



06 March 2025
Design & Access Statement

North Manchester General Hospital Sub Station 14

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North Manchester General Hospital - Sub Station 14

Rev	Date	Status	Issue Purpose	Originator	Authorised
P01	18/10/24	S2	Planning	LH	DB
P02	22/11/24	S2	Planning	LH	DB
P03	04/12/24	S2	For Tender	LH	DB
P04	15/01/25	S2	Planning	LH	DB
P05	06/03/25	S2	For Tender	LH	DB
P06	07/03/25	S2	Planning	LH	DB

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 Curtins and Arup. It accompanies and supports the planning application for North Manchester General Hospital Sub Station 6/10. 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 new sub station and generator enclosure at North Manchester General Hospital for Manchester University Foundation Trust. It is intended to supplement the information required by Manchester City Council 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 inclusive 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 minutes of the meetings with the Local Authority in Appendix A – Minutes of Engagement Meetings, and the supporting documents listed in Appendix B, both found at the end of this document.

2.0 DEVELOPMENT BRIEF

The proposal is to create a new sub station and associated generator enclosure within the North Manchester General Hospital site. The new sub station (sub station 14) is required as a replacement for the existing sub station 10, which sits on the site of future development and therefore needs to be demolished. This project is critical to the day to day function of the wider hospital and will serve H, I, J and K blocks.

The proposed site currently houses the ANC building, which is set to be demolished prior to the sub station 14 works.

The proposed sub station 14 is temporary, with the final location still to be confirmed within the wider hospital site. Therefore, the specification of the generators have been chosen for future relocation, once further works are completed within the masterplan.

2.1 Location

North Manchester General Hospital is situated in Crumpsall, 4.1km from Manchester City Centre. The proposed site sits on the former ANC building site within the hospital boundary, close to K, G, F and E block.

2.2 Stakeholders

Manchester University Foundation Trust (MFT) manages the district hospital and are the primary stakeholders for the project.

2.3 Project's Origin

The wider hospital is currently in the process of redesign and rebuilding , with the rest of the site earmarked for widespread demolition and redesign.

The wider hospital is an important healthcare hub within the local community, and the proposed masterplan aims to improve the community connection and create a modern, high quality care facility. The redevelopment of the hospital is key to growing the North Manchester economy and contributes to the wider regeneration of North Manchester.

The proposed wider hospital masterplan requires the relocation of the existing sub station 10 to make way for other areas of development.

2.4 Client/ Project Aspirations

The key project drivers include:

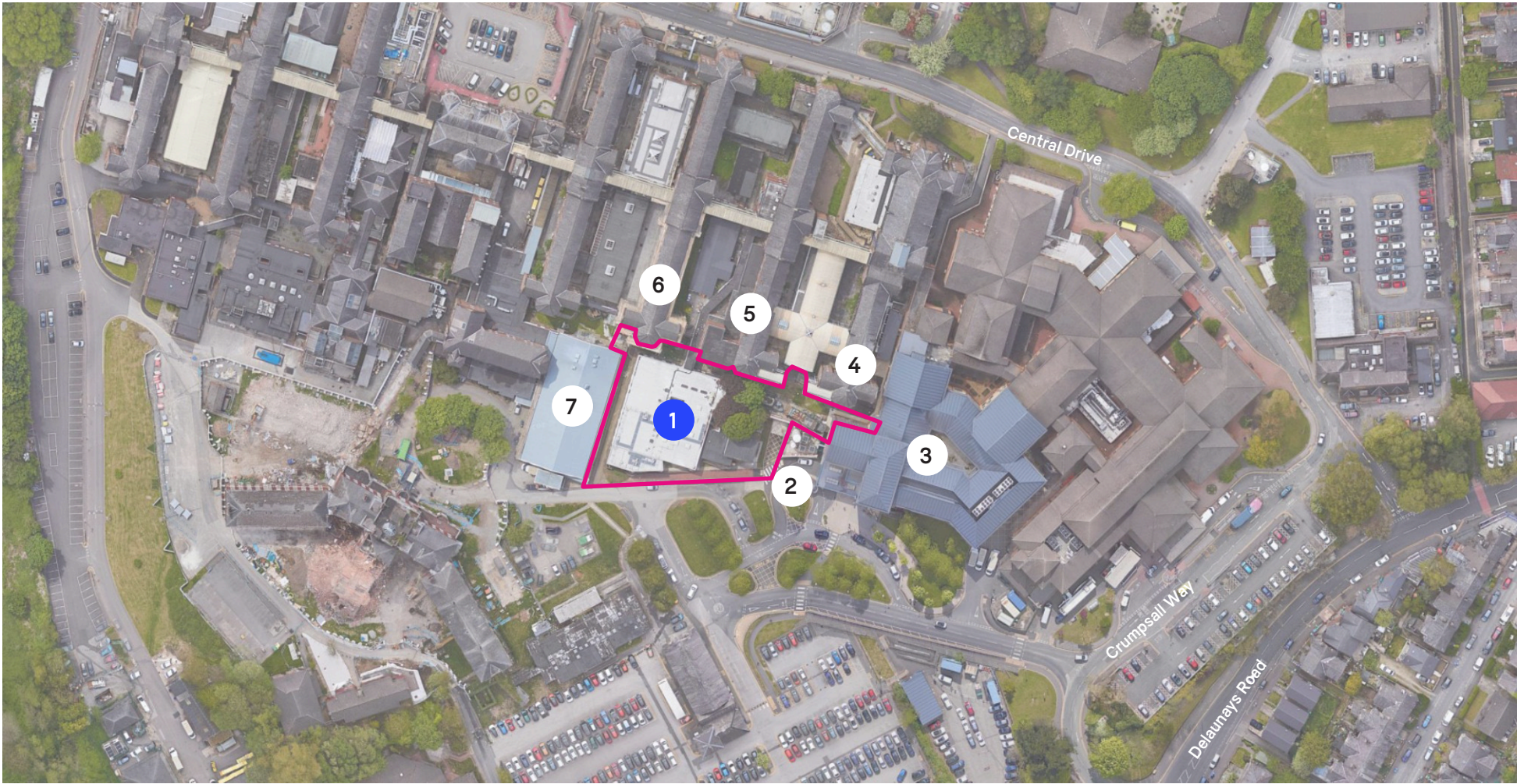
- Upgrade the resilience of the sub station
- Relocate the existing functions to a new location which allows other development to occur within the wider hospital site



3.0 SITE ANALYSIS AND CONTEXT APPRAISAL

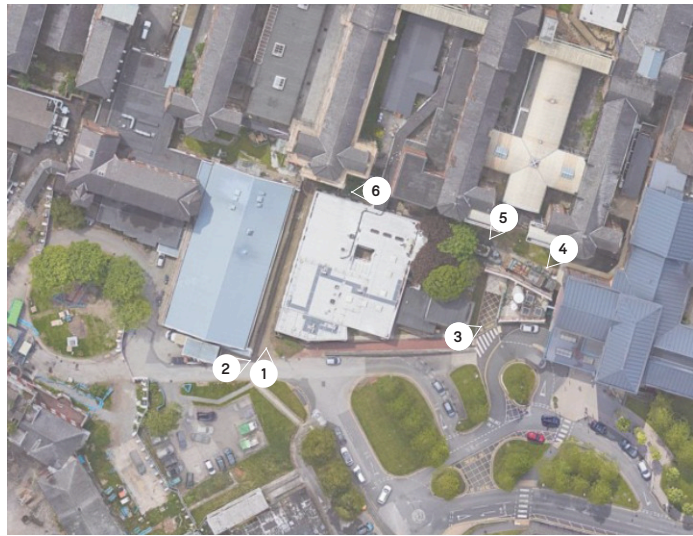
3.1 Site and Immediate Surroundings

The site sits on the site of the former ANC building, directly adjacent to K, G, F and E blocks. VIE plant and a live generator are also adjacent to the site



