

1643-24 Targeted Lung Health Check Wythenshawe Hospital

Design and Access Report

January 2025



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DAY

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00 / Introduction

Background

Introduction

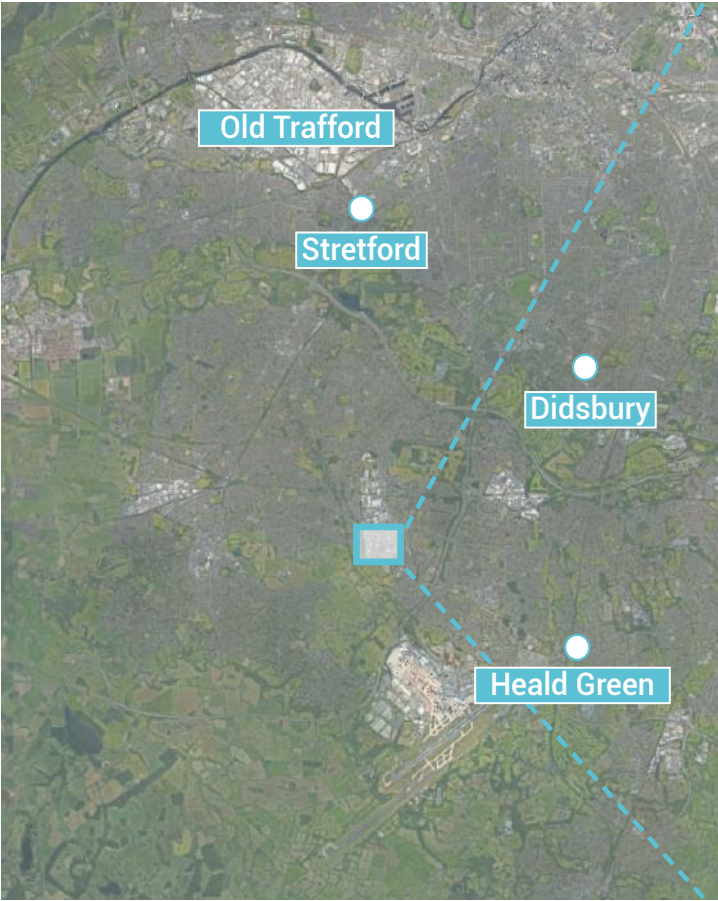
This Design and Access report has been prepared by DAY Architectural in support of The Manchester University NHS Foundation Trust's Lung Biopsy Health Check programme, as proposed at Wythenshawe Hospital. DAY and its Design Team partners were approached in February 2024 to provide design assistance following the Trusts successful Business Case submissions.

After conducting Stage 1 feasibility investigations of site locations around the Hospital we have progress to Stage 2. This document captures the outcomes following a Project Team development of the Proposed Entrance 7 Site

The design solution has been carefully tailored and considered to keep the disruption both to the internal functionality and external flows to a minimum so the normal activity of the hospital will carry on alongside the site work.

01 / Site Context and Analysis

Macro to Micro Scale



1.1 Macro Context



Wythenshawe Hospital is located in the southern part of Manchester, near the Wythenshawe area. The new development site is in the northwest section of the hospital campus, where an existing car park is situated.

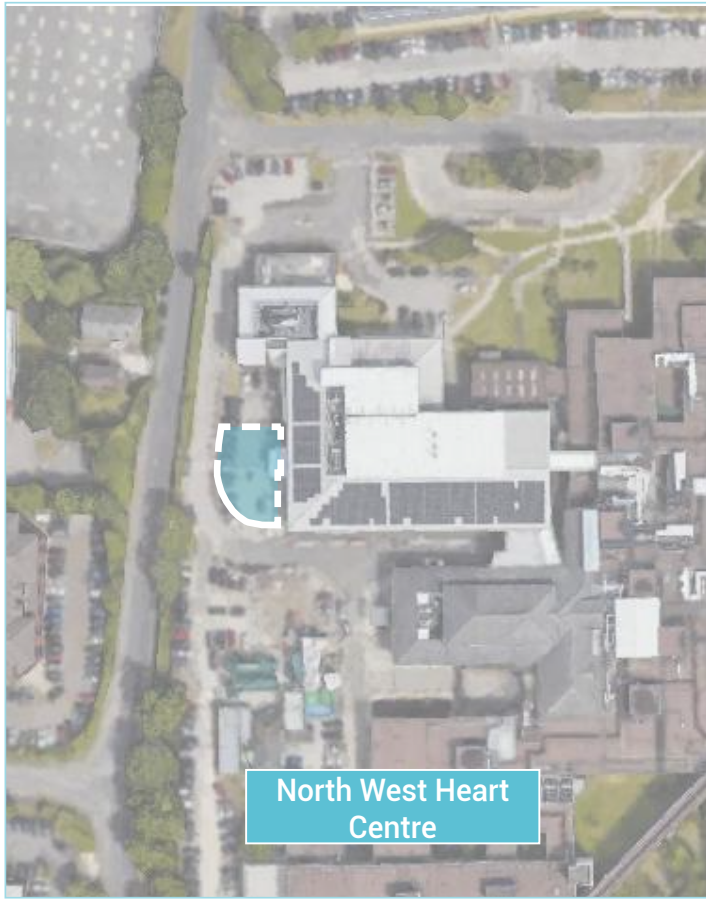
This expansion reflects Wythenshawe Hospital's ongoing efforts to enhance and modernize its healthcare services. The new facility will play a crucial role in continuing the hospital's tradition of providing cutting-edge medical care to the region.



1.2 Meso Context



Wythenshawe Hospital is located in the suburb of Wythenshawe, approximately 11 kilometers south of Manchester city centre. The hospital site is bordered by the M56 motorway and close to Manchester Airport, making it easily accessible from surrounding areas..



1.3 Micro Content



Wythenshawe Hospital is predominantly surrounded by residential neighborhoods, with a large green space to the east. The site is well-integrated with existing infrastructure, featuring multiple parking areas and bordered by landscaped green spaces that enhance the site's environment.



1.4 Proposed Site

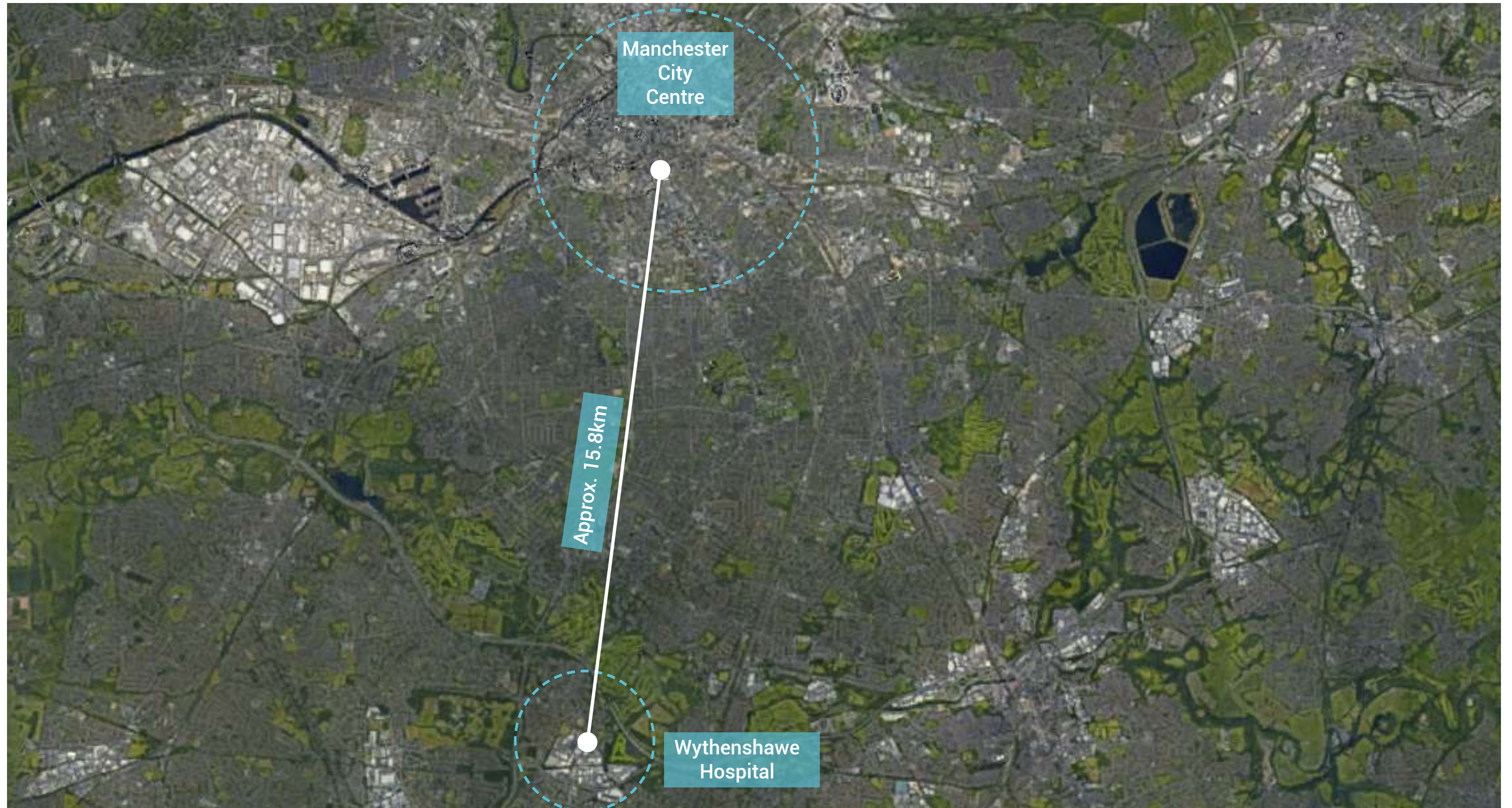


The proposed site is located on the northwest side of the existing Wythenshawe Hospital. The site is near Entrance 7 and connected to the North West Heart Centre.

