

North Manchester General Hospital, Modular Office Building

Planning Document – Design and Access Statement

SEPTEMBER 2020 6512-SRA-E1-XX-RP-A-00002 P02 - S2 - FOR PLANNING



SHEPPARD ROBSON



Manchester University
NHS Foundation Trust

bruntwood

with



Turley

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1.0 INTRODUCTION

This Design and Access Statement has been prepared by Sheppard Robson on behalf of Manchester University Foundation Trust. Additional input has been provided by Hive Projects, Turley, Curtins, and SI Sealy. It accompanies and supports the planning application for North Manchester General Hospital Modular Office Building. The statement explains how the proposed development is a suitable response to the site and its setting, and demonstrates that it can be adequately accessed by prospective users.

This document accompanies the planning application for a temporary Modular Office Building at North Manchester General Hospital for Manchester University Foundation Trust. It is intended to supplement the information required by Manchester City Council, the Local Authority, by summarising the functional requirements of the brief, together with the architect's interpretation of the site context and the response to it.

Section 42 of 2004 Town and Country Planning Act substituted the Section 62 of the 1990 Act so as to provide a statement covering design concepts, principle and access issues submitted with an application for planning permission. It states that one statement should cover both design and access, allowing applicants to demonstrate an integrated design approach that would deliver exclusive design and address a full range of access requirements throughout the design process.

A key purpose of the Design and Access Statement is to achieve good design, supporting the role in the delivery of sustainable development through the planning system. This is a fundamental objective of the Planning Policy and as such is reflected in the National Planning Policy Framework.

This document should be read in conjunction with the summary of the meetings with the Local Authority in Section 7, and the supporting documents listed in Section 8, both found at the end of this document.

2.0 DEVELOPMENT BRIEF

2.1 Location

North Manchester General Hospital is located in Crumpsall, approximately 4.1km from Manchester city centre. The 27 hectare site is home to a district general hospital, an intermediate care facility and a mental health hospital.

2.2 Stakeholders

Manchester University Foundation Trust (MFT) manages the district hospital and the intermediate care facility. MFT is one of the largest acute Trusts in the UK; it operates nine hospitals across Greater Manchester and employs over 20,000 staff.

Greater Manchester Mental Health NHS Trust (GMMH) manages the mental health inpatient facility. This hospital specialises in caring for adults of working age, and offers assessments and treatment for a wide range of mental health needs.

2.3 Project's Origin

The current NMGH site is in need of radical redesign and investment to enable high quality services and a modern, joined up and integrated care system. Independent assessments have identified that over 70% of the existing estate is in desperate need of rebuilding.

NMGH is vitally important as the principal healthcare facility for North Manchester providing employment to over 2,000 people, many of whom live locally. It is located at the heart of the community in Crumpsall. As part of the redevelopment there is an opportunity to broaden the use of the site to benefit its local community and people across North Manchester.

The redevelopment of the hospital is a key part of growing the North Manchester economy and meeting many of the strategic objectives of the city. This project contributes to the wider regeneration of North Manchester with links to existing initiatives such as the Abraham Moss Centre and the Northern Gateway residential development and renewal programme.

Delivery of this significant proposal will require the relocation of some support functions and departments into temporary accommodation to minimise disruption to vital hospital functions and services.

2.4 Client/ Project Aspirations

Key drivers:

- Provide temporary office accommodation for circa 292 staff to facilitate the redevelopment of the wider NMGH site
- Adopt a modular method of construction
- Strategically locate the temporary accommodation in an area which does not inhibit the ongoing phased redevelopment of the wider NMGH site



3.0 SITE ANALYSIS AND CONTEXT APPRAISAL

3.1 Site and Immediate Surroundings

It is proposed that the modular office building will be located on an existing car park adjacent to the Estates Department to the South of the wider North Manchester General Hospital site. The Site is bounded by Ellis Drive to the north, Eyam Road to the east, Magna Drive to the south and the Estates building to the west.

In addition to the modular building site, there are associated improvement works to the public realm to create a safe pedestrian route into the main hospital site and adjacent car parks.

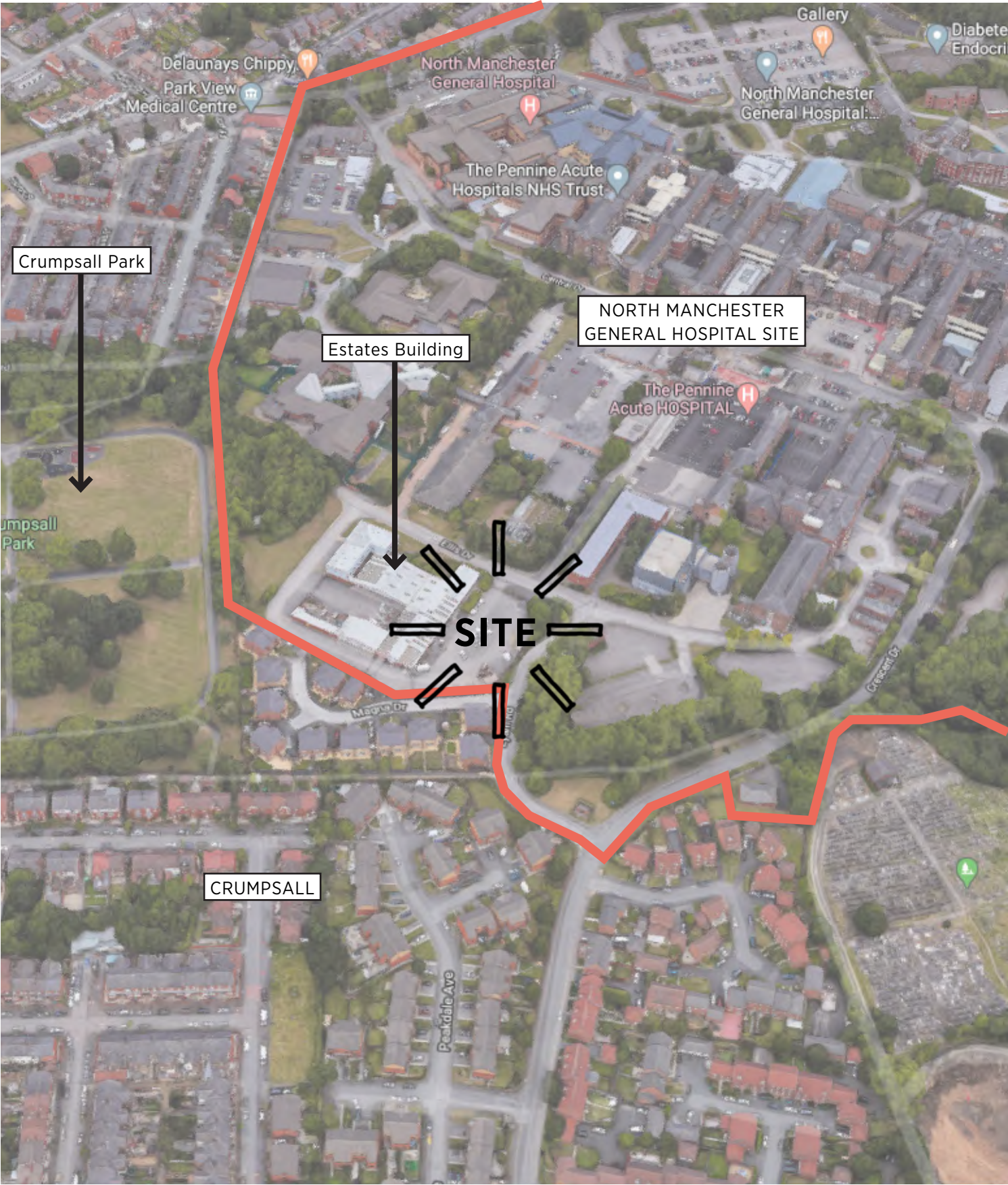
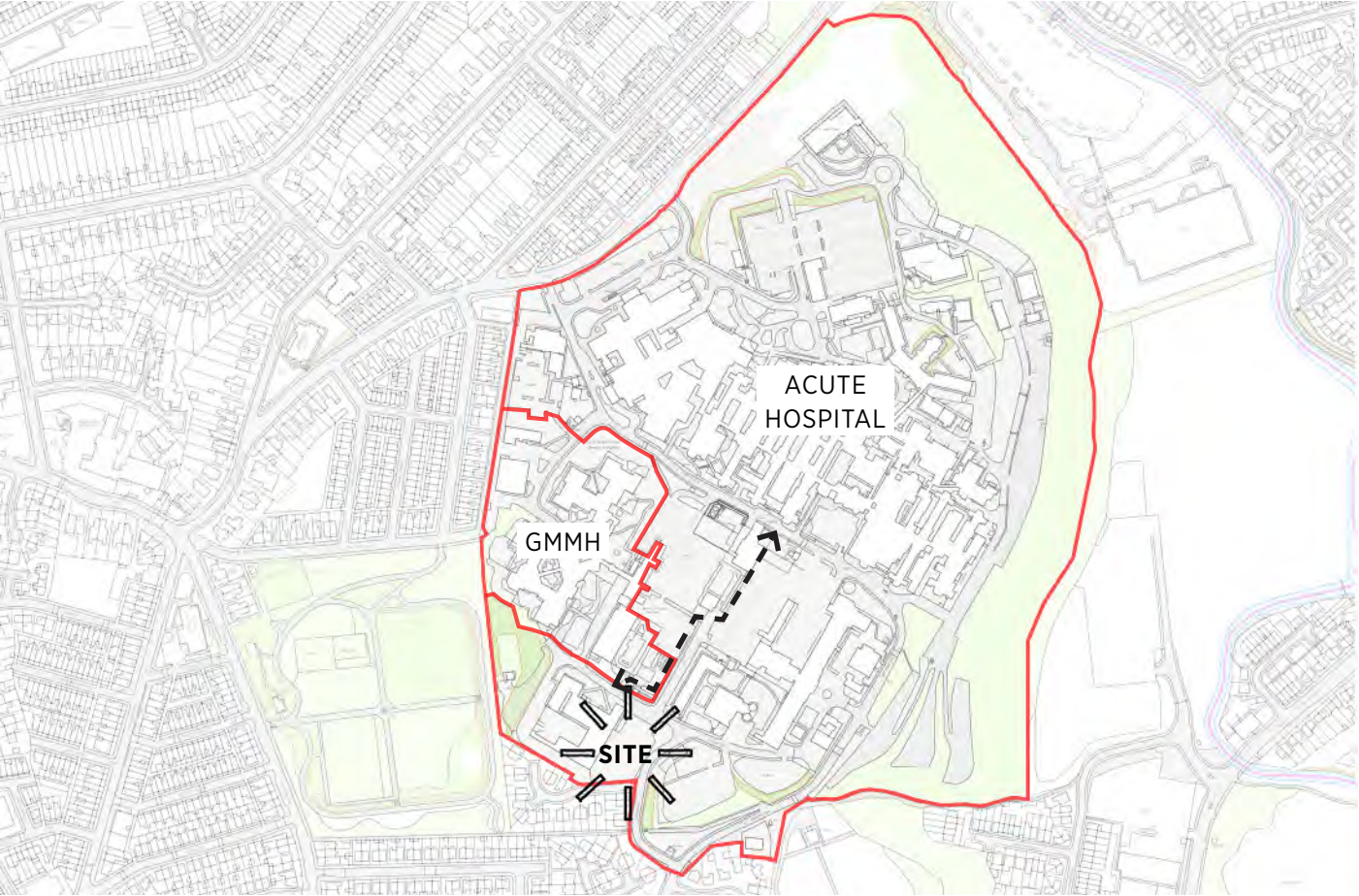
Key:



Modular Office Building Site



Associated public realm improvements



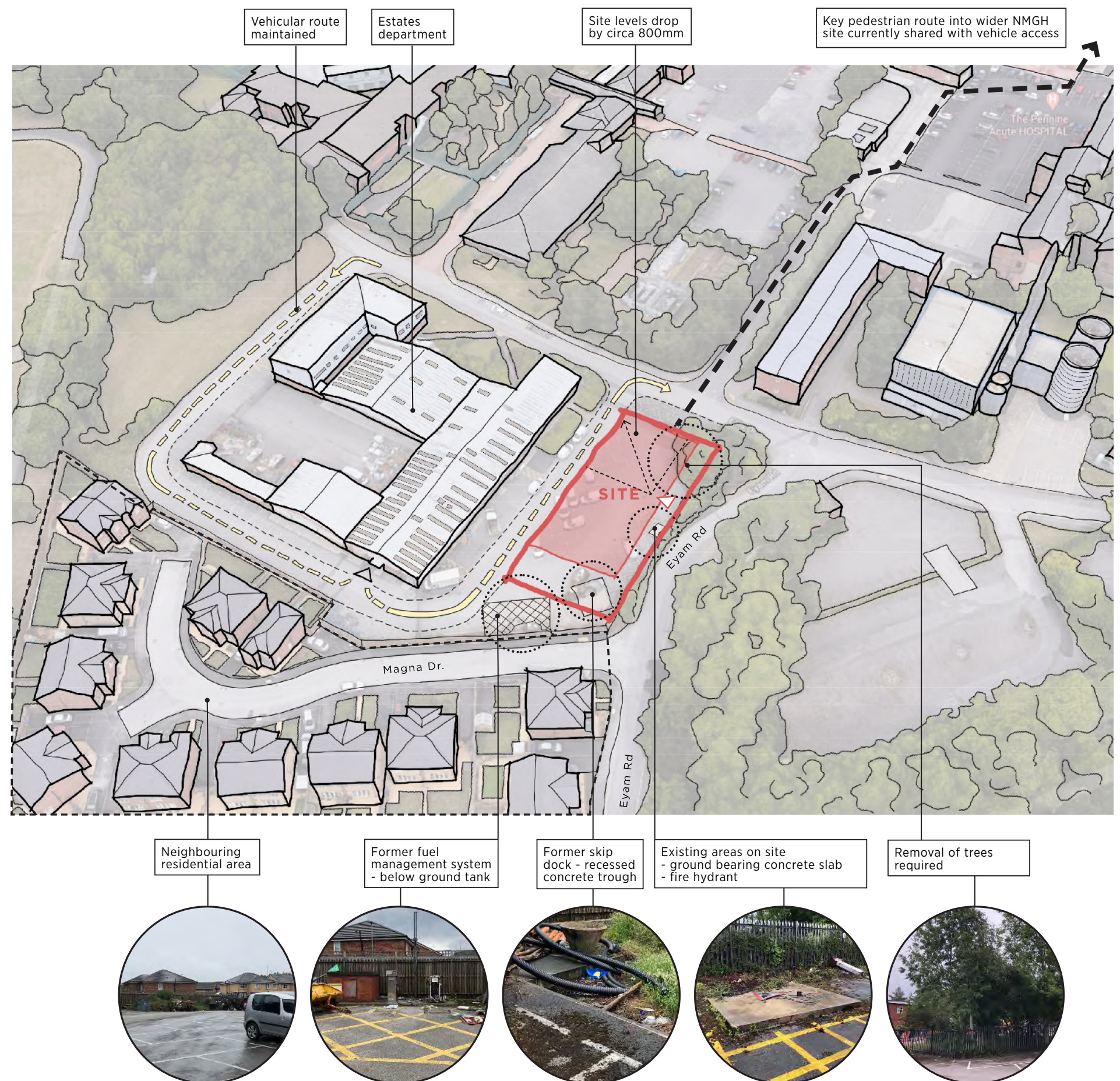
3.2 Site Constraints

There are a number of site constraints which have been carefully considered during design development

- Existing vehicular route around the Estates Department
- Former fuel management system to the south
- A key pedestrian route from the site currently shares a vehicle access route
- Existing residential area to the south west of the Site.
- Trees to the north east corner of the site
- Site levels drop by circa 800mm to the north corner of the site.

3.3 Site Opportunities

- In an area which logistically allows for the future phased redevelopment of the wider site
- Existing vehicle access
- Existing hard standing



3.4 Movement Patterns

- Key:
- Primary Vehicle Route
 - Secondary Vehicle Route
 - Vehicle Access Route
 - Primary Pedestrian Route



4.0 DESIGN STATEMENT

4.1 Design Principles and Concept

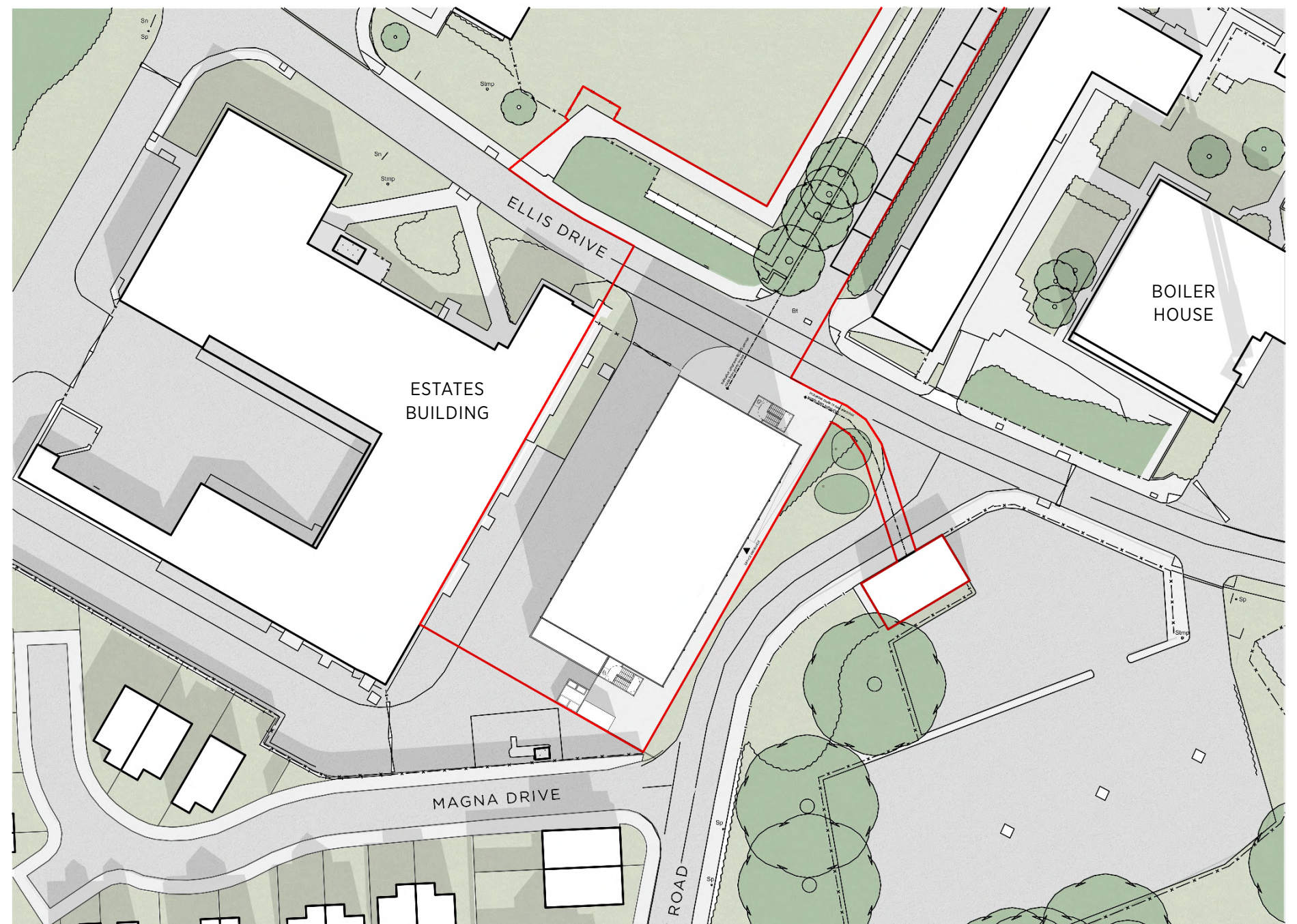
Key drivers:

- Provide temporary office accommodation for circa 292 staff to facilitate the redevelopment of the wider NMGH site
- Adopt a modular method of construction
- Strategically locate the temporary accommodation in an area which does not inhibit the ongoing phased redevelopment of the wider NMGH site

4.2 Site Plan and Layout

The positioning of the modular building within the site boundary has primarily been determined by a number of existing constraints; these include the service road to the west and the former fuel management system to the south. A key consideration has been locating the building away from the neighbouring residential area to the south whilst still maintaining visibility for vehicles exiting the site and turning right onto Ellis Drive to the North.

