MORGAN SINDALL

fletcher | rae

Design & Access Statement

18021 Hammerstone Road Depot
Hammerstone Road, Gorton, Manchester

Prepared on behalf of Morgan Sindall

Section 73 Addendum Version
July 2023

18021-05-6-1

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0.0_SECTION 73 APPLICATION

0.0_SECTION 73 APPLICATION

0.1 Amendments to Approved Scheme

The original redevelopment & refurbishment proposals for Manchester City Council's Hammerstone Road Depot were approved under the Planning Application reference 130127/VO/2021 dated the 3rd of December 2021.

During the ongoing construction works alterations to the approved proposals have become necessary due to a mixture of rising costs brought about by the current economic climate & commercial constraints leading to design developments & opportunities.

Discussions were undertaken with the Local Planning Authority, and it was agreed the most suitable way to formalise these changes would be via a Section 73 Application. The list below provides a brief description of each revision.

Revision A - Winter Maintenance Area omitted including the proposed Gritter Garage & Salt Barn

Revision B - Sublet Area omitted from within the Loco Shed, MCC Storage Area extended

Revision C - Substation Doors (ref XD.02) added on the proposed GA South Elevation to serve the new internal sub-station

Revision D - Street Level fire escapes omitted from the Preston Street elevation

Revision E - Break in panels added on the Preston Street elevation for Fire Rescue Service usage

Revision F - Roof drainage changed from a gravity to a siphonic system, external rwp's omitted from GL's A&G

Revision G - Washdown Area relocated and re-configured

Revision H - Roof access walkway routes updated

Revision J - Extent of proposed rooflight's reduced to allow for future PV installation

Revision K - Site wide drainage strategy revised and rainwater harvesting added

Revision L - Staff / commercial vehicle parking layouts amended to retain the existing internal access road adjacent to the Coca Cola Building.

Revision M - Proposed refuel area omitted & existing refuel pumps & tank to be retained

Revision N - Existing hard standing surfaces to be retained where possible with localized repairs where necessary

0.0_SECTION 73 APPLICATION

0.1 Amendments to Approved Scheme continued

Revision O - Tree planting configuration amended (approved quantity retained)

Revision P - Existing retaining wall between upper and lower car parks retained, minor amendments to lower car park layout as a consequence

Revision Q - External Lighting layouts amended to reflect changes to the external layout

Revision R - Proposed lighting column and head colour change from approved mid-grey RAL 7046 to current proposal TBC by A+B

Revision S - Paint removal process to be submitted to Paul Mason

Revision T - External Condenser Compounds added

Revision U - Footpath finishes changed from paving to macadam

Revision V - Islands omitted between RCV parking spaces

Revision W - Demolition of above ground elements of the Coca Cola Building only

Revision X - Existing incoming water & gas enclosures noted in the lower carpark

For ease of identification the revisions have been identified on the drawings submitted with the Section 73 application with matching revision references.

0.2 Supporting Documents

Documents being submitted with the Section 73 Application:

Architectural

HRD-FRA-00-XX-DR-A-90-0200-C06 Proposed Site Plan GA

HRD-FRA-00-XX-DR-A-90-0210-C03 Proposed Site External Works Plan

HRD-FRA-00-XX-DR-A-90-0211-C02 Proposed Bin Stores

HRD-FRA-01-00-DR-A-20-1101-C02 Ground Floor Demolition Plan Sheet 1

HRD-FRA-01-00-DR-A-20-1201-C09 Proposed GA Ground Floor Plan Sheet 1

HRD-FRA-01-00-DR-A-20-1202-C05 Proposed GA Ground Floor Plan Sheet 2

HRD-FRA-01-00-DR-A-20-1268-C06 Proposed Substation

HRD-FRA-01-RL-DR-A-20-1205-C02 Proposed GA Roof Plan Sheet 1

HRD-FRA-01-RL-DR-A-20-1206-C02 Proposed GA Roof Plan Sheet 2

HRD-FRA-01-XX-DR-A-20-1207-C05 Proposed GA East Elevation

HRD-FRA-01-XX-DR-A-20-1208_C04 Proposed GA North & South Elevations

HRD-FRA-01-XX-DR-A-20-1209-C03 Proposed GA West Elevations

HRD-FRA-01-XX-DR-A-20-1210_C02 Proposed GA Sections Sheet 1

HRD-FRA-01-XX-DR-A-20-1211_C02 Proposed GA Sections Sheet 2

HRD-FRA-01-XX-DR-A-20-1212_C02 Proposed GA Sections Sheet 3

HRD-FRA-01-XX-DR-A-21-1310-C02 Proposed Break In Panel Details

HRD-FRA-04-XX-DR-A-20-4001-C02 Proposed Washdown Area Plan

HRD-FRA-04-XX-DR-A-20-4003-C02 Proposed Washdown Area Elevations

HRD-FRA-05-XX-DR-A-20-5001-C01 Proposed Refuel Area Plan

Civils

HRD-CUR-00-XX-RE-100-P02 FRA and DDS

HRD-CUR-XX-00-DR-C-92-501- PROPOSED DRAINAGE LG

HRD-CUR-XX-00-DR-C-92-600 Proposed Drainage

HRD-CUR-XX-00-DR-C-92-601 Main Building Drainage

HRD-CUR-XX-00-DR-C-92-602 Washdown Area

HRD-CUR-XX-00-DR-C-92-621 Existing Catchment Plan

HRD-CUR-XX-00-DR-C-92-622- Proposed Catchments

HRD-CUR-XX-00-DR-C-92-623- Predevelopment Flooding

HRD-CUR-XX-00-DR-C-92-624- Post Development Flooding

1.0_INTRODUCTION

1.0_INTRODUCTION

EXECUTIVE SUMMARY

This Design & Access Statement has been prepared by Fletcher Rae (UK), on behalf of Morgan Sindall & Manchester City Council to support a planning application to rationalise & modernise the Hammerstone Road Depot Site and provide consolidated accommodation for Manchester City Council and refuge collection services.

We intend to illustrate via this Design & Access Statement how the design principles and design concepts have been developed through stakeholder engagement to produce an efficient & sustainable development.

This Design & Access Statement should be read in conjunction with the supporting technical and planning reports accompanying the planning application.

A number of these reports were prepared prior to the Covid-19 pandemic for example the Transport, Air Quality and Noise assessments which we believe provide a more realistic reflection of the site and its surroundings.

This Design & Access Statement is set out in accordance with the Department for Communities & Local Government Guidance (published March 2010) *'Guidance on Information requirements and validation'*. The DCLG Guidance stipulates that Design & Access Statements are to be submitted with all outline and full planning applications, unless advised otherwise by the Local Planning Authority. The guidance outlines the requirements for the production of Design & Access Statements.

The Commission for Architecture and the Built Environment (CABE) has also published guidance on the production of Design & Access Statements. The guidance entitled 'Design & Access Statements: How to write, read and use them', has also been considered in this Statement. In line with the DCLG Guidance and CABE Guidance, this Design & Access Statement describes the design process through the stages of: Assessment, Involvement, Evaluation and Guidance. Within this process are the core principles of this proposal:

- Amount / use
- Layout
- Scale & Appearance
- Landscape

1.1 Background

Manchester City Council has 3 depot sites located within the North and East of the City and which to varying degrees form part of this project, these depots are Hammerstone Road located in Gorton, Hooper Street/Rondin Road located in Ardwick, Grimshaw Lane located in Miles Platting & Newton Heath.

Reasons for this reconfiguration:

Many of the operational services that work across these sites are vital to the upkeep and maintenance of the cities roads, parks and public places.

Indicative HS2 plans show that the Hooper Street Depot is in the path of the rail line meaning that these facilities should aim to be relocated.

Hammerstone Road Depot has been identified as the most ideal site to host all of the operational services. This is because it is wholly owned by Manchester City council and although the space is occupied by various users in the Waste and Street cleansing department, if utilised more efficiently the site has the potential to accommodate additional services.

1.2 Scope of Application

The proposed works include the demolition of existing ancillary buildings; refurbishment and reconfiguration of the existing loco shed to include office, storage, lettable and workshop accommodation; erection of a new gatehouse; reconfiguration of commercial and staff car parking areas; creation of a new 'Winter Maintenance' area providing a secure commercial vehicle parking garage with associated office & welfare accommodation and a grit/salt storage barn; creation of a vehicle wash-down area; refurbishment of the existing vehicle refuelling area and restoration/enhancement of the memorial garden.

1.0_INTRODUCTION

1.3 Site Location

The Hammerstone Road Depot is found in Gorton which is in NW England and situated 3.5km southeast of Manchester City Centre. Gorton neighbours areas such as Audenshaw, Denton, Levenshulme and Reddish.

The site covers circa 3.8 hectares (2.47 acres) and is bounded to the north by the Manchester to Glossop railway line, to the east by Hammerstone Road & Railway Street, to the south by Gorton Lane and to the west by Preston Street.

The main land to uses to the north, east and west are industrial / commercial with residential to the south.

Gorton Monastery is located approximately 600m to the west of the site



Site Context Images

1.4 Client Brief

The brief allowed for stakeholder engagement to understand the existing facilities being provided and how these operations could be rationalised and made more efficient commercially and sustainably within the confines of the current Manchester City Council Hammerstone Road Depot Site.

The depot is dominated by the former loco shed which comprises of approximately 10,000sq.m. (107,000sq.ft) floor space which made up part of the former Gorton Foundry Locomotive Works operated by Beyer, Peacock and Company. The loco shed is not statutorily listed but Manchester City Council considers it to be of local importance and therefore are looking to retain and refurbish the building as part of the overall site works.

The proposed works to the loco shed include stripping away ad-hoc extensions which have been added over time and restoring it back to it's original form, where possible existing windows / roof lights will be replaced with new to increase natural daylight into the building. The loco shed is proposed to house a number of uses including contemporary open plan offices and welfare facilities, storage & lettable space and the vehicle workshop / office requirements associated with the existing refuge collection operations.

The external envelope will be upgraded with a new insulated roof and wall linings to modern standards to reduce heating an cooling requirements.

The existing Coca Cola building currently located within the depot site is poorly utilised due to its internal layout and is in a poor condition; this is therefore proposed for demolition and the users relocated into the new offices within the loco shed. In a similar vein the current Libraries service is situated centrally on site within a modular building and will also be moved into purpose made office accommodation within the loco shed to free up external area.

Clearing the site around the depot creates the opportunity to fully streamline and organise the use of the external areas and will create logical and useful spaces.

The Winter Maintenance Area is designed to operate independently utilising an existing ingress / egress off Hammerstone Road.

Other things to consider:

It is important that the proposal takes into consideration Manchester City Councils desire to reduce their carbon emissions by 41% by 2020 (based on 2009 levels) and following that to become carbon neutral by 2050.

Although many of the existing office users will be relocated elsewhere within the MCC estate to ease congestion during construction; BIFFA will need to be able to stay fully operational on site at all times. Detailed phasing plans have been developed to illustrate how this can be achieved.

1.0_INTRODUCTION

1.5 Development Team

The Development Team is made up of the

following: Client: Manchester City Council

Main Contractor: Morgan Sindall

Architect: Fletcher-Rae (UK) Ltd

Structural and Civil Engineer: Curtins

M&E Services Consultant: Hannan Associates

Fire Engineer: BB7

Principal Designer: Fletcher Rae

The Design team have worked in close collaboration over the course of the design development and application preparation period to ensure that the proposals are fully considered, viable and deliverable.

1.0_INTRODUCTION

1.6 Supporting Documents

A. 16357AJB - Arboricultural Report 13th Oct 2020

B. 068065-CUR-00-XX-RE-001 Rev V02 - FRA & Drainage Strategy Report 29th Jan. 2019

C. 068065-CUR-00-XX-RE-002 Rev V01 - Environmental Impact Assessment Statement

D. 068065-CUR-00-XX-RP-GE-002 Rev V01 - Phase 2 Site investigation report

E. 068065-CUR-00-XX-RP-TP-001-V02_Transport Assessment

F. 116353_291312 Full Report V3 - Asbestos Report & Survey 23rd Oct. 2020

G. 20180940CIS02 Rev A - GMP Crime Impact Statement 25th Jan. 2021

H. 1620005855 - Hammerstone Road Depot - Noise Assessment for planning

I. B068065-CUR-RP-20201106 Rev V01 - S.11 Structural Condition Appraisal 06th Nov 2020

K. Bat Survey - Enviro solutions Sept 2018

L. Ecological Appraisal - SWECO UK Ltd Rev 01 - 20.09.18

M. ES101-AQ106954 Rev 2 - Air Quality Assessment Mar. 2019

N. Hammerstone Construction Management Plan Rev A

O. MORH 3002 Planning Statement

P. MORH 3002 Heritage Statement

Q. HRD Statement of Community Involvement Apr 21

R. MS Construction Site Waste Management 61828_31_3_2021 09_43_46

S. SWECO Ecology letter to accompany 2018 PEA - April 2021

A number of these reports were prepared prior to the Covid-19 pandemic for example the Transport, Air Quality and Noise assessments which we believe provide a more realistic reflection of the site and its surroundings.

1.7 Community Involvement

Morgan Sindall prepared and issued a Planning Notification to Committee Members, Councillors and local letter drops Friday the 26th of March.

Due to Covid-19 restrictions a public community event has not been possible.

Planning Notification

MANCHESTER CITY COUNCIL

MCC Hammerstone Road Depot, M18 8EQ



This is a notice to advise the local residents and neighbours of the proposed refurbishment works to the existing Manchester City Council Hammerstone Road Depot

Refurbishment works proposed

The refurbishment works at the existing Hammerstone Road Depot will enable a number of Manchester City Council services to operate from a single location.

The proposed works will consist of:

- Demolition of old buildings
- External Façade repairs including new Windows
- New roof to the main building including the provision of new solar power energy
- New office accommodation within the existing shed
- Capability for electric charging for council vehicle fleet
- New Gatehouse
- New Winter Maintenance Facility Including grit store and gritter vehicle garage.
- Upgrading of external surfacing finishes
- Refurbishment of refuge workshops and maintenance provision

The existing site at Hammerstone Road


Site Location Plan

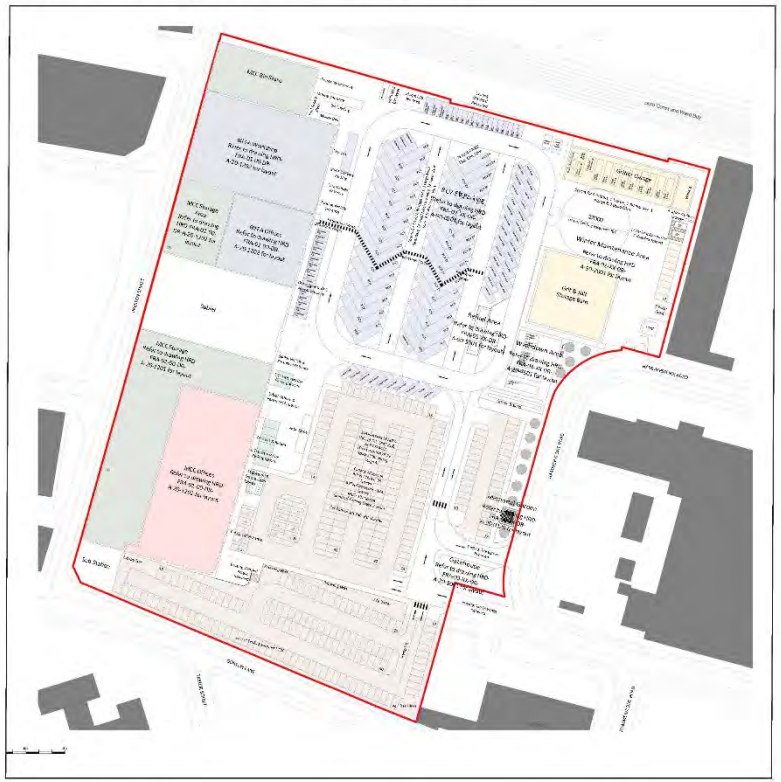

Existing Building Internal Photo


Existing Aerial Photo

Your views matter If you have any comments or would like further details please email **andrew.partington@manchester.gov.uk**
Or by post: Andrew Partington, Principal Project Manager, Capital Programmes and Procurement, Programme Management Office, Corporate Core Directorate Manchester City Council

MANCHESTER CITY COUNCIL

The proposed site plan for Hammerstone Road



Your views matter If you have any comments or would like further details please email **andrew.partington@manchester.gov.uk**
Or by post: Andrew Partington, Principal Project Manager, Capital Programmes and Procurement, Programme Management Office, Corporate Core Directorate Manchester City Council

Community Involvement Notification

2.0_SITE LOCATION & CONTEXT

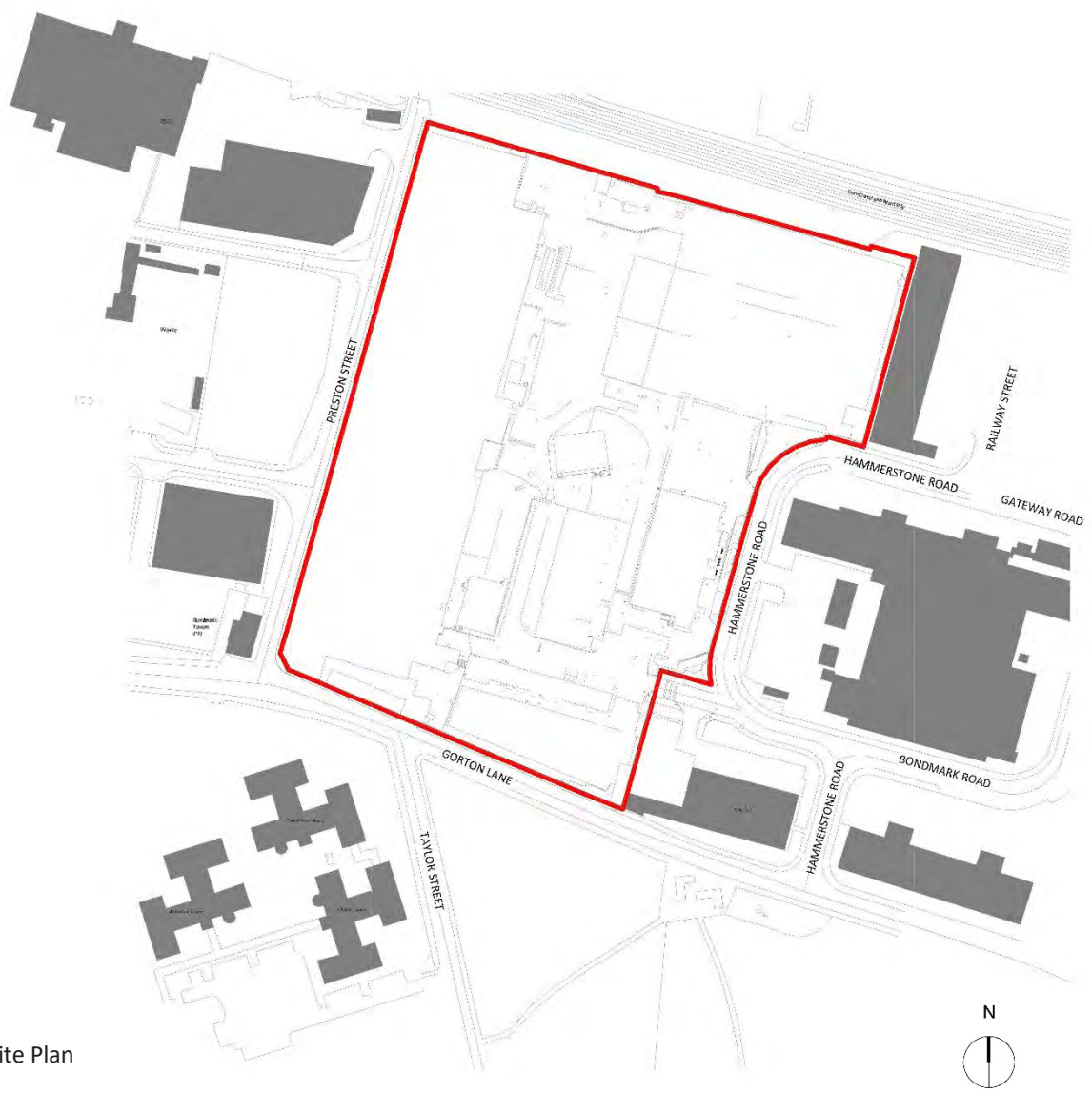
2.0 SITE LOCATION & CONTEXT

2.1 Site Context

Land to the north, east and west of the site is characterised by a range of industrial/employment uses, including the CEMEX Concrete Plant to the west, Iceland Manufacturing Ltd food production facility to the east and New Smithfield Wholesale Market to the north. The area to the south of the site is mainly residential in character with some areas of Public Open Space, including the Taylor Street Playing Fields

2.2 Wider Context

Further to the south the district centre of Gorton is located, comprising a range of retail and leisure uses, including a Tesco Extra supermarket, Aldi supermarket, restaurants, petrol stations, post office, medical centre, library and the City of Manchester Institute of Gymnastics



Existing Site Plan

2.0_SITE LOCATION & CONTEXT

2.3 Historical & Heritage

Beyer Peacock's works at Gorton were purpose built for the manufacture of steam locomotives. When the company began, Gorton was a small community of no more than 2,000 people. But with the introduction of Beyer Peacock's works to the area, it significantly changed and developed between 1854 and 1904.

