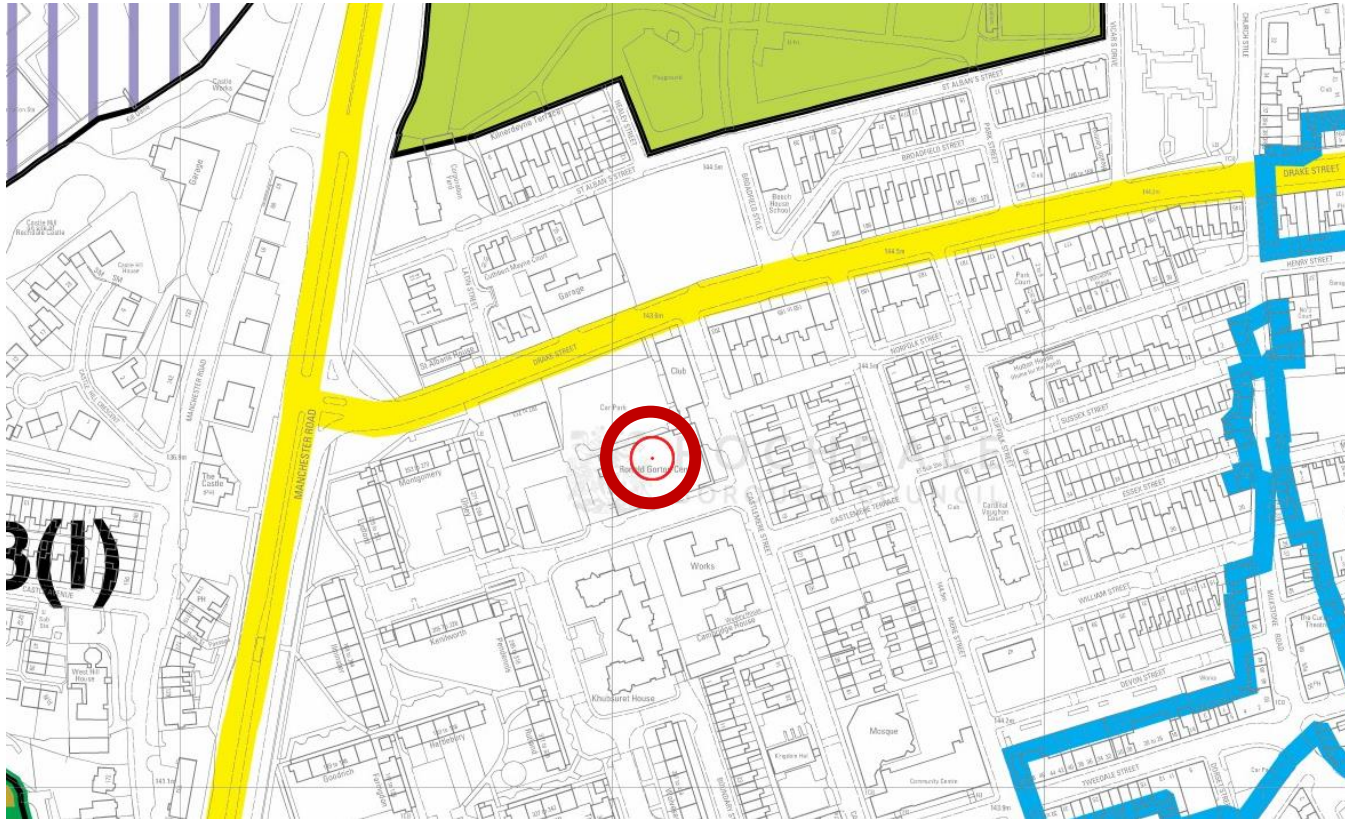
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UDP Proposals Extract