The footprint of the site measures approximately 560m².

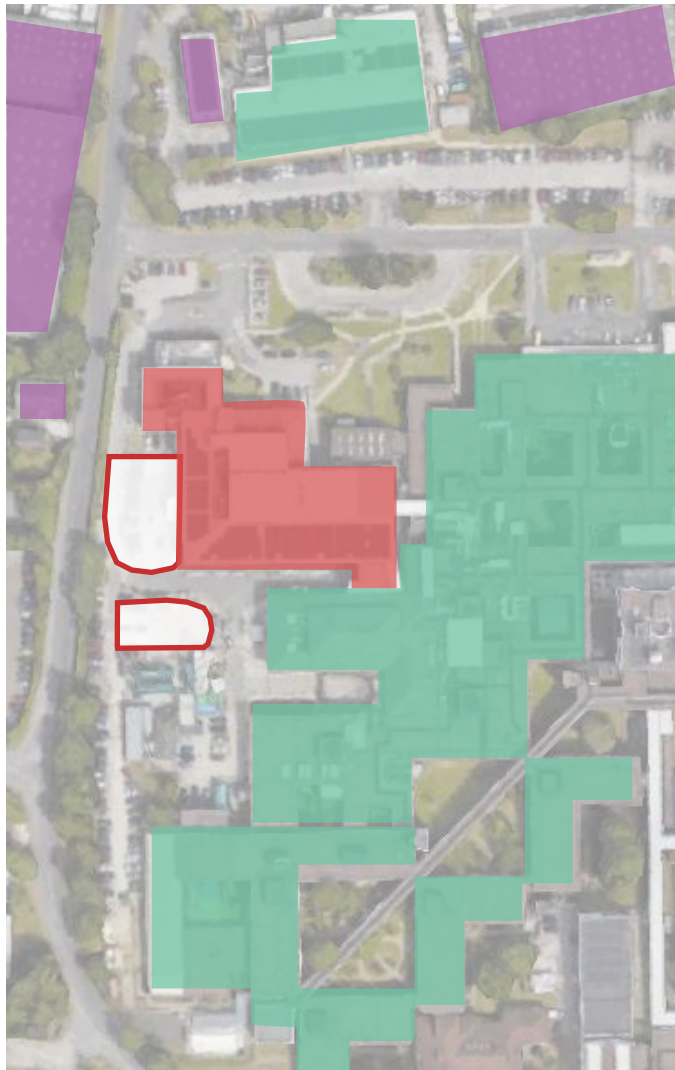
01 / Site Context and Analysis

Location



01 / Site Context and Analysis

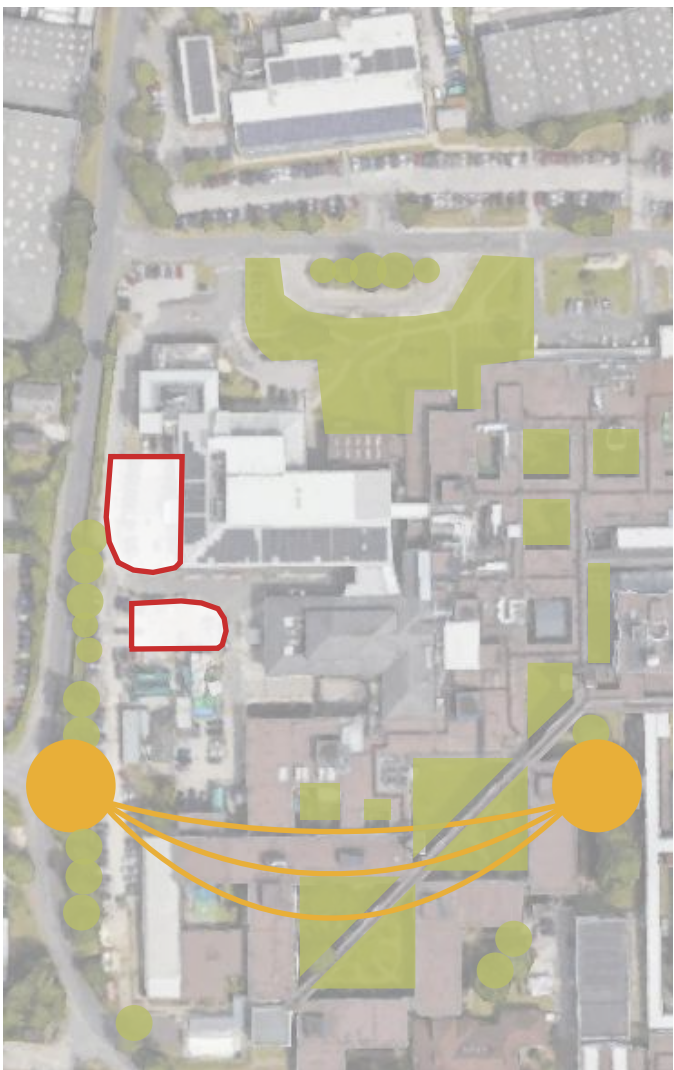
Site Constraints



The Site and Surrounding

The proposed site is currently a car park located just outside the northwest corner of the Wythenshawe Heart Centre. It is bordered by key hospital buildings to the south and east, including the main hospital complex and additional clinical facilities. To the north, the site is adjacent to Southmoor Road, providing direct access to the hospital grounds.

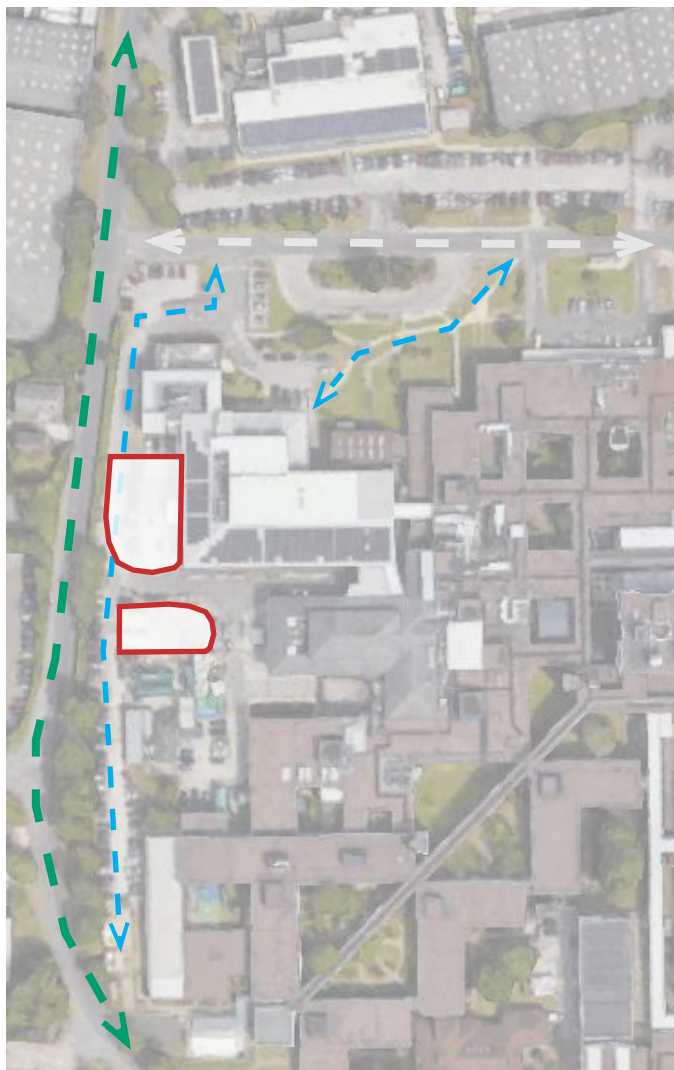
Beyond the hospital buildings, the surrounding area includes residential neighborhoods, primarily to the west and northwest, with Southmoor Academy and Wythenshawe Park also nearby.



Environmental

The proposed site, currently a car park, is located just outside the Northwest Heart Centre, along a north-south axis. The site is relatively open, with surrounding hospital buildings mostly to the east and southeast, which allows for ample natural daylight throughout the day.