The footprint has been maximised to reduce the buildings height as far as possible in recognition of the low to mid rise surrounding context.



4.3 Movement Routes

4.3.1 Vehicular Routes

The existing vehicular route around the perimeter of the Estates building will provide delivery, refuse and emergency vehicle access to the modular office building.



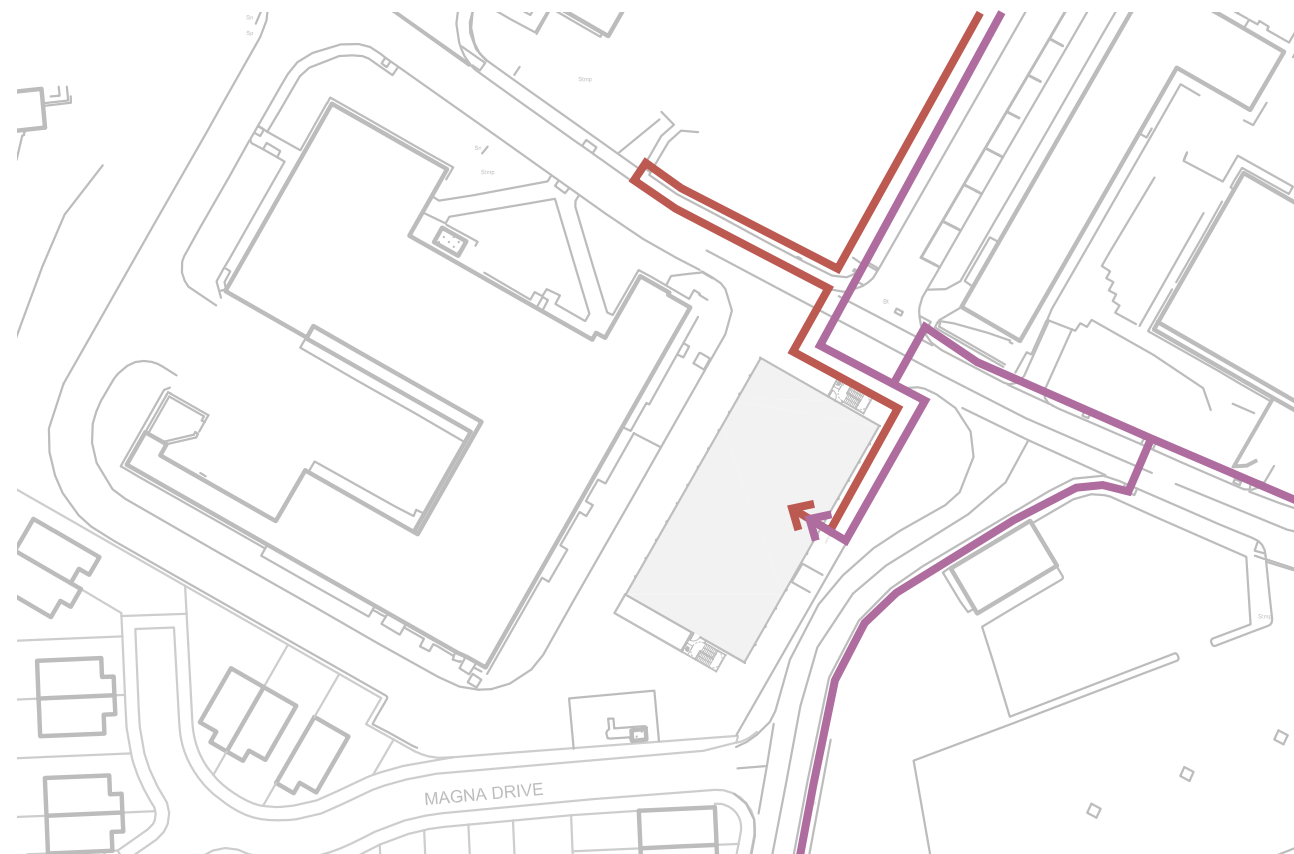
Key: Vehicle Access

- Existing FM Vehicle Route
- Refuse Collection Access
- Emergency Vehicle Access

4.3.2 Pedestrian Routes

The proposed primary pedestrian route to the north provides level access to the wider NMGH site and adjacent car park facilities. The improvements to this route, submitted as part of this application, will provide dedicated pedestrian access along key sections of the route.

The routes to the south and east provide pedestrian access from the nearest Metrolink station and a number of local bus stops.



Key: Pedestrian Access

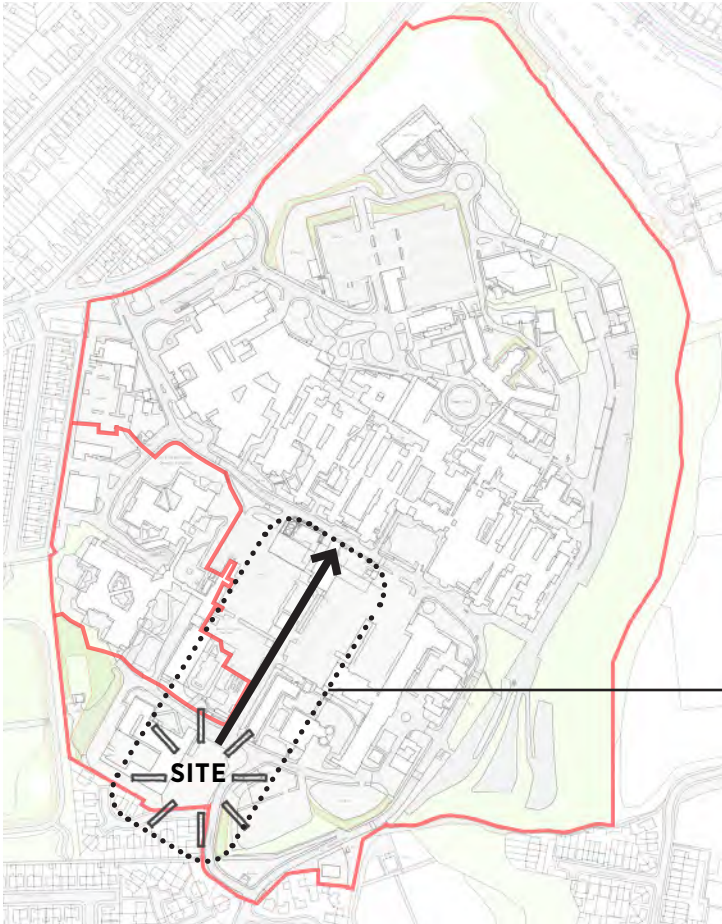
- Pedestrian Access Route
- Level Access Route

4.4 Public Realm Pedestrian Route

4.4.1 Pedestrian route - existing condition

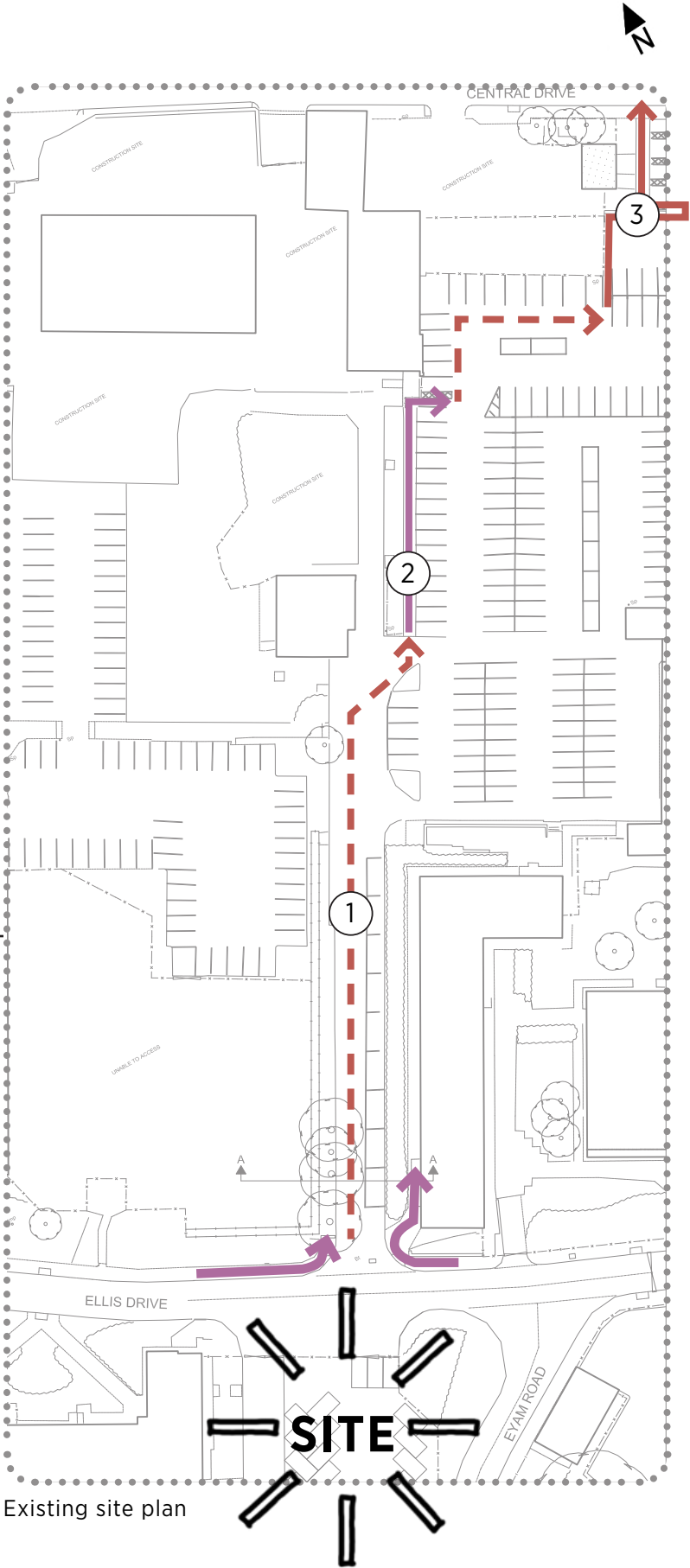
At the outset of the project, an appraisal was carried out to determine how well the relocated staff would be able to access the wider NMGH site. It was found that parts of the route into the centre of the site provided poor quality pedestrian access which required improvement.