In the 1920's a large locomotive shed was built as part of the sites improvements, this is one of the only original buildings that still stand from the foundry today. Business improved and employment in the works peaked during the 1930's due to the success of the Beyer-Garratt Locomotive. A total of 1,636 Beyer-Garratt's ran on 86 railways, in 48 countries and 1,116 were built at Gorton works.

In the near future the company was presented with the competition from electric rail and trams and they began to look for alternative ways of generating an income that didn't just rely on one product.

In 1955 British rail decided to switch from steam to diesel and overseas railways followed suit. All of Beyer- Peacock's foundry's closed by the end of 1958 except Gorton Foundry. This was due to the fatal decision to produce diesel-hydraulic locomotives but British rail had opted for diesel-electric. In 1966 all production ceased at Gorton Foundry.

These diagrams illustrate the changes the Hammerstone Road site overtime, from just a few railway tracks, until the large locomotive shed was constructed. The site was the most densely populated in the 1940's/50's, historical maps were used to create these diagrams.

Refer to Turley's Heritage Statement for further information.











2.0_SITE LOCATION & CONTEXT

2.4 Demolition

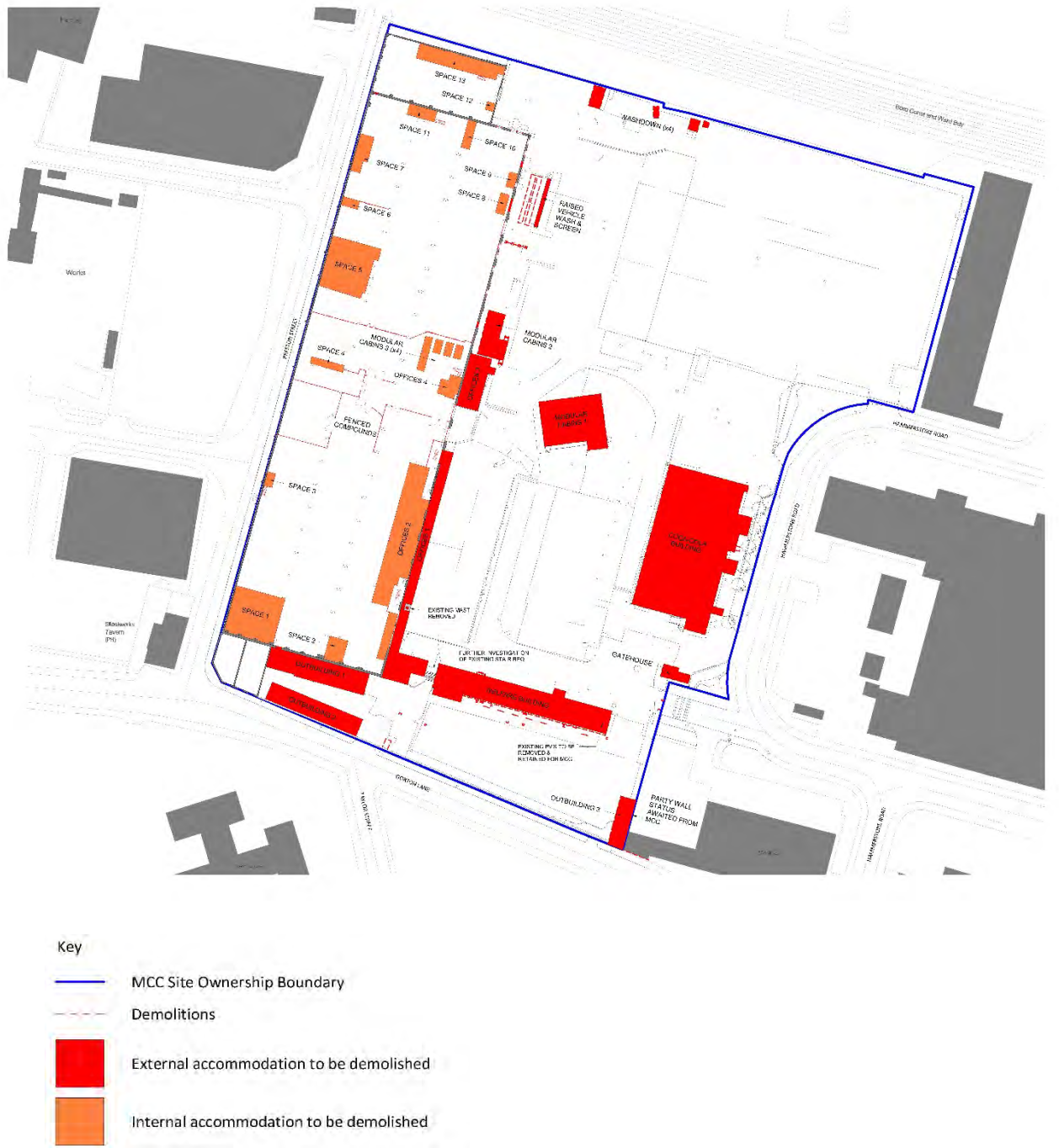
Our initial strategy is based around maximising the useable space across the site by demolishing existing ancillary buildings which are in a poor condition, removal of temporary cabin type structures and general site clearance.

Refer to FRA Site Demolition Plan HRD-FRA-00-XX-DR-A-90-0100.

The main loco shed is to be retained and all new/modern add on and lean-to structures will be removed returning the structure to its previous form.

The internal areas of the loco shed will be cleared of the existing office & storage compound areas and all redundant services stripped out to allow the structure to be repaired .

The asbestos sheeting to the loco shed roof will be replaced with modern insulated system.



3.0_USE & AMOUNT

3.0_USE & AMOUNT

3.1 Accommodation

Existing Floor Area Being Demolished GEA 5,030sq.m

Loco Shed

Loco Shed (following Demolition Works) GEA 10,600sq.m

Loco Shed (following Demolition Works) GIA 10,230sq.m

Manchester City Council Offices GIA 2,075sq.m

Manchester City Council Storage GIA 2,030sq.m

Sublet Area GIA 1,520sq.m

Refuge Collection (Biffa) Offices GIA 915sq.m

Refuge Collection (Biffa) Vehicle Workshop GIA 2,290sq.m

Manchester City Council Bin Storage GIA 685sq.m

Substation GIA 110sq.m

Condenser Store GIA 120sq.m

Service Corridor GIA 320sq.m

Proposed Buildings

Proposed Gritter Garage & Welfare GEA 680sq.m

Proposed Gritter Garage & Welfare GIA 615sq.m

Proposed Salt Barn GEA 910sq.m

Proposed Salt Barn GIA 820sq.m

Proposed Gate House GEA 30sq.m

Proposed Gatehouse GIA 28sq.m



3.0_USE & AMOUNT

3.2 Use

The site is classed sui generis. The development has been designed in such away they will meet the commercial and operational needs of the building end users.

3.3 Layout

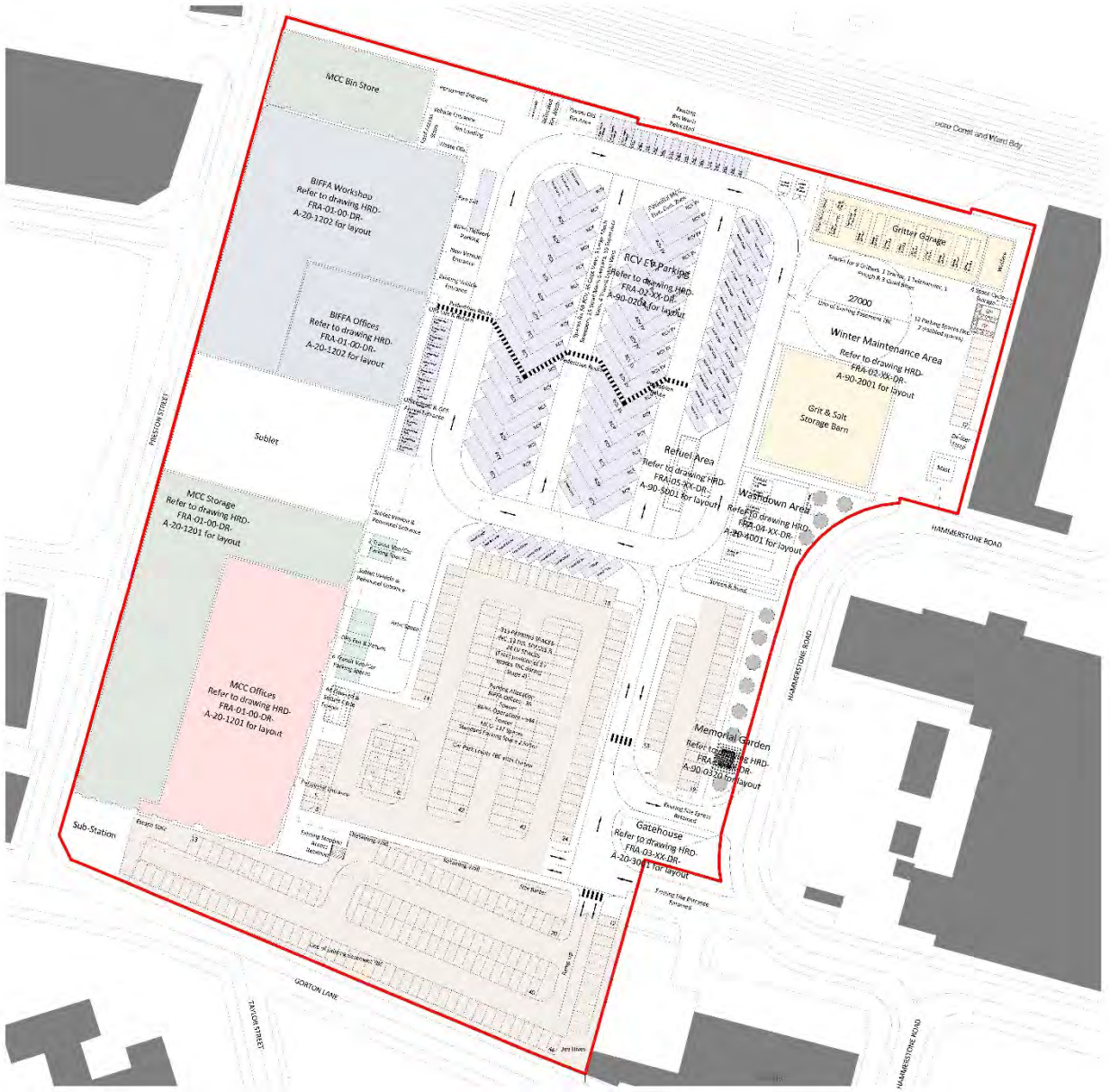
From the earliest concept sketches it has been considered important from a safety, sense of order and efficiency of layout prospective to separate the commercial refuge vehicles from the Manchester City Council commercial and private vehicle parking areas.

The commercial parking areas are located to the north of the plan adjacent to the refuge operators workshop and offices. The Manchester City Council commercial and private vehicle parking is to the south.

The Winter Maintenance Area is designed to operate independently utilising an existing ingress / egress off Hammerstone Road. Commercial and private parking for the Winter Maintenance Team has been allocated in this area

Refer to Fletcher Rae proposed site plan layout drawing HRD-FRA-00-XX-DR-A-90-0200 for the proposed parking provision.

Refer to Curtin's Transport Assessment for further information



Proposed Site Layout Plan

4.0_LAYOUT & SCALE

4.0_LAYOUT & SCALE

4.1 Design Philosophy

Existing Site

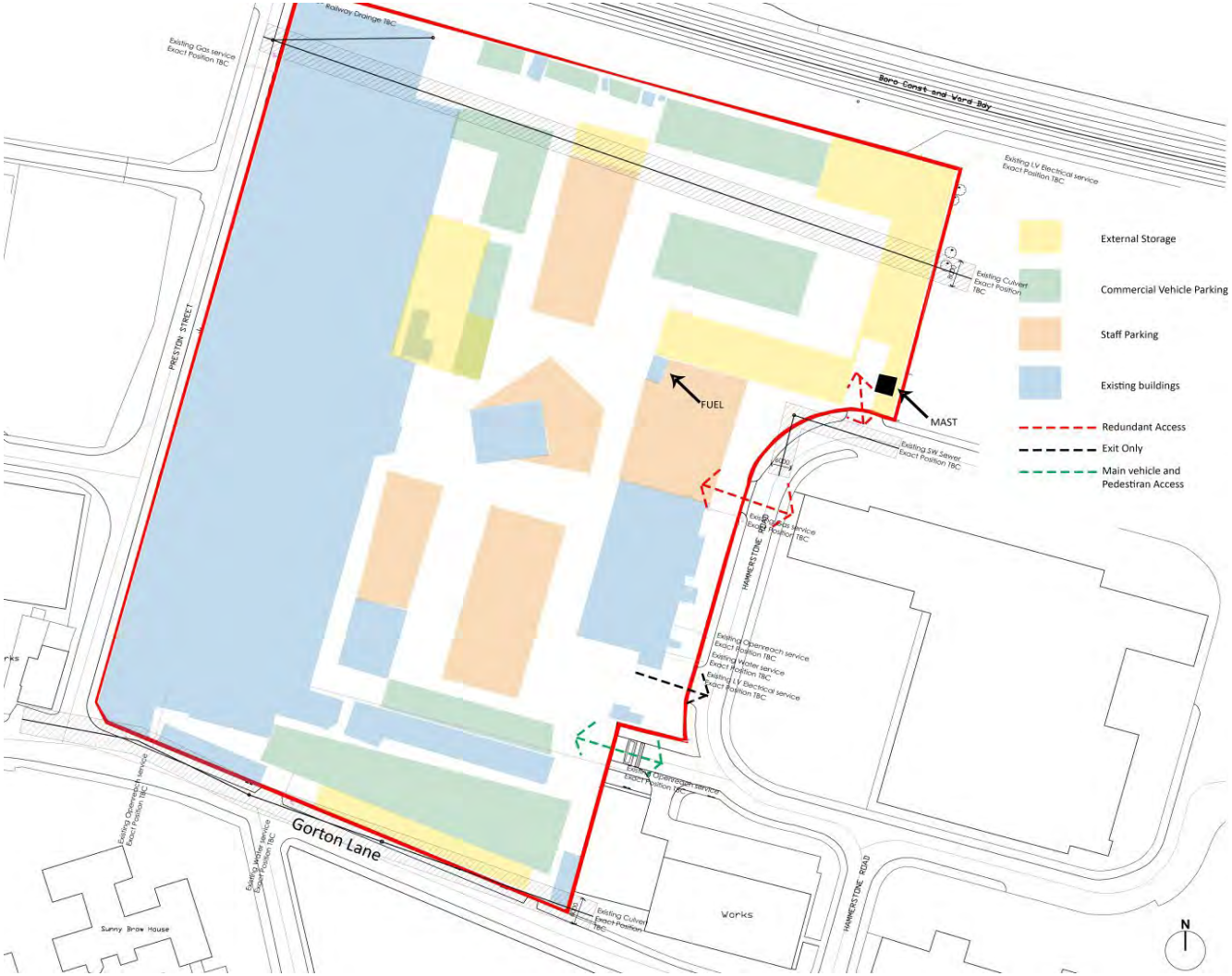
The existing site layout is complex and provides an ad hoc layout which has developed over time as services across the depot have changed. Observations noted below:

- Cars mixing with commercial vehicles
- Space under utilised
- Pedestrian access and circulation unclear
- Existing culverts restrict certain parts of the site and influence where new structures can be built

Proposed Site Concept

The concept aims to address the reconfiguration of the Hammerstone Road site to provide a long term base for Manchester City Councils operational services within an integrated facility. The following are key considerations:

- Single vehicular point of access to the site allows for greater security and managed traffic movements
- Split the site to allow separation of operational & staff vehicles
- Operational amenities positioned to the north of the site to minimise risk of disruption to residential land uses to the south
- Winter maintenance team considered independent activity to the greater site



