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MULTIDISCIPLINE PROPERTY AND CONSTRUCTION CONSULTANTS

Newton Heath Depot - New Office Design and Access Statement

Northern Rail
October 2023

Prepared for

NORTHERN

Project Team

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Note: All images and visualisations within this document are indicative and are shown for illustrative purposes only.

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INTRODUCTION

1. INTRODUCTION

1.1 Executive Summary

The proposals will provide additional office space for Northern Rail at the Newton Heath Depot site. The development is needed to meet space demand for a growing team following recent investment at the Newton Heath Depot.

This scheme will accommodate a 20 desk open plan office with shared collaboration and meeting spaces, as well as staff facilities. The scheme will look at achieving space requirements, but also at redeveloping the current site with the addition of a visually appealing building informed by its surroundings, with emphasis on high, functional design and carefully considered landscaping and design principles.

The design will accord with the planning criteria laid out in both national and local legislation, namely the NPPF, the Manchester Core Strategy Development Plan Document, The Unitary Development Plan (UDP) for the City of Manchester. Specifically, proposals for the improvement of the site is supported by policy E3.3 of the Unitary Development Plan for the City of Manchester, policy EN1- according to which opportunities for good design in order to enhance Manchester's image the overall should be considered, particularly on major radial and orbital road and rail routes, as well as policies DM1 (development management) and SP1 (spatial principles) of the Manchester Core Strategy.

The architectural concept is explained within the design document, which sets out how the proposals will respond to the site location and context, and adopt key principles to create:

- A development that is suitable in sitting, use, scale and mass, and appearance with its surrounding context ;
- A design that responds to and enhances the character and appearance of the area;
- A design which responds to local materials and respects the surrounding context;
- Office space that will enhance the existing provision offered by Northern Rail;
- High-quality design with appropriate room sizes, adequate facilities, generous internal and external communal spaces, natural light;
- A sustainable development both in construction and use
- A scheme that capitalises on its accessible location
- An attractive environment through new planting within the site, soft boundary treatment, and improving the current situation by enhancing biodiversity on site.

This Design and Access document highlights the significant opportunity the proposals offer to deliver a high-quality workplace that will enhance the existing use of the site, be sympathetic to neighbouring areas, and improve the surroundings.

A previous planning application was submitted for this site; we have carefully considered the comments and concerns raised, producing a scheme that fulfils both the Council's and Client's requirements by considering form, massing and setting, as well as opportunities of improvement on this site. Specifically, we focused on achieving a well-designed building that will be compatible within its setting and enhance the existing site, a highly visible location off St Mary's Road.



1.2 Purpose of Document

This document has been prepared to support a full planning application for a proposed development on land at Newton Heat train Depot off St Mary's Road, East Manchester, for office space.

This document provides an overview of the existing site (Chapter 2.0) and the development in relation to the current planning context (Chapter 3.0). This is followed by details of the proposed scheme illustrating the design approach (Chapter 4.0) with landscape proposals (Chapter 5.0) and Sustainability and Accessibility on Chapters 6.0 & 7.0)

The site sits adjacent to a metal warehouse structure housing the Newton Heath Train Care Centre and it is currently poorly utilised, with hardstanding all across the surface and bordered by a metal fence, which a visual issue for the area compared to the greenery from Moston Brook on the other side. This site has been identified as prime opportunity to be redeveloped for additional office space for Northern Rail.

The key planning issues of the proposed development highlighted within this document include:

- Principle of office space.
- Design and Appearance.
- Workplace Amenity.

The site will provide several benefits including providing additional quality office space for Norther Rail, visually improve the area, introduce green space and soft treatment boundaries – making it mole appealing to public view.

Investment in infrastructure in the North West is critical for the region and latest investment and refurbishment at Northern Rail in 2020 has created scope for this much needed office building.

1.3 Project Organisation

NORTHERN

Northern Rail Ltd
Vision: Make a positive impact for the North, in all we do and for all we serve.

Purpose: Get customers to where they need to be, safely, affordably and on time.

Values
Make a difference: We never settle for okay. We pursue perfection, seek out better ways and always look to improve.
Make it last: What we do today affects tomorrow, so we look after the environment, our communities and each other.
Make it yours: We're proud to be who are. We don't hide our personality, we let it shine and bring our best every day.
Make it easy: Who likes complicated? We keep things simple, help each other out and always find solutions.
Make it happen: We get the job done. Our expertise and knowledge mean we see things through.

RIDGE

RIDGE are a multidiscipline Property and Construction Consultancy.

We help our clients create better, more sustainable places for people to live, learn and work. Established in 1946, we offer a partner-led approach with our 850+ people working worldwide from 13 locations across the UK in; Architecture, Building Services, Building Surveying, Civil Engineering, Cost Managment, Digital Engineering, Expert Witness and Advisory Services, Geospatial Services, Heal and Safety, Project Managment, Property Consultantcy, Structural Engineering, Sustainability and ESG, Town and Country Planning and Traffic and Transportation.