- 1. Proposed Site (currently ANC building)
- 2. VIE Plant
- 3. K Block - Acute Hospital Women & Childrens
- 4. G Block - Acute Hospital
- 5. F Block - Acute Hospital
- 6. E Block - Acute Hospital
- 7. Cook Chill Kitchen

3.2 Existing Site



- 1. Existing fire tender access road
- 2. Existing ramp in front of ANC building
- 3. Existing VIE plant
- 4. Existing live generator
- 5. Existing generator
- 6. Existing condition at rear of ANC building



3.3 Site Constraints

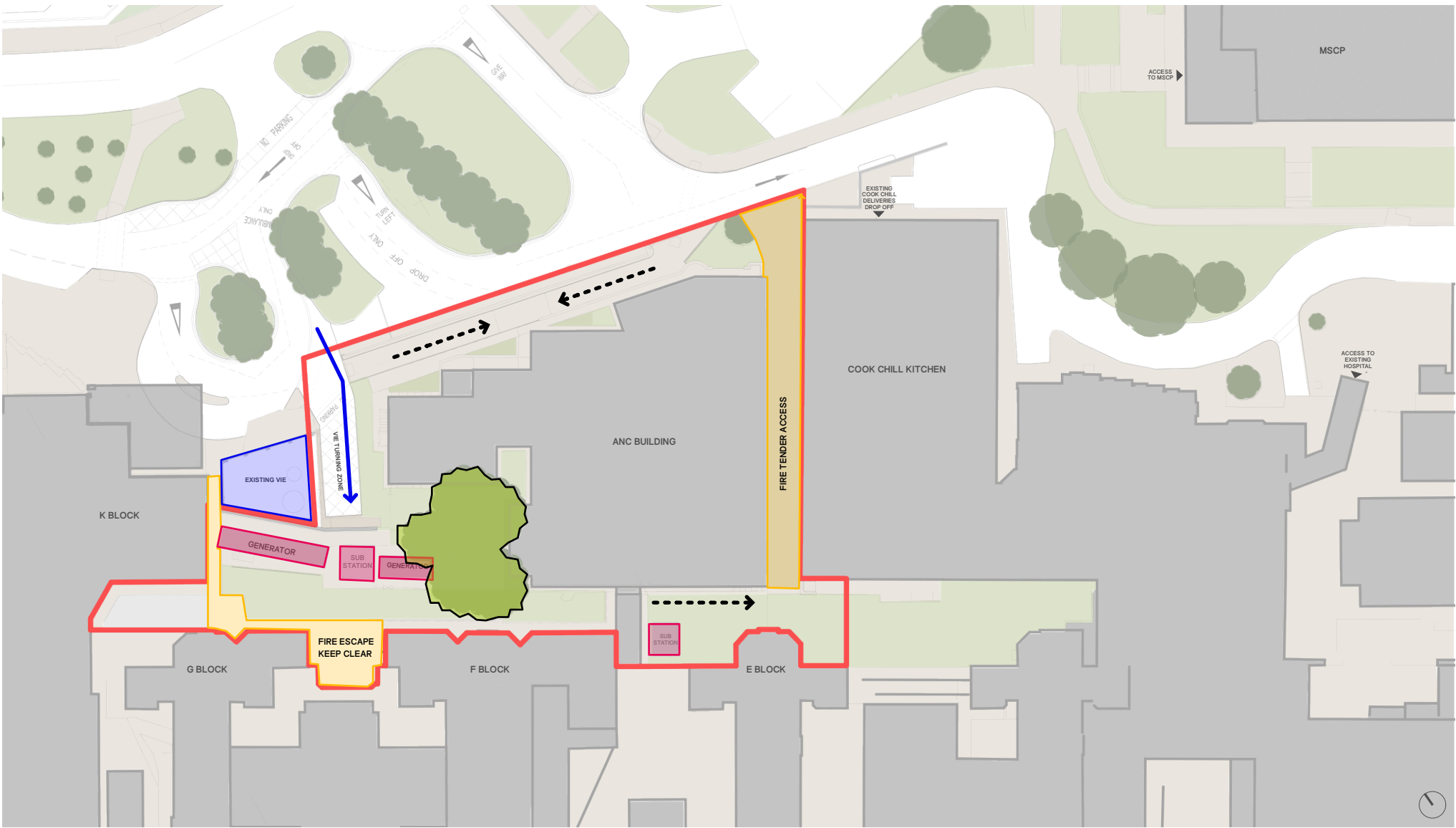
The key site constraints are as follows:

- Existing VIE plant located adjacent to the site
- Existing live generator and additional generator located adjacent to the site
- Existing sub stations located adjacent to the site
- Demolition of existing ANC building required
- Existing hospital buildings to remain functional during the works
- Significant level changes across the site which require retaining structure
- Existing fire escape and tender access routes to be maintained
- Existing trees on site

3.4 Site Opportunities

The key site opportunities are as follows:

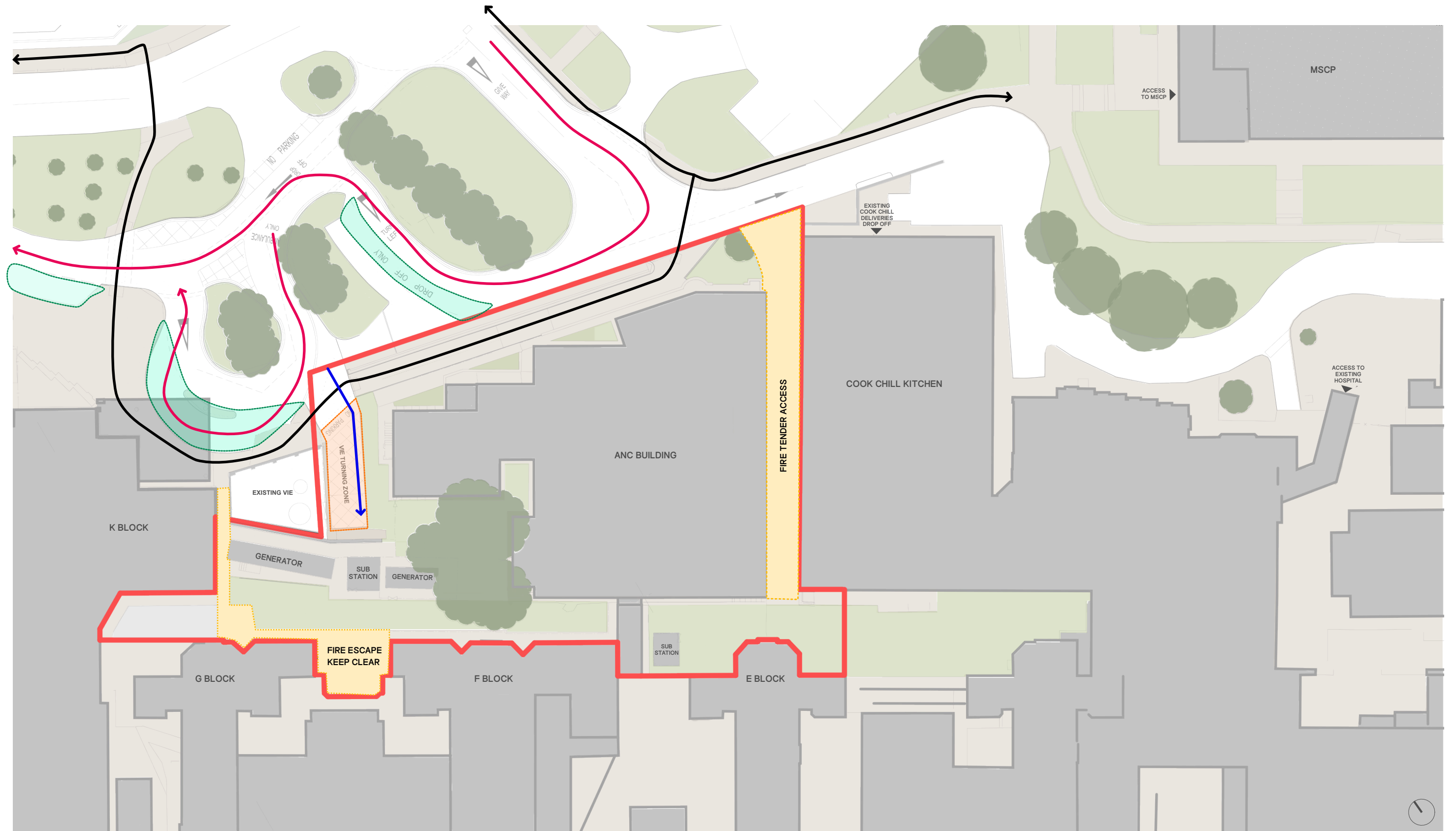
- Opportunity to utilise existing retaining structure from demolished ANC building
- Existing vehicular access to the site is already in place