Existing Site Plan Analysis

4.0_LAYOUT & SCALE

4.1 Design Philosophy

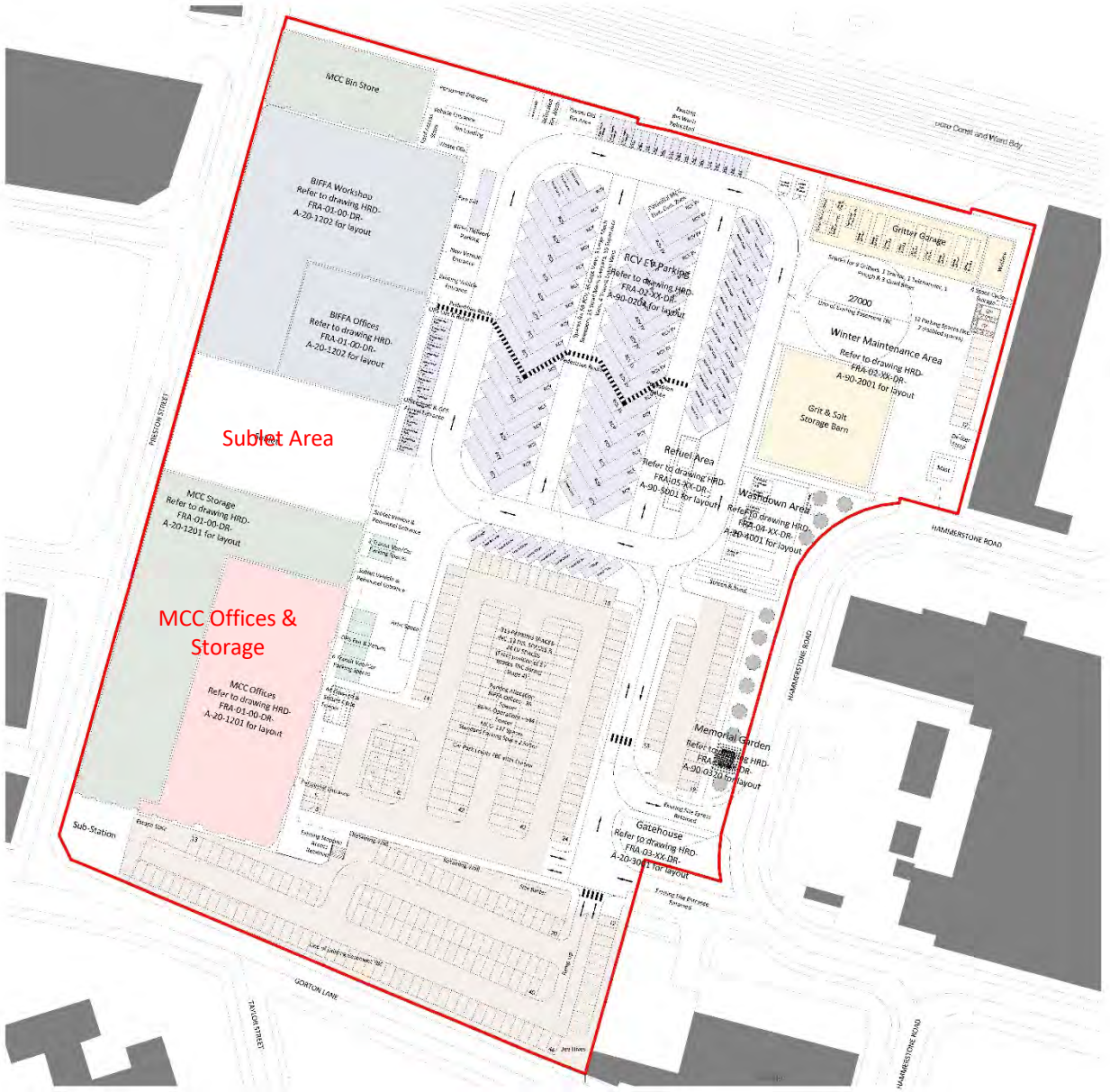
Manchester City Council Accommodation

This is proposed to located in the southern end of the loco shed due to the benefits below:

- Most accessible part of the existing building being closest to the proposed site entrance
- Area designed for staff vehicles to be parked directly adjacent and away from the commercial refuse vehicles
- The southern end of the loco shed has the greatest potential for natural light ingress with 2 facades available for reinstallation of glazing
- Least risk usage type to potentially cause operational nuisance to adjacent land uses

The Sublet Area has been placed adjacent to the MCC storage area to allow BIFFA to be located at the far end of the depot.

- This allows BIFFA to work as a separate entity maintaining there area within a recognised zone to the north of the site
- It enables the sublet to have a closer links to the staff parking zone and to the main MCC offices
- The sublet area currently has no identified use



Proposed Site Layout Plan

4.0_LAYOUT & SCALE

4.1 Design Philosophy

Refuse Operator (Biffa)

BIFFA's accommodation is currently proposed to be positioned within the northern end of the loco shed adjacent to the proposed commercial vehicle parking area.

As BIFFA are currently the most likely user of the site to generate disturbance to adjoining land uses the proposed siting of BIFFA in this area minimises this risk.

Manchester City Council Bin Store

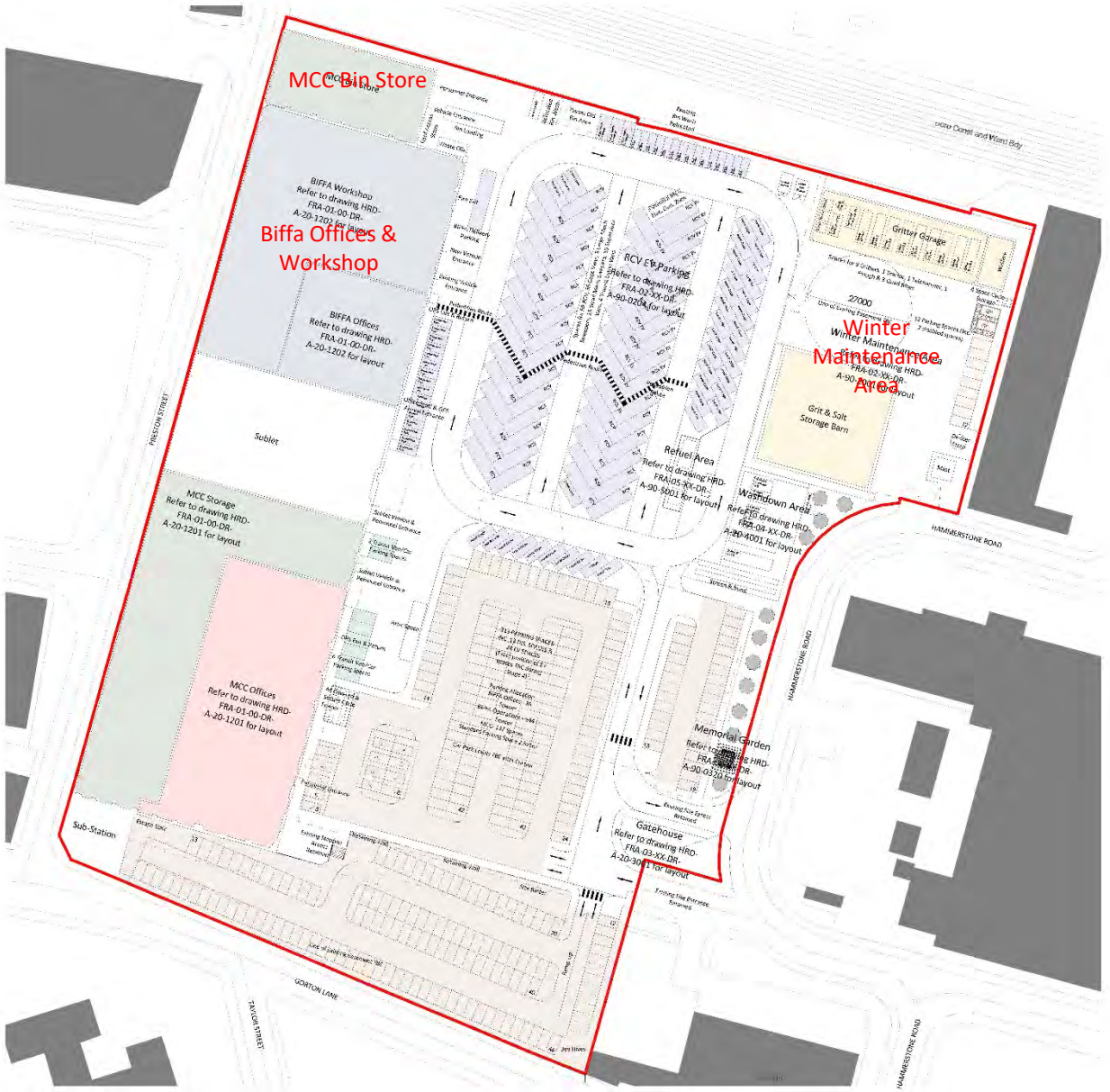
The bin store is proposed to be located in the northern most element of the plan in an area known as the plating shed.

This area is self contained and allows for larger / articulated vehicles to facilitate collection and delivery of the bins.

Winter Maintenance Area

This facility is located in the north east corner of the site and utilises an existing access / egress off Hammerstone Road to allow independent operation from the greater site.

A gated access link between the Winter Maintenance Area and the greater depot site will be provided to allow access to the vehicle washdown facilities.



Proposed Site Layout Plan

4.0_LAYOUT & SCALE

4.1 Design Philosophy

Refuel Area

The existing fuel tank is being retained in its current location and is easily accessible off the main commercial vehicle circulation route with a dedicated pull in area.

Washdown Area

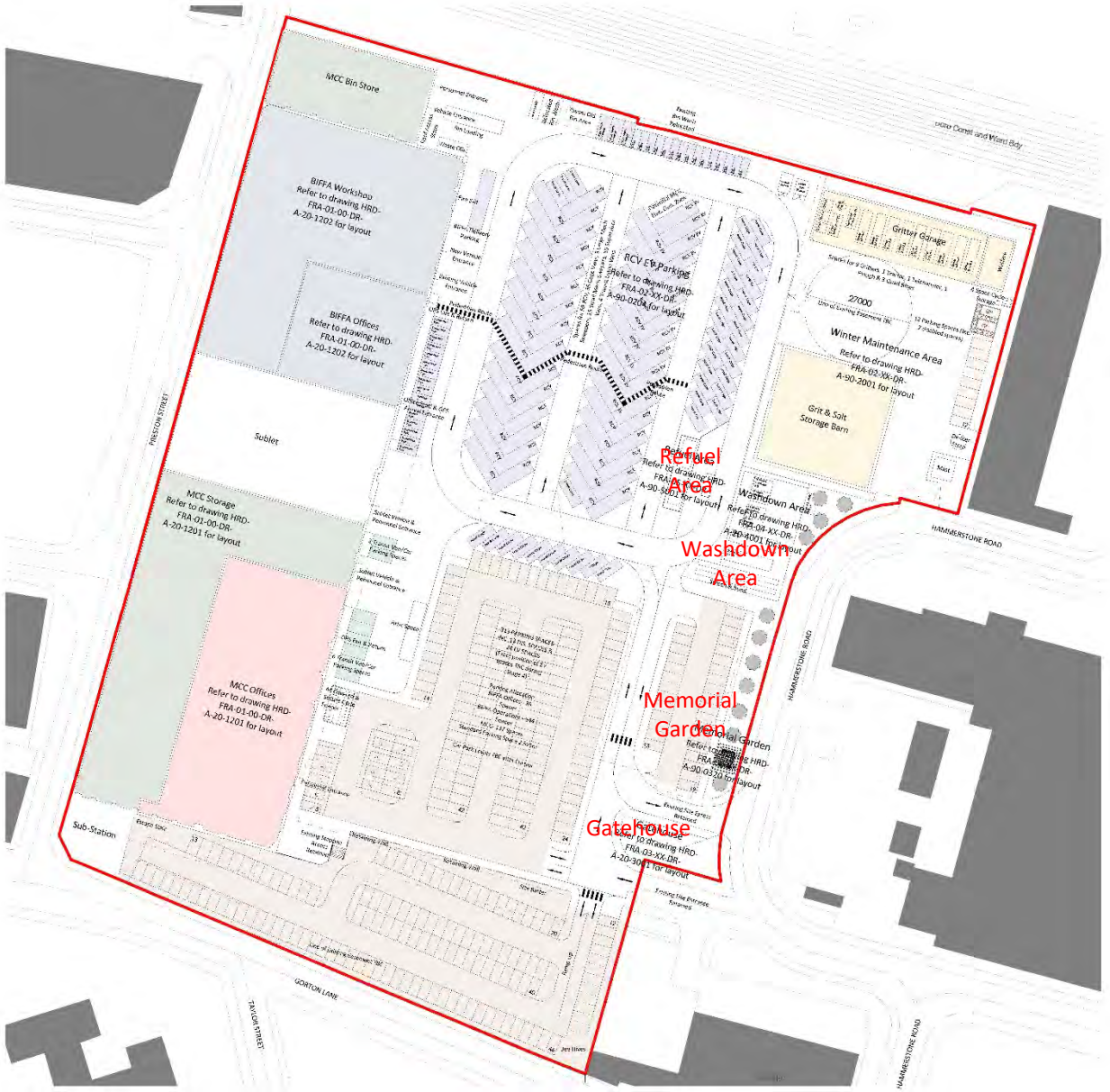
This is a shared facility for all stakeholders present at the depot and is located centrally within the site for ease of access. This replaces the existing facilities spread across the northern boundary.

Memorial Garden

This is located in close proximity to its existing position and sits in a landscaped area which provides a buffer between Hammerstone Road and the site.

Gatehouse

A new Gatehouse is proposed to replace the existing unsightly cabins and provide a strong sense of identity and security at the site entrance



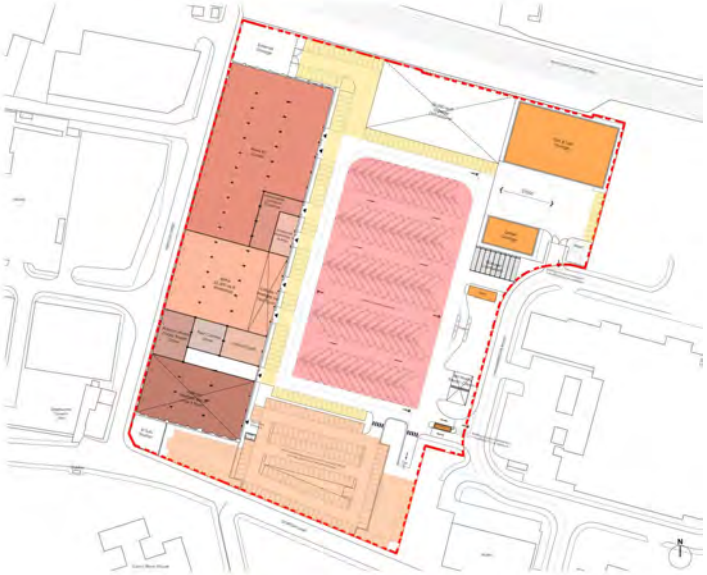
Proposed Site Layout Plan

4.0_LAYOUT & SCALE

4.2 Design Development

The Site

The site layout has developed through Board Presentation feedback and stakeholder design workshops to develop a coherent and deliverable layout.



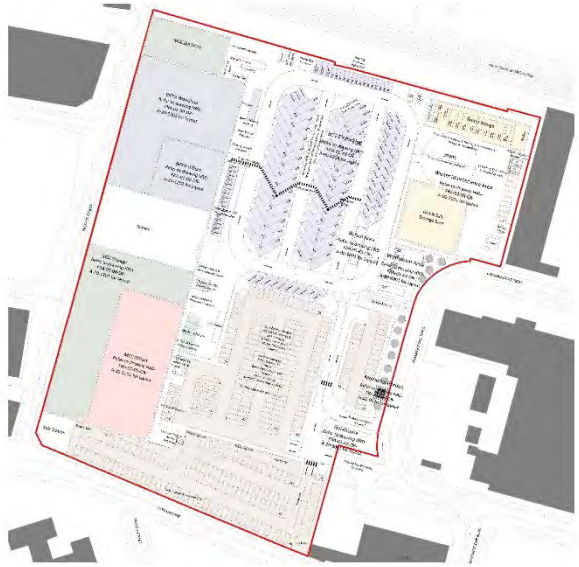
Budget Pre-Qualification Concept



First Concept Layout



Developed Concept Layout



Current Proposed Layout

4.0_LAYOUT & SCALE

4.3 Consideration in Context of Adjacent Uses

The Site

The site layout has developed through Manchester City Council Board Presentation feedback and stakeholder design workshops to develop a coherent and deliverable layout.

The proposed site usage is largely the same as the existing with the addition of the Winter Maintenance Area which is only operational during the winter months.

The depot activity areas most likely to cause disturbance to adjacent users are predominantly in the same place and the new proposals shouldn't cause any increase.

The nearest sensitive areas to the depot are the residential areas to the south and have been considered within the proposed layout by locating the least nuisance creating activities toward the southern end of the site.

The proposed vehicle washdown area adjacent to Hammerstone road will be screened to prevent overspray and noise nuisance.

The western boundary of the site is dominated by the existing loco shed which is approximately 200m long by 50m deep by 18m high and is the largest building in the local vicinity.

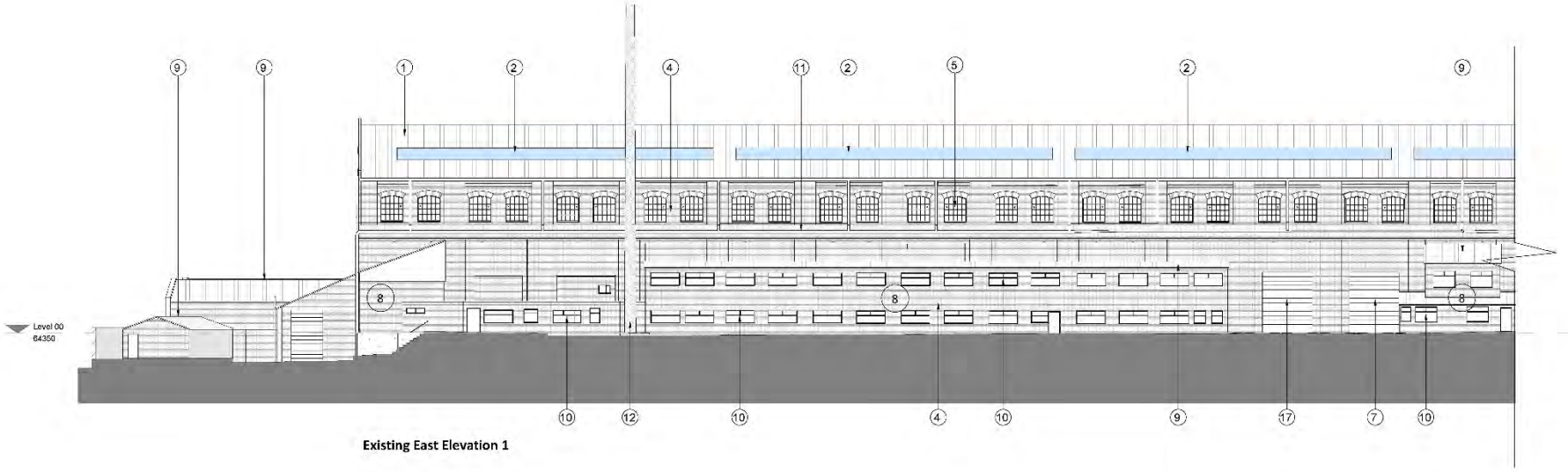
The new Gritter Garage and Salt Barn have been designed around their usage requirements and in keeping with the commercial / industrial uses adjacent.

All parking required for the operation of the depot is to be contained within the site.