2

THE SITE

2. THE SITE

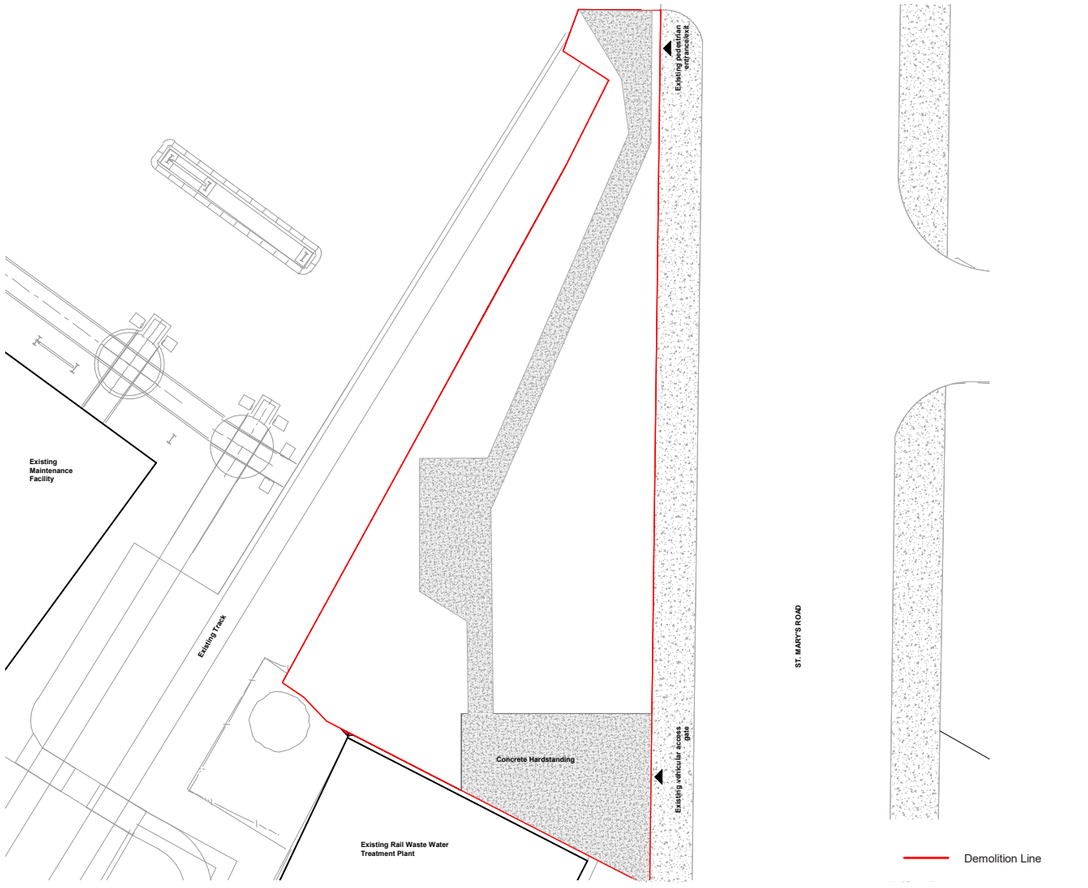
2.1 Existing Site

The Newton Heath area itself was historically bounded by brooks and rivers on all fours sides – the Medlock, Moston, Newton and Shooters Brooks. The site sits within a wider context of low-rise residential development which followed the Industrial Revolution, testament to Manchester's development as a city.

The site is located off St Mary's Road and is part of the wider Newton Heath TMD site. It is situated approximately 3.6km east of Manchester Victoria Station and 0.2 miles to Oldham Road. The site considered for development is a smaller part currently occupied by modular containers and hardstanding. It sits opposite a petrol station to the North and is bordered by a waste water treatment plant to the South. A metal fence with a vehicular access gate runs along the East side and separates the site from St Mary's Road and Moston Brook.