3.5 Movement Patterns

Primary vehicular movement is via the existing road network which passes directly by the site. Access is required to the VIE compound adjacent to the site via an existing parking bay. The ambulance drop off loop for the hospital is located adjacent to the site and is to remain operational. A fire tender access road runs between the cook/chill kitchen and the ANC building and this is to be retained throughout the works.

An existing pedestrian route passes by the site via a ramp outside the ANC building. This route provides access between the multi storey car park and the entrance to K block.



4.0 DESIGN STATEMENT

4.1 Site Plan and Layout

Various locations within the wider hospital site were considered before settling on the chosen site. This site provided the best opportunity for cabling routes into the existing hospital.

The proposed layout includes a screened compound which contains the following components:

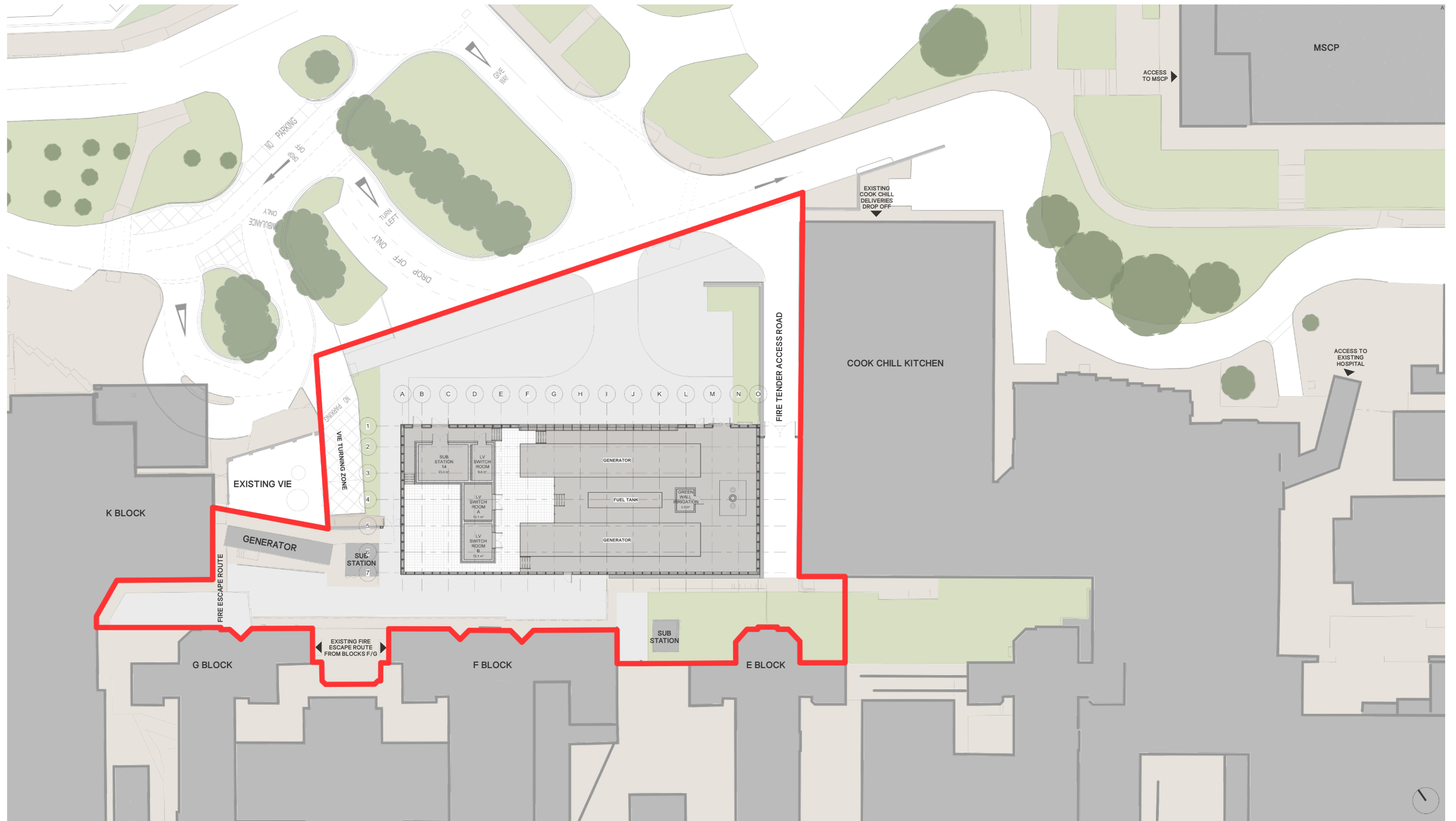
- 1No. 800kVA transformer (providing a primary supply to K Block only)
- 2No. 2.5MVA prime rated generators (providing standby power to both H,I,J & K Blocks)
- 2No. 3200A bus coupled LV switchboards
- Above-ground bulk fuel tanks, pumps sets, fuel fill systems etc
- A combined generator flue stack

The sub station will remain in this location as a temporary measure until H, I, J and K blocks are refurbished in a further phase of the masterplan. A structural slab will be constructed following the demolition of the existing ANC building and all components will be contained within a secure screen.