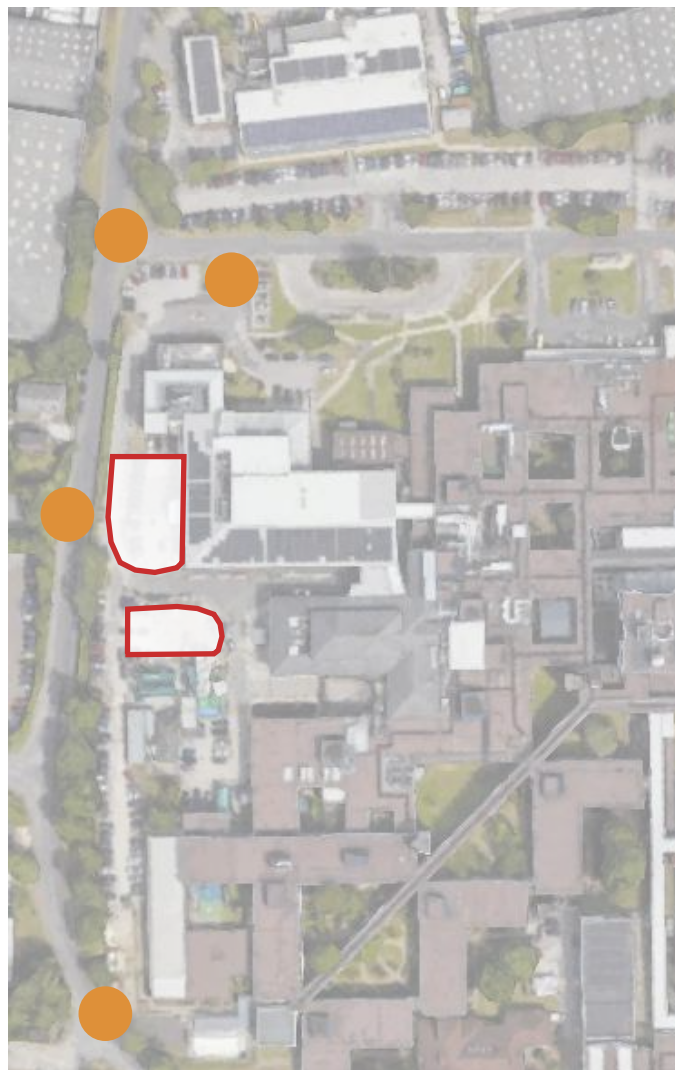
There is minimal overshadowing at the site, as the adjacent buildings are primarily low-rise hospital structures. This layout offers a good opportunity to incorporate sustainable design elements, such as maximizing daylight and leveraging passive solar gains. The open nature of the site ensures that it remains well-lit, promoting energy efficiency in any future development.



Key Routes: Pedestrian and Vehicle

Due to its location adjacent to Southmoor Road and close to the M56 motorway, the site benefits from excellent transport links to the wider Manchester area, including easy access to nearby residential neighborhoods and key hospital buildings. Numerous bus stops are located within walking distance, providing convenient public transport options.

As the proposed development will serve the Wythenshawe Hospital community, the primary pedestrian routes will likely lead south and east towards the main hospital complex, including the Northwest Heart Centre. Vehicle access will be efficiently managed via the existing road network, ensuring smooth connectivity for both staff and visitors.



Views & Gateways

Views onto the proposed site are somewhat limited due to its position within the hospital complex. The site is primarily surrounded by clinical buildings, restricting visibility from most angles. However, there are open views from Southmoor Road to the north, which provides a more expansive perspective across the site.

Similarly, views outward from the site are constrained by the surrounding hospital structures, with the exception of the northwest corner, where there are more open views towards the nearby residential areas and green spaces. The site currently lacks a definitive or obvious entrance, which the proposed design will aim to enhance, creating a clear and welcoming gateway to the new facility.

01 / Site Context and Analysis

Existing Surrounding Site Context

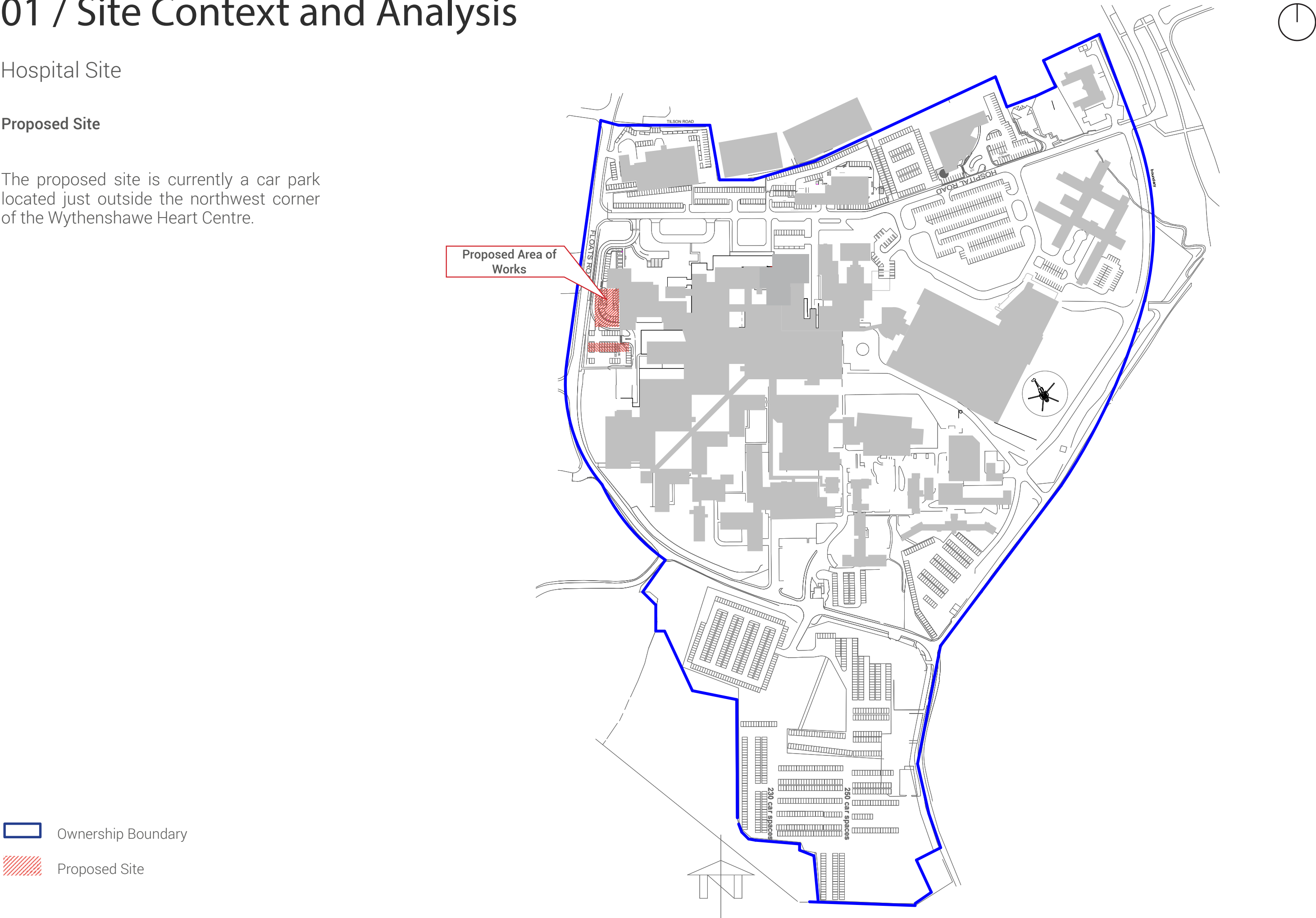


01 / Site Context and Analysis

Hospital Site

Proposed Site

The proposed site is currently a car park located just outside the northwest corner of the Wythenshawe Heart Centre.