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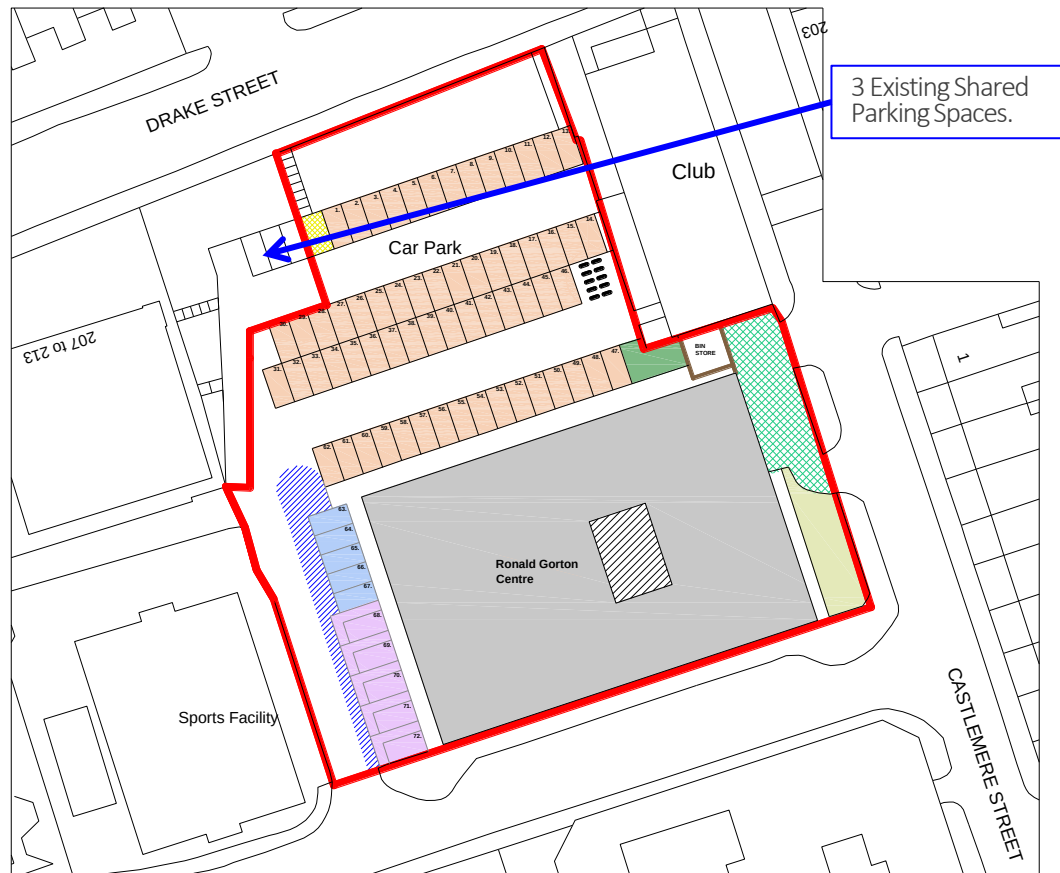
SERVICE MANAGEMENT STATEMENT

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Proposed Site Layout

The proposal of the site is to provide a commercial facility that would provide training and research space including multiple offices, storage rooms, staff rooms, product display areas and kitchen and bathroom areas. The site is ideal for the proposed end use given the size, location and scope of the site. As identified, the site belongs to the defined urban area which looks to encourage new development within the urban area boundaries in an effort to protect the countryside and enhance the existing unused buildings.

In line with SP2 and the spatial strategy of Rochdale's Core Strategy, commercial development forms a key role to the centre of Rochdale both currently and historically due to its sustainable location and high service level through infrastructure and transport links.

Policy EC/5 provides guidance on employment developments outside of allocated areas. In line with the requirements of policy EC/5, the proposed development would form a class E development and therefore should not adversely impact the primary residential area associated with Castlemere Street and the further residential area, this is achieved through the reuse of an existing building that has historic commercial use. The site is also in line with EC/5 policy regarding additional traffic and highways requirements given the location of the site in conjunction with Drake Street and the provided parking amenity on the site.

Given the dilapidated nature of the existing building, the proposal looks to reinvigorate the site through new commercial development increasing employment opportunities in the area while making effective and sustainable use of a brownfield site in a prominent central location.

The general day to day use of the building is the training of new and existing staff, research of new products, product photography and marketing studios as well as business expansion research and development offices. The proposal building is not to be used as a warehouse for on hand stock due to the current business model being based around a 'drop shipping' method. Products that are brought to the building will be in small transit vans and used for the purpose of research and photography for the website. Products consist mainly of clothing and footwear.

Following the successful conversion of the building, the proposed opening hours would be:

Monday – Friday 8:00 – 18:00

Saturday 9:30 – 13:30

Total staff members stationed at the building to be between 20 – 35 with expected 2 -4 visitor visits per day.