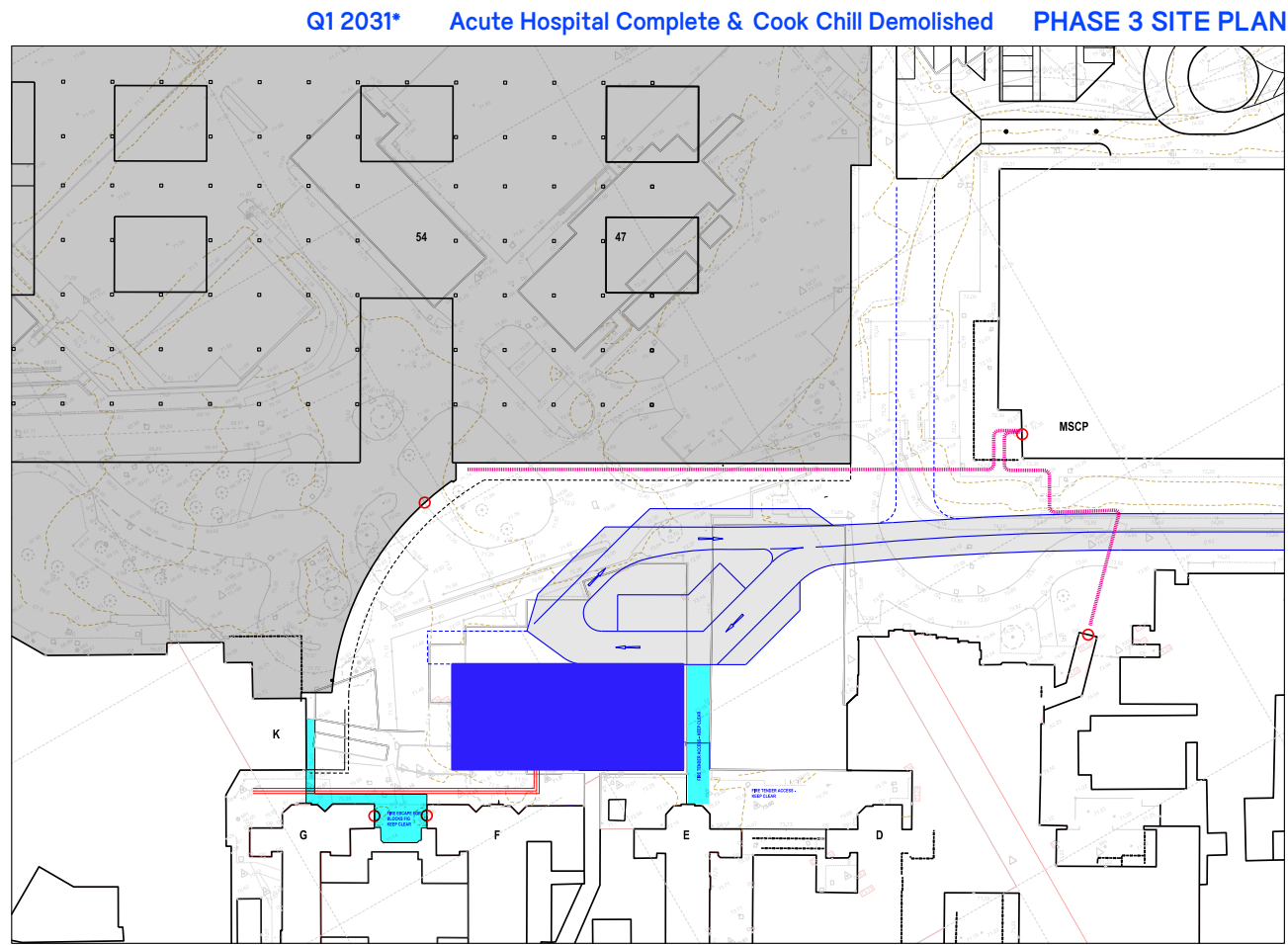
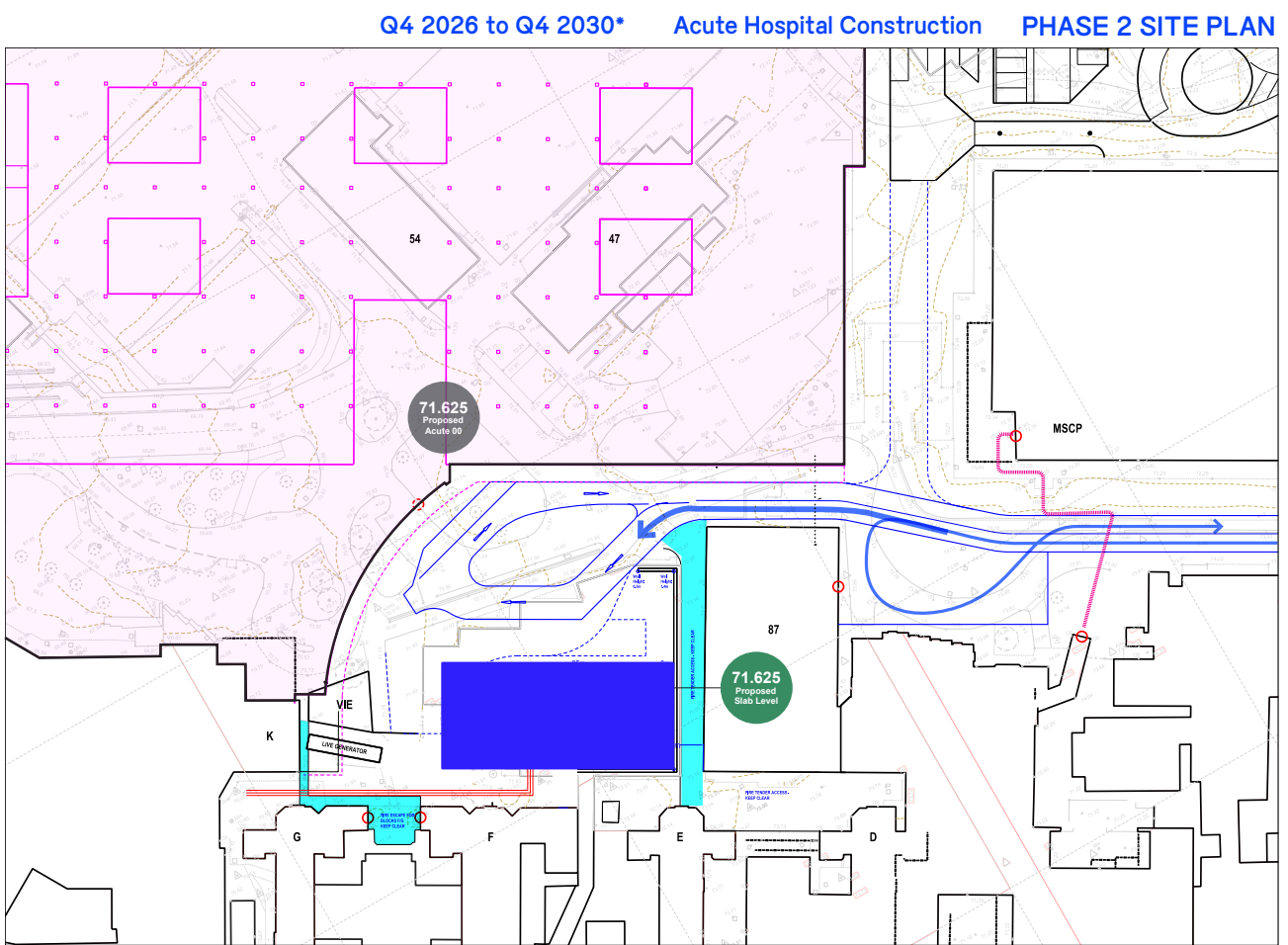
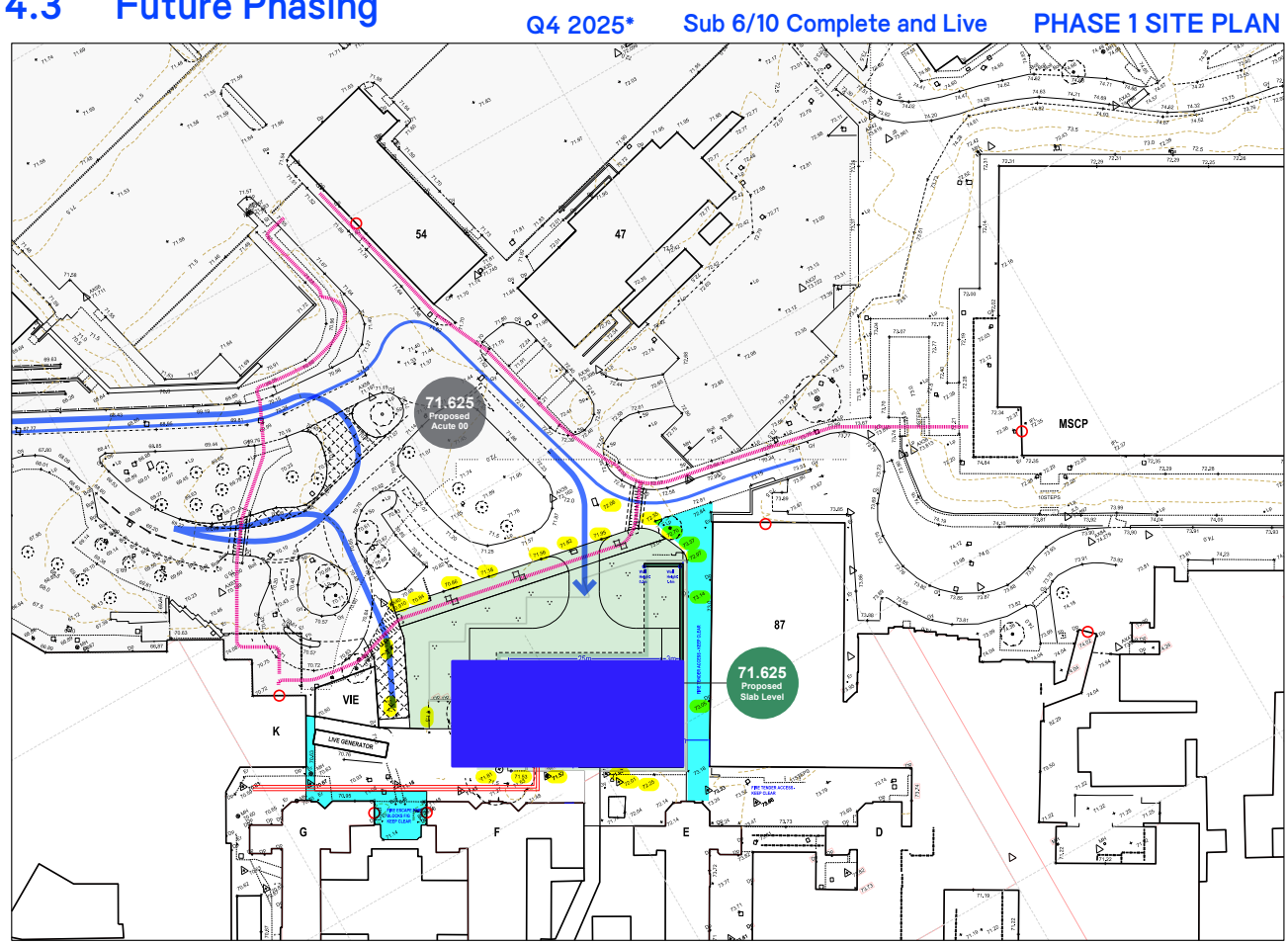
The proposed flue is to be a freestanding solution with 2 no. chimneys supported by a mast.