01 / Site Context and Analysis

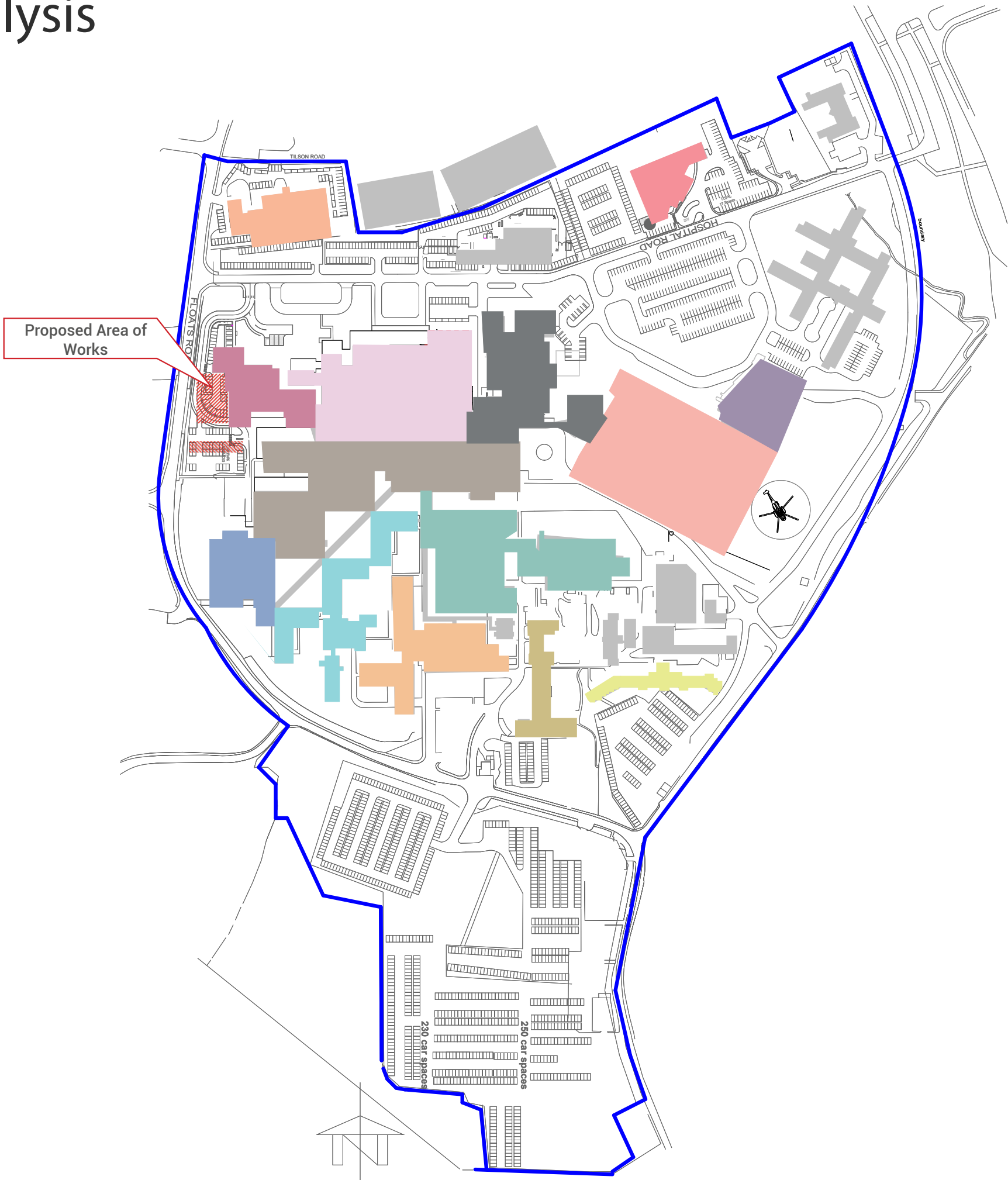
Hospital Site

This plan highlights the existing materplan of Wythenshawe Hospital.

KEY

- 1. North West Heart Centre
- 2. Treatment & Diagnostic Centre
- 3. Transplant Unit
- 4. North West Lung Research Centre
- 5. Children's Department
- 6. Nightingale Centre
- 7. F Block
- 8. Education & Research Centre
- 9. Maternity Unit
- 10. Baguley Suite
- 11. Pain Clinic
- 12. Accident & Emergency
- 13. Acute Block
- 14. Clinical Sciences Building

- Ownership Boundary
- Proposed Site



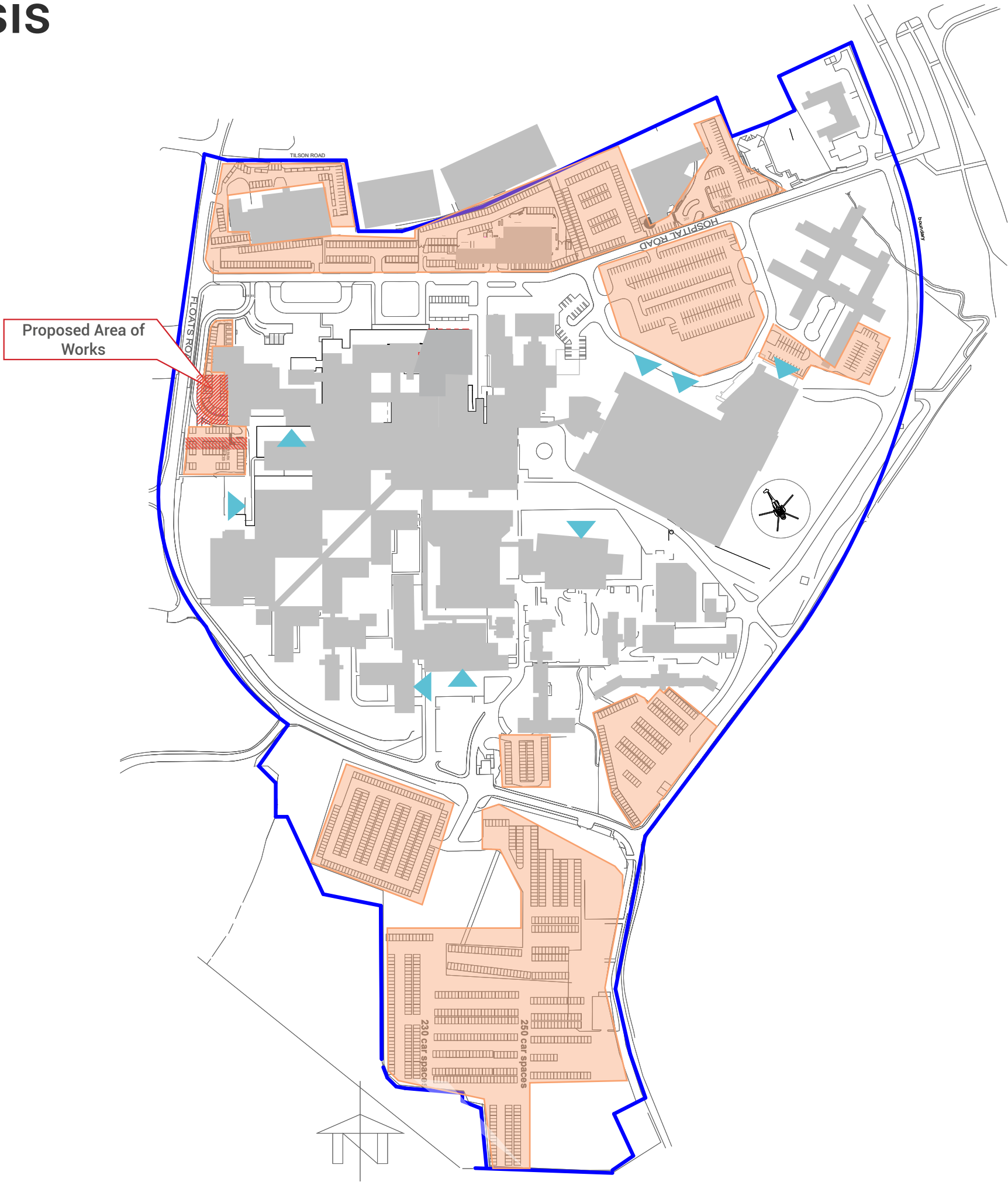
Site Context and Analysis

Car Parking Plan

Existing Car Parking

- Mixed Car Park
- Drop Off Zone
- Ambulance Drop Off Zone
- Trust Vehicles/ Contractors
- Entrances to Hospital Site

- Ownership Boundary
- Proposed Site



02 / Existing Layout

Existing Location

Note: following our feasibility investigations it was decided that Entrance 7 was to be the chosen site.

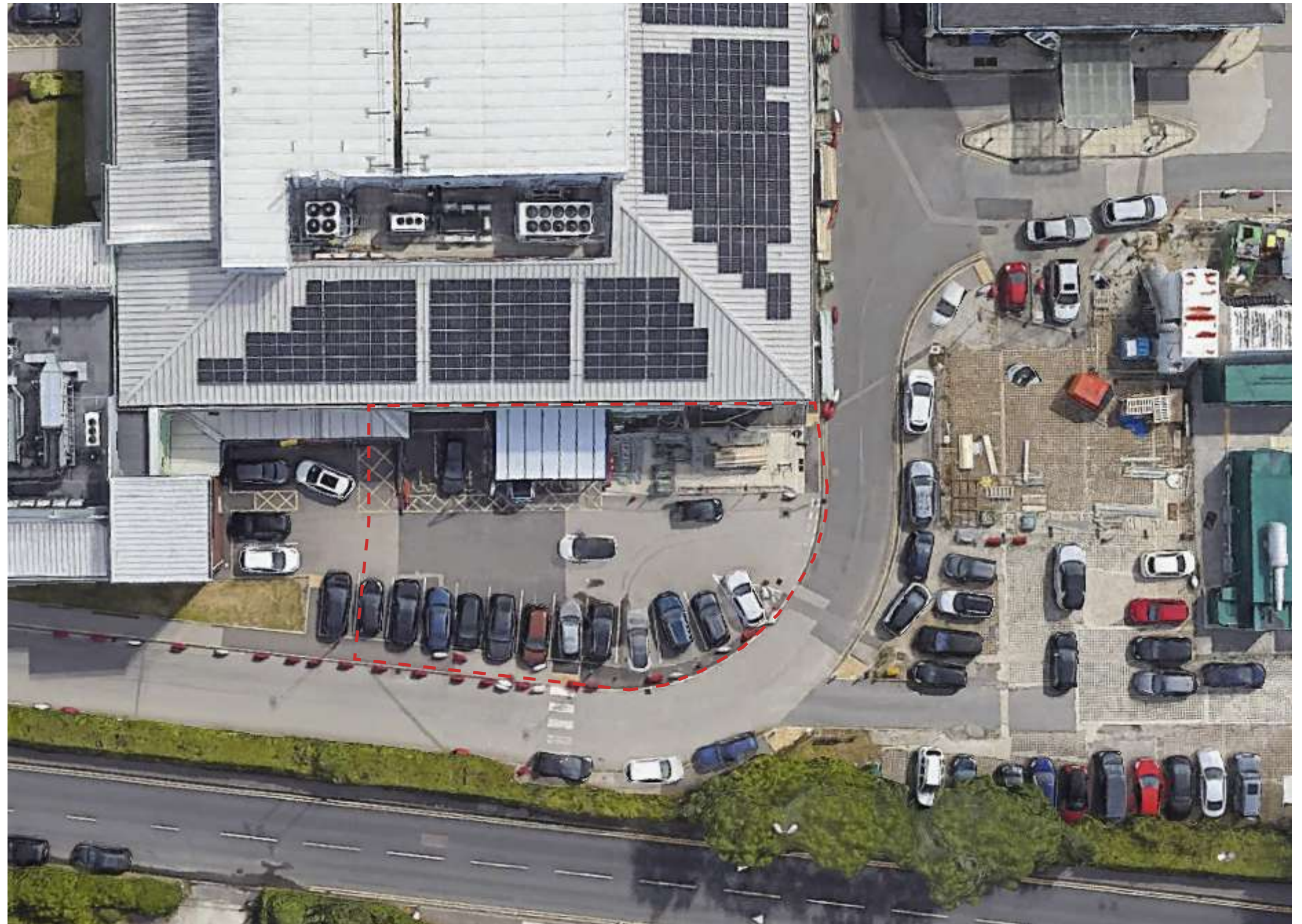
Benefits

- Area will not hamper Estates / maintenance areas and is comparatively easy to access for patients and visitors.
- Open condition will benefit delivery / installation of units.
- Topography is relatively flat (to area of works)