To be read in conjunction with Rowbottom's Tree Services Ltd drawing 3654/TPP/004 and Site: Tree Impact Report WJR/07082020

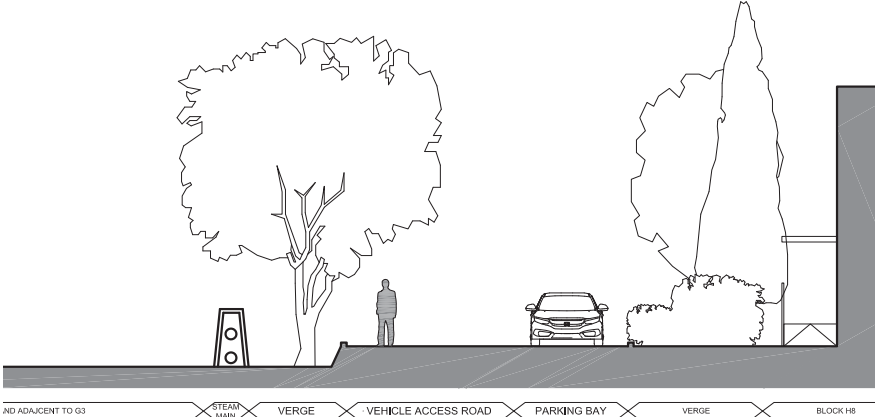


Key:

- Existing dedicated pedestrian route - retained
- Existing dedicated pedestrian route - current location unsuitable
- No existing dedicated pedestrian route - improvement required



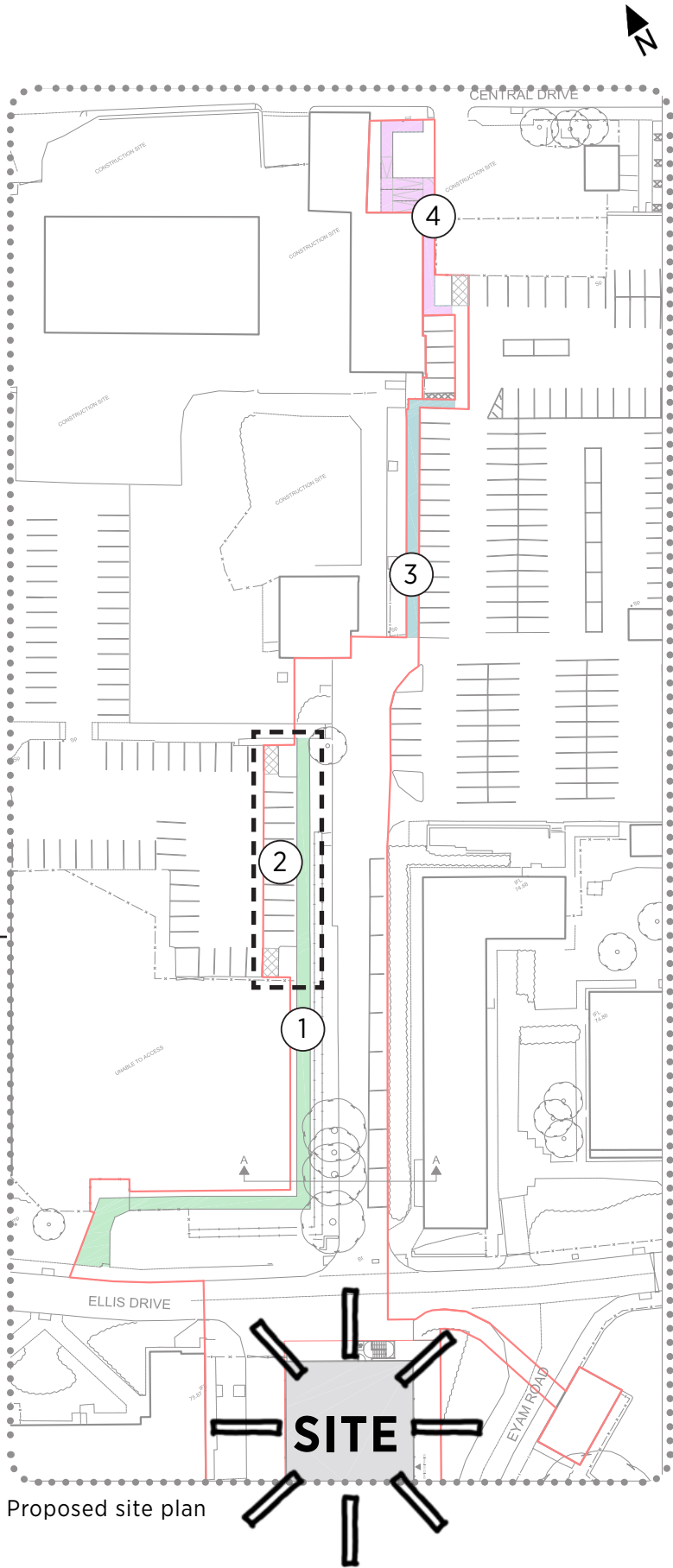
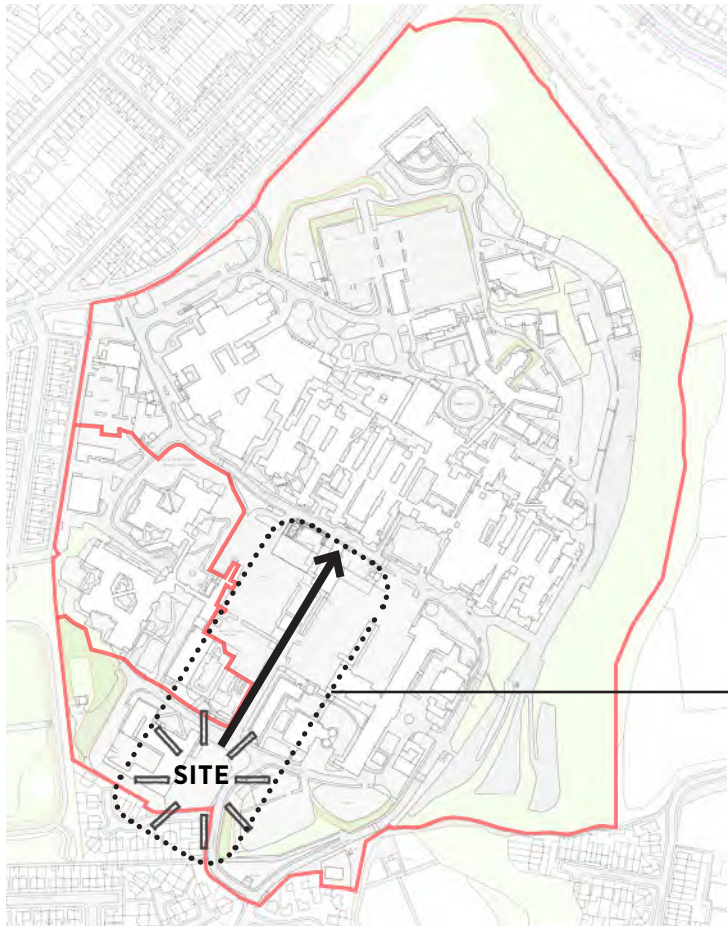
- Existing pedestrian routes to enter/exit the car park are clearly marked
- Existing paved pathway segregated from vehicle traffic
- Car park access road has no pavement requiring pedestrians to walk in the road.



Section AA through car park access road

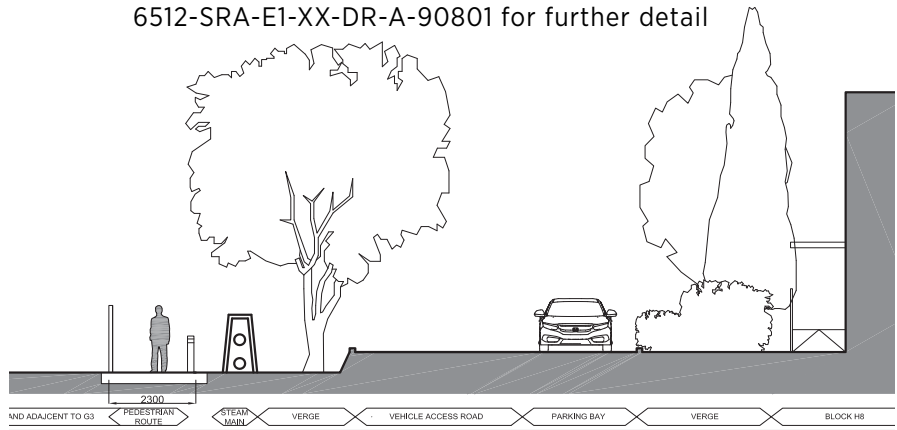
4.4.2 Pedestrian route - proposed improvements

To be read in conjunction with Rowbottom’s Tree Services Ltd drawing 3654/TPP/004 and Site: Tree Impact Report WJR/07082020



Proposed site plan

- ④ Proposed pedestrian route to enter/exit the car park
 - Markings to replicate existing strategy in new location
 - Ramped access to negotiate level change to street level
- ③ Existing paved pathway segregated from vehicle traffic
 - retained
- ② 11no. car park spaces moved one bay to the west (1 parking space lost as a result)
- ① Proposed pedestrian route created adjacent to existing car park access road.
 - New bollard lighting along length of pathway
 - New boundary fence to prevent access to neighbouring land
 - Removal of two trees required. Refer to drawing 6512-SRA-E1-XX-DR-A-90801 for further detail