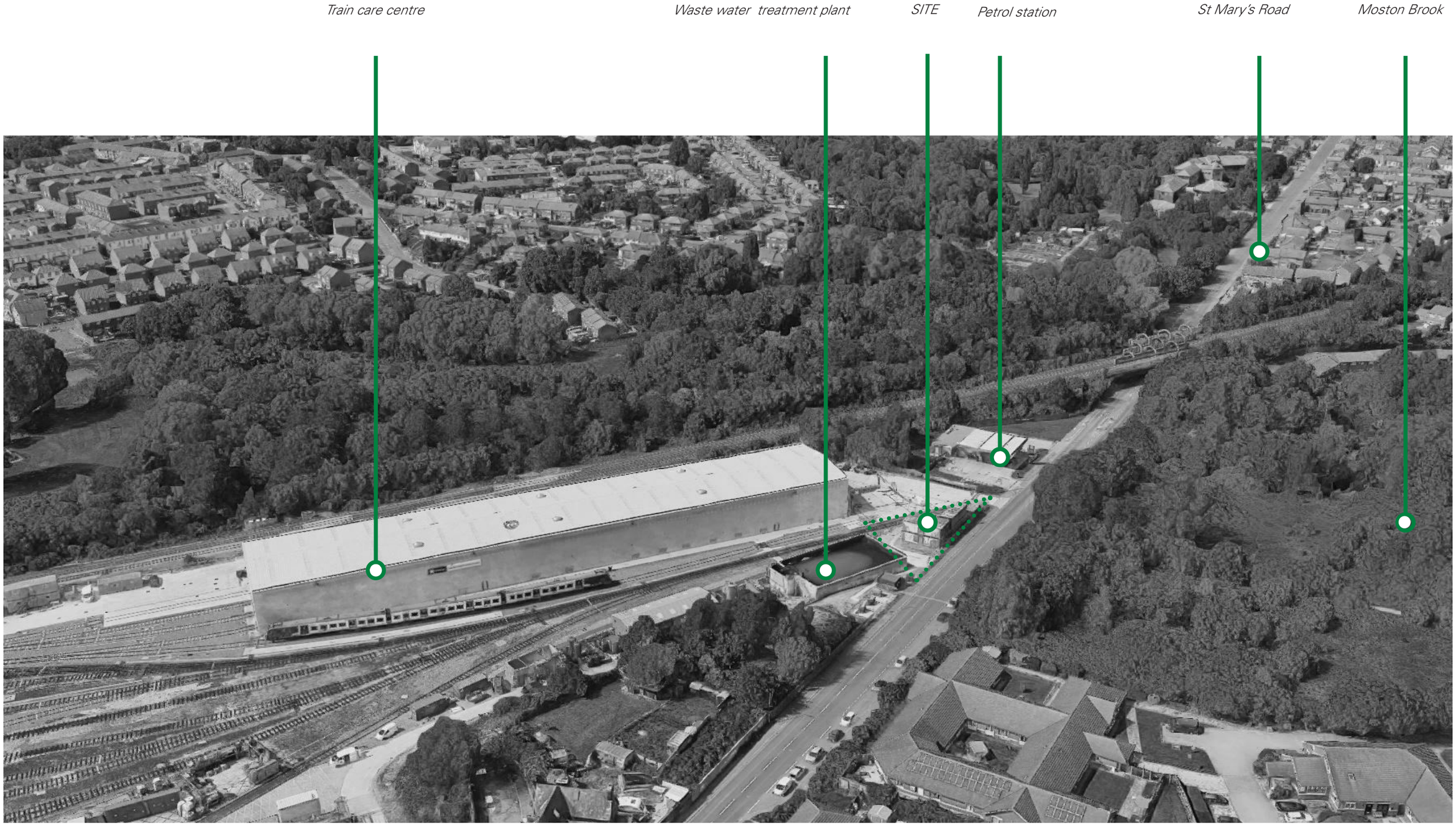
This area is characterised by residential buildings of varying brick and render designs. Public spaces are generally of poor quality and lacking legibility for pedestrians, however there are some modest pockets of green space and significant tree-planted areas. Regular buses run along Dean Lane, and the Newton Heath and Moston tram stop is a 4 minute walk to the site.





Existing site plan

2.2 Existing Site Context



2.3 Existing Site Photos



A view looking from St Mary's Road towards the site



A view looking at the entrance to the site



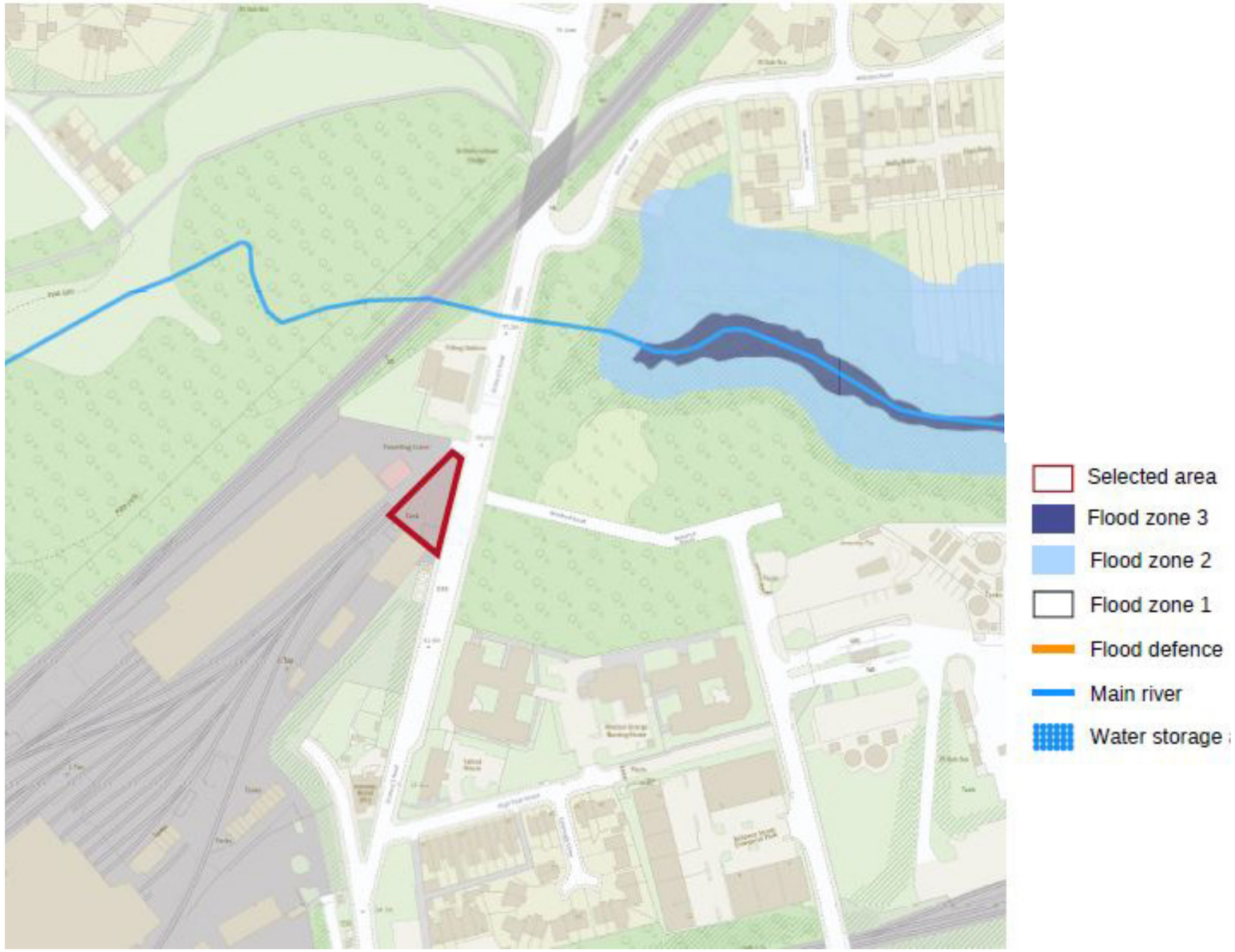
A view lookiing at pedestrian access to the site from St Mary's Road