Despite the areas benefits, the following must be considered and addressed:

Negatives

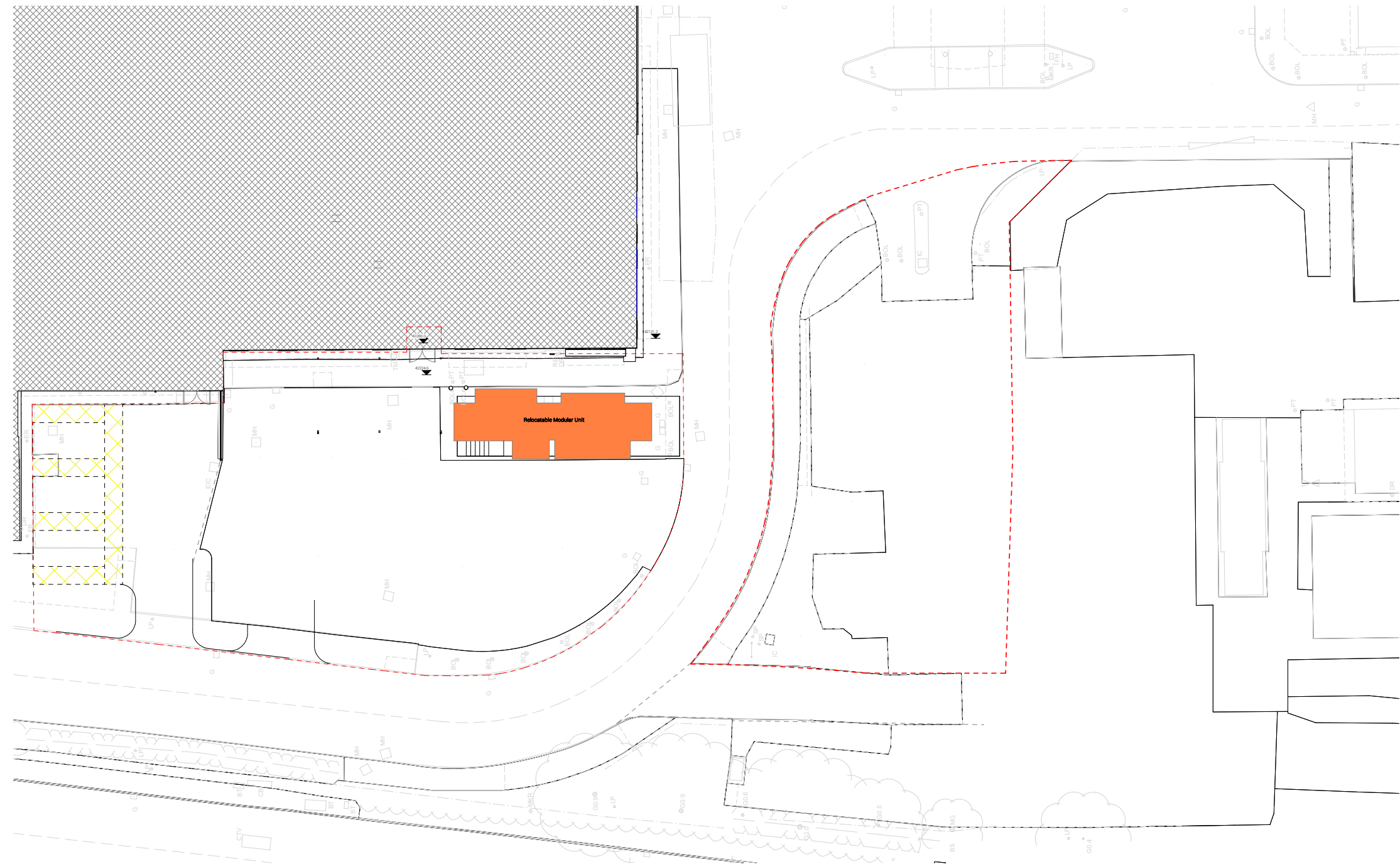
- Loss of parking, Works will be required to preserve access in via a new road connection, it is also unlikely that dedicated parking can be provided to serve the THLC due to lack of space in the vicinity.
- The Scanner on the site will need to be relocated and likely scope creep allowed accordingly for additional service provision to re-provide. (See page 24).



02 / Existing Layout

Existing Plan

The existing area is a car park that serves the North West Heart Centre. There is an relocatable scanner that sits on an existing concrete pad



Existing Plan

SCOPE OF WORKS KEY

Site Area: 1,346m²

02 / Existing Layout

Existing Elevations

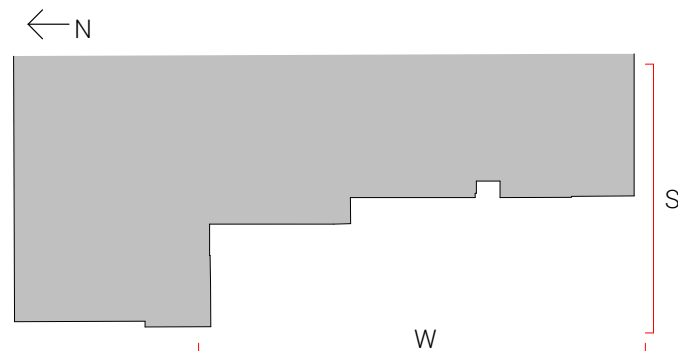
Existing Elevations

The ground floor of the North West Heart Centre is brick but the 1st floor is overclad with a panel system.

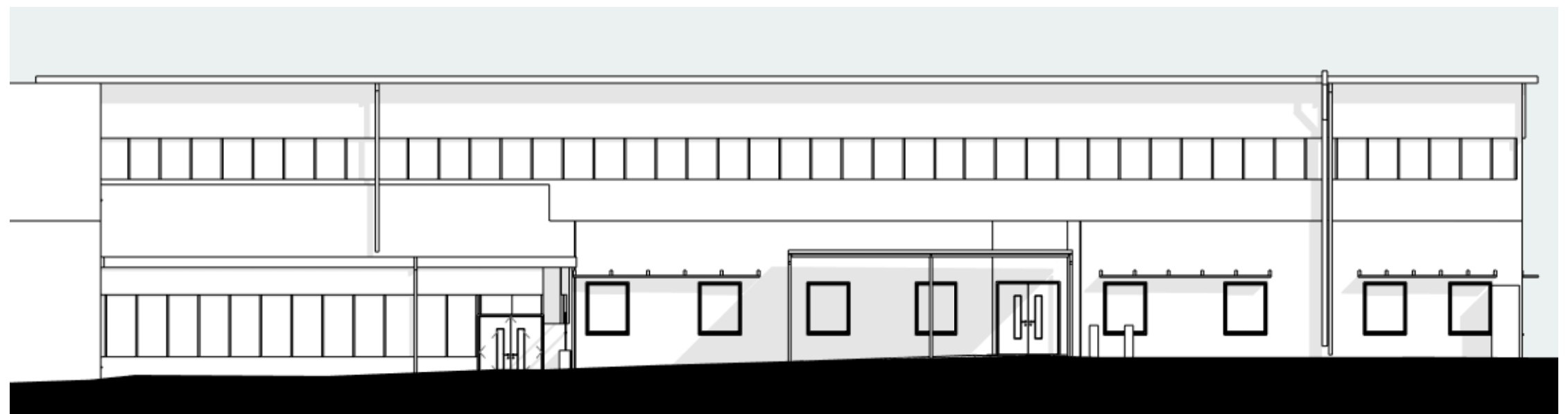
There is an existing car parking canopy that is set to be demolished