4.2 Private and Public Realm

The compound is to be securely enclosed and access controlled to prevent access by patients or the public. Fences with access controlled gates will be installed to secure the rear of the compound and prevent access to the area behind the sub station.



4.3 Future Phasing

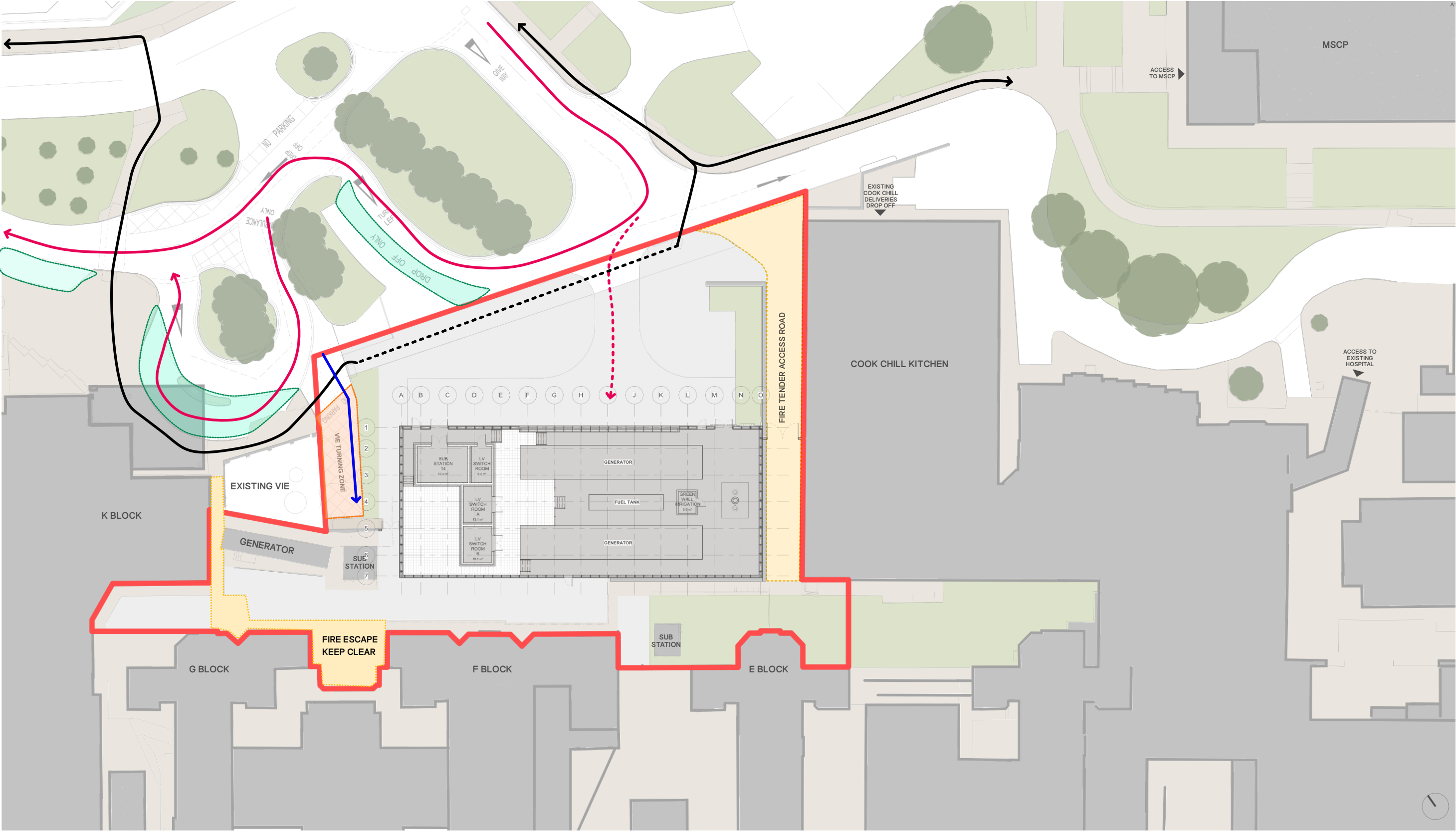


* Approximate dates. Subject to change awaiting acute funding.