A view from the rear gates to St Mary's Road

2.4 Existing Site Constraints

There are no trees on the site. The site is located in flood zone 1 – having a low probability of flooding. Drainage infrastructure will have to be considered when developing the proposal.



Flood Map

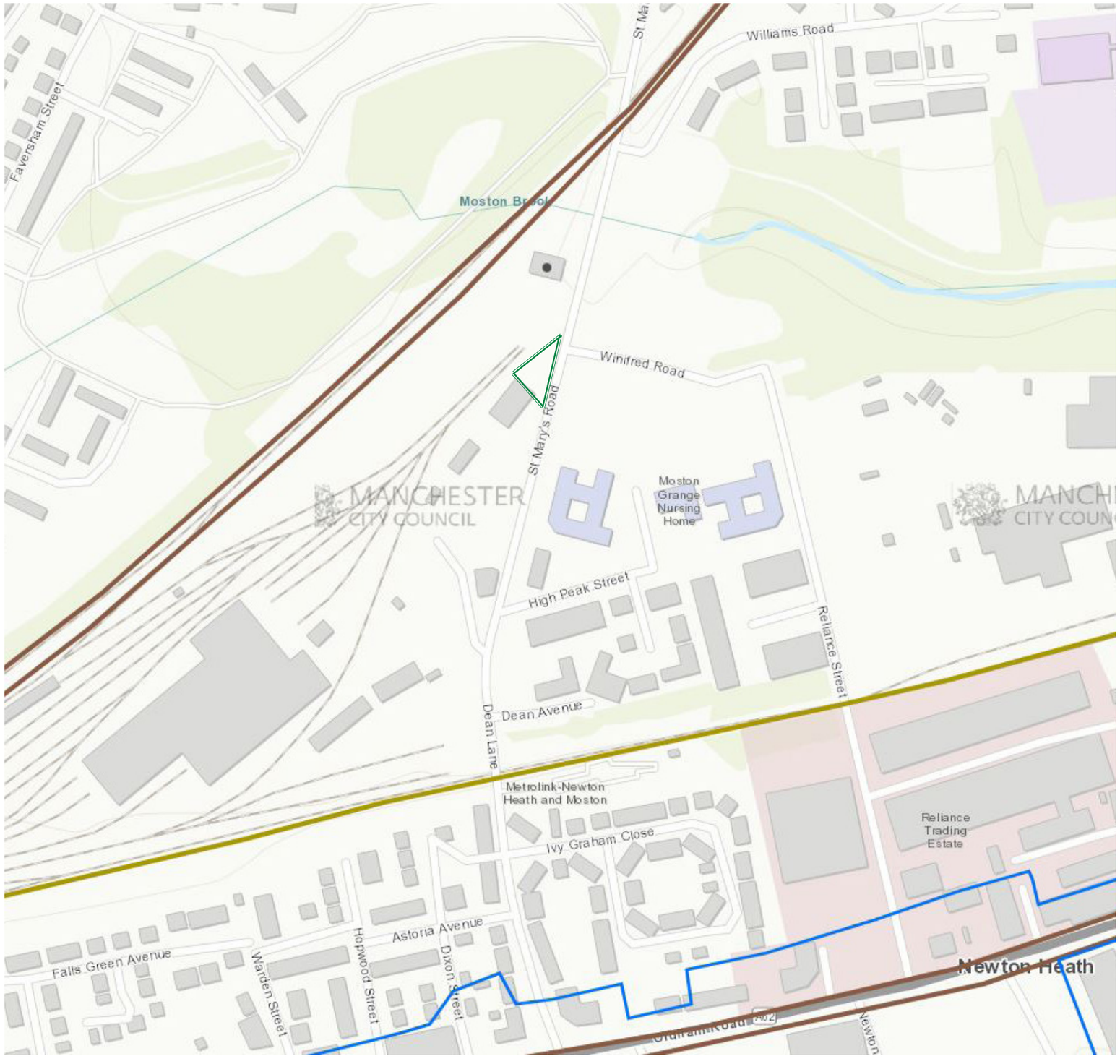
2.5 Planning Context

The policy context informs the main planning considerations within the proposed scheme. This section summarises the context of the proposed development against planning policy and other material considerations.