South Elevation



Existing Key Plan 1/500
1 : 500



West Elevation

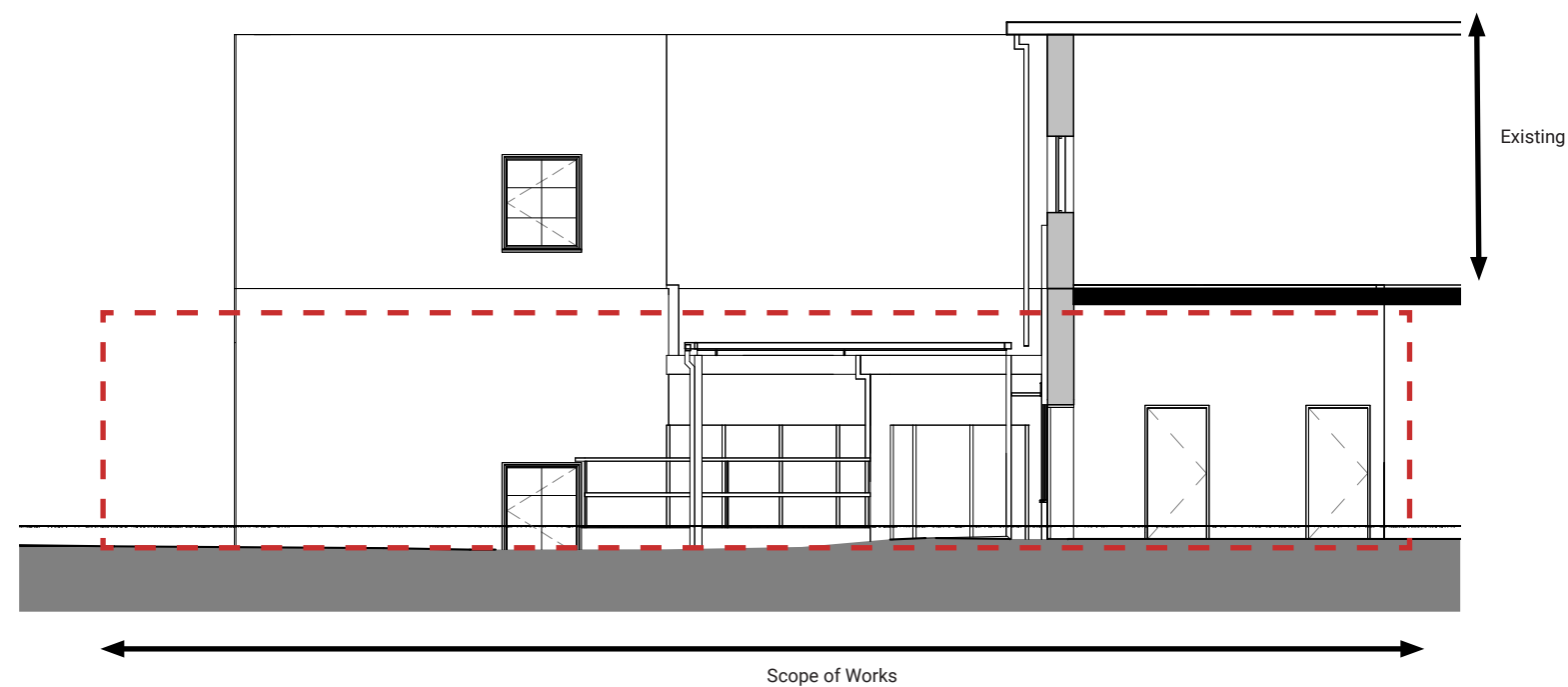
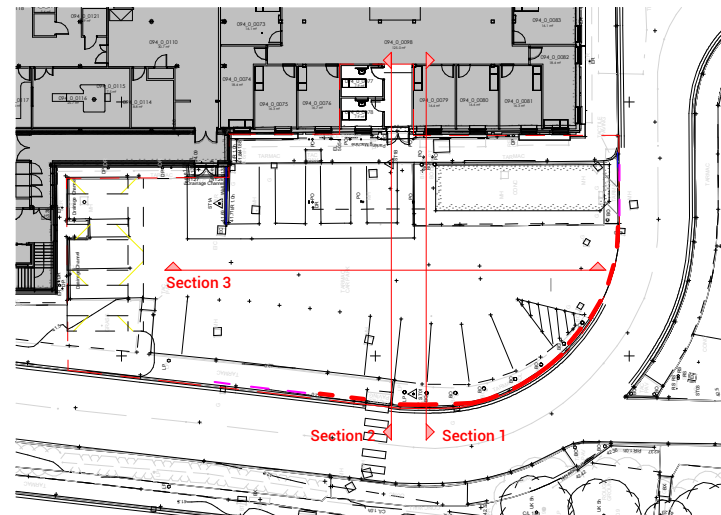
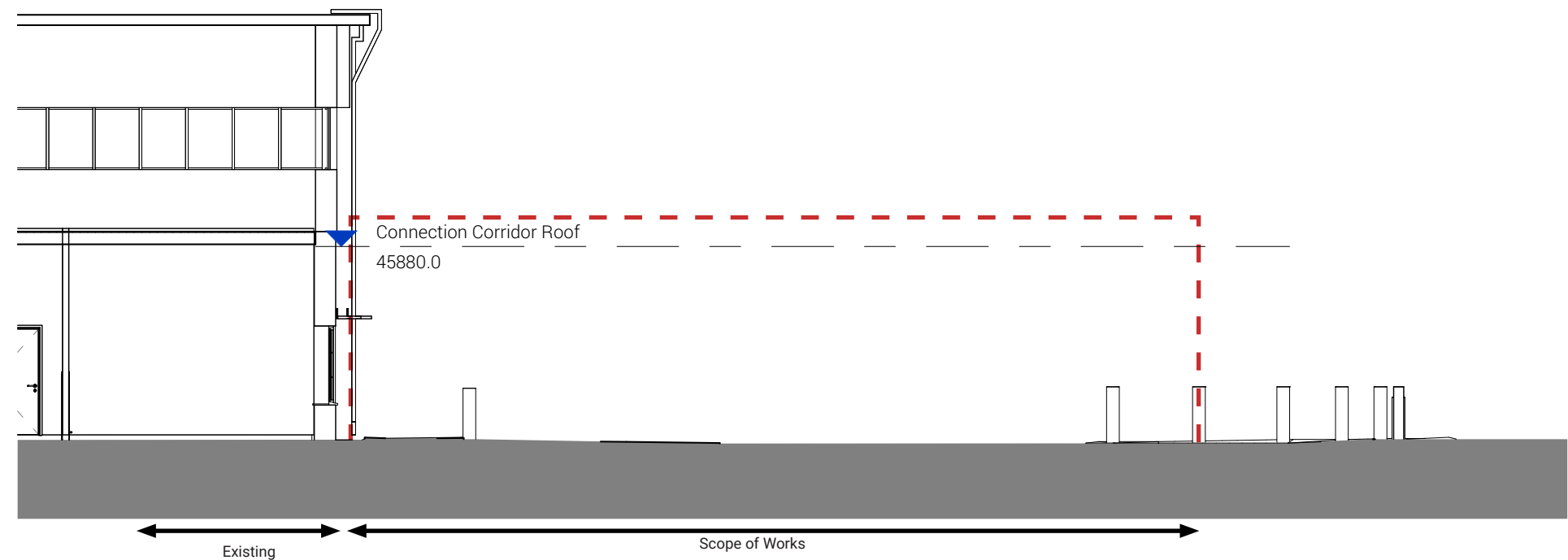
02 / Existing Layout

Existing Sections

Existing Sections

The ground floor of the North West Heart Centre is brick but the 1st floor is overlaid with a panel system