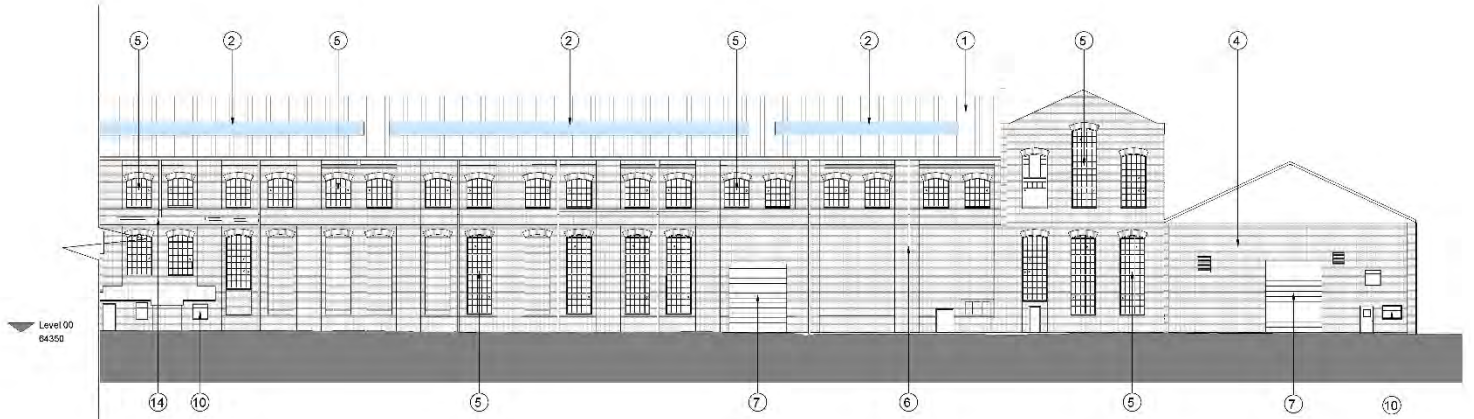
5.0_APPEARANCE

5.0_APPEARANCE

5.1 Existing Elevations



Existing East Elevation 1



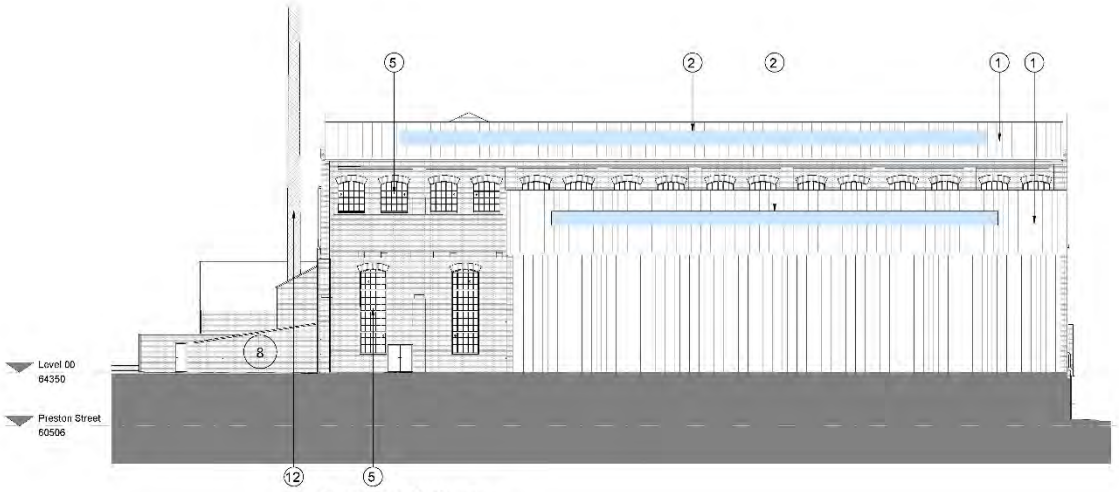
Existing East Elevation 2

Existing

The existing loco shed has seen numerous relatively small scale extensions added to its façade as the operational and therefore space requirements of the depot have developed over time. The design philosophy is to strip these back to reveal the original form of the shed.

5.0_APPEARANCE

5.1 Existing Elevations



Existing North Elevation



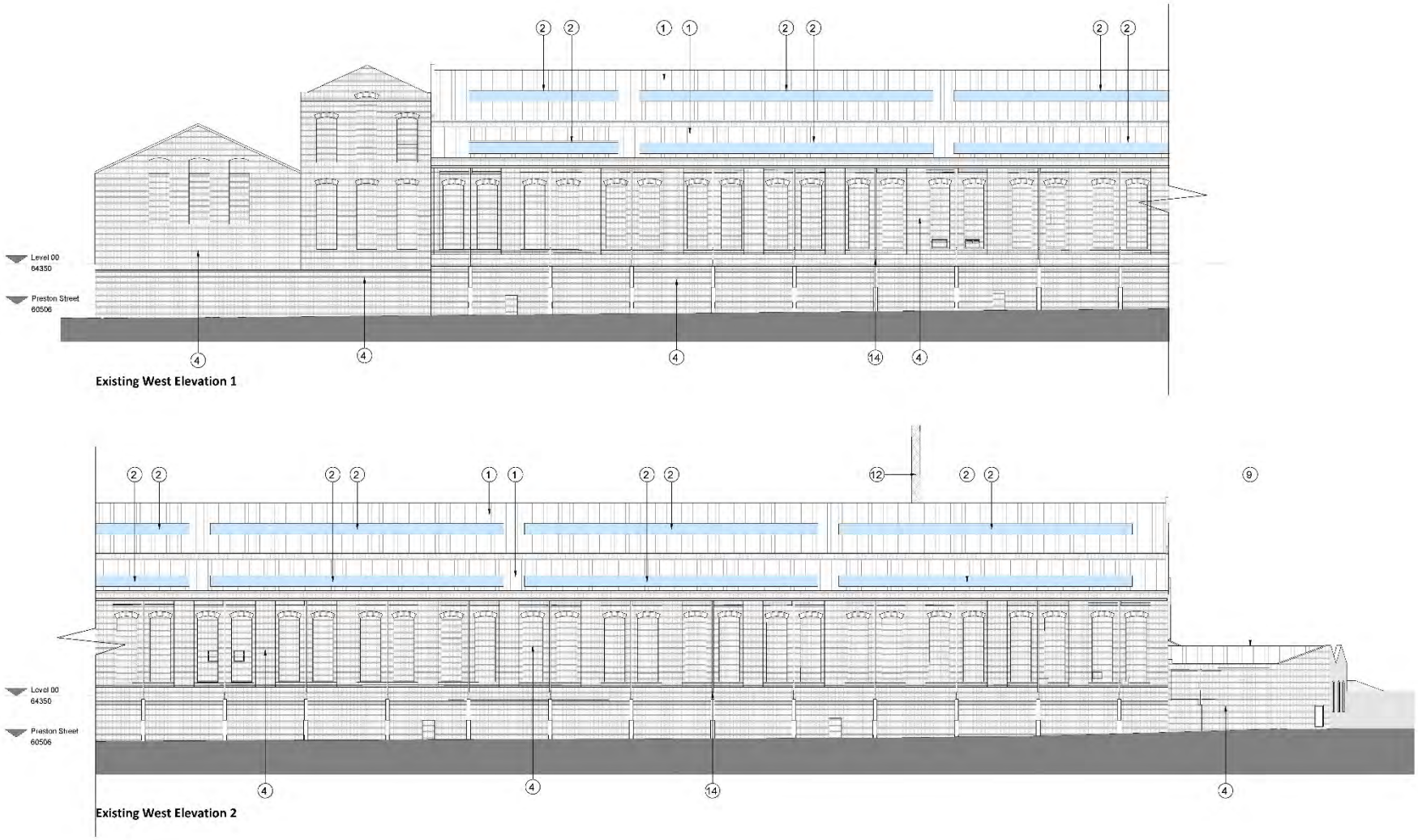
Existing South Elevation

Existing

The existing loco shed elevations are predominantly masonry and extremely weathered requiring localised repairs. It is proposed any repairs will be made using imperial sized bricks to match the existing.

5.0_APPEARANCE

5.1 Existing Elevations

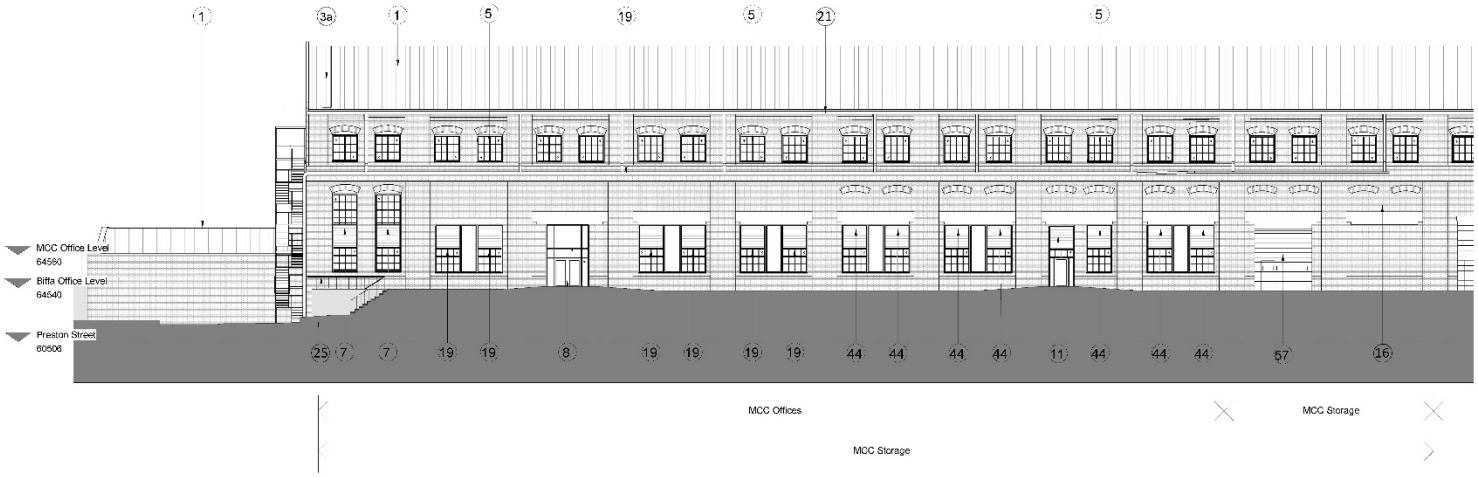


Existing

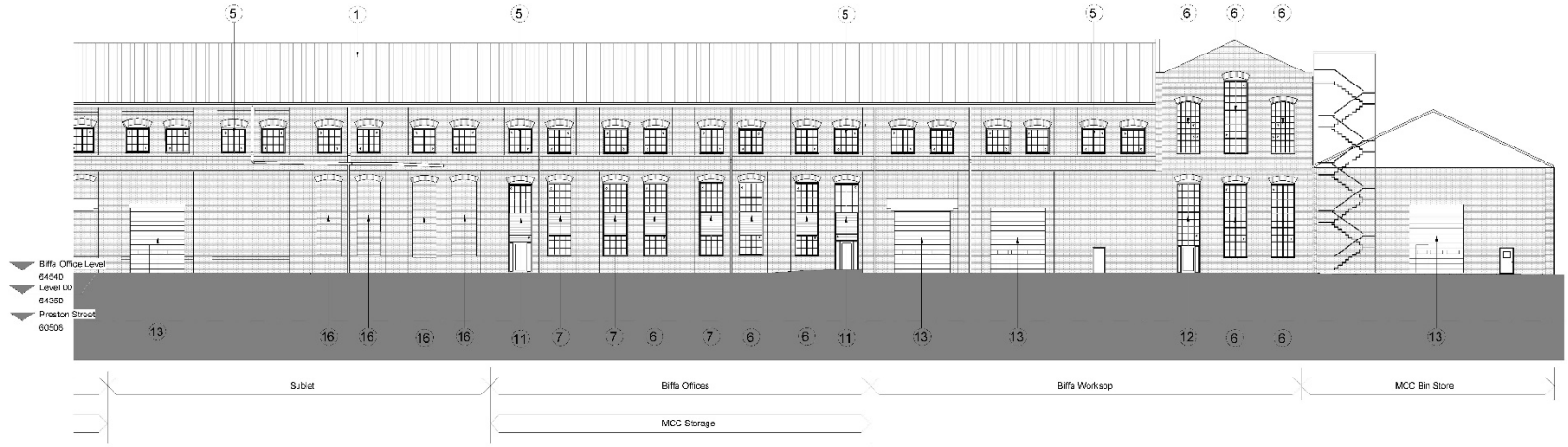
The existing window / glazing are also in a poor condition and require replacing. The existing roof is made up of un-insulated corrugated asbestos sheeting and is damaged in numerous places allowing the weather to penetrate into the building.

5.0_APPEARANCE

5.2 Proposed Elevations



Proposed GA East Elevation 1



Proposed GA East Elevation 2

Proposed Materials

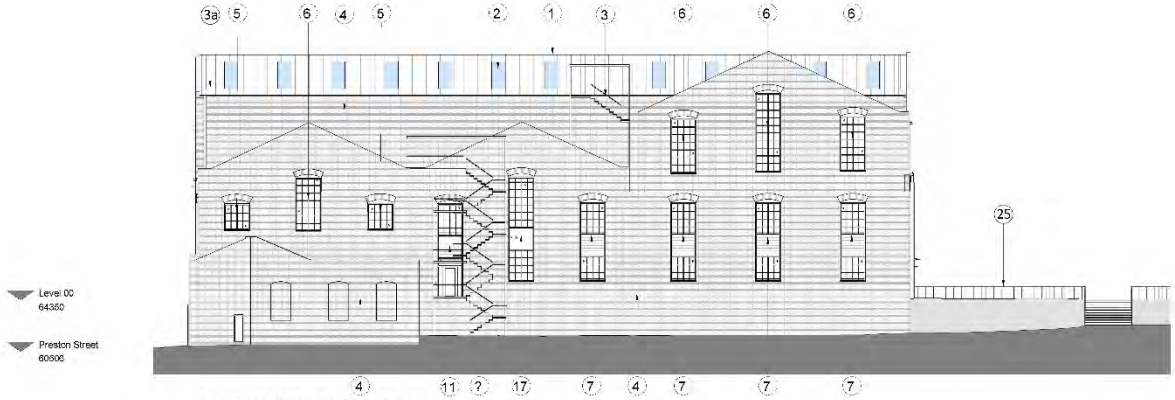
Refer to Fletcher Rae drawing HRD-FRA-01-XX-DR-A-20-1207-C1 for the proposed material finishes

5.0_APPEARANCE

5.2 Proposed Elevations



Proposed GA North Elevation



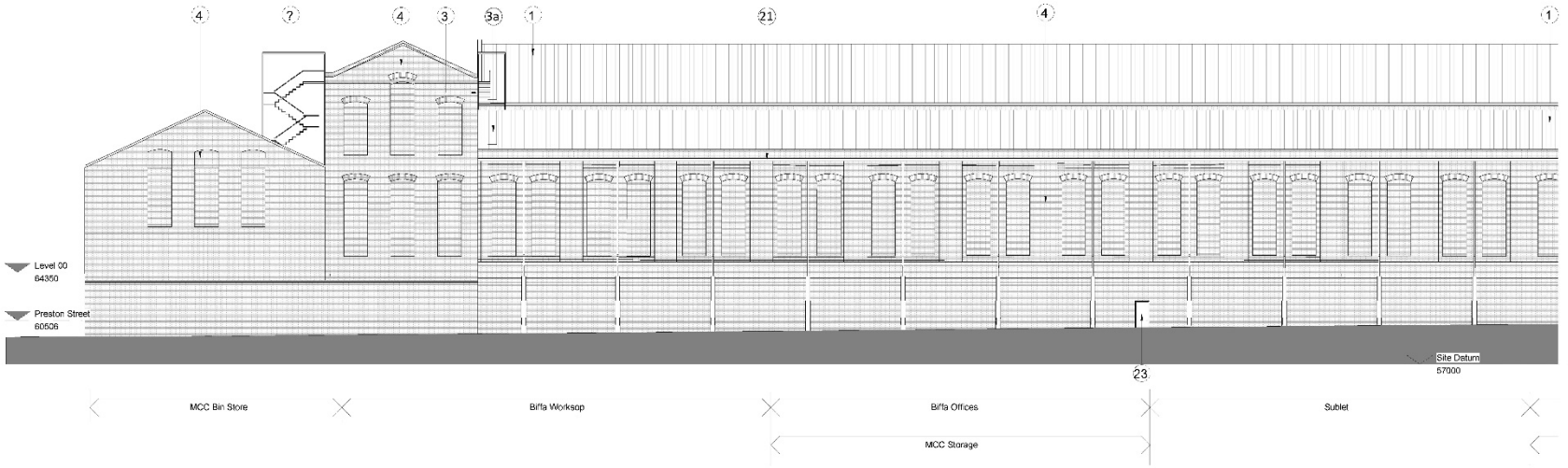
Proposed GA South Elevation

Proposed Materials

Refer to Fletcher Rae drawing HRD-FRA-01-XX-DR-A-20-1207-C1 for the proposed material finishes

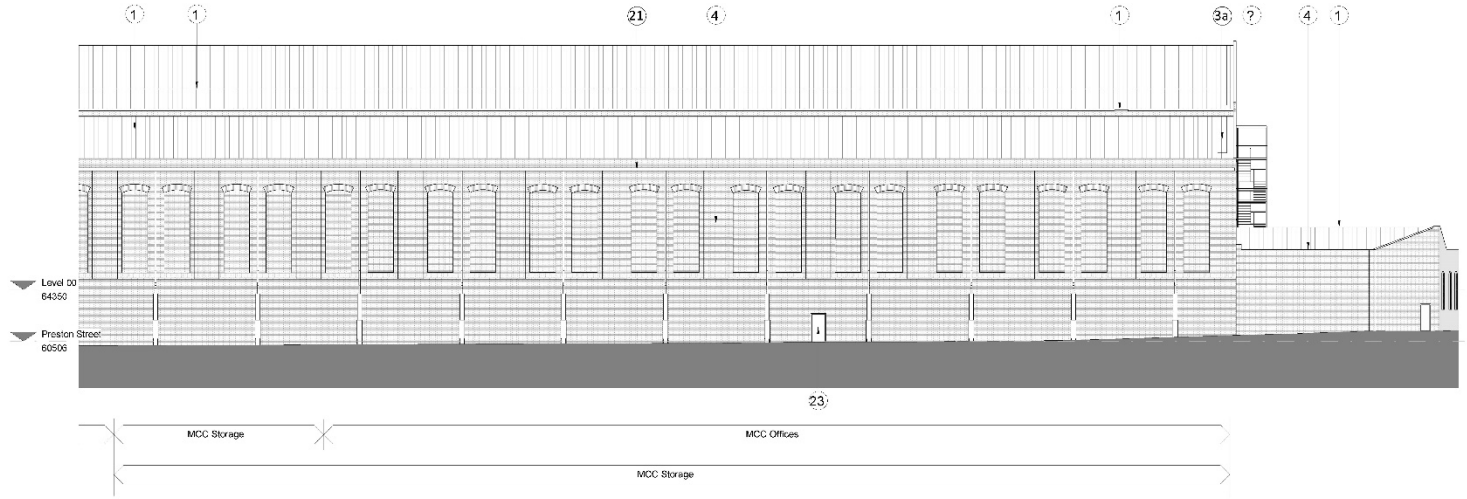
5.0_APPEARANCE

5.2 Proposed Elevations



Proposed GA West Elevation 1

Scale: 1 : 200



Proposed GA West Elevation 2

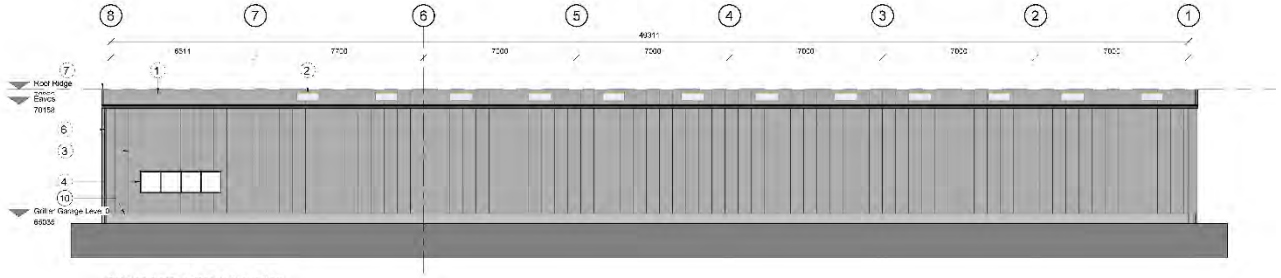
Scale: 1 : 200

Proposed Materials

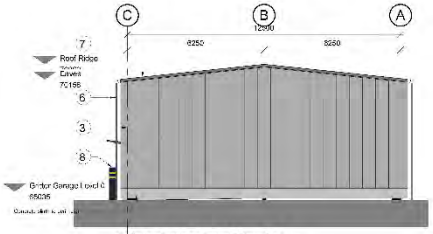
Refer to Fletcher Rae drawing HRD-FRA-01-XX-DR-A-20-1207-C1 for the proposed material finishes