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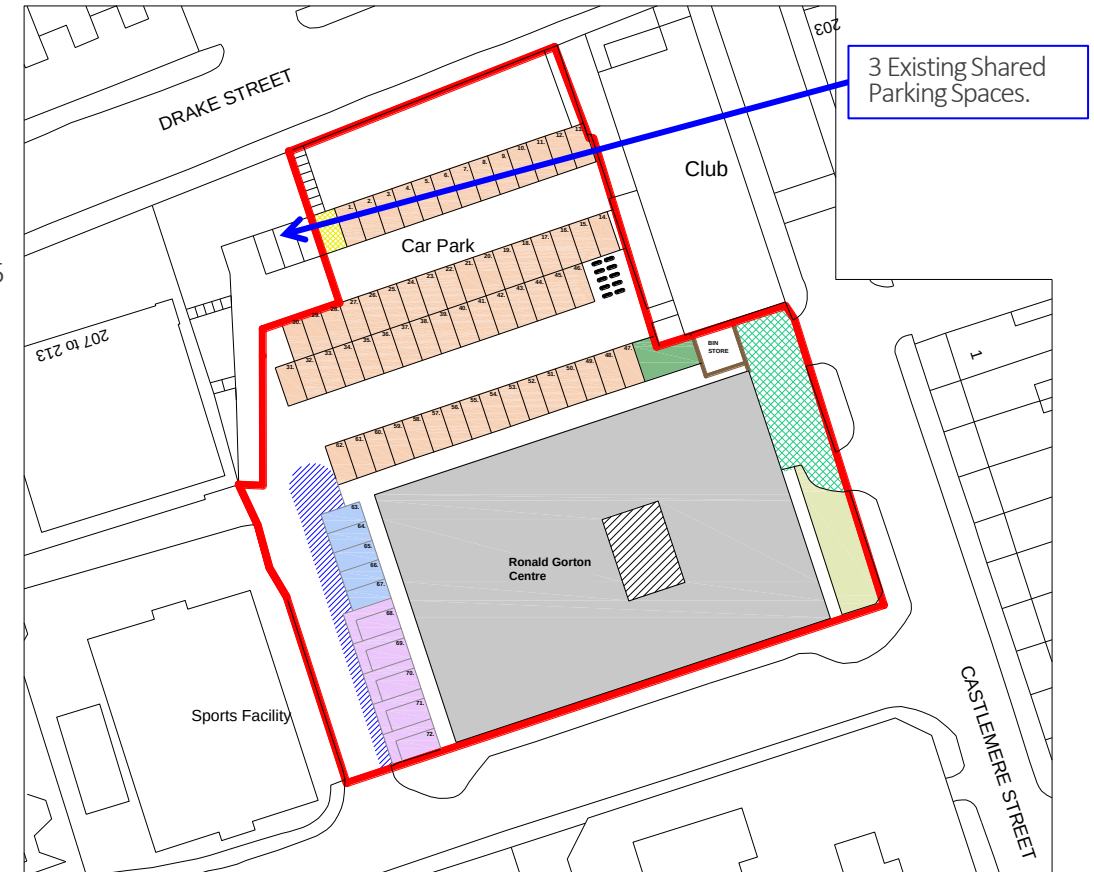
APPEARANCE

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The site orientation is to remain as existing by retaining the existing site access off Castlemere Street leading to a large open yard to the north. The site parking area is shared in a small capacity with 211 Drake Street with 3 existing parking bays located to the north west of the site allocated to 211 Drake Street, the shared parking arrangements also allow shared access to the carpark off Castlemere Street.

Additional parking is provided to the west of the existing building with a total of 5 new standard parking bays and 5 new disabled parking bays. The new parking bays combined with the existing parking layout equal a total of 75 parking spaces. An existing drop off area is located to the east off Castlemere Street which is to be retained as existing.

Independent management of the car park is to be maintained with the larger parking area maintained by the owners of the proposal building and the 3 parking bays associated with 211 Drake Street maintained separately.