There is an existing car parking canopy that is set to be demolished



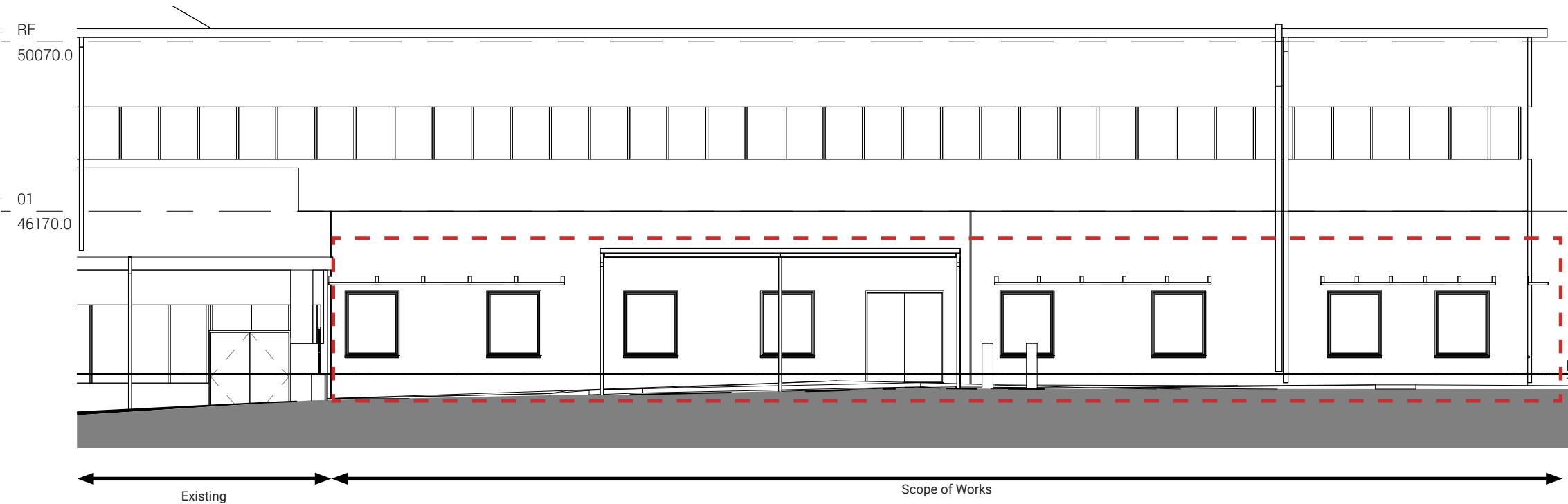
02 / Existing Layout

Existing Sections

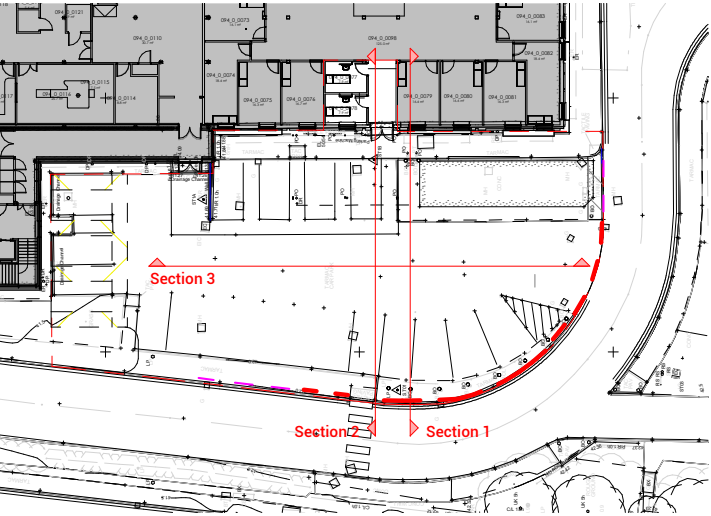
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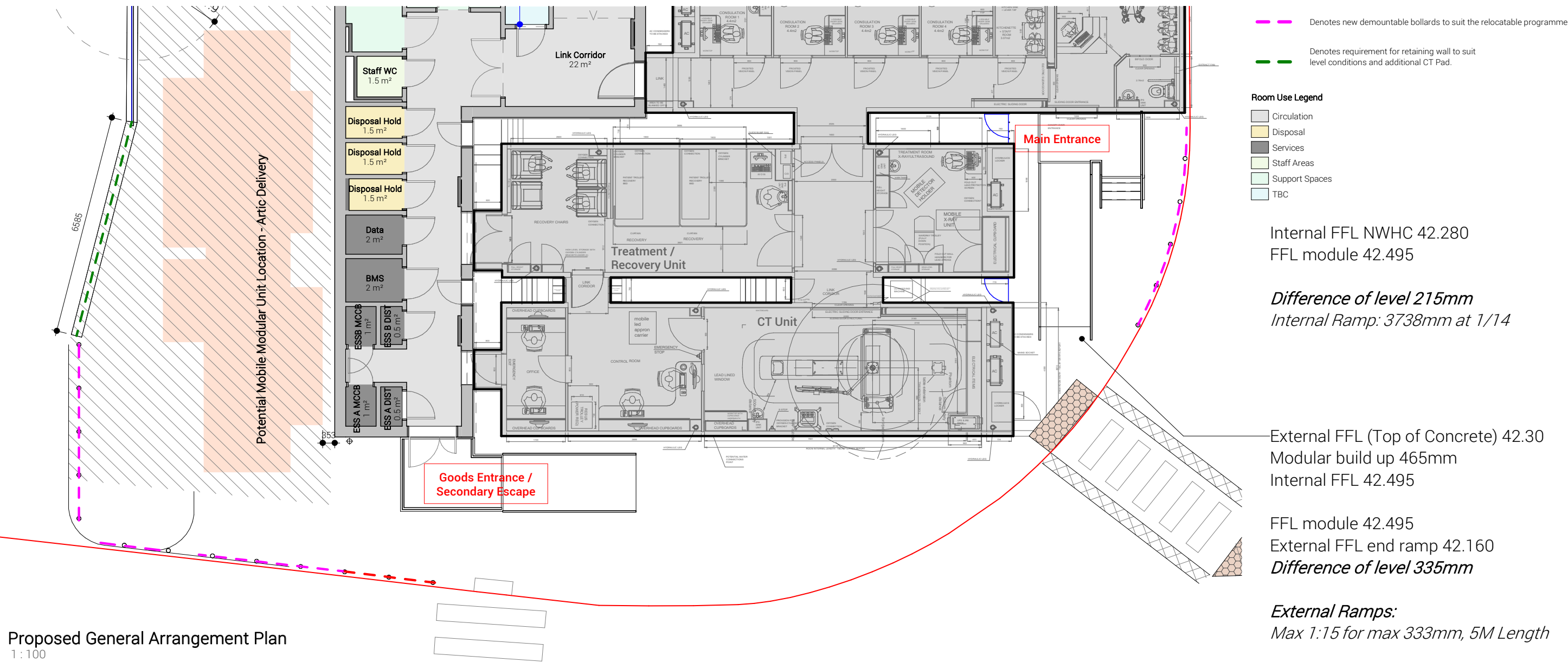


Section 3



03 / Design Proposals

Proposed Site Plan



03 / Design Proposals

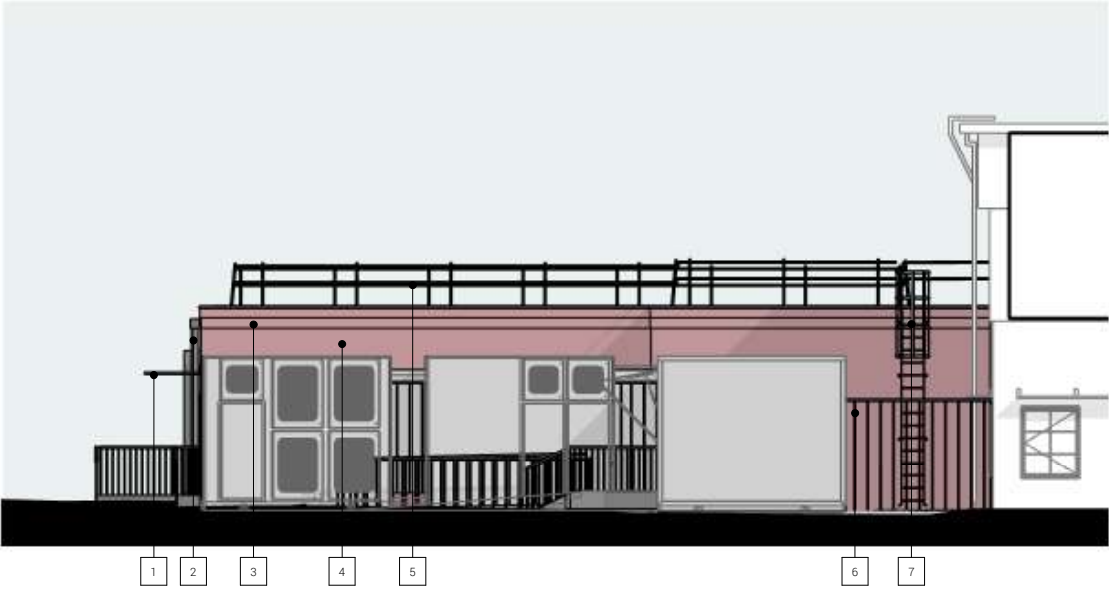
Proposed Site Elevations

MATERIAL KEY

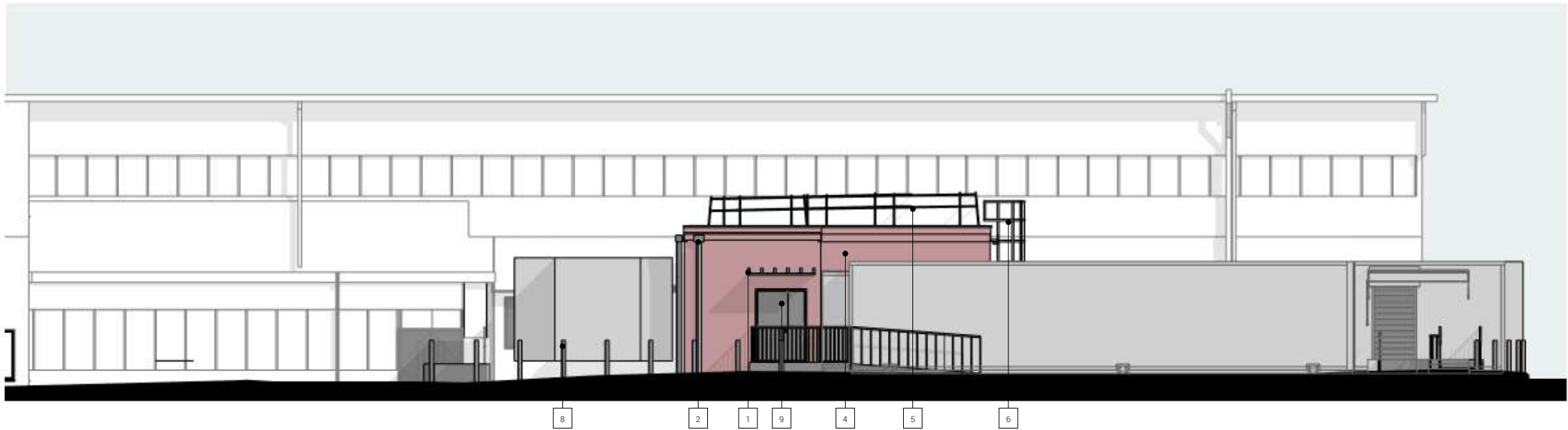
- Facade Materials**
- 1. Aluminium Canopy RAL 7035
 - 2. UPVC grey down pipe and hopper RAL 7035
 - 3. Double vertical brick soldier Course
 - 4. Brickwork to match closely to existing red brick- lbstock commercial Red solid waterstruck facing brick or similar.
 - 5. Safety railing for rooftop fall protection
 - 6. 2.4 m High Security Fencing in RAL 7035
 - 7. Fixed Ladder
 - 8. Bollards
 - 9. External Aluminium door- leaf and a half in RAL 7035

Indicative materials and colours. Subject to Trust approval.