5.0_APPEARANCE

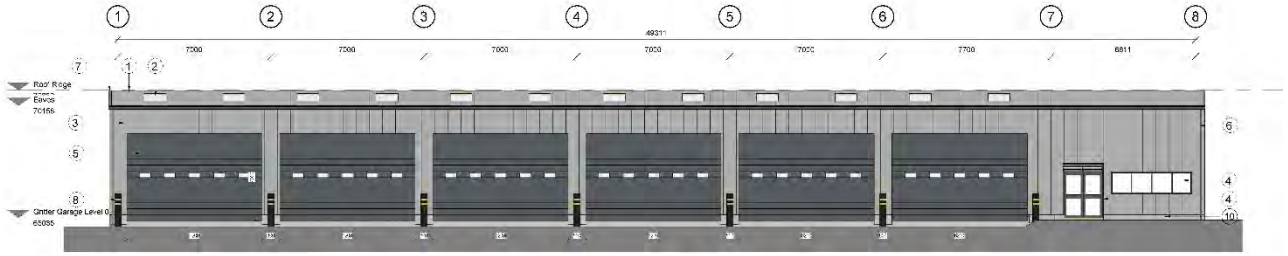
5.2 Proposed Gritter Garage Elevations



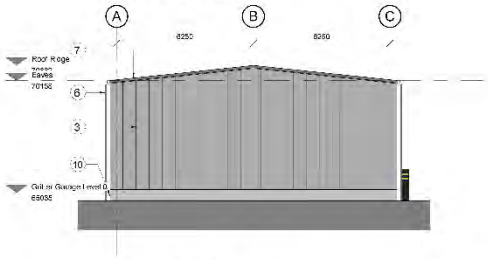
Gritter Garage North Elevation



Gritter Garage East Elevation



Gritter Garage South Elevation



Gritter Garage West Elevation

Proposed Materials

Refer to Fletcher Rae drawing HRD-FRA-02-XX-DR-A-20-2203-C1 for the proposed material finishes

5.0_APPEARANCE

5.2 Proposed Salt Barn Image

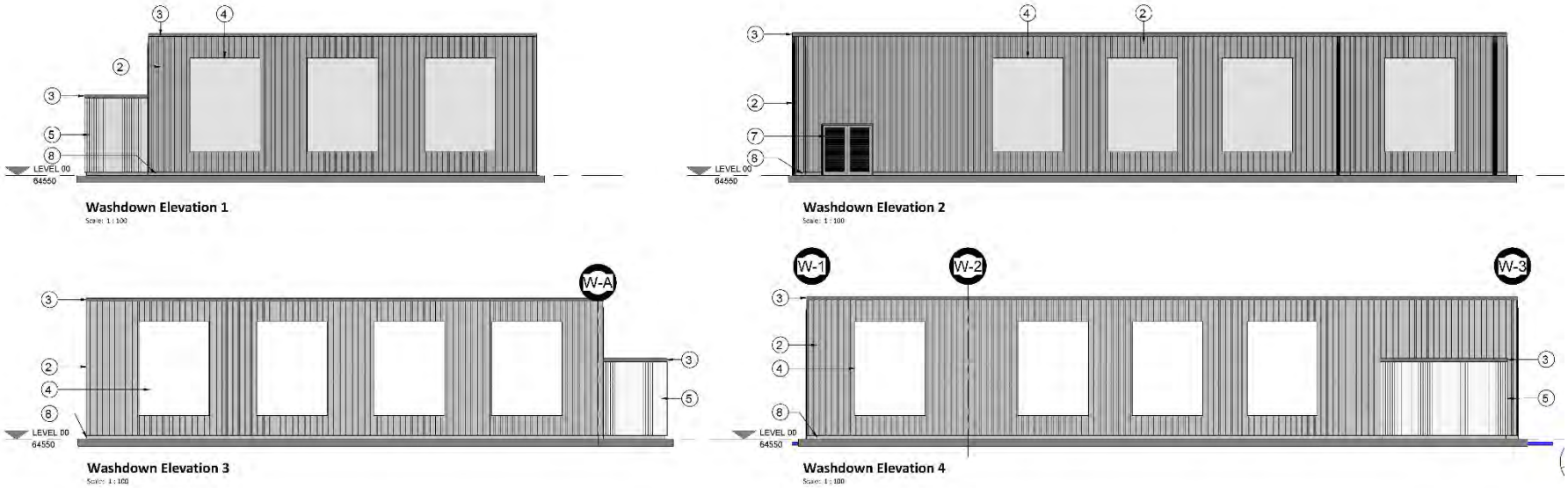


Proposed Materials

Toro or similar proprietary salt barn, material finishes tbc

5.0_APPEARANCE

5.2 Proposed Washdown Area Elevations

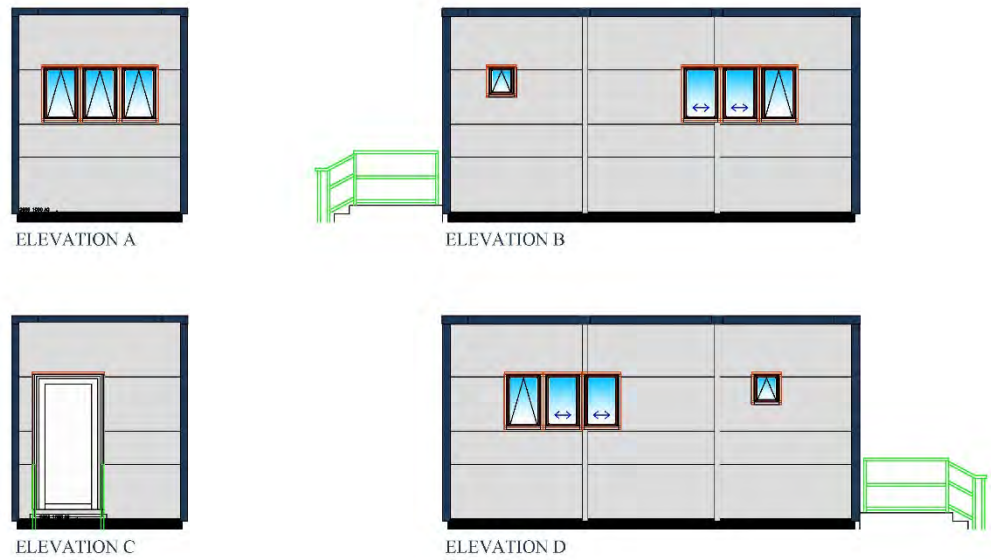


Proposed Materials

Refer to Fletcher Rae drawing HRD-FRA-04-XX-DR-A-20-4001-C1 for the proposed material finishes

5.0_APPEARANCE

5.2 Proposed Gatehouse Elevations

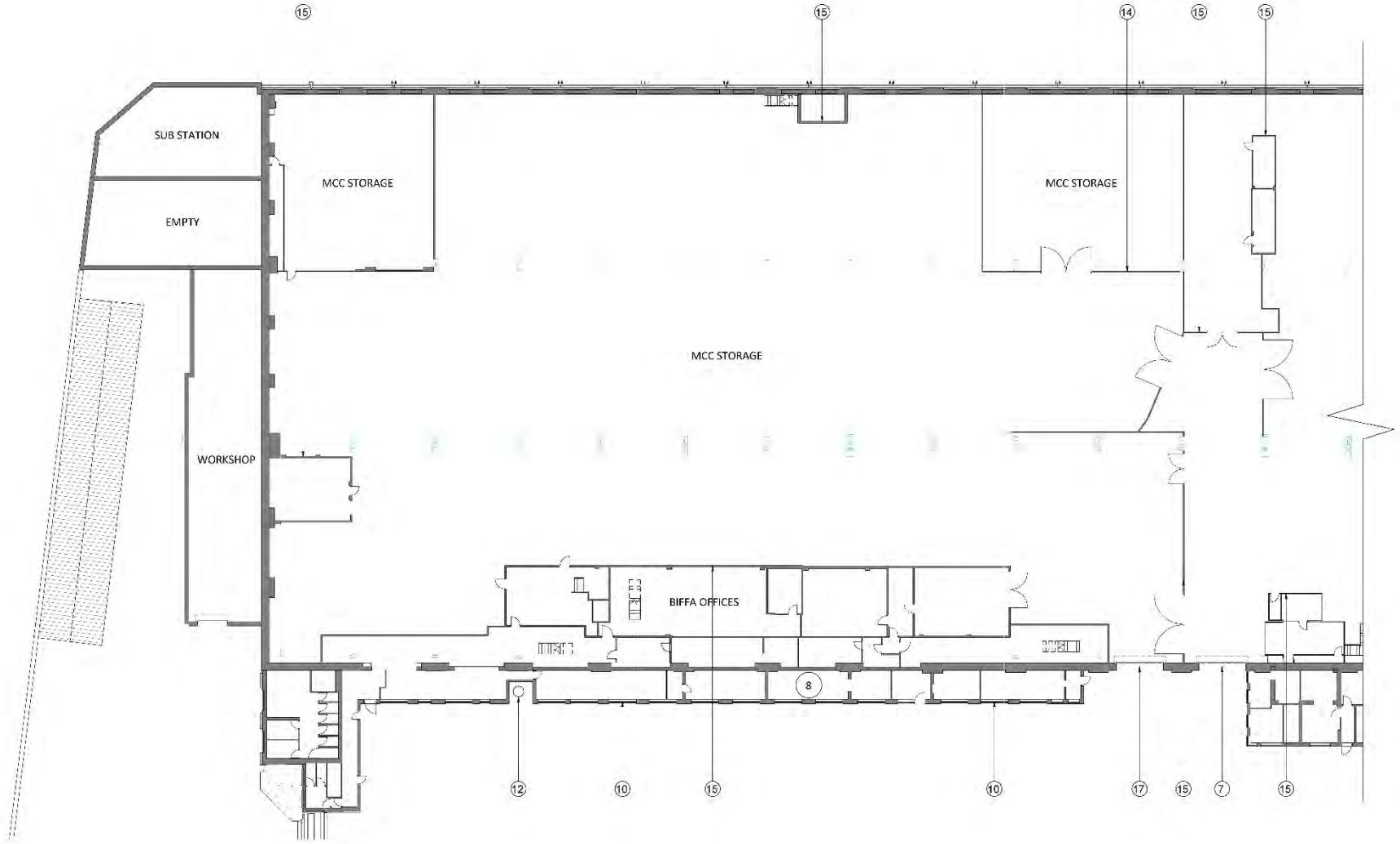


Proposed Materials

Extract from Premier Modular Cabins drawing 32166-PML-B1-XX-DR-A-0001-P0, proposed material finishes to match the Gritter Garage & Washdown areas.

6.0_THE BUILDING DESIGN

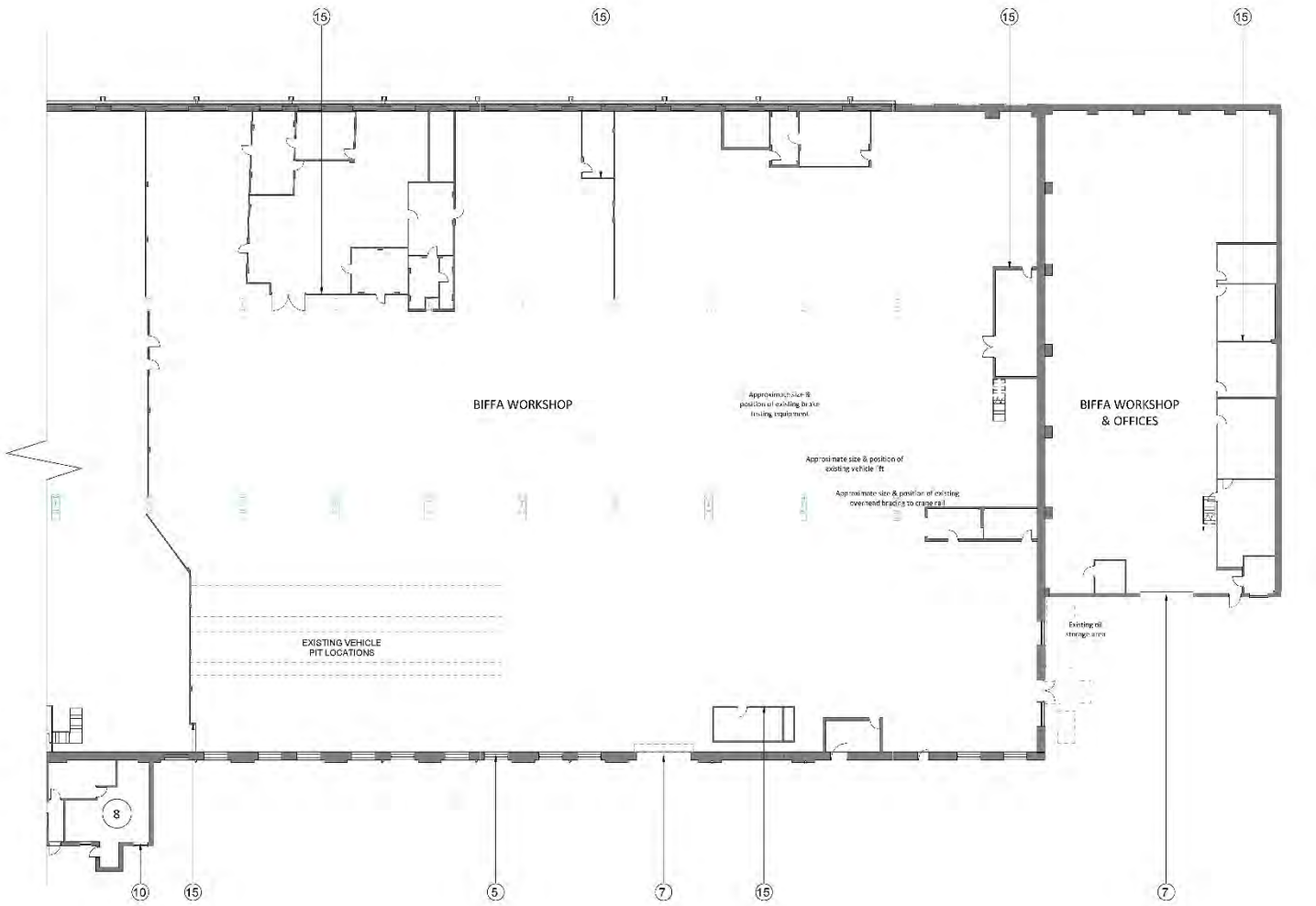
6.1 Existing Loco Shed Floor Plan (Sheet 1)