Proposed Site Layout

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As previously outlined the proposed use of the site is to form a training and research facility. The on going servicing of the proposed site following the development is a key design consideration. The nature of the proposed use necessitates no large vehicles to enter the sites, deliveries and collections to and from the site are to comprise of small – medium boxes which are likely to include sample products as well as office equipment. During deliveries and collections, vehicles are able to make use of existing on street parking bays to the south of the site, alternatively any one of the existing or new parking bays can be used during the process or the existing drop off area can be used as an in and out system. Large HGV or large transit vans are not required to enter the site at any stage.

Vehicles likely to attend site daily consist of:

- Small Transit vans (4.42m x 1.96m);
- Medium Transit Vans (4.82m x 1.96m);
- Estate Cars (4.6m x 1.85m);
- Small SUV Cars (4.2m x 1.8m);
- Medium SUV Cars (4.35m x 1.82m);
- Large SUV Cars (4.7m x 1.89m);
- Small Cars (3.7m x 1.74m);
- Pickup Vehicles (5.22m x 1.81m);

Given the above, standard turning areas are required to the main car park with min. 6m space between parking bays to allow ample access entering and existing each parking space.

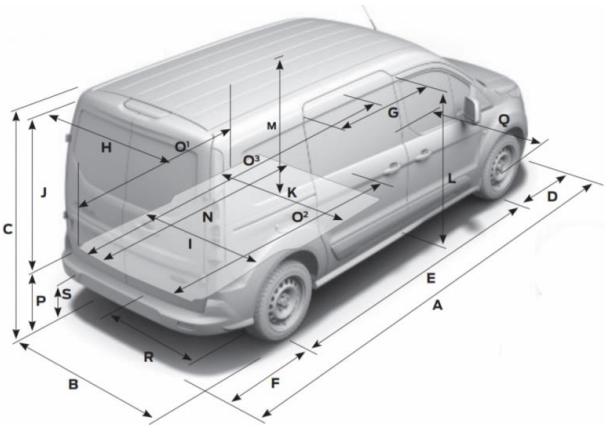
Parking Schedule

Total Existing Standard Parking Spaces = 62
Total Existing Disabled Parking Spaces = 0
Total Proposed Standard Parking Spaces = 5
Total Proposed Disabled Parking Spaces = 5

Total Parking Spaces Following Proposal = 72

Refuse servicing generally entails larger vehicles to access sites in order to access bin stores etc. The proposal looks to relocate the existing bin store to the exterior of the building to the eastern side of the site through a timber enclose that is easily accessible from Castlemere Street. By locating the bin store in this location, any servicing vehicles are provided adequate access.

Emergency vehicles have no requirement to access the car parking area due to the proximity of the proposal building to Castlemere Street.



Transit Van Guide

	Transit Connect L1	Transit Connect L2
A Overall length	4425	4825
B Overall width (no mirrors)	1835	1835
B Overall width (mirrors folded)	1967	1967
B Overall width (mirrors unfolded)	2137	2137
C Overall height (unladen)	1830	1828
D Front overhang	885	885
E Wheelbase	2662	3062
F Rear overhang	878	878
G Side door entry width	612	839
G Side door entry width (Van with bulkhead)	433	660
H Rear door opening width below belt	1248	1248
I Loadspace width between wheel arches	1249	1249
J Rear door opening height (at vehicle centreline)	1202	1156
K Max Loadspace width at floor	1543	1496
L Side door opening height	1228	1228
M Loadspace floor to roof	1269	1269
N Loadspace length maximum to bulkhead (DCIV with Bulkhead behind 2nd row seats)	1786	2152
O ¹ Loadspace length (with bulkhead, laden to belt line)	1558	1958
O ² Loadspace length (back of front seat, at floor)	1831	2231
O ³ Loadspace length (max, with load through bulkhead)	3000	3400
P Loading height (unladen)	599	599