Proposals for the improvement of the site is supported by policy E3.3 of the Unitary Development Plan for the City of Manchester as the site is adjacent to a major road/ rail environmental improvement area: 'improvements to the appearance of adjacent premises; encouraging new development of the highest quality'. This is further supported by Policy EN1 - according to which opportunities for good design in order to enhance Manchester's image the overall should be considered, particularly on major radial and orbital road and rail routes. Specifically, as the site sits within the Northern and Central Arc Character areas, a balance between built form and planted landscape is important. Policies such as DM1 (development management) and SP1 (spatial principles) of the Manchester Core Strategy have also guided the design approach. The NPPF is also an important material consideration, specifically paragraph 120 – development and use of land and paragraph 127 – achieving well-designed places. The latter sets out the relevant principles which planning policies and decisions ensure that developments should achieve, including that schemes must function well and add to the overall quality of the area – over the lifetime of the development.

The key planning issues, are as follows:

- Design and Appearance
- Access and Servicing



Major Rail Improvement Corridor
Metrolink existing/proposed
District centre
Site

MCC Interactive Proposals Map

ARCHITECTURAL DESIGN

3. ARCHITECTURAL DESIGN

3.1 Site use for office space

This site is within an area that is in need of revitalisation/regeneration and is a very accessible, strategic location, with good transport links. A development of high quality is likely to encourage other redevelopment of the surrounding sites. The proposed scheme will ensure efficient use of the site and provide visual enhancement, as well as space necessary for the Northen Rail operational needs.

3.2 Adjacent Neighbours

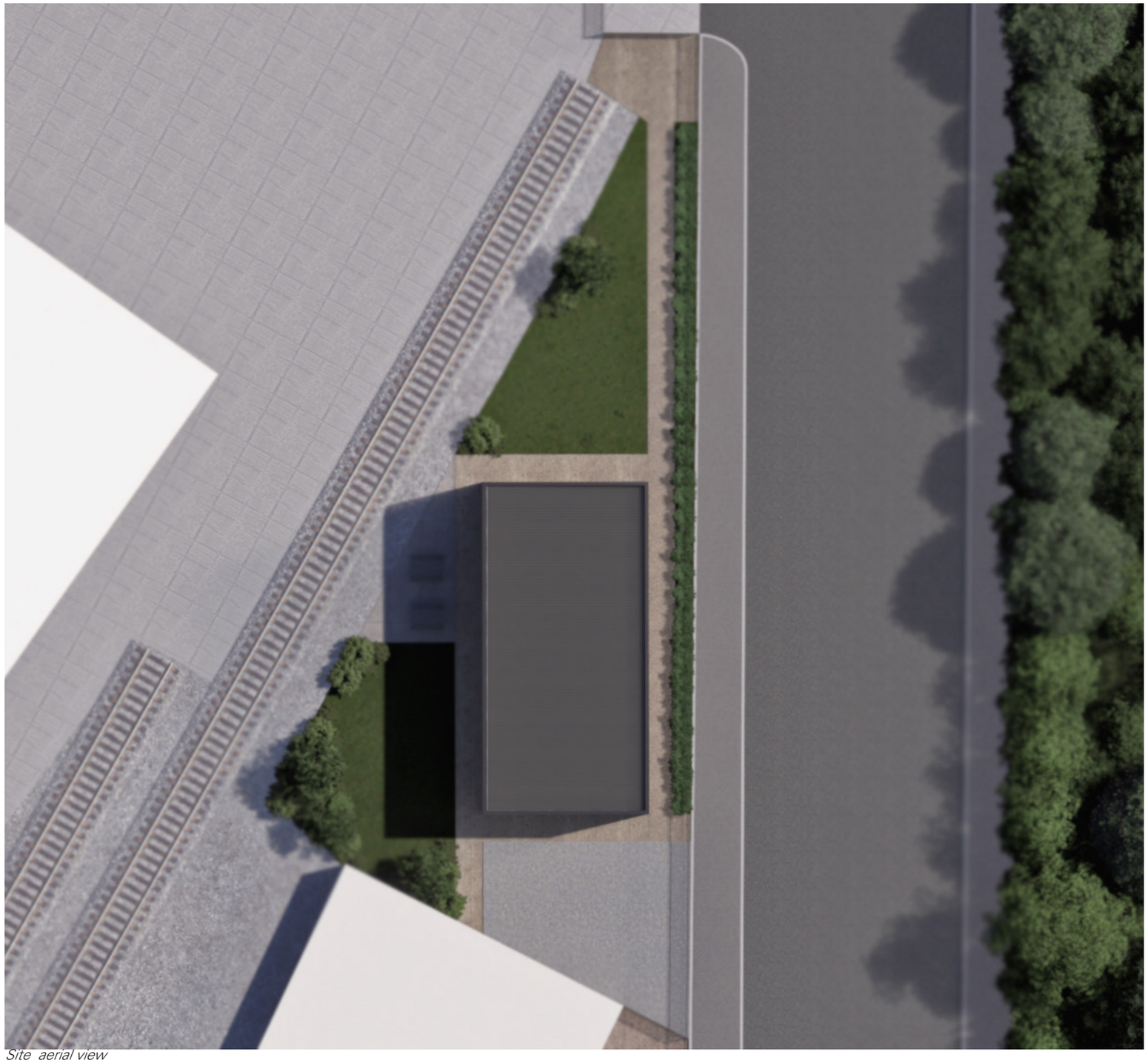
The proposed building sits back into the site with separation distances respected.