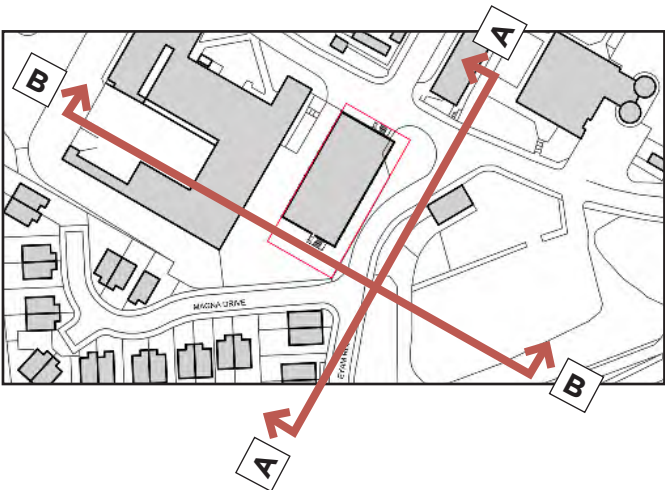


Section AA through car park access road

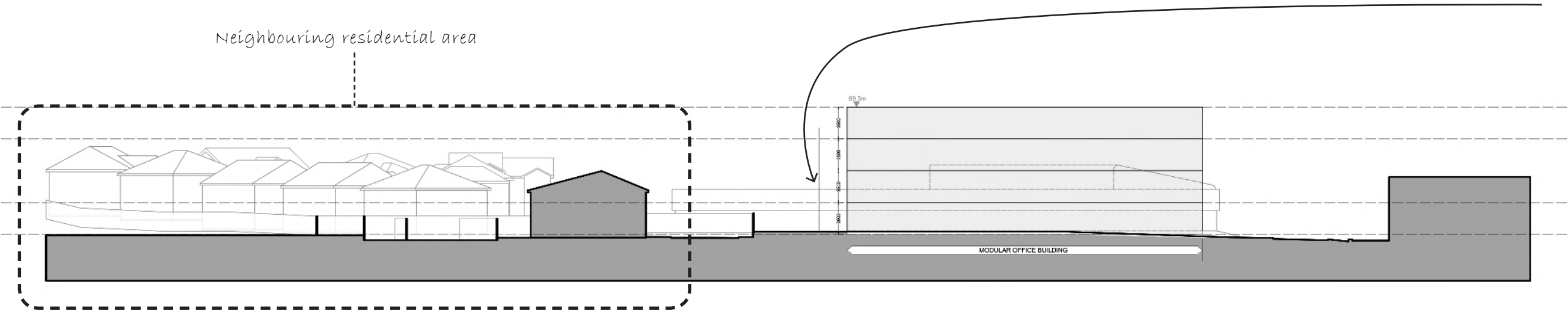
4.5 Scale and Massing

A key part of the project brief is to provide sufficient accommodation to decant staff and allow the phased regeneration works across the wider NMGH site. The scale and massing is therefore based on the achievable building footprint, following consideration of existing site constraints, and the required occupancy.

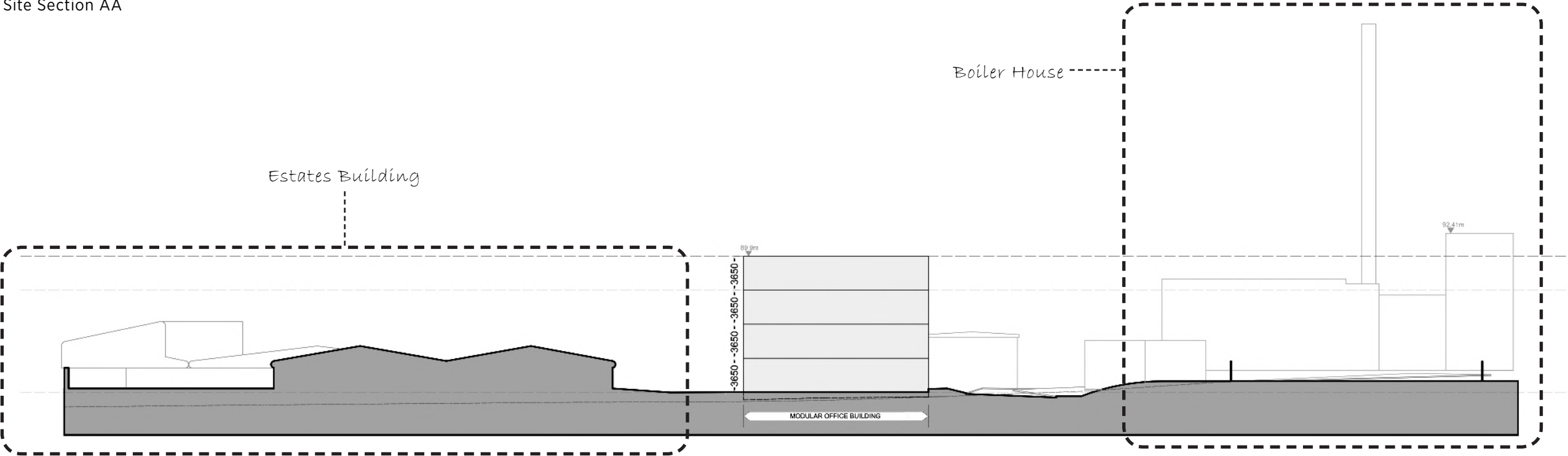
The below site sections illustrate the building massing in relation to the surrounding context.



Enhanced elevation treatment to South Facade. Refer to section 4.8.2 for further details



Site Section AA



Site Section BB

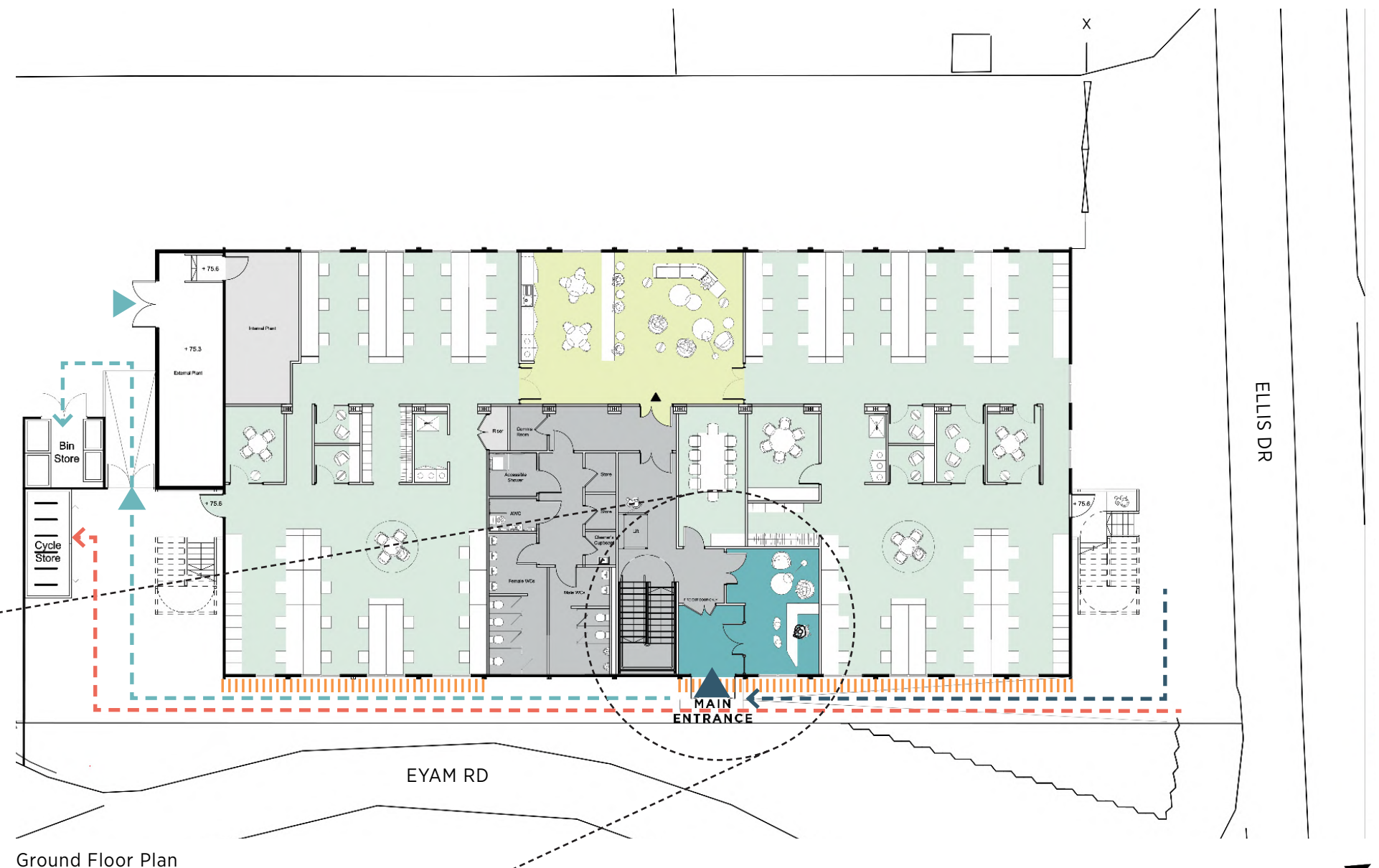
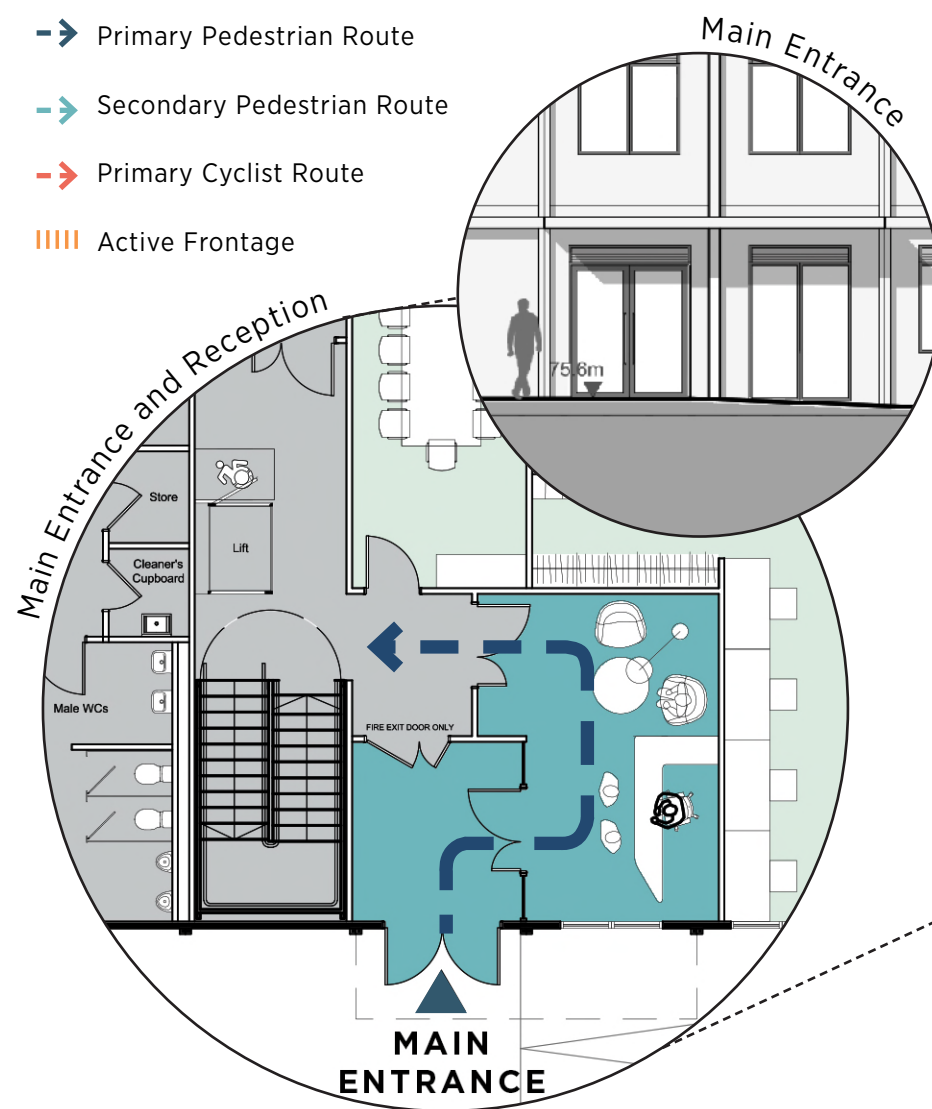
4.6 Entrances and Active frontages