Existing Plan

Refer to Fletcher Rae drawing HRD-FRA-01-00-DR-A-20-1001-P3 for more information

6.1 Existing Loco Shed Floor Plan (Sheet 2)

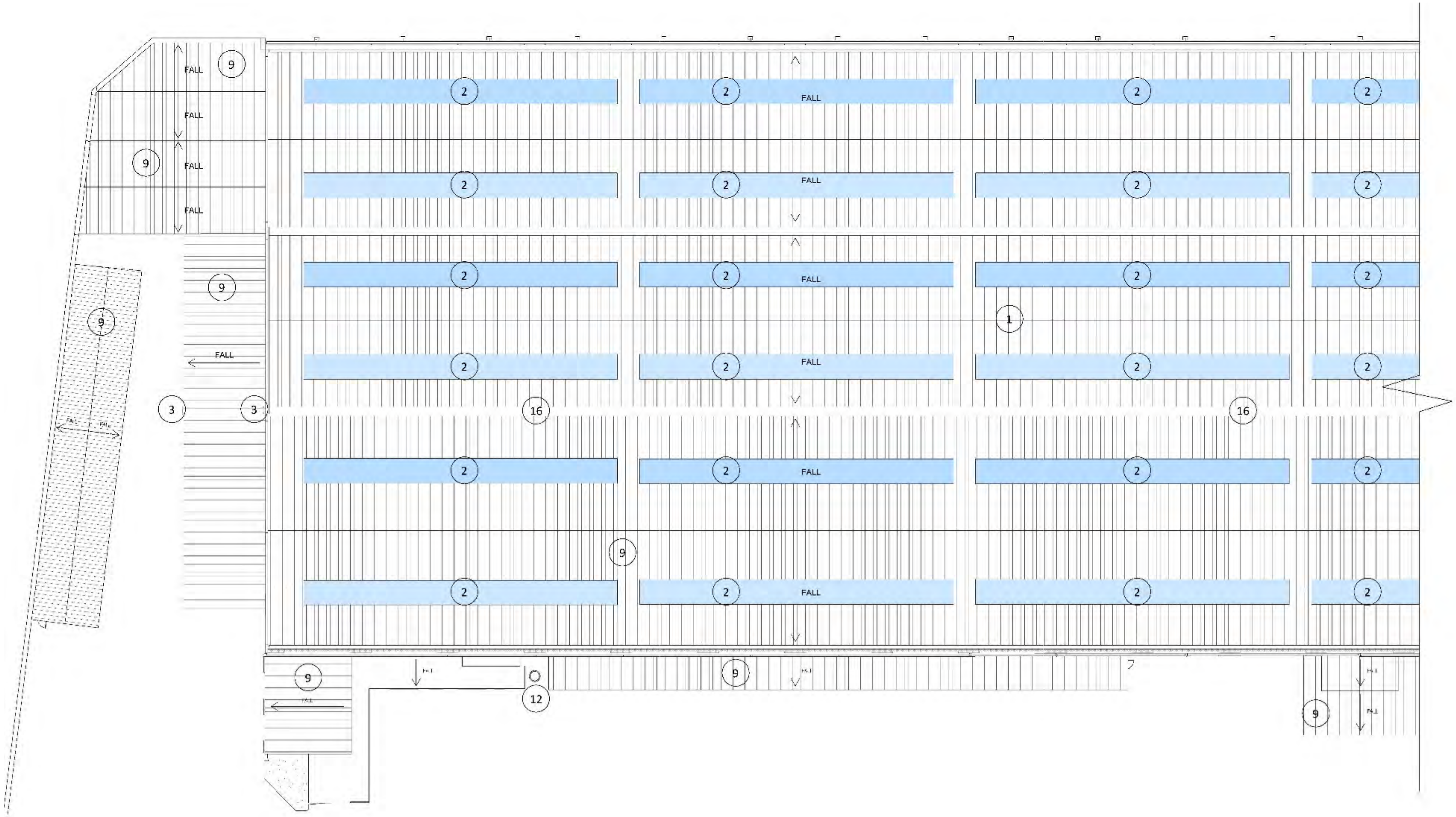


Existing Plan

Refer to Fletcher Rae drawing HRD-FRA-01-00-DR-A-20-1002-P3 for more information

6.0_THE BUILDING DESIGN

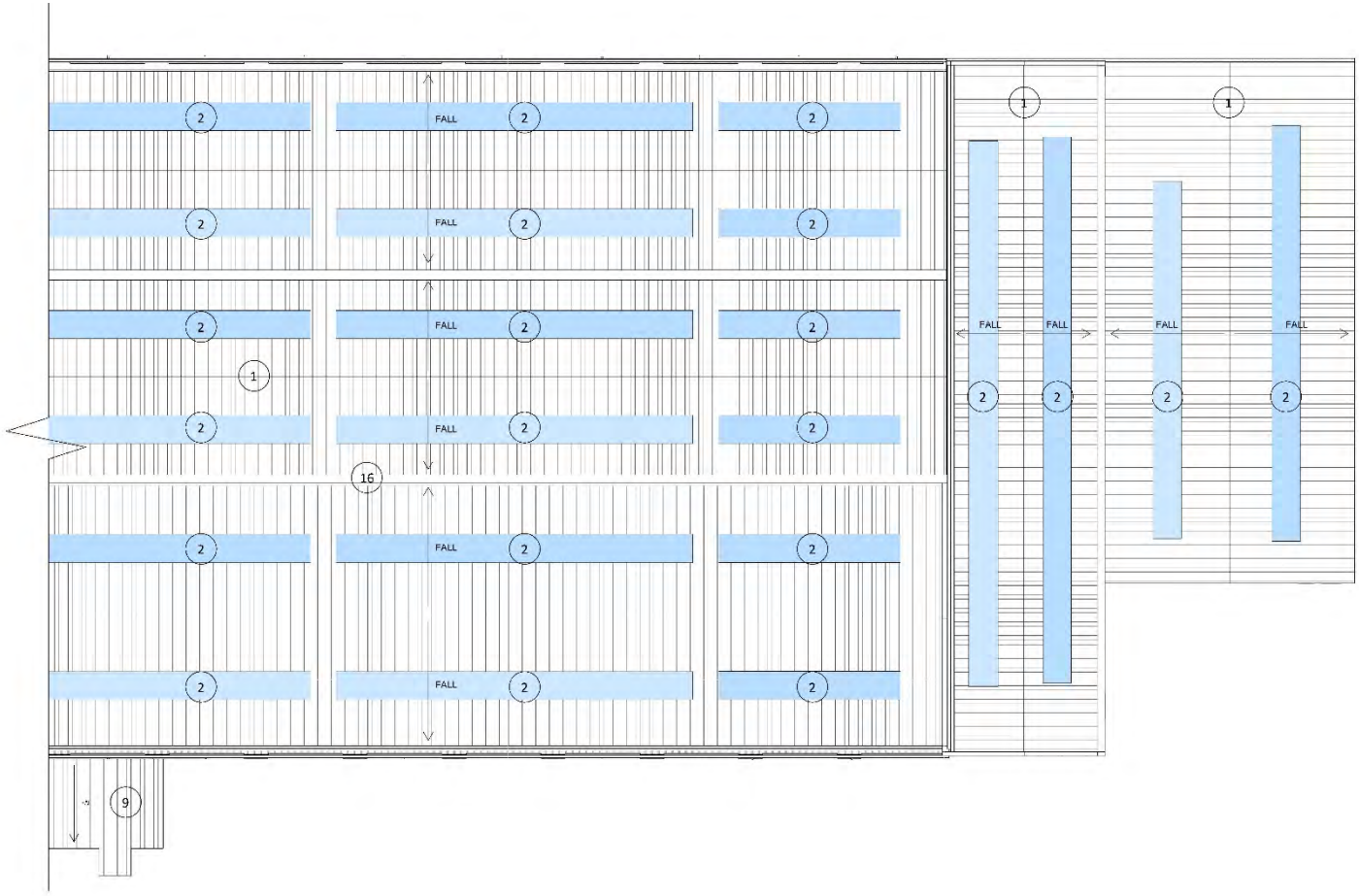
6.1 Existing Loco Shed Roof Plan (Sheet 1)



Existing Roof Plan

Refer to Fletcher Rae drawing HRD-FRA-01-RL-DR-A-20-1005-P2 for more information

6.1 Existing Loco Shed Roof Plan (Sheet 2)



Existing Roof Plan

Refer to Fletcher Rae drawing HRD-FRA-01-RL-DR-A-20-1006-P2 for more information

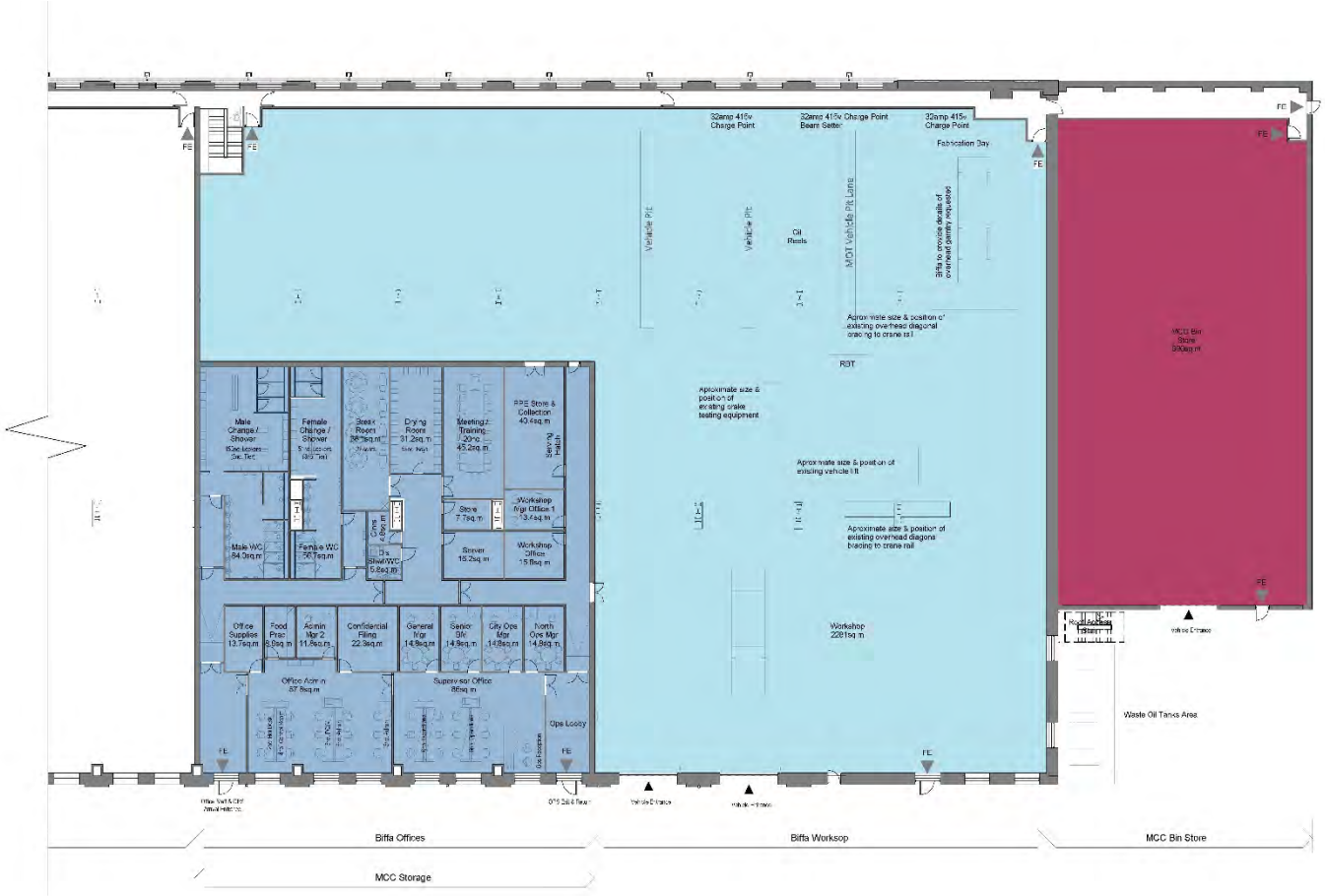
6.2 Proposed Loco Shed Floor Plan (Sheet 1)



Proposed Manchester City Council Office & Storage Area Plan + Sublet Area Plan

Refer to Fletcher Rae drawing HRD-FRA-01-00-DR-A-20-1201-C1 for more information

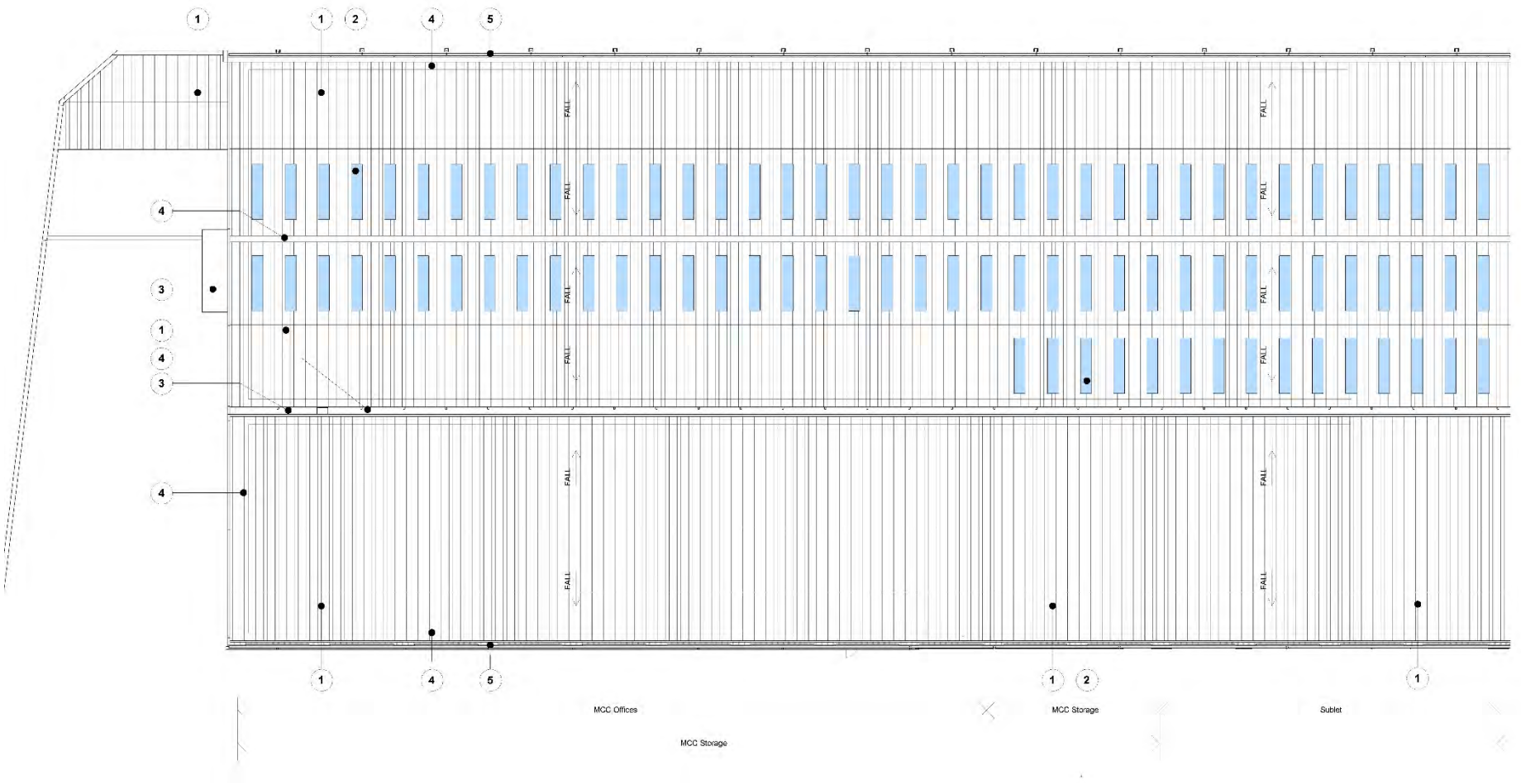
6.2 Proposed Loco Shed Floor Plan (Sheet 2)



Proposed Refuse Operator (Biffa) Office & Workshop Plan + Bin Store Area Plan

Refer to Fletcher Rae drawing HRD-FRA-01-00-DR-A-20-1202-C3 for more information

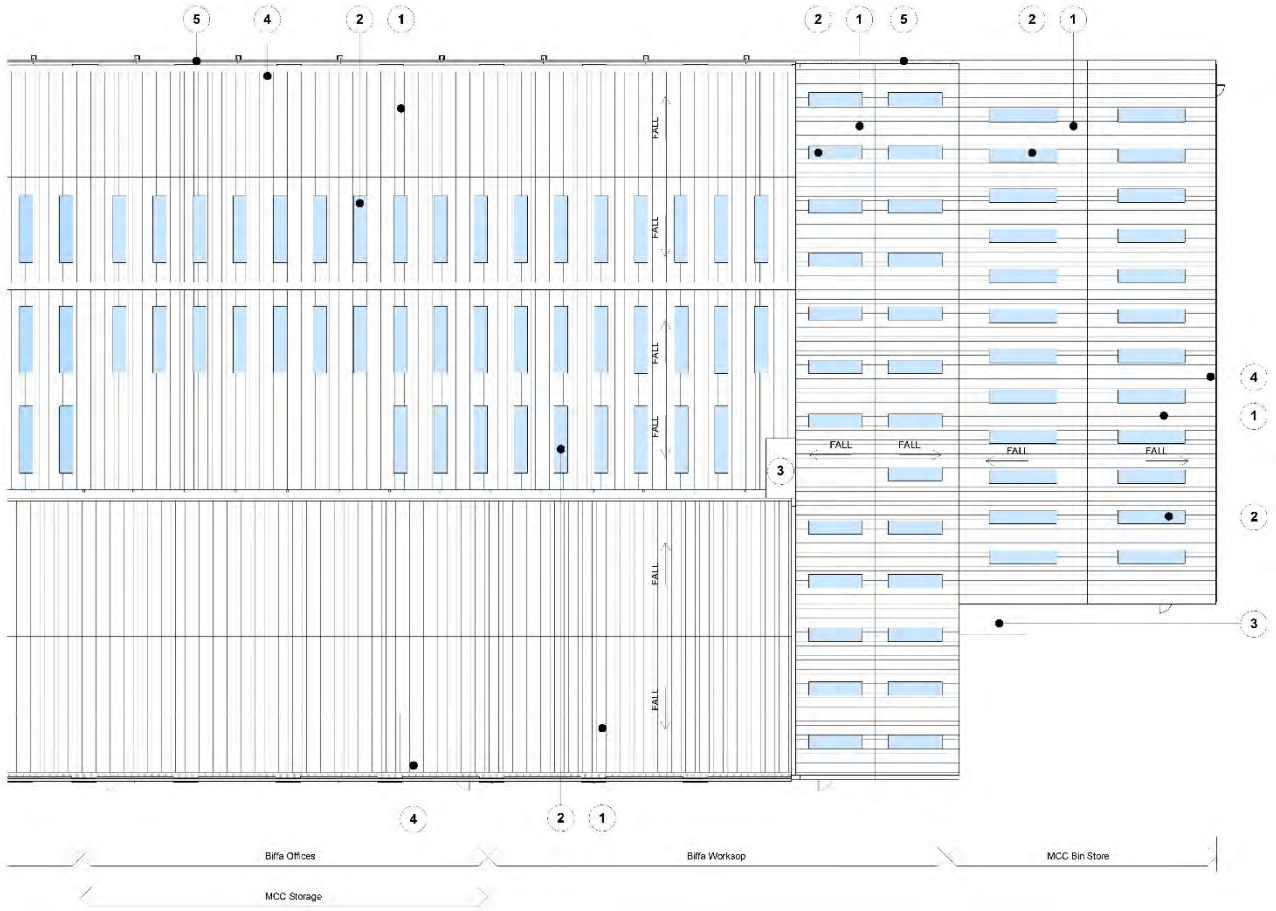
6.2 Proposed Loco Shed Roof Plan (Sheet 1)



Proposed Roof Plan

Refer to Fletcher Rae drawing HRD-FRA-01-RL-DR-A-20-1205-C2 for more information

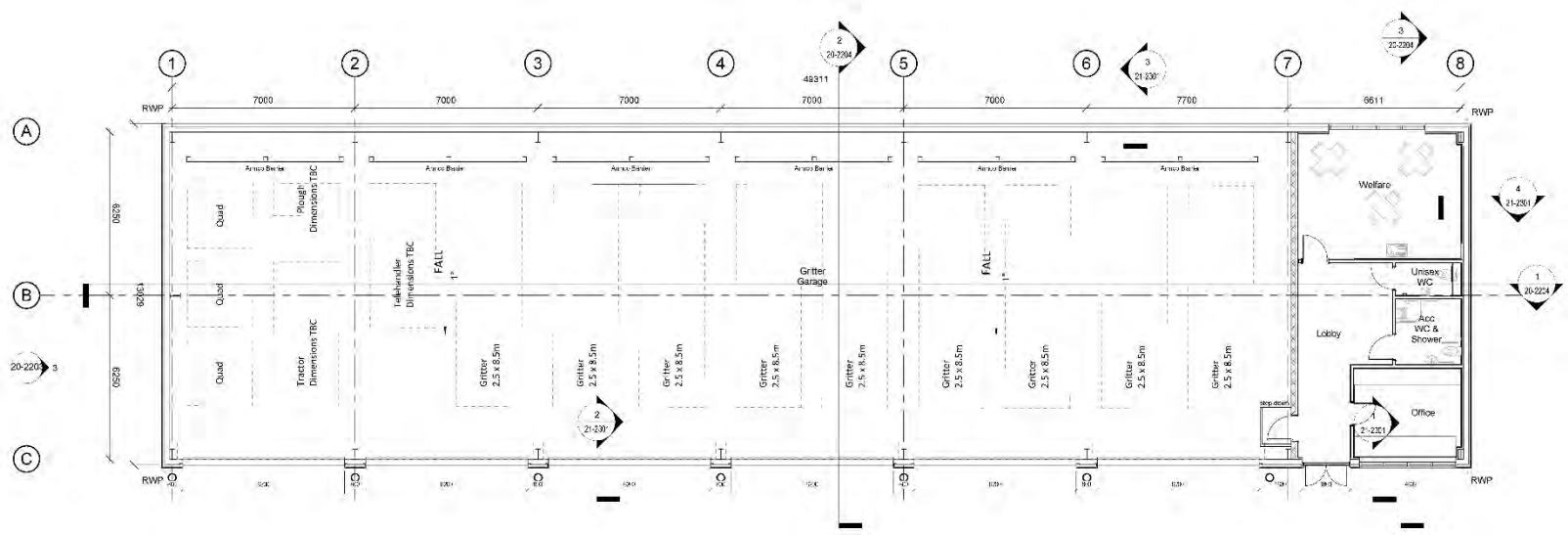
6.2 Proposed Loco Shed Roof Plan (Sheet 2)