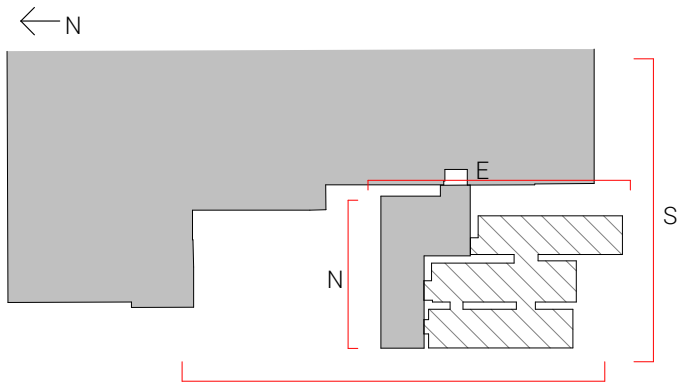
Proprietary ramp
Fully compliant modular ramp.
With Yellow treat for identifying the edge as a safety feature.
1100mm high rail with vertical infill railing at max. 99mm separation to avoid climbing, the balustrade to have close ends to avoid clothes from snagging, telescopic legs to adjust to the sloped floor with solid underside hoarding.
Balustrade in light grey PPC.



Link Corridor South Elevation
1:100



Link Corridor West Elevation
1:100



Proposed Key Plan 1/500
1:500

03 / Design Proposals

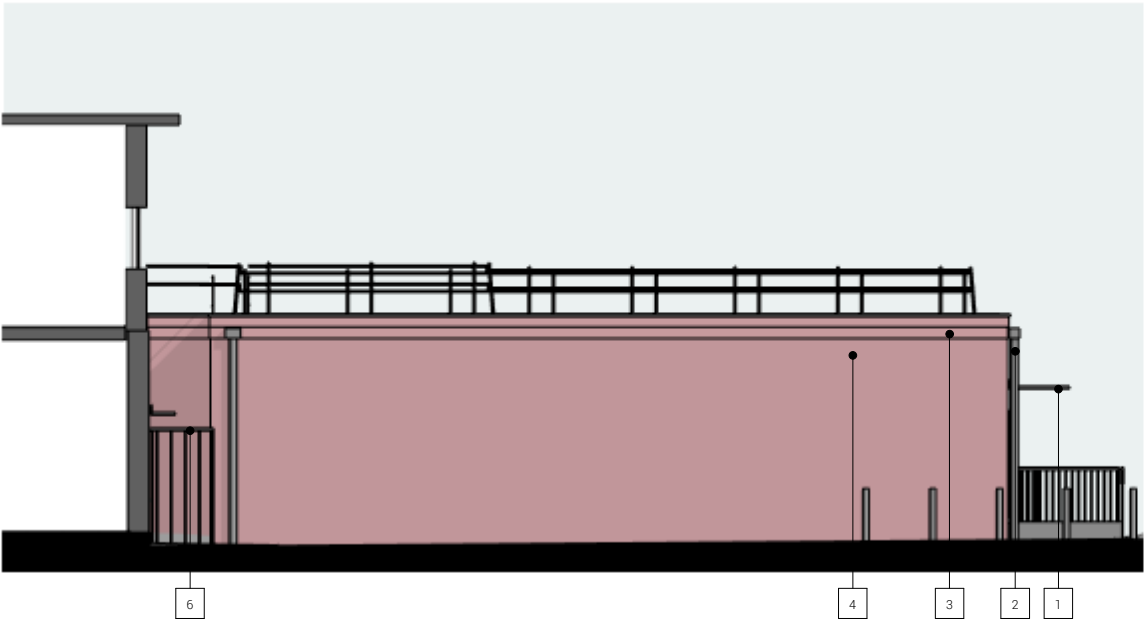
Proposed Site Elevetaion

MATERIAL KEY

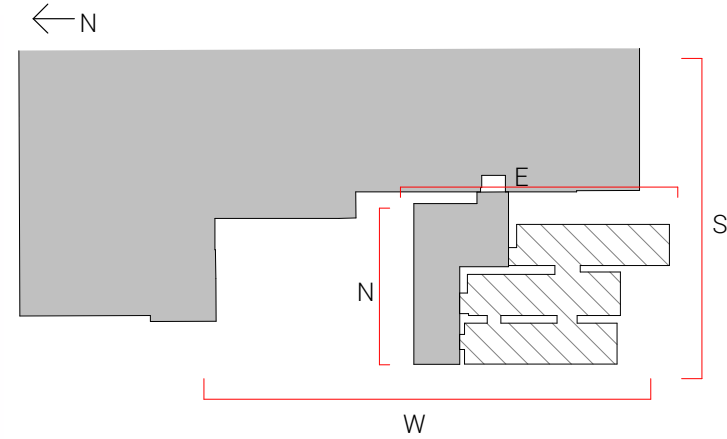
- Facade Materials**
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Indicative materials and colours. Subject to Trust approval.

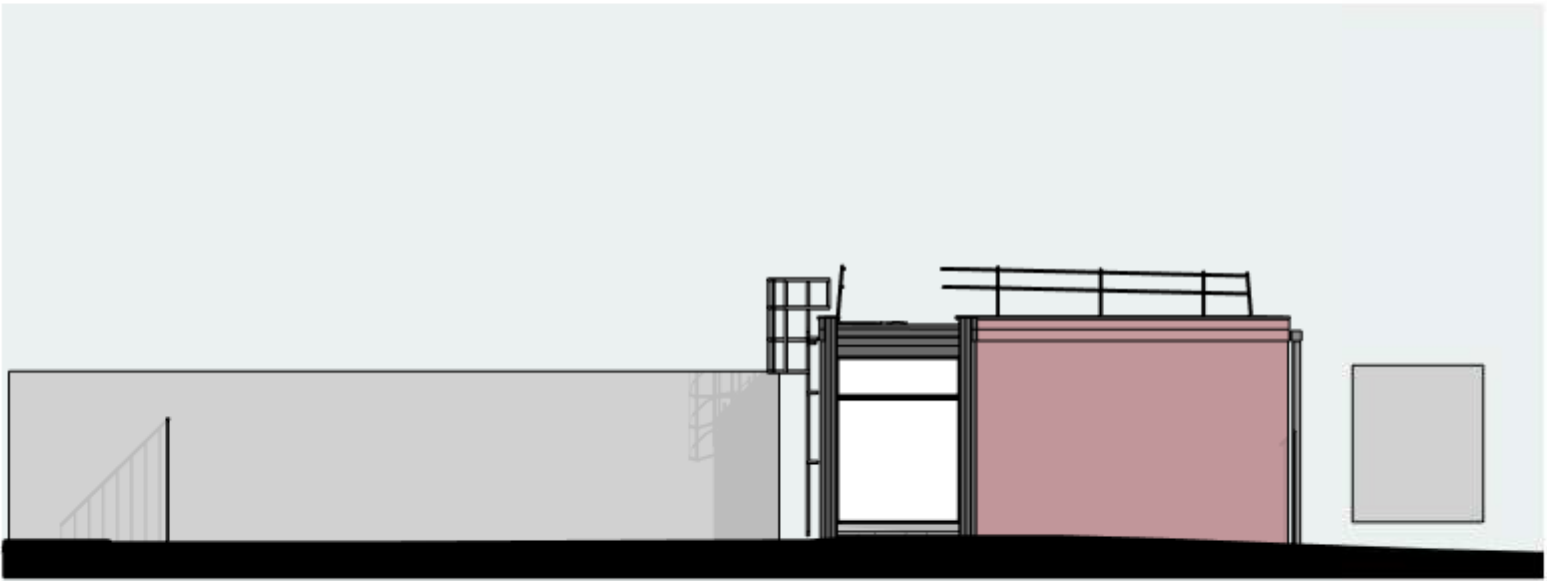
Propietary ramp
Fully compliant modular ramp.
With Yellow treat for identifying the edge as a safety feature.
1100mm high rail with vertical infill railing at max. 99mm separation to avoid climbing, the balustrade to have close ends to avoid clothes from snagging, telescopic legs to adjust to the sloped floor with solid underside hoarding.
Balustrade in light grey PPC.



Link Corridor North Elevation
1 : 100



Proposed Key Plan
1 : 500



Link Corridor East Elevation
1 : 100

03 / Design Proposals

Proposed Car Parking

SITE PLAN KEY

Boundary results in 16no. Defined Parking Spaces upon completion of the Biopsy Unit, inc. 1no. Acc.

Whilst the temporary mobile relocatable is present, this falls by 6 as indicated.