The modular building's main entrance faces Eyam Road. This is the primary access point for building users and is reached via the pedestrian entrance on Ellis Drive. The building's reception provides a secure line before entering the building; whether this is via a permanently staffed reception and/or access control system will be confirmed following further engagement with the building users. A canopy provides shelter and defines the building entrance.

Secondary entrances provide access to the service areas at the rear of the building including bin store, external plant and internal plant. These will only be accessible to building management staff.

KEY:

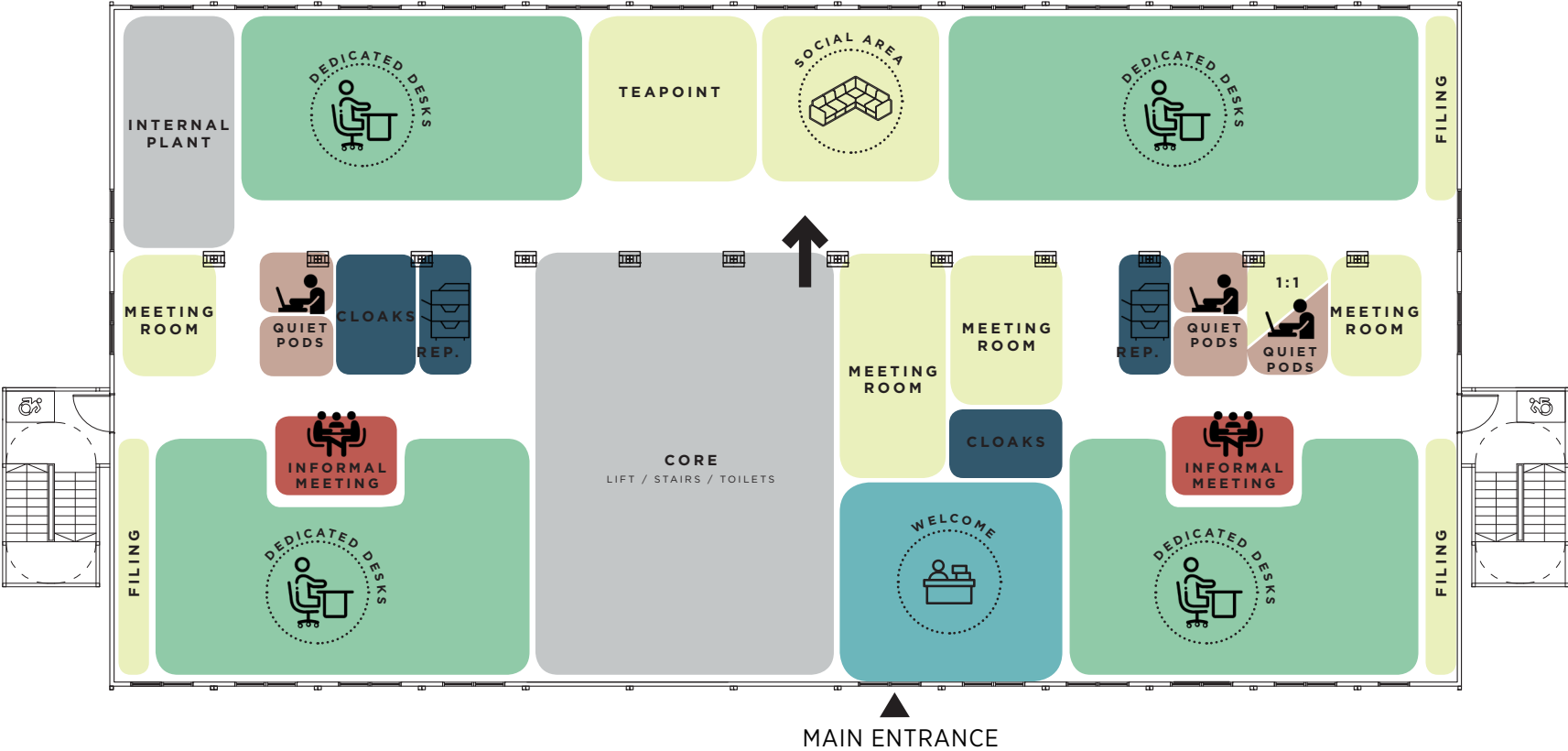
- ▲ Main Entrance
- ▲ Secondary Entrance
- ➡ Primary Pedestrian Route
- ➡ Secondary Pedestrian Route
- ➡ Primary Cyclist Route
- |||| Active Frontage