Proposed Roof Plan

Refer to Fletcher Rae drawing HRD-FRA-01-RL-DR-A-20-1206-C2 for more information

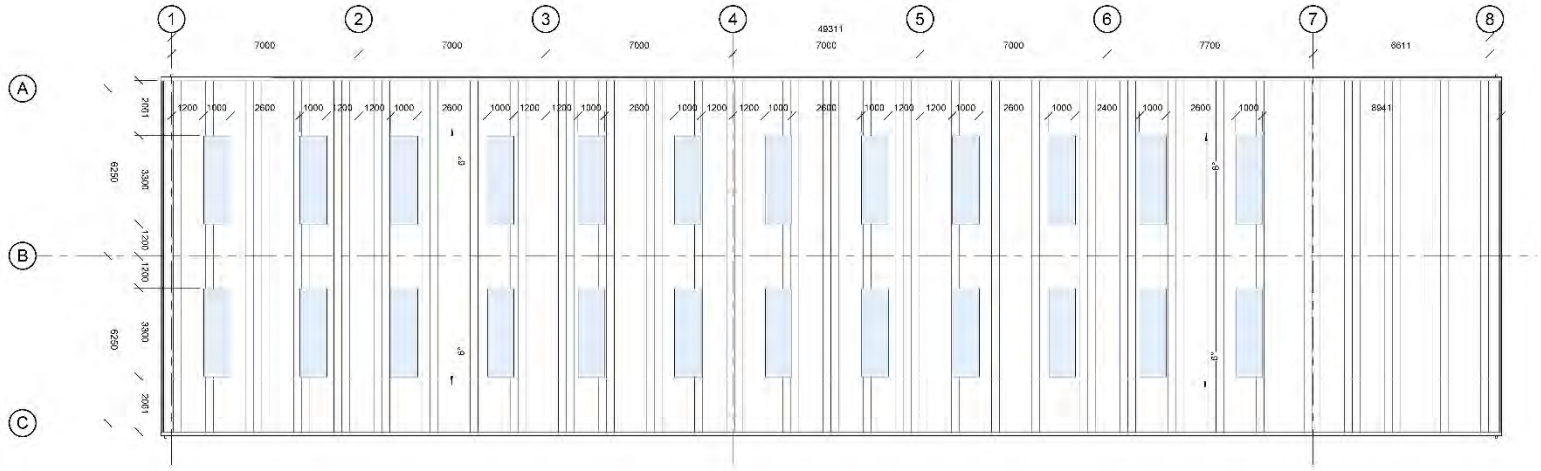
6.2 Proposed Gritter Garage Floor Plan



Proposed Floor Plan

Refer to Fletcher Rae drawing HRD-FRA-02-00-DR-A-20-2201-C1 for more information

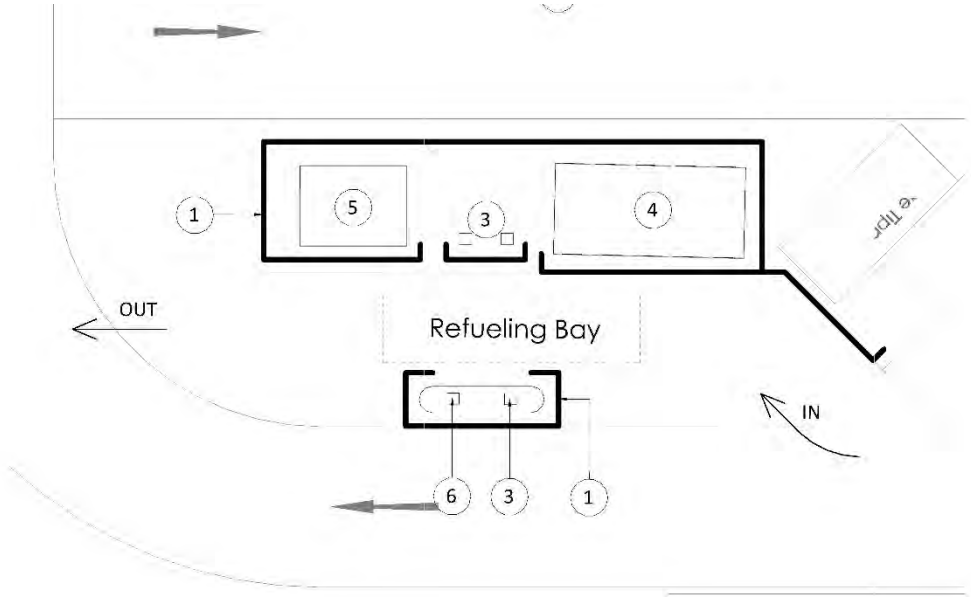
6.2 Proposed Gritter Garage Roof Plan



Proposed Roof Plan

Refer to Fletcher Rae drawing HRD-FRA-02-RL-DR-A-20-2202-C2 for more information

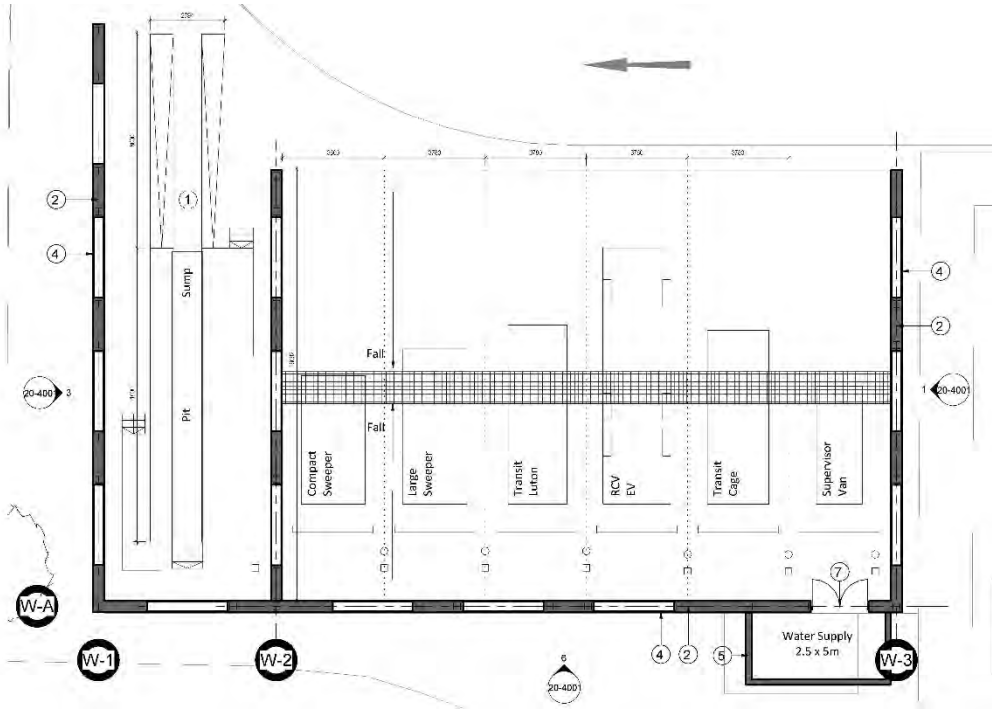
6.2 Proposed Refuel Area Plan



Proposed Refuel Area Plan

Refer to Fletcher Rae drawing HRD-FRA-05-XX-DR-A-20-5001-P3 for more information

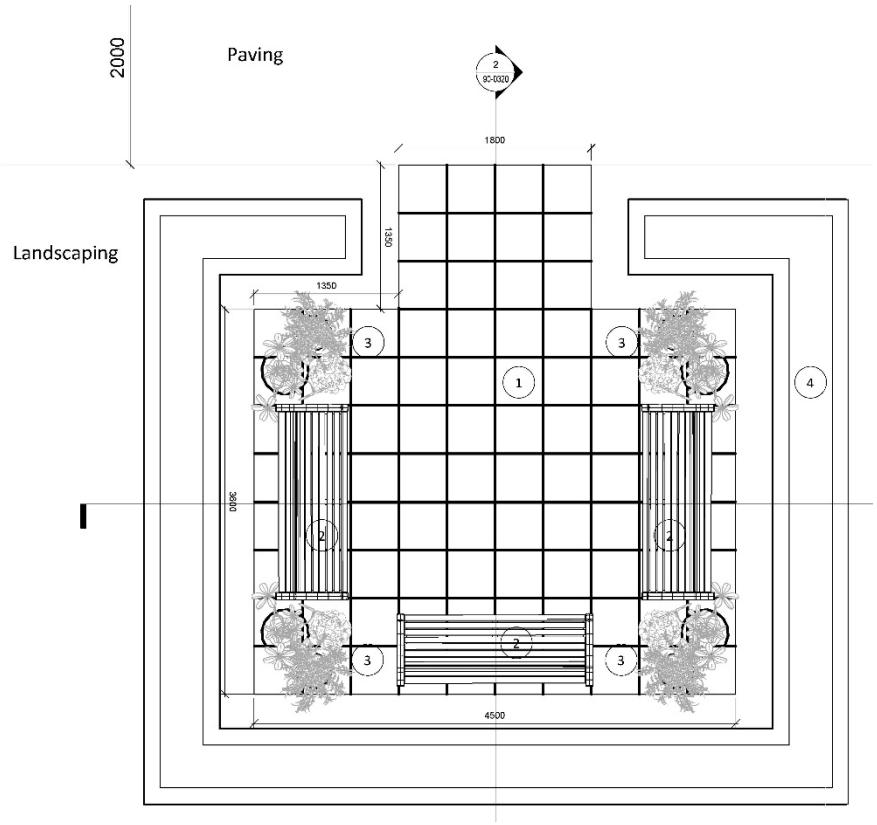
6.2 Proposed Wash Down Area Plan



Proposed Wash Down Area Plan

Refer to Fletcher Rae drawing HRD-FRA-04-XX-DR-A-20-4001-C1 for more information

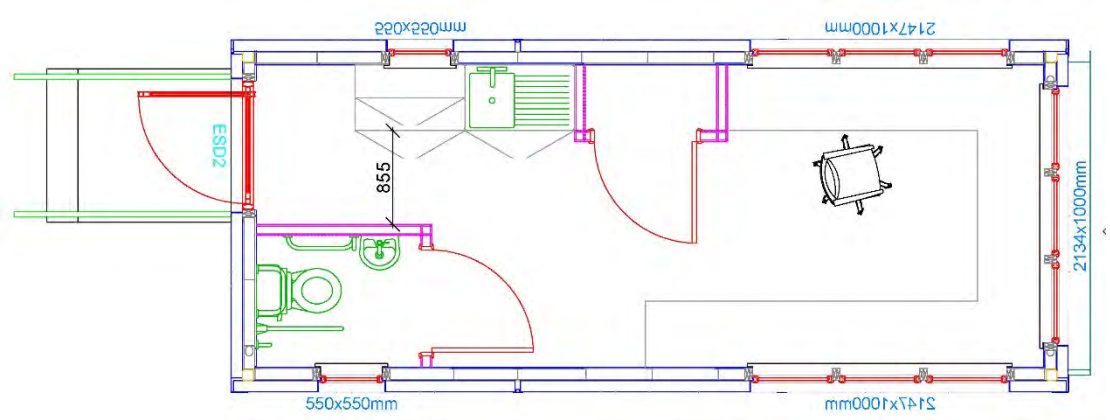
6.2 Proposed Memorial Garden Plan



Proposed Memorial Garden Plan

Refer to Fletcher Rae drawing HRD-FRA-00-XX-DR-A-90-0320-P2 for more information

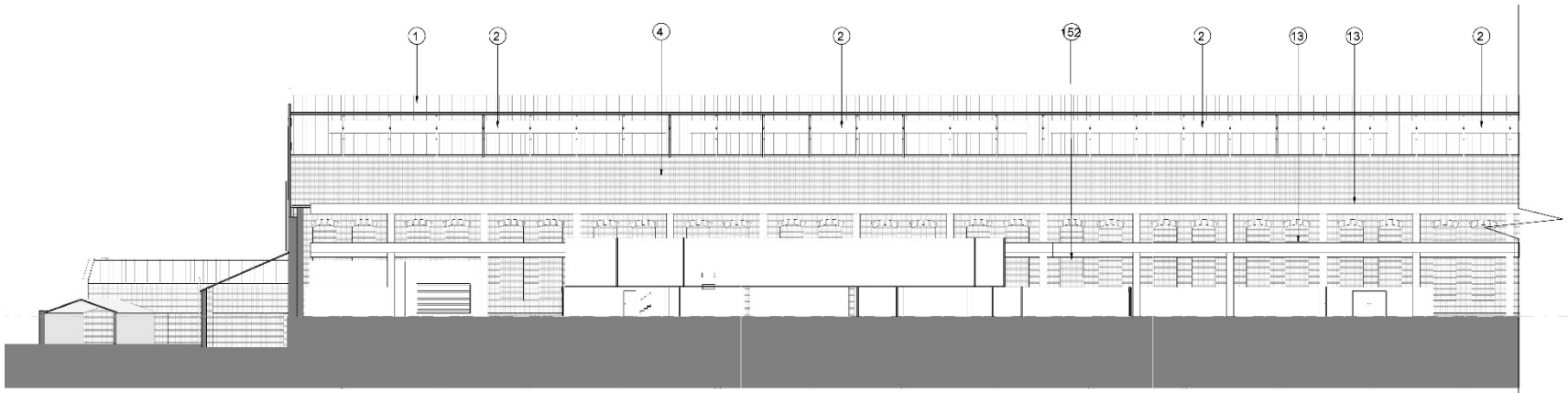
6.2 Proposed Gatehouse Plan



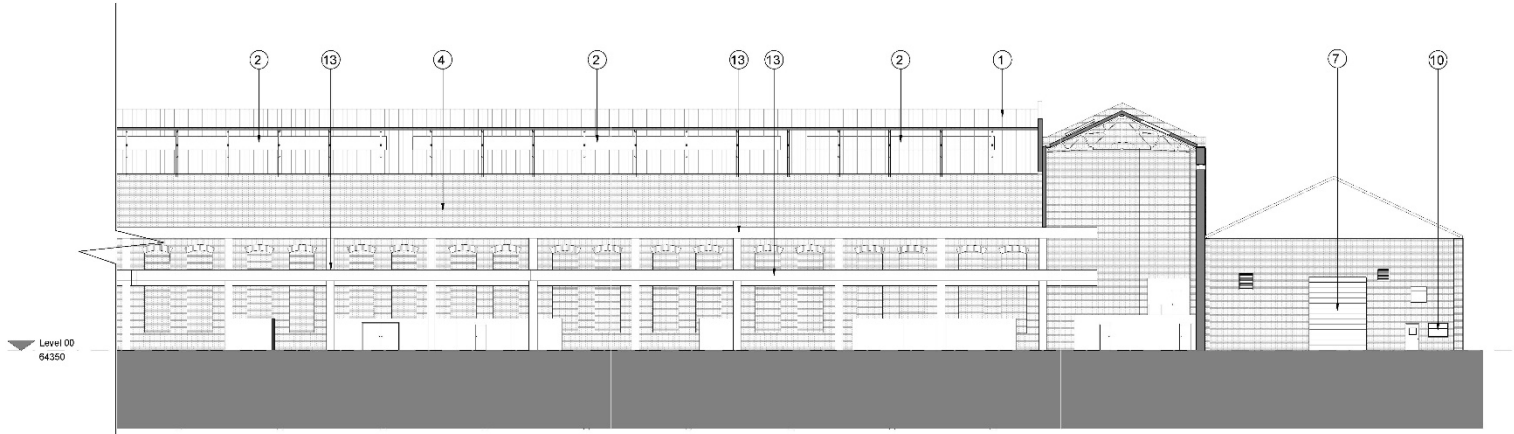
Proposed Gatehouse Plan

Extract from Premier Modular Cabins drawing 32166-PML-B1-XX-DR-A-0001-P0

6.3 Existing Loco Shed Sections (Sheet1)



Existing Section 1

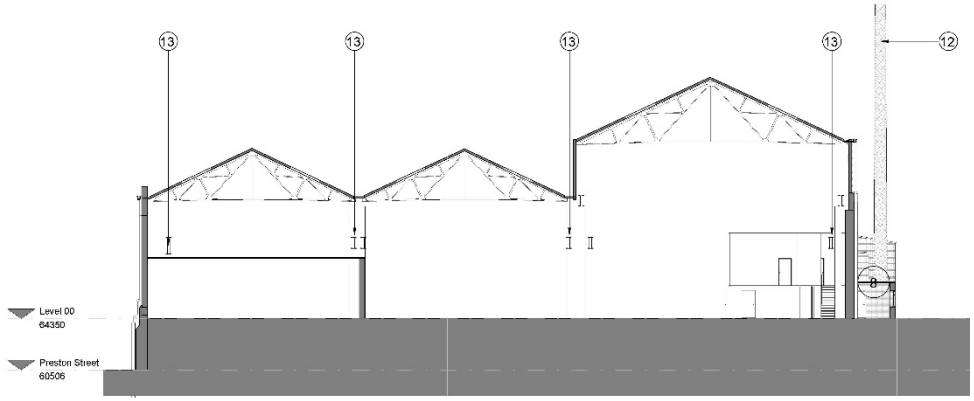


Existing Section 2

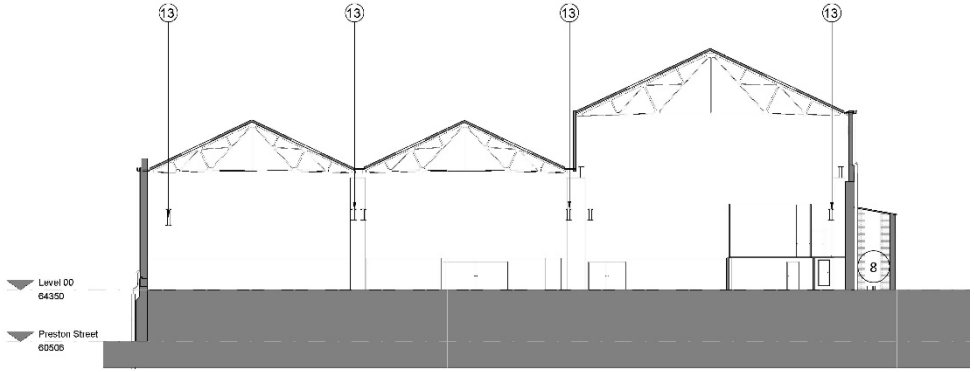
Existing Sections

Refer to Fletcher Rae drawing HRD-FRA-01-XX-DR-A-20-1011-P3 for more information

6.3 Existing Loco Shed Sections (Sheet 2)



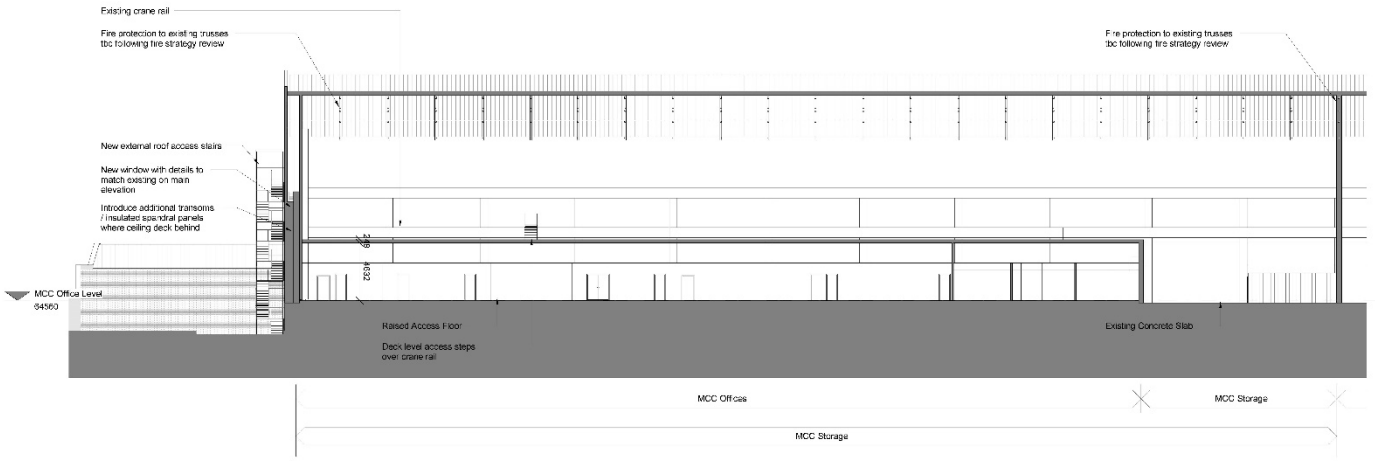
Existing Section 3



Existing Sections

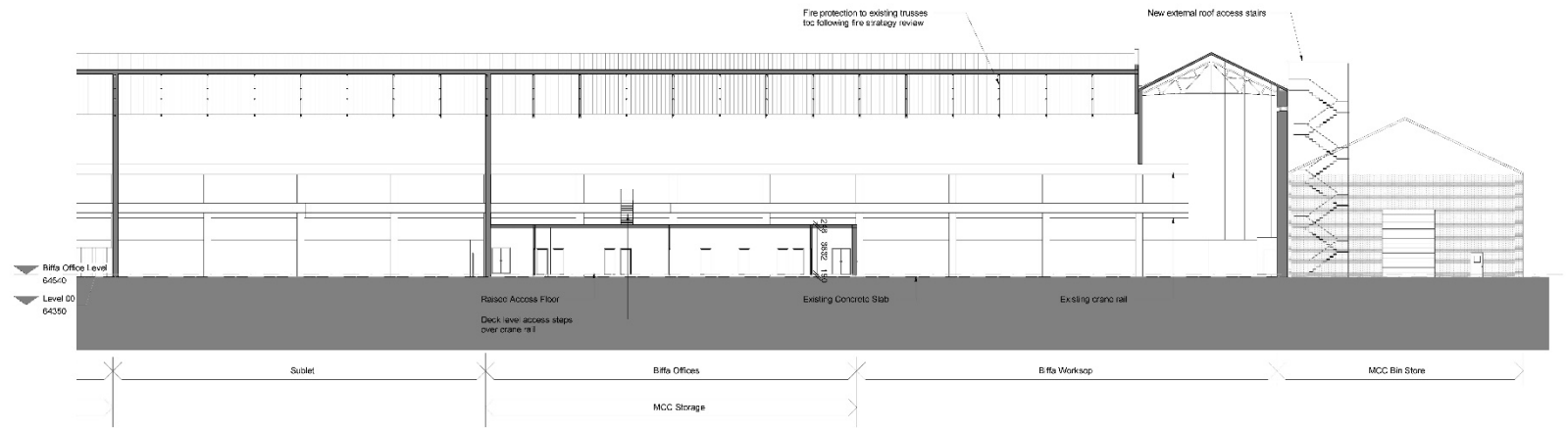
Refer to Fletcher Rae drawing HRD-FRA-01-XX-DR-A-20-1012-P3 for more information

6.3 Proposed Loco Shed Sections (Sheet 1)



Proposed GA Section 1

Scale: 1 : 200



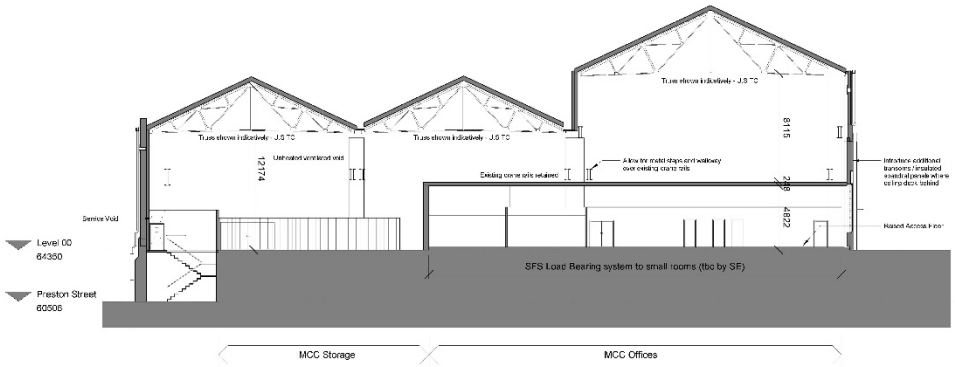
Proposed GA Section 2

Scale: 1 : 200

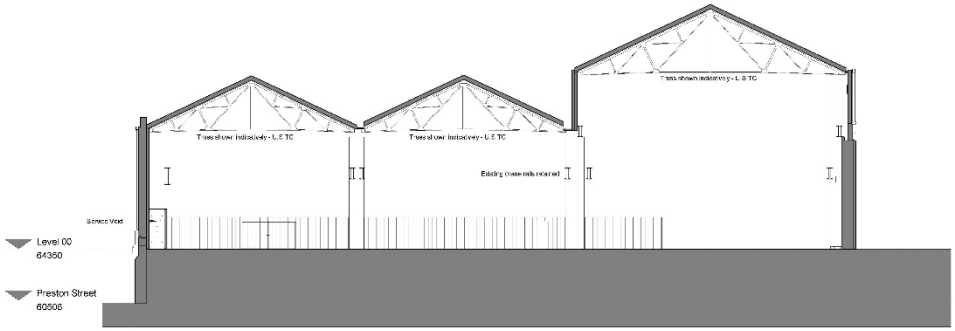
Proposed Sections

Refer to Fletcher Rae drawing HRD-FRA-01-XX-DR-A-20-1210-C1 for more information

6.3 Proposed Loco Shed Sections (Sheet 2)



Proposed GA Section 3 - MCC Offices

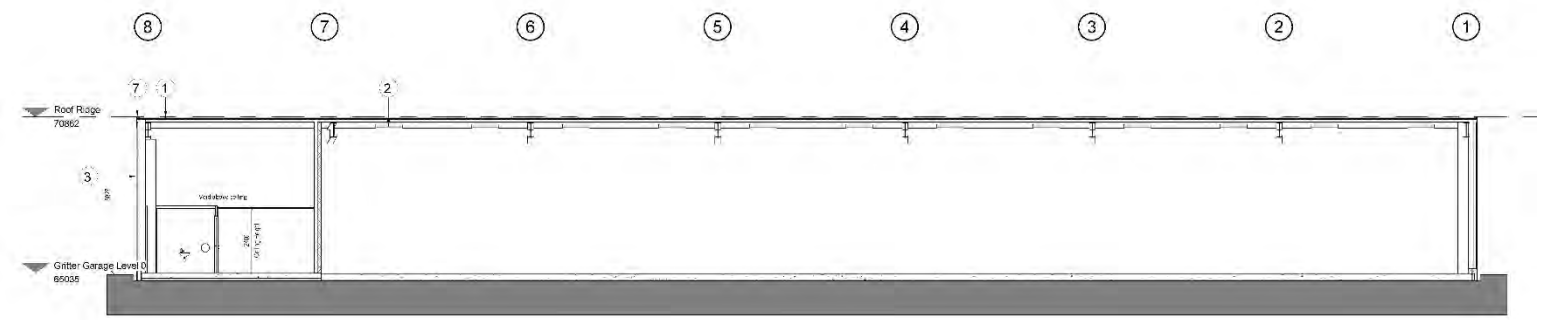


Proposed GA Section 4 - MCC Storage

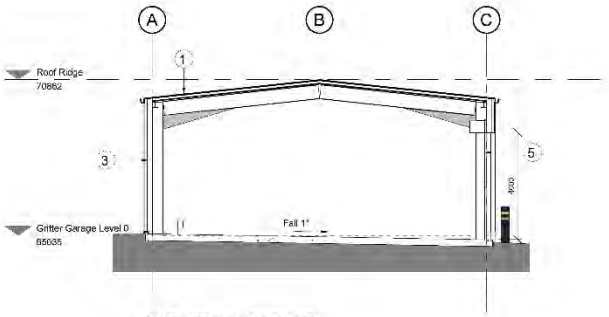
Proposed Sections

Refer to Fletcher Rae drawing HRD-FRA-01-XX-DR-A-20-1211-C1 for more information

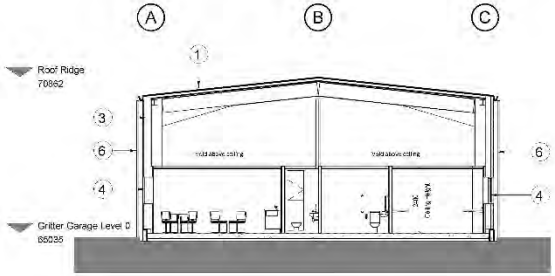
6.3 Proposed Gritter Garage Sections



Gritter Garage Section 1



Gritter Garage Section 2



Gritter Garage Section 3

Proposed Gritter Garage Sections

Refer to Fletcher Rae drawing HRD-FRA-02-XX-DR-A-20-2204-C1 for more information

7.0_AMENITY & LANDSCAPE

7.0_AMENITY & LANDSCAPE

7.1 Landscape Design Statement

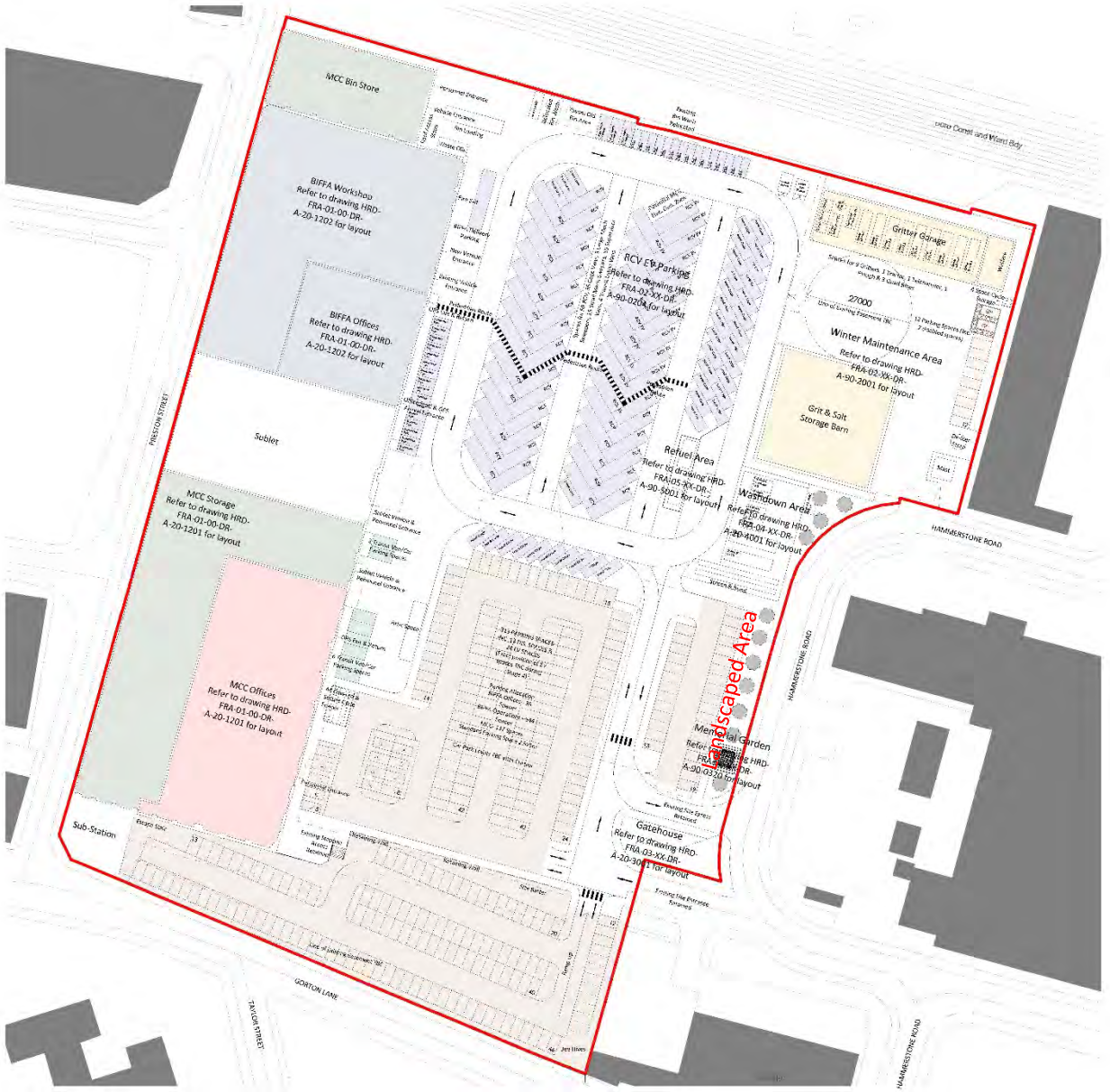
The existing depot site is generally all hard surfaced with overgrown evergreen trees at the site entrance and fence line facing Hammerstone Road.

These existing evergreen trees need cutting back as they are blocking the view of the site entrance and damaging the fencing along Hammerstone Road.

The proposed site plan allows for a landscape strip within the site boundary adjacent to Hammerstone Road. This will act as buffer between the road and the site and help soften the external appearance of the depot.

The planting type and species will be developed with a Landscape Architect to ensure they are attractive, durable, low maintenance and will not cause issues with the operation of the depot.

A Preliminary Ecological Appraisal (PEA) has been prepared by SWECO in support of this application.



Proposed Site Layout Plan

8.0_SUSTAINABILITY

8.0_SUSTAINABILITY

8.1 Design Opportunities & Considerations

An integrated approach to sustainability has been adopted during the design process for the buildings. The following text outlines the areas focused on during the evolution of the project.

- Large windows and rooflights to allow maximum daylight penetration
- Recycling - Reducing Energy Demand

The following specific measures are proposed to achieve an energy demand reduction at the development:

- Improved U-values of the external envelope.
- Improved U-value of glazing.
- Improved efficiency of the space heating and hot water.
- Use of energy efficient lighting.