4.4 Movement Routes – Pedestrian and Vehicular

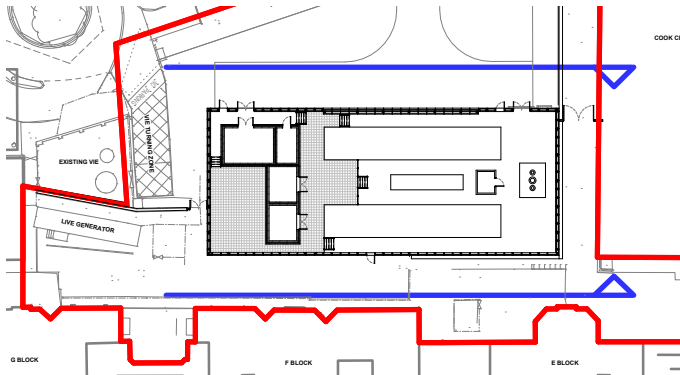
The existing pedestrian ramp outside of the ANC building will be removed and replaced with a pavement following the same route. All other pedestrian routes will remain as existing.

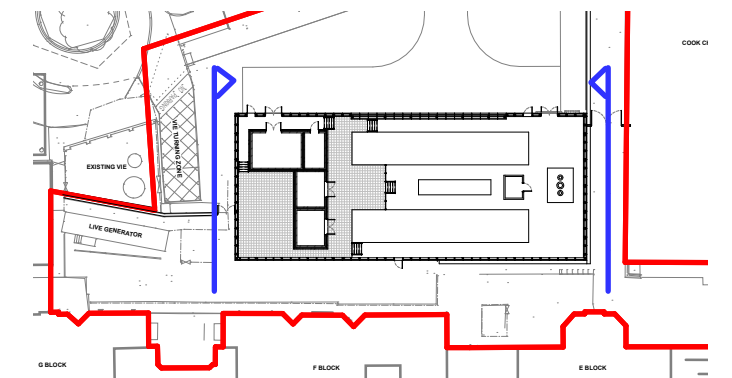
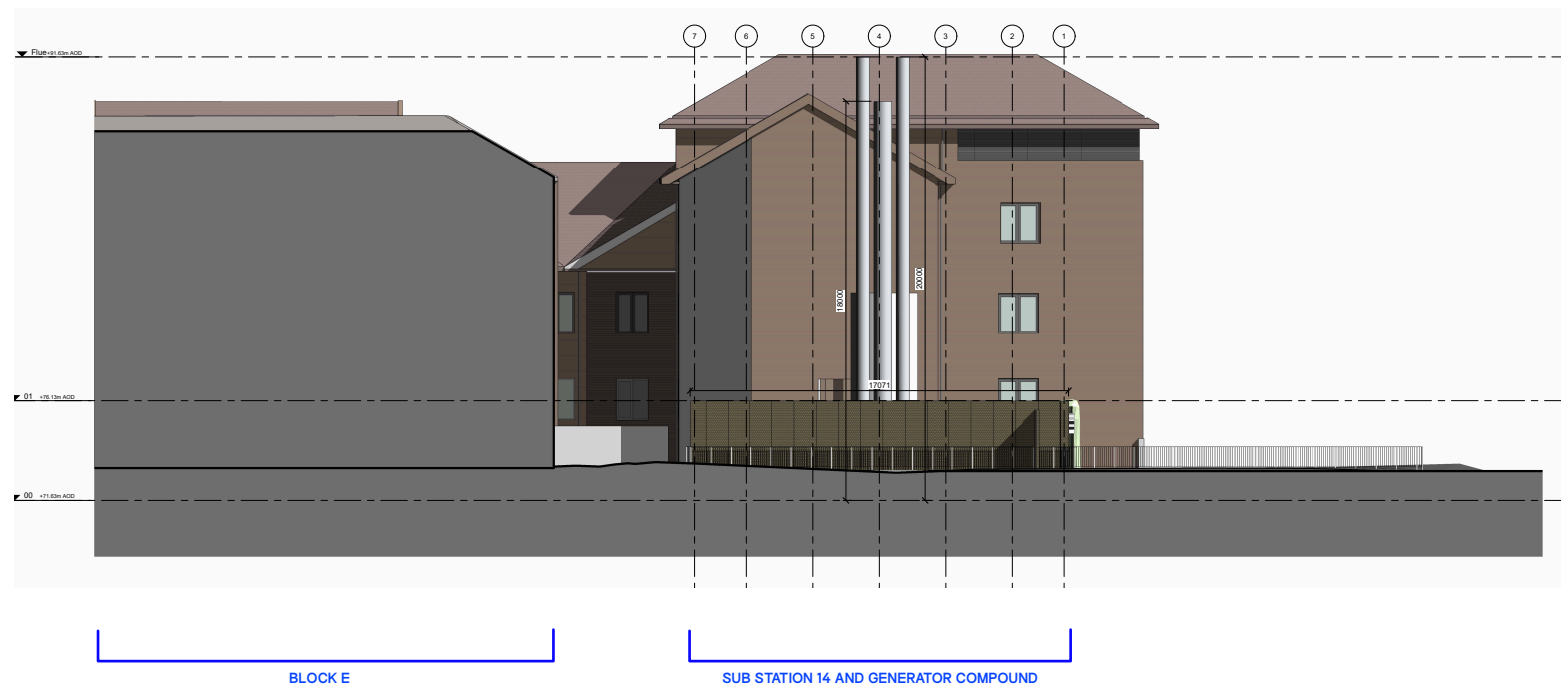
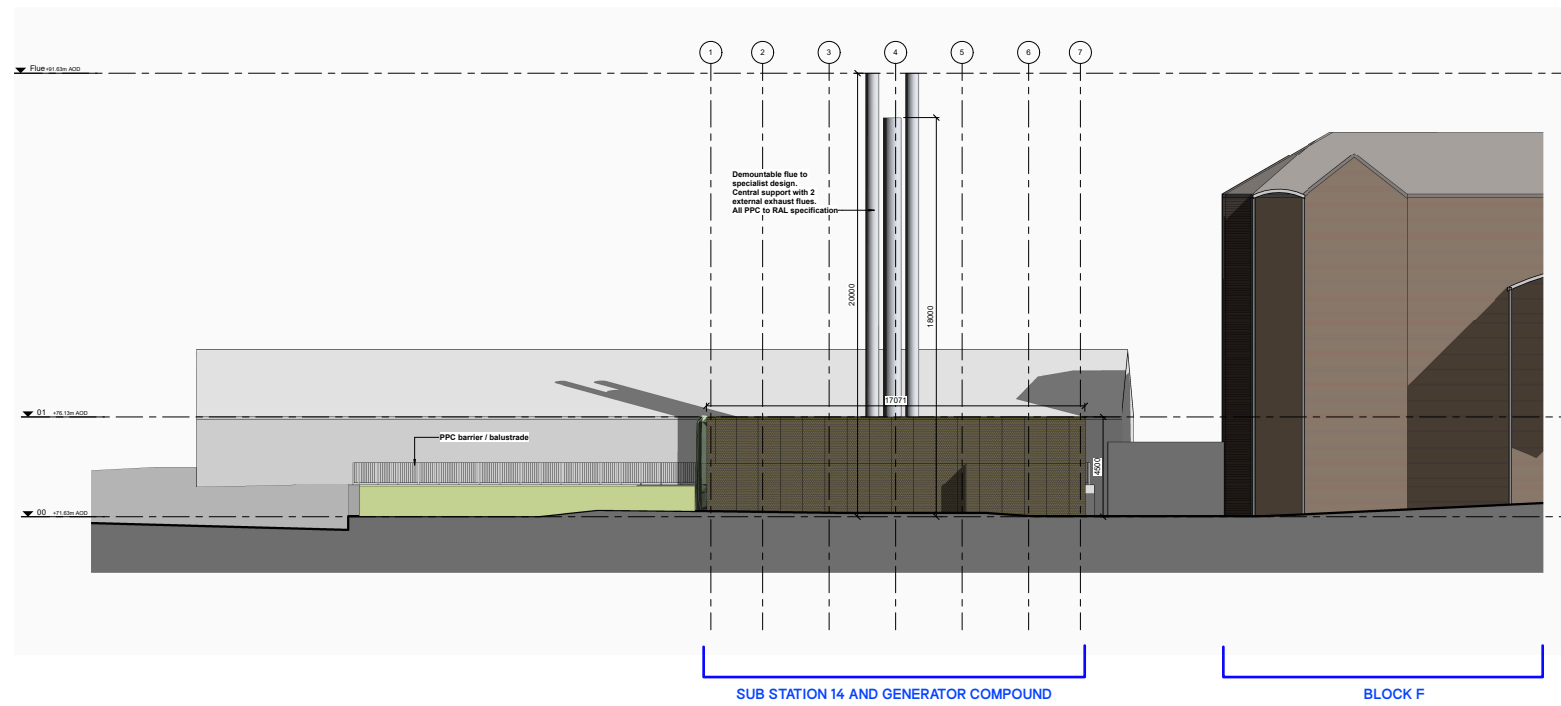
The VIE turning zone will be retained, along with the existing road network. A road will be created to allow vehicular access to the sub station compound. This will allow service vehicles to park alongside the compound as required, but will be secured to prevent public parking. The entrance to the compound will be directly off the existing road network. Existing fire escape and fire tender access routes will be retained throughout.