3.3 Design Approach

The design of the proposed scheme has been considered in relation to the context of the surrounding area to ensure it is relative to the existing built form – low-rise, simple mass form, with an emphasis on high functionality and minimalistic envelope.

The proposal reflects the size and scale of the neighbouring buildings. The surrounding area comprises a mix of industrial and residential buildings which the proposed development will seek to fit into and set a precedent for future regeneration.

Our aim is to provide a building that seeks to establish a contemporary workplace aesthetic that is also respectful of the surroundings. While the building does not take a direct architectural cue for its appearance, (in the absence of a prevailing character source) the building proposed is of high quality and design such that it will contribute and enhance the overall appearance of the area. The addition of new planting around site and introduction of soft landscaping transforms the current boundary lines into a more attractive view.



Site aerial view

3.5 Proposed Works Summary and Amount

The proposal is for a ground and first floor development for a new office building, to match the materials and scale of the surrounding area. The site for the proposal is currently occupied by the train maintenance depot associated offices and welfare facilities

Proposed works include:
- Retain site hardstanding to the South and improve the boundary treatment off St Mary's Road
- Removal of existing hard standing surface to the West and North within the site and replacing with planted surface as indicated on plans
- Access path to and around the building
- Paved area with amenity space connected to the breakout and tea point
- On GF: Entrance lobby; stair, LV switchroom and comms; male and female lockers with male and female shower and toilets, accessible WC, breakout and tea point area
- On FF: 2no meeting rooms, collaboration area, open plan area with 20no desks, LV switchroom, store

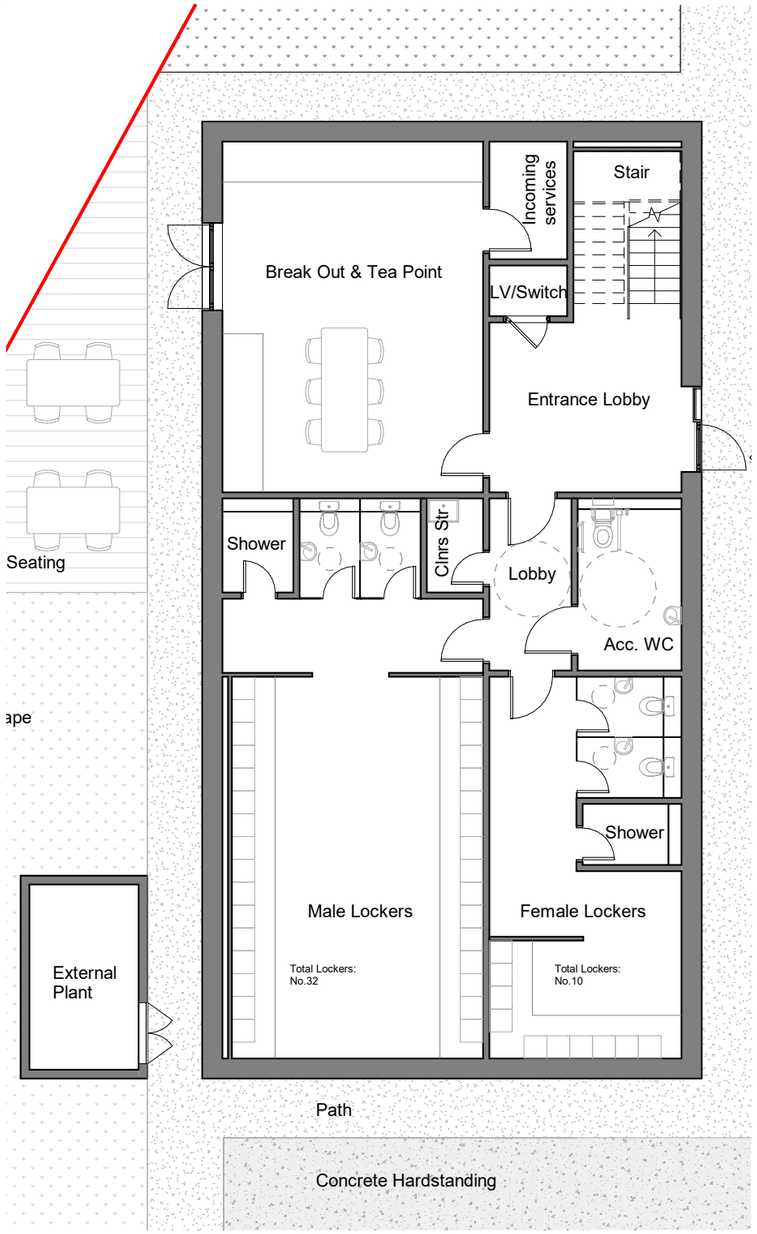
3.6 Layout Design

The layout has been driven by the desire to create a functional yet minimal space that would consist of collaboration space, open plan office area, meeting rooms, circulation space and ancillary facilities. We have reviewed the existing site and previous planning application to ensure that the new development is appropriate in terms of massing and appearance within the surrounding context.