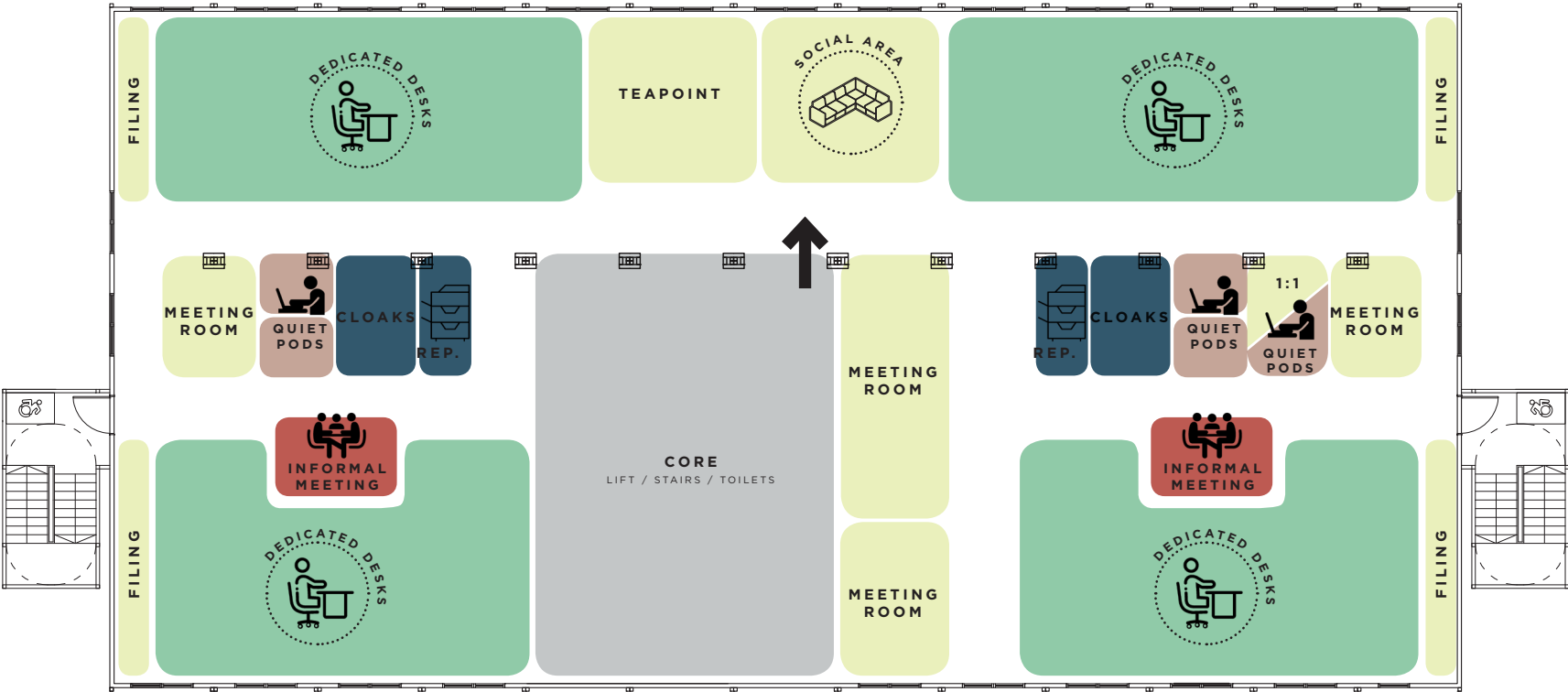
Ground Floor Plan

4.7 Internal Arrangement

4.7.1 Ground Floor Plan - Zoning



4.7.2 Typical Upper Floor Plan - Zoning



4.7.3 Ground Floor Plan - General Arrangement



4.7.4 Typical Upper Floor Plan - General Arrangement



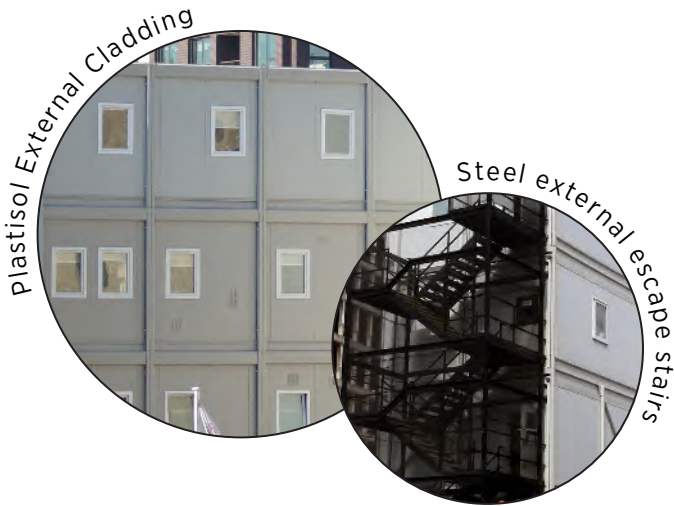
4.7.5 Area Schedule

	GEA - gross external		GIA - gross internal		NIA - net internal		Net to Gross
							%
	<i>m²</i>	<i>ft²</i>	<i>m²</i>	<i>ft²</i>	<i>m²</i>	<i>ft²</i>	<i>NIA / GIA</i>
Third floor	769	8,272	754	8,116	642	6,909	85%
Second floor	769	8,272	754	8,116	642	6,909	85%
First floor	769	8,272	754	8,116	642	6,909	85%
Ground floor	769	8,272	754	8,116	612	6,587	81%
Total	3,074	33,089	3,016	32,463	2,538	27,314	84%

4.8 External Appearance

4.8.1 East Elevation

The East Elevation is used here to illustrate the modular building's proposed facade treatment. A different strategy is proposed for the South facade which is outlined in section 4.8.2.

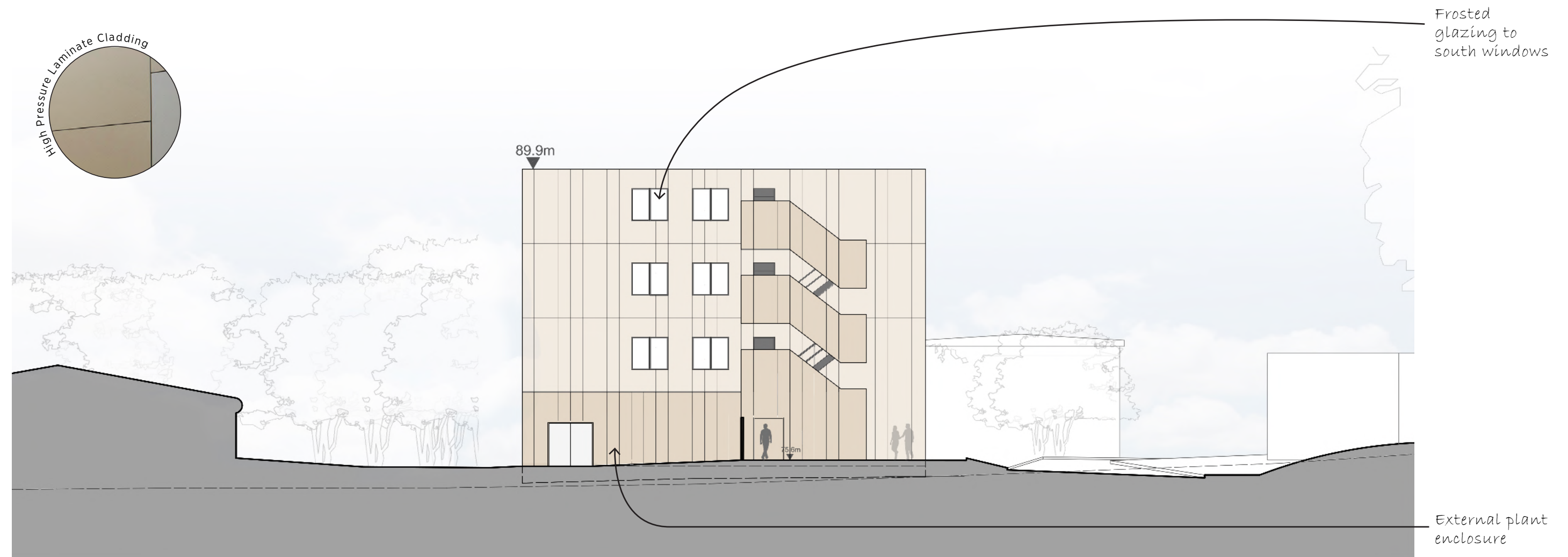


East Elevation

4.8.2 South Elevation

Due to its proximity to the neighbouring residents, it is proposed to enhance the South Elevation. The facade and escape stair will be clad in a high pressure laminate panel - colour and texture to be agreed.

To prevent overlooking, windows have been minimised on this elevation. Where windows have been included, to allow daylight penetration into the office floor plate, they will have frosted glazing.



South Elevation

4.9 Landscaping

4.9.1 Tree Removal

To be read in conjunction with Rowbottom's Tree Services Ltd drawing 3654/TPP/004 and Site: Tree Impact Report WJR/07082020

The proposed modular office building requires the removal of a number of poor quality Category C and Category U trees located to the north east corner of the site; this is not anticipated to have a negative impact on the visual amenity of the area. Two of the Category C trees are to be retained and a Construction Exclusion Zone implemented during the works on site.

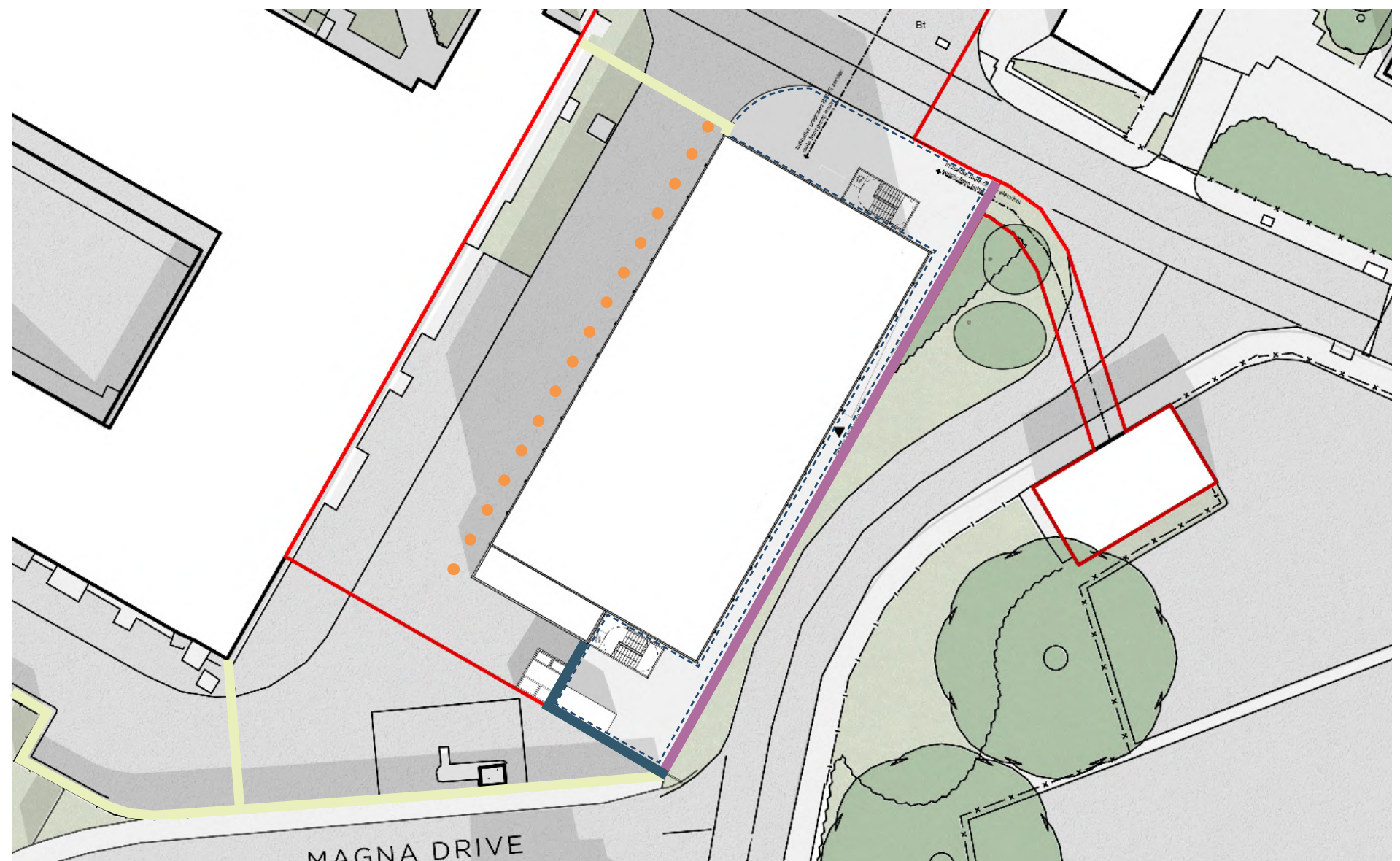
The pedestrian route improvement works require the removal of one dead Category U tree and one Category B tree. It has been concluded that the Category B tree has a limited visual impact due to its location behind a row of birch trees. Where the proposed pedestrian footpath is located within a Root Protection Zone, a no dig construction method will be adopted.

The proposed trench for the BCWS from the pump house to supply the modular office building site will pass through a number of Category B Root Protection Zones. As this is located within the existing car park access road to the north of the modular building site, it is anticipated that the compacted substrate structure of the road would be unfavourable for tree root growth. Works in this area will be undertaken with due care and vigilant observation with input from an arboricultural consultant if roots bigger than 25mm are encountered.