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RONALD GORTON CENTRE

AMOUNT

Areas

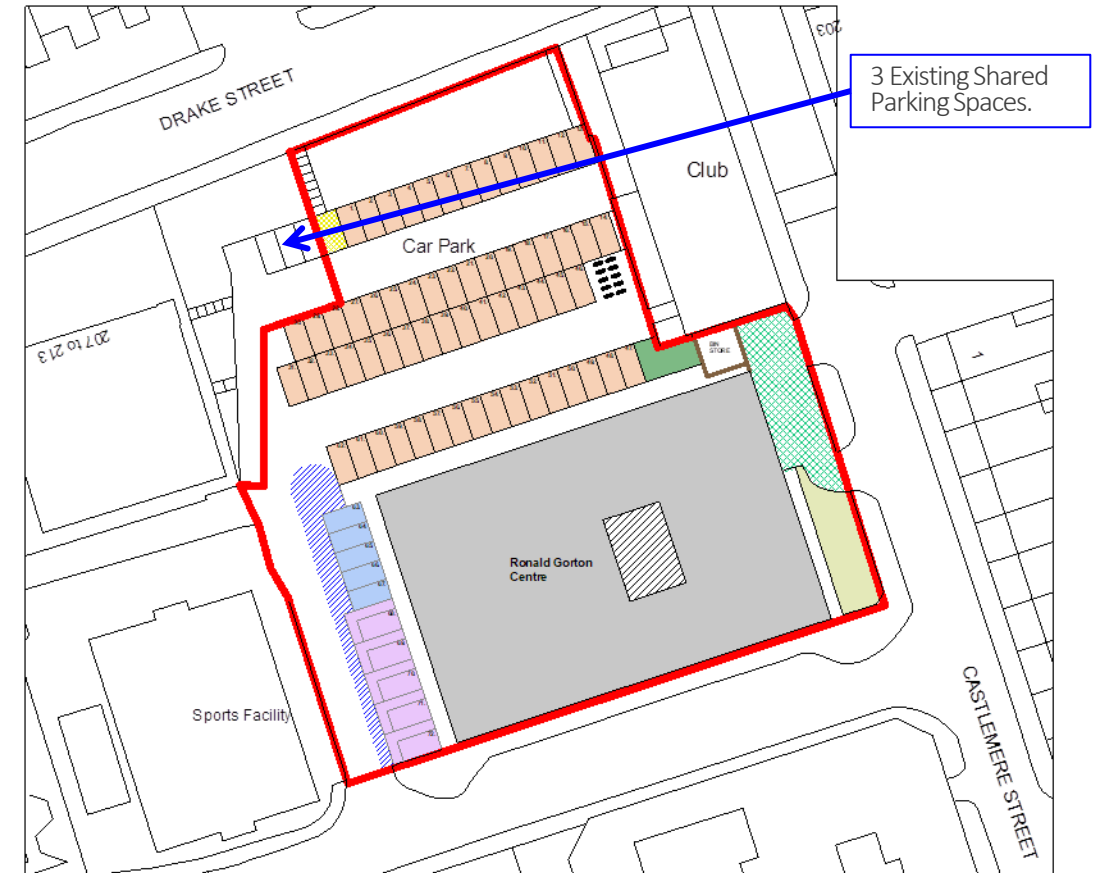
Total Site Area (Red Edge)	4174m ²
Existing Building Footprint	1311m ²
Existing Landscaping (Hard & Soft)	2863m ²



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Proposed Site Layout

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Existing Ground Floor Plan

EXISTING AND HISTORIC BUILDING USE

The proposal building comprises of a large rectangular shape building seemingly traditionally built using brick and block cavity walls. Internal layout is broken up by blockwork walls to create various rooms linked by either corridors or by a large central hall. The building had been purpose built for community use and as such offers a large games / performance hall, numerous storage and office spaces, kitchen rooms, entertainment rooms, gender specific toilet areas, plant rooms and dining areas as well as a central courtyard area.

During recent years while under RMBC ownership, the building was closed to the public; as outlined by the Closure Statement conducted by RMBC the closure of the building seemingly approved due to the financial cost saving implications despite many objections from the community, staff and the MovingOn organisation that operated within the building.

Since the closure of the building, RMBC listed the building for sale for private purchase / investment. While the property and site was for sale, evidence during the initial building survey suggests that RMBC appointed AdHoc Property Management to safeguard the property by using 'AdHoc Guardians' who would live inside the building while the property remained vacant creating a temporary residential use on the site.