4.5 Scale and Massing

The proposal includes a single storey screened enclosure to the sub station compound. A flue is also required as an exhaust for the generators within the compound. The flue has been sized at 20m tall to ensure that fumes are expelled at a sufficient height should the generators become operational.





4.6 Landscape Design and Principles

It is proposed that the site be re-levelled and re-landscaped to suit the new compound. The existing ramp is to be removed as part of the re-levelling works and replaced with a pavement linking existing pedestrian routes.

Retaining structure will be required to maintain the existing fire tender access road which sits at a higher level than the proposed sub station compound. It is proposed that a retaining wall be used along with banked earth to achieve the required level change.

A tarmac vehicle access road will be constructed in front of the compound to allow service vehicles to access the area.

The area to the left of the compound will receive grassed landscaping, and the compound itself will be partially clad with a green wall system. The embankment will also receive soft landscaping.

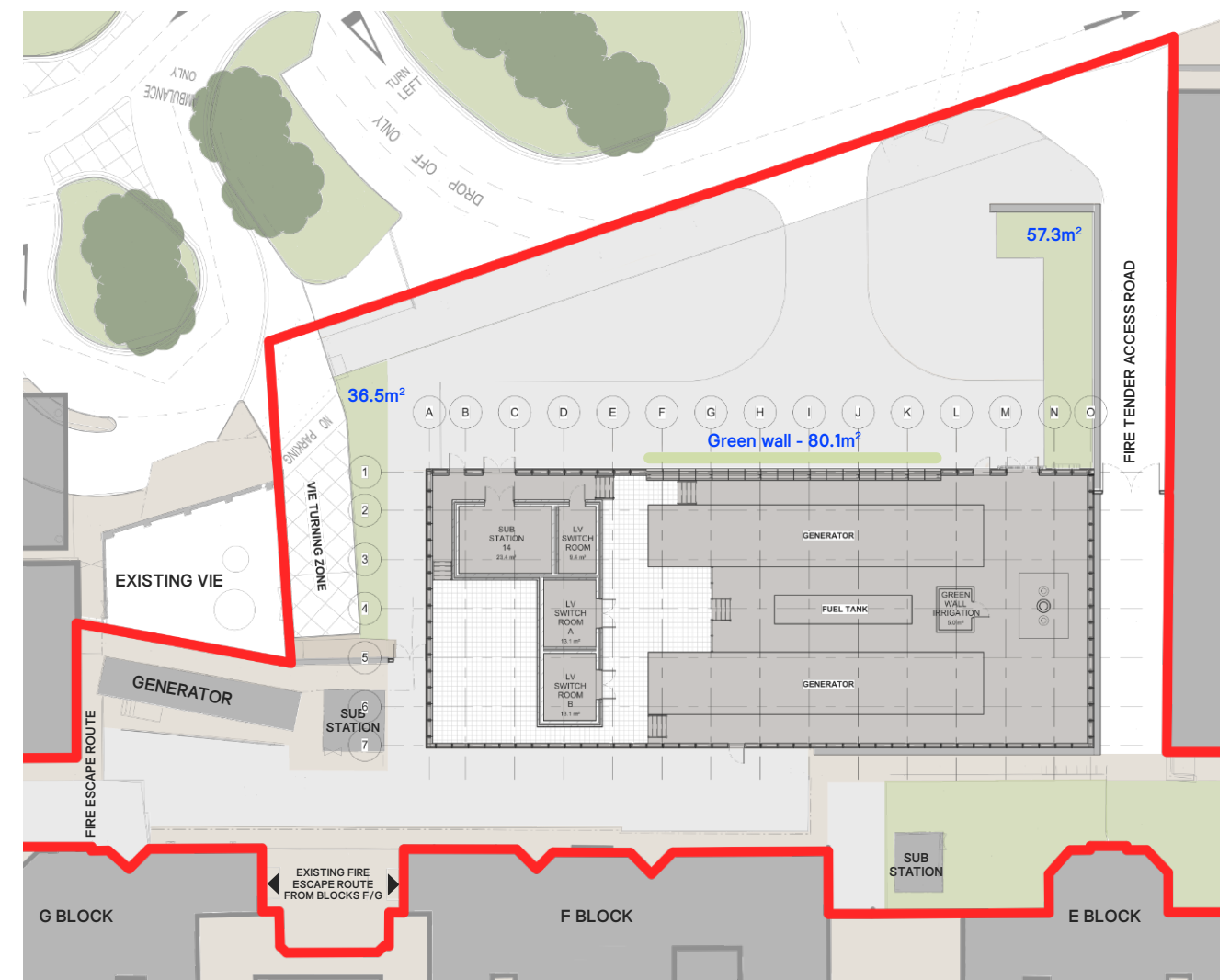
The rear of the compound will be securely fenced to prevent access. Gates will be provided for maintenance access and fire egress.

A group of existing trees adjacent to F Block and the existing ANC building will require removal as part of the works to make way for the compound. A wider tree replacement strategy is in place for the entire North Manchester General Hospital site as the masterplan works take place going forwards. It is proposed that the trees lost will be replaced as part of the wider hospital wide strategy.

The strategy to achieve biodiversity net gain is broadly to introduce a green wall system to the sub station compound, along with landscaped areas within the site as shown below.