4.9.2 Hard landscaping and Boundary Treatment

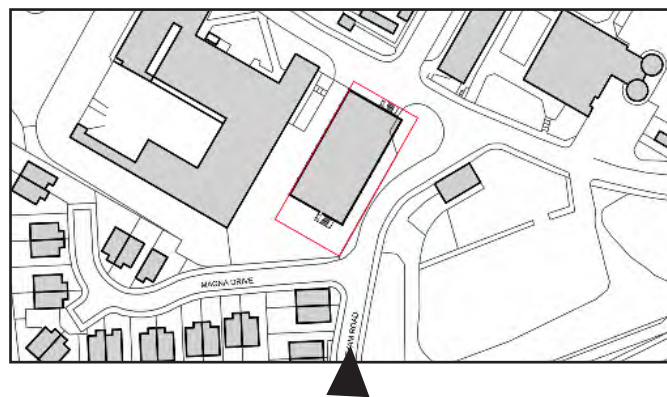
Key:

- Application site
- Existing fence - retained
- Proposed fence
- Kerb/low retaining wall to boundary of vegetation. (Existing fence removed)
- ● ● ● Proposed bollards along boundary with access road
- Proposed hard landscaping

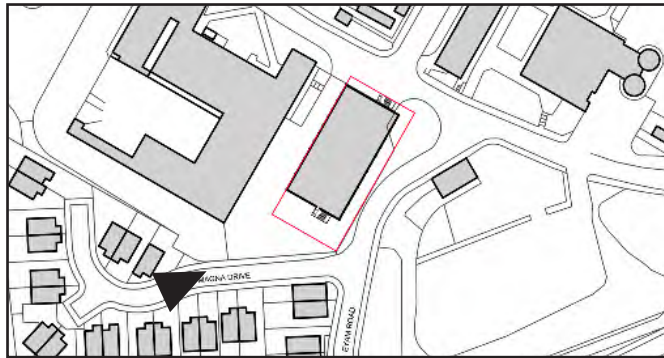


4.10 Visual Impact Assessment

4.10.1 View A: Eyam Road



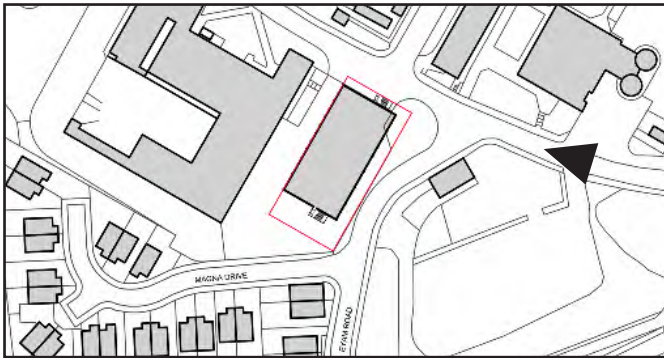
4.10.2 View B: Magna Drive



4.10.3 View C: Ellis Drive West



4.10.4 View D: Ellis Drive East



5.0 SUSTAINABILITY STATEMENT

5.1 Sustainable Features incorporated in the Design

The proposed modular construction method has a number of sustainable benefits:

- Minimises waste on site
- Minimises transport to site
- Standardisation of components
- Build quality
- Easily demountable at the end of its current life and can be used elsewhere on site

The provision of dedicated cycle parking and associated facilities provides an incentive for building users to adopt more sustainable modes of transport.

5.2 Achieving Part L Compliance

The current design solution has been developed in accordance with the guidance of Approved Document Part L2A. All individual building service elements are to be fully compliant with Non-Domestic Building Services Compliance Guide 2013. The design solution has been produced to ensure energy efficient and low carbon operation, and the following features have been incorporated in response to the government’s carbon emission reduction targets:

- Fabric U-values better than limiting values as set by Approved Document L2A.
- High efficiency Variable Refrigerant Flow installation as main heating and cooling system.
- Mechanical ventilation with heat recovery.
- Efficient LED luminaires with PIR and daylight sensing controls.
- Advanced metering and energy use monitoring provisions.

The introduction of all of the above measures ensures the building will achieve full compliance with Part L 2013 targets.

5.3 Building Ventilation Strategy

The ventilation to this building will be provided by a balanced supply and extract mechanical system. Mechanical ventilation heat recovery (MVHR) units will be provided to serve all occupied spaces and wet facilities within the building. The units shall be located in the ceiling void with external louvres on the face of the modular unit to provide fresh air intakes and allow exhaust to be dispelled.

Heat recovery devices within the units will recover up to 90% of heat extracted back into the supply air stream, significantly reducing energy use by the heating system. After passing the heat exchanger the supply air is ducted through the internal VRF cassette units and is heated or cooled based on the space current requirements.

The MVHR units will be controlled via local room controllers that monitor temperatures and CO2 levels in the

room. Fresh air will be supplied as necessary to maintain comfortable internal conditions. Where required, The MVHR units and will be attenuated to reduce noise and exclude to possibility of crosstalk.

5.4 Heating and Cooling Strategy

The heating and cooling to this building will be provided by an integrated Variable Refrigerant Flow (VRF) system. An external Heat pump unit exchanges heat between the external air and a refrigerant medium, which is supplied to local cassette units within the conditioned spaces. The proposed VRF system is multi-split, meaning it connects multiple indoor and outdoor units into a centralized system allowing the supply of both heating and cooling simultaneously. This feature effectively allows extracting heat from one part of the building and distributing it into other parts as required. Space conditioning is provide using ducted cassette units which will heat or cool fresh air supplied by the MVHR system.

All VRF units will be controlled via local room controllers that monitor temperatures and CO2 levels in the room. Fresh air supply will be tempered as necessary to maintain comfortable internal conditions.

Overdoor heaters will be provided above all external doors to mitigate cold air infiltration. Wet rooms, staircases and corridors are heated with electric panel radiators.

5.5 Energy Usage

The energy use of this building will be monitored by an integrated Building Management System (BMS) that links all active system components, displays out-of-range warnings, and provides an interface for data control and analysis.

6.0 ACCESS STRATEGY

To be read in conjunction with Curtins’ Transport and Waste Statement 74638-CUR-00-XX-RP-TP-003

6.1 Access and Inclusion

Attention has been paid to access issues with cognisance to the use of the building and with reference to Part M of the Building Regulation, the Equality Act and other relevant regulations and standards.

6.2 Access to Site

The modular building’s pedestrian entrance will be accessed from Ellis Drive. This route also serves as the access for cyclists to reach the cycle shelter located to the South of the building.

Vehicle access is via Ellis Drive which provides access to nearby car parks and the service road around the perimeter of the Estates Building.

6.3 Parking Provision

As the proposed building users are being relocated from across the wider site, there will be no additional demand on parking.

The proposed modular building will be located on the existing Estates building car park which is currently used for staff, contractors and estate vehicles; a total of 26 spaces will be lost as a result however 36 spaces remain in use to the West of the site along the perimeter of the Estates Central Store. In addition, there will be a loss of c. 2 car parking spaces associated with the improved pedestrian route. The loss of these 28 car park spaces is considered justified as parking surveys undertaken by Curtins concluded that car parks across the wider NMGH site do not currently reach capacity.

6.4 Cycling Provision and Amenities

12 cycle spaces will be provided within an external shelter adjacent to the modular office building and have been calculated using MCC guidance of 1 cycle space per 200m² net internal area.

An accessible shower will be provided at each floor

Space for secure lockers has been allocated within each open plan office.

6.5 Public Transport Amenities

The site is highly accessible by bus and metrolink. It is also considered to be highly accessible by rail when used as part of a multi modal journey by combination of walking and bus, by cycle, or via the yellow metrolink network.

Bus: Multiple bus stops within 300-500m from the site.

Metrolink: Abraham Moss 900m from the site.

Rail: Victoria Station 4km from the site

6.6 Service Vehicles, Refuse Lorries, Fire Engines etc

Service vehicles, refuse lorries and fire engines will use the existing access road around the perimeter of the Estates Building.

6.7 Internal Accessibility

Level access is provided across each floor plate with a platform lift providing level access between floors.

New lobbies from the cores will comply with Part M and BS8300, incorporating vision panels and clear widths for wheelchair users.

6.8 Emergency Escape

Two external escape stairs are provided to the North and South of the office floorplate. An internal accommodation/escape stair is provided within the central circulation core.

Each staircase includes a refuge at all upper floors.

6.9 Horizontal Circulation

The modular office building is designed as an open plan floor plate with clear horizontal circulation zones included within this area.

6.10 Vertical Circulation

The building is served by a central vertical circulation core which includes:

- an accommodation/escape stair
- a platform lift providing level access to all floors.

6.11 WC Accommodation

WC provision has been calculated using BS 6465-1:2006+A1:2009 based on the required occupancy of 75 per typical floor.

Each floor provides:

- 4no. female WCs,
- 2no. male WCS and 2no. urinals,
- 1no. accessible WC,
- 1no. accessible shower.

7.0 CONSULTATION

7.1 Pre Application Consultation

The following pre-planning consultation meetings have taken place with Manchester City Council Planning:

Meeting	Date
Pre-application meeting	02/07/2020

Pre-application discussions focused on the following areas:

- Loss of facilities management car parking on the proposed site
- Scale and massing of the proposed building
- Proximity of the South facade to the neighbouring residents.

Consideration has been given to each point during the project’s subsequent design development and each of these areas have been adressed within this Design and Access Statement.

7.2 Greater Manchester Police Consultation

An application for a Crime Impact Statement has been submitted. The current proposal will be reviewed against the feedback received from Greater Manchester Police.

8.0 SCHEDULE OF TOWN PLANNING APPLICATION DOCUMENTS

Below is the list of information and drawings submitted for Planning Approval and which has been agreed with the planning case officer, Jennifer Atkinson, as required to validate the Planning Application

Document
Cover Letter, Application Form and Notices, prepared by Turley
Architectural drawings. prepared by Sheppard Robson
Design and Access Statement, prepared by Sheppard Robson
Planning Statement, prepared by Turley
Site Tree Report and Appraisal and Tree Constraints Plan, prepared by Rowbottom’s Tree Services Ltd
Phase 1 Ground Investigation, prepared by Curtins
Transport Statement (including Waste Management Strategy), prepared by Curtins
Drainage Strategy, prepared by Curtins
Crime Impact Statement, prepared by GMP (to follow)

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