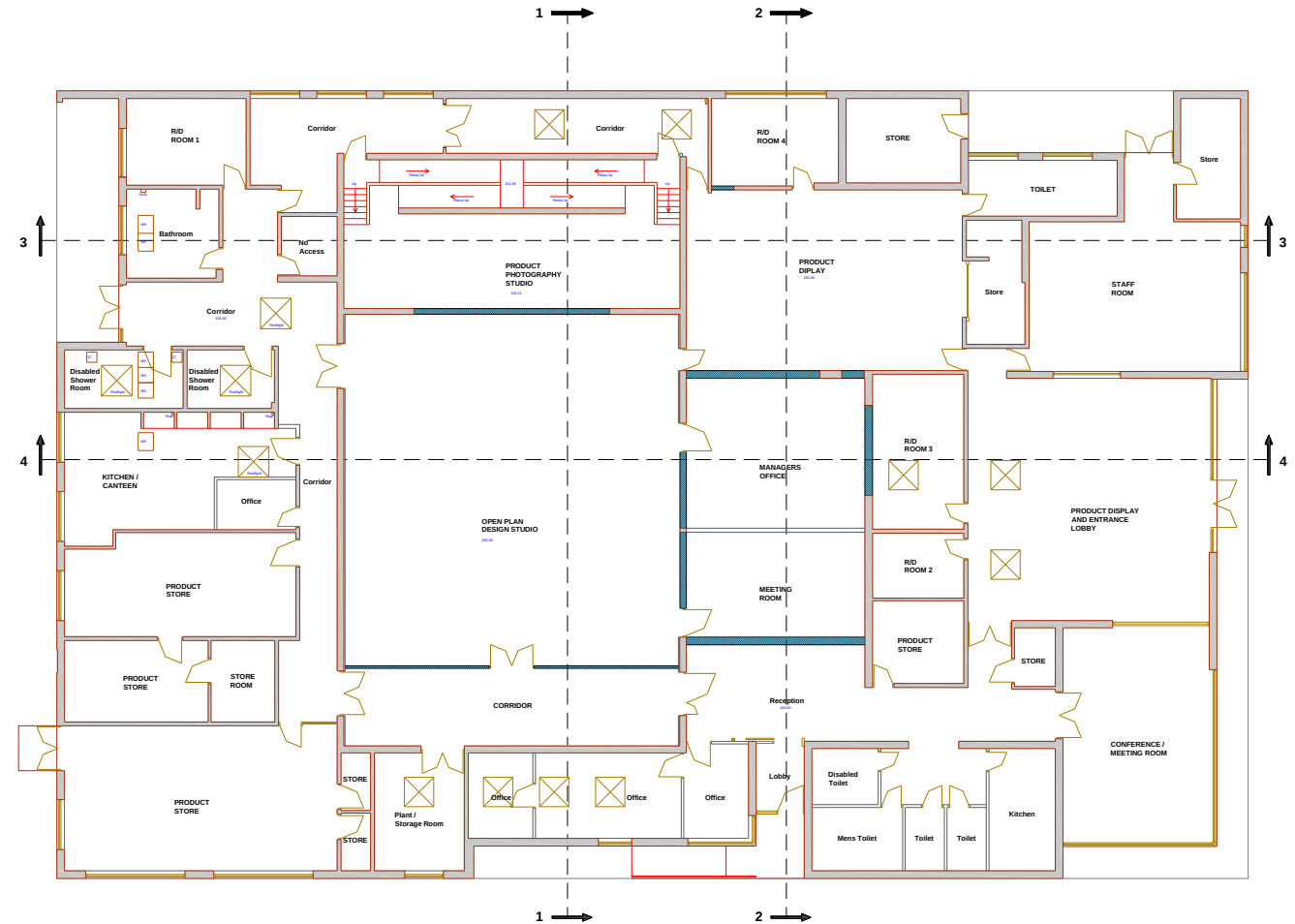
Since the sale of the property to FOI LIMITED, the building has stood vacant while FOI pursued planning permission, while seeking planning permission the business has relocated desks and minor office equipment to the building with a view to using the building as soon as possible.

The proposed floor plan looks to retain the majority of the internal walls to provide training rooms, offices, research and development rooms etc. The middle hall is to be repurposed as a design studio with the upper stage area separate and used as a product photography studio.

The existing courtyard of the building is to be infilled to create additional office and meeting space.

Existing ramped access to the front of the building is to remain to facilitate ease of access.

An external bin store is provided to the rear of the building with access to the east to Castlemere Street if required.