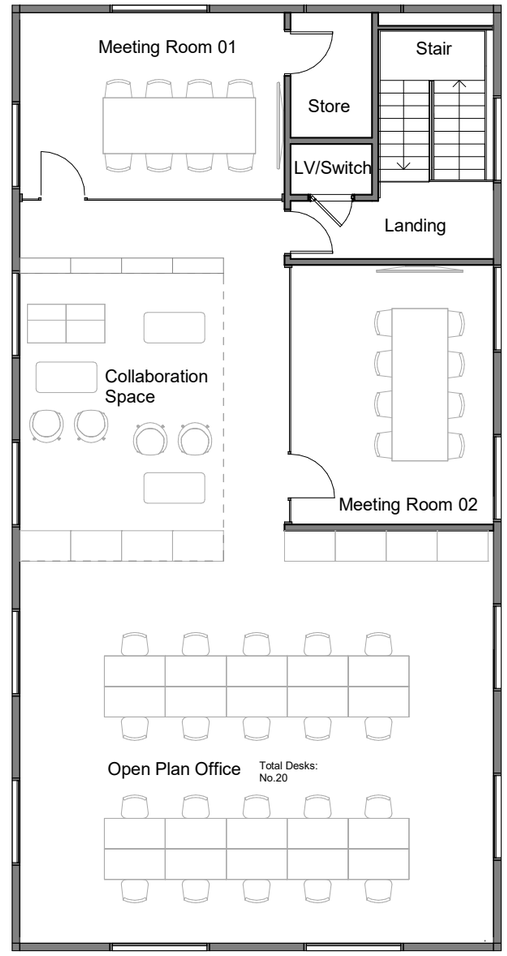
3.4 Elevation Design Approach

With an absence of any prevailing character source in the immediate area, the architectural design resumes to a contemporary appearance using local, high-quality materials that will contribute and enhance the overall appearance of the area.

The key Architectural elements of the elevational design are as follows:
• Texture and articulation to give interest and regularity whilst helping to reduce the scale and massing.
• Rhythm and repetition to create variety and visually interesting elevations.
• Windows distributed in order to reduce solar gain and capture natural light in key spaces.
• A palette of brickwork, metal, glass to form the basis of our architectural approach to the materials. In principle we will be promoting high quality, contemporary, robust materials. Dark colour accents to contrast with the red brick.



Ground floor plan



First Floor Plan

3.7 Design Principles

Balance, unity, pattern
The materiality of the project is important, yet simple. We propose a traditional construction of local red brick, with metal louvres, glass and dark grey accents. There is a mix of solid elements and openings, which creates balance.

Repetition and rhythm
There is a certain rhythm dictated by function and orientation, visible on all elevations and defined by a standard module dictated by a set length – this is equivalent to one louvre/window/opaque panel in width. The South and East elevations have smaller windows to filter out the sun and offer more privacy as they are street-facing, while the West elevation has full height windows for more light and views towards the Train Care centre and the proposed landscaped area. The spacing between the glazed panels, repetitive louvres and red brick create a subtle rhythm. Moreover, reusing the same or similar elements throughout the design give the proposal a sense of consistency and unity.

Scale and Massing
Considerations have been taken in relation to heights and overall massing. The proposal has directly responded to the height of the neighbouring residential area in principle, and the building has been set back from the main road to allow for a green buffer alongside the boundary. In addition, all boundaries are to be landscaped to provide a buffer, where possible trees will provide further screening between the proposed development and the immediate buildings surrounding the site.

The topography of the site is relatively flat and has not been a determining factor in terms of building mass or heights. Site constraints have been used to compose the floor plans, which in turn have been used to drive the mass and scale of the proposal. The building has a flat roof to reduce its impact on the skyline, provide a space for photovoltaic roof panels as well as support a contemporary design aesthetic. This is in direct reference to providing carefully considered views to this site.





ACCESS

4

4. ACCESS

4.1 General and Site Access

The site will be accessed from St Mary's Road and from the Train Care Centre site. All the external surface treatments have a non-slip finish. All proposed accesses conform to current building regulations.

4.2 Building Access

The site will be accessed from St Mary's Road and from the Train Care Centre site. All the external surface treatments have a non-slip finish. All proposed accesses conform to current building regulations.

4.3 Fire Engine Access

There is sufficient space for a fire engine to use the service yard to the South of the development.

4.4 Accessible features

The accessible features within the scheme include:

- Step free access to and around the building and all access doorways to be level threshold to meet DDA compliance.
- Corridors and doors sized for wheelchair access.
- Communal Accessible WC provided with emergency assistance alarms, pull cords, lamps and reset buttons.
- Door furniture to be DDA compliant and have a contrasting colour plus all to have compliant widths and opening forces.
- All switches and controls to be positioned at the appropriate height with contrasting colours.