- Use of intelligent lighting controls.

An assessment of the existing roof structure to loco shed is being undertaken to determine the extent of PV panels that could be installed.

An Environmental Standards Statement has been produced to support the application

An Environmental Impact Assessment has been produced to support the application

9.0_ACCESS & SECURITY

9.0_ACCESS & SECURITY

9.1 Vehicular Access & Parking Provision

The existing main vehicular entrance is to be retained off Hammerstone Road and used by commercial and staff vehicles. An existing secondary entrance will also be used to access the Winter Maintenance Area.

Surface car parking including disabled spaces sits adjacent the main loco shed building entrances on the east elevation, providing easy access to the buildings for both staff and visitors. Electric vehicle spaces are proposed with there exact positions tbc

Commercial / operational parking is separate to the staff & visitor areas and incorporates charging facilities for the new all electric refuse vehicles.

12no parking spaces are proposed within the Winter Maintenance Area for staff & visitors.

Refer to Fletcher Rae proposed site plan layout drawing HRD-FRA-00-XX-DR-A-90-0200 for the proposed parking provision.

Refer to Curtin's Transport Assessment for further information

9.2 Cycle Access & Storage

Cycle access to the site is via the existing main vehicular entrance of Hammerstone Road.

Secure covered cycle storage facilities are proposed for 44 cycles and located adjacent to the main loco shed building.

Provision for 4 cycles has also been allocated within the Winter Maintenance area adjacent to the entrance to the Gritter Garage.

9.3 Pedestrian Access

The existing main pedestrian entrance is to be retained off Hammerstone Road. An existing secondary entrance will also provide pedestrian access the Winter Maintenance Area.

9.4 Servicing Access

The existing main site entrance off Hammerstone Road will be utilised for service access for the greater depot site. An existing secondary entrance will also provide servicing access the Winter Maintenance Area.

9.5 Building Security & Management

Site / building security will be primarily controlled / monitored from the gatehouse which will be manned 24hrs.

Automated barriers are proposed at the site entrance to maintain a secure perimeter and facilitate vehicular access / egress.

9.6 Design for Security

A Crime Impact Assessment has been produced by GMP and will be submitted in support of this application.

9.7 Refuse Storage & Collection

A scheme for the storage and collection of refuse will be developed with the relevant stakeholders.

9.8 Emergency Service Access

The existing main site entrance off Hammerstone Road will be utilised for emergency service access for the greater depot site. An existing secondary entrance will also provide servicing access the Winter Maintenance Area.

9.9 Accessibility

The proposed development has been designed to meet the requirements of Approved Document M of the Building Regulations & Manchester City Councils DFA2. Designated car parking bays for use by disabled drivers have been provided in close proximity to the main office and building entrance.

A pedestrian access gate from the estate access road provides a safe pedestrian route to the main entrance with level access at the entrance doors to each unit.

Pedestrian and vehicle routes will be clearly distinguished using texture and colour with defined path edges and flush surface drainage with a selection of durable slip resistant materials.

Clear and logical external / internal signage to navigate the buildings will be provided. Any such external signage will be the subject of a separate advertising consent.

Wall and floor surfaces within the buildings shall minimise light reflection and sound reverberation so not to hinder users with sensory impairments.

Tonal & textural contrasts shall be used throughout the building interiors to aid building users who are visually impaired.

Level access will be provided to all building entrances and exits.

Fully Part M & DFA2 compliant accessible toilet facilities will also be provided within the office accommodation to the units.

10.0_APPENDICES

10.1_PROPOSED SITE PLAN INDICATING REVISIONS