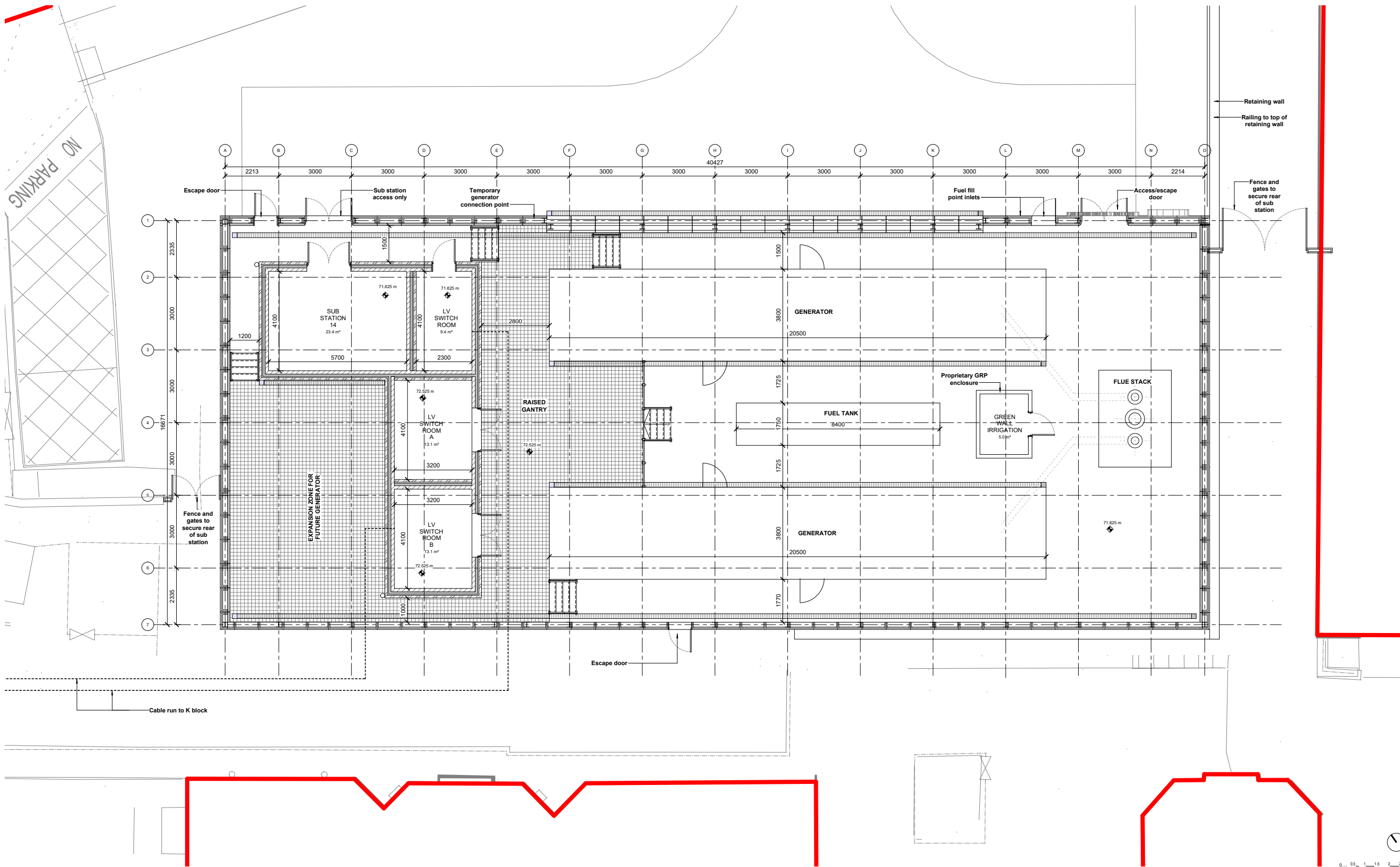
EXISTING SITE PLAN



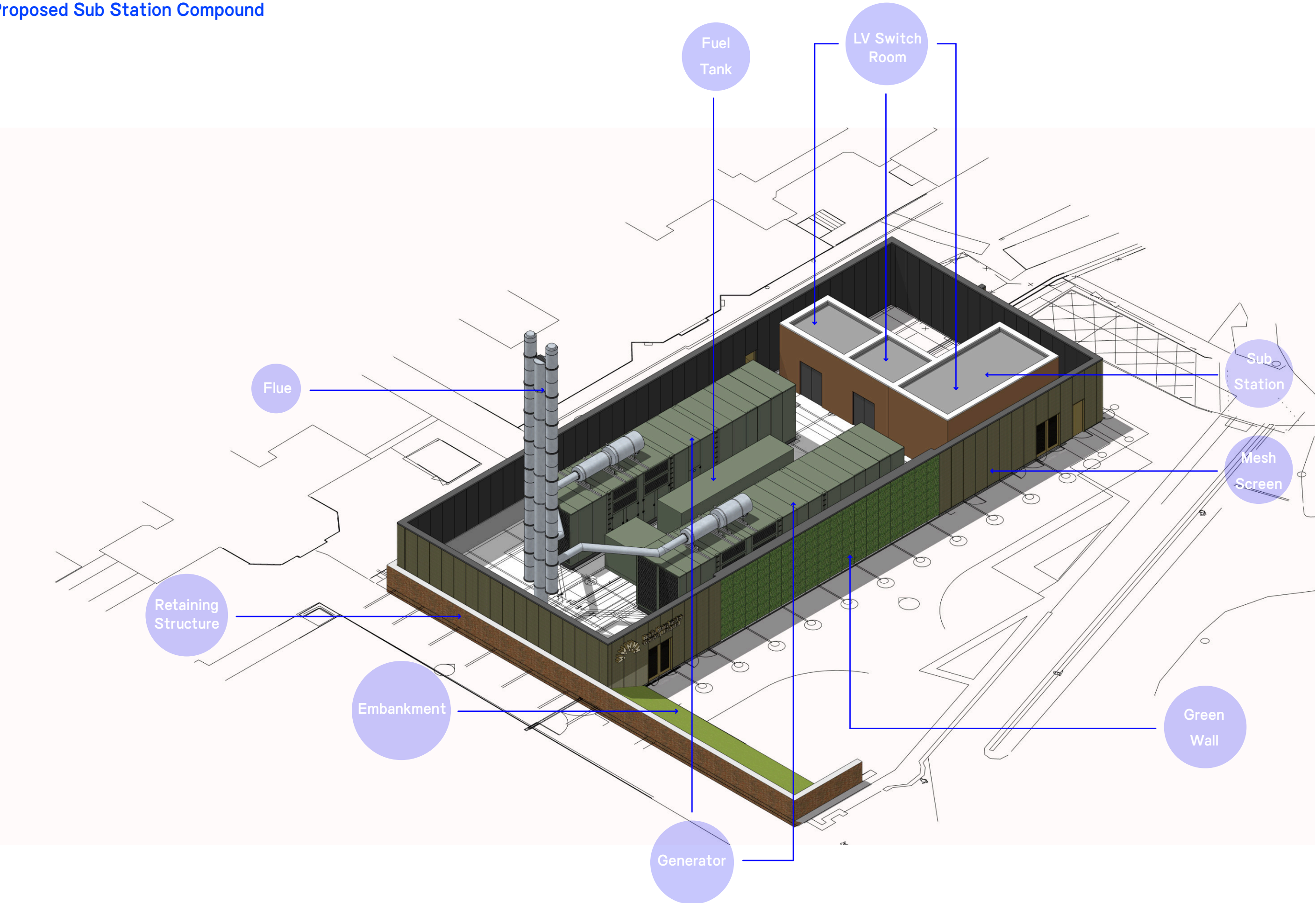
PROPOSED SITE PLAN

4.7 Plans – Internal layout

The proposed internal layout for the compound is illustrated below. This includes two generators and associated fuel tanks, a flue stack, sub station room and two LV switch rooms. The compound has a number of access doors for maintenance of plant and fire egress.



4.8 Proposed Sub Station Compound



4.9 External Appearance, Elevations and Materials

It is proposed that the sub station compound be entirely enclosed with a metal screen. The screen will be clad with an anodised aluminium expanded mesh in a bronze tone to tie in with the recently completed multi-storey car park on site. The primary elevation facing the existing roadway will include a section clad with a green wall system. It is proposed that the flue be powder coated in a pale grey tone.

The internal sub station and LV switch rooms will be constructed in block work with facing brickwork.

Refer to page 21 for details of the proposed green wall system.