Proposed Ground Floor Plan

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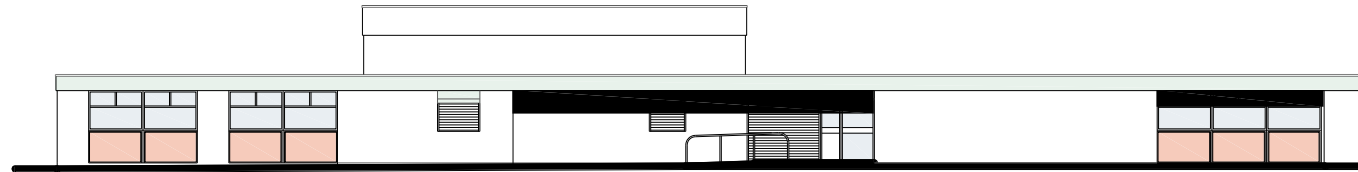
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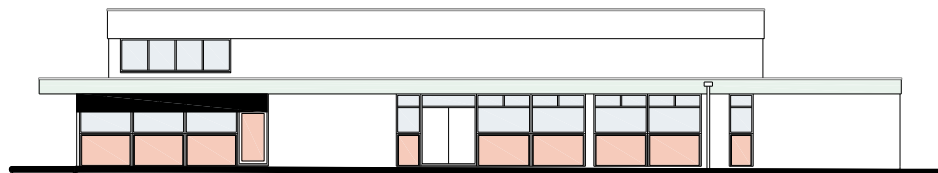
LAYOUT

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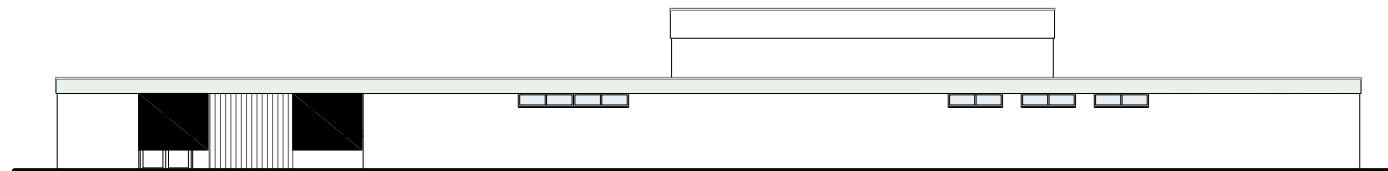
PARKING



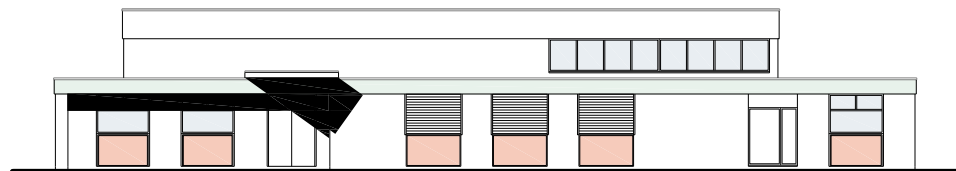
Existing / Proposed Front Elevation



Existing / Proposed Side Elevation 1



Existing / Proposed Rear Elevation



Existing / Proposed Side Elevation 2

The proposal involves no extension to the existing building and the retention of all existing windows. The exterior of the building is proposed to remain as existing with the repair or replacement of existing elements to match the existing building. External works to the building include:

- Replacement glazing units including bottom panels, new windows and panels are to match the existing colours (Orange panels, burgundy frames);
- Repair / replacement timber eaves slats finished in lime / sage green as existing. Eaves slats to be inspected and areas that can be retained are to be stripped of paint and repainted in matching lime / sage green;
- Re-render external rendered façade to the front elevation, colour to be white to match existing;
- All existing brickwork to be acid cleaned;
- Existing flat roof inspected and repaired / replaced as needed in a matching material and colour;
- Existing roller shutter boxes and shutters repaired / replaced as needed. Removal of existing paint and repaint in matching lime / sage green.

The above repairs and replacement materials look to retain the existing building character but looks to breathe new life into the existing building.

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RONALD GORTON CENTRE

PARKING

Parking

The proposal provides a total of 72 parking bays for use by employees and site visitors with the majority of these spaces being provided as part of the development.

Parking Schedule

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Existing North Facing Elevation



Existing East Facing Elevation



Existing West Facing Elevation



Existing South Facing Elevation