4.5 Parking

The site will provide zero car parking except for a small service yard where the current gates are located, with entrance from St Mary's Road. The on-site car park which serves the main depot will be used.

4.6 Public Transport

Bus stops are in close proximity to the site. Further public transport opportunities are provided by Metrolink trams, which ensures most day-to-day trips generated by the development could be made by sustainable modes of travel.

OTHER

5. OTHER

5.1 Landscape

The vision for the overall scheme is to provide soft and hard landscaping primarily driven by access, building setting and buffer zones.

5.2 Waste Management

Northern Rail operates a waste management strategy and policy to increase recycling and reduce waste to landfil, detailed in the Waste Mangement Handbook and Waste Procedure (Destination Green: Waste). This supporting documentation has been uploaded with the planning application.

The proposed refuse arrangement will be managed on site and will comprise Eurobins being collected from St Mary's Road. The transfer of bins will be undertaken by on site staff shortly before collection is due. Based on the Manchester City Council Waste Storage and Collection Guidance for New Developments, indicatively for an office development the size of the proposal, 842L total waste storage capacity (out of which 50% recycling) is recommended.

6.04 Destination Green: Waste

Note:

Northern has been set challenging targets to increase recycling and reduce waste to landfill. Use the Waste Hierarchy as a tool to help identify ways to minimise waste.

Most waste at Northern is collected via the Central Waste Contractor, which is managed by the Asset Management Team. The Asset Management Team ensure that sufficient bins and skips are available at each site, collected at the necessary frequency, and retain waste notes and waste data.

For waste contracts that are arranged locally (mainly at depots for particular types of waste), the depot must ensure that the carrier holds a valid Waste Carriers License, carry out 'Duty of Care' checks, retain waste transfer/consignment notes, and report waste volumes monthly to the Environmental Team.

Other processes that will help to reduce waste and comply with the law are:

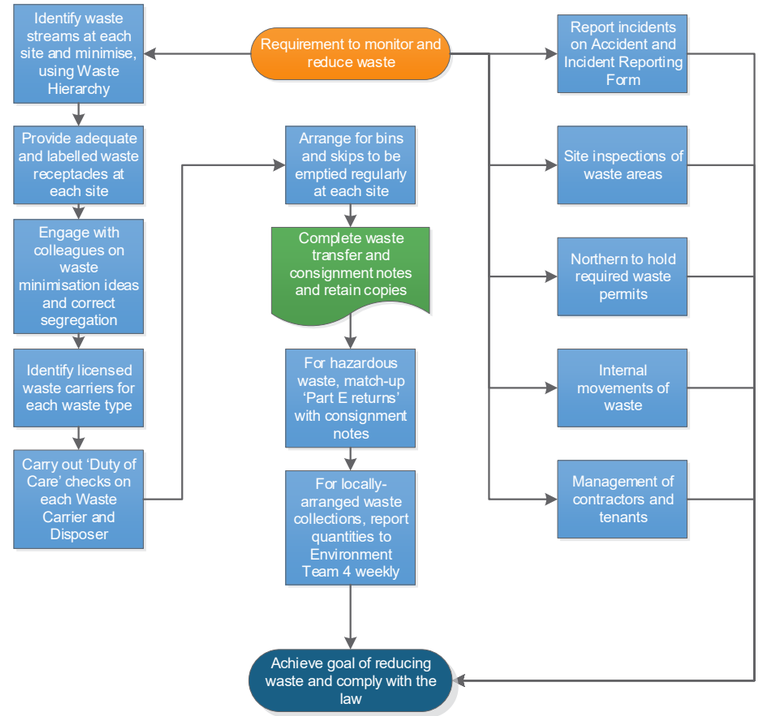
- Communication with employees
- Inspections of waste storage areas
- Managing Northern's own waste permits
- Managing internal movements of waste within Northern
- Management of contractors and tenants

See guide: *'How To' Manage Waste* for more information.

Supporting Documentation

6.04-1 Waste Management Handbook

1.01 Accident and Incident Reporting and Investigation



Accountabilities:

All staff are encouraged/required to:

- Identify and suggest opportunities to identify waste
- Dispose of waste following local instruction
- Report environmental incidents associated with waste

The **Environment Team** are accountable for:

- Accurately monitoring and reporting waste across the business
- Advising other departments on waste management

Site/Facilities Managers are accountable for:

- Day-to-day waste management at their sites
- Ensuring that appropriate waste receptacles are provided and clearly labelled
- Dealing with waste incidents such as fly-tipping and fires
- Arranging local waste contracts for waste types not collected by the Central Waste Contractor, carrying out Duty of Care Checks on these contractors, correctly completing waste notes, and reporting waste data to the Environment Team monthly
- Ensuring tenants only use Northern's skips with permission and inspect tenants waste disposal areas. Keep agreements for 3 years.

Contract Managers are accountable for:

- Ensuring contractors have read the Environment and Energy Policy Statement
- Ensuring contractors only use Northern's skips and bins with permission

The Asset Control Manager is accountable for:

- Managing the Central Waste Contract including holding records

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Authored by: Kyle MacNeill

Northern Rail - Waste procedure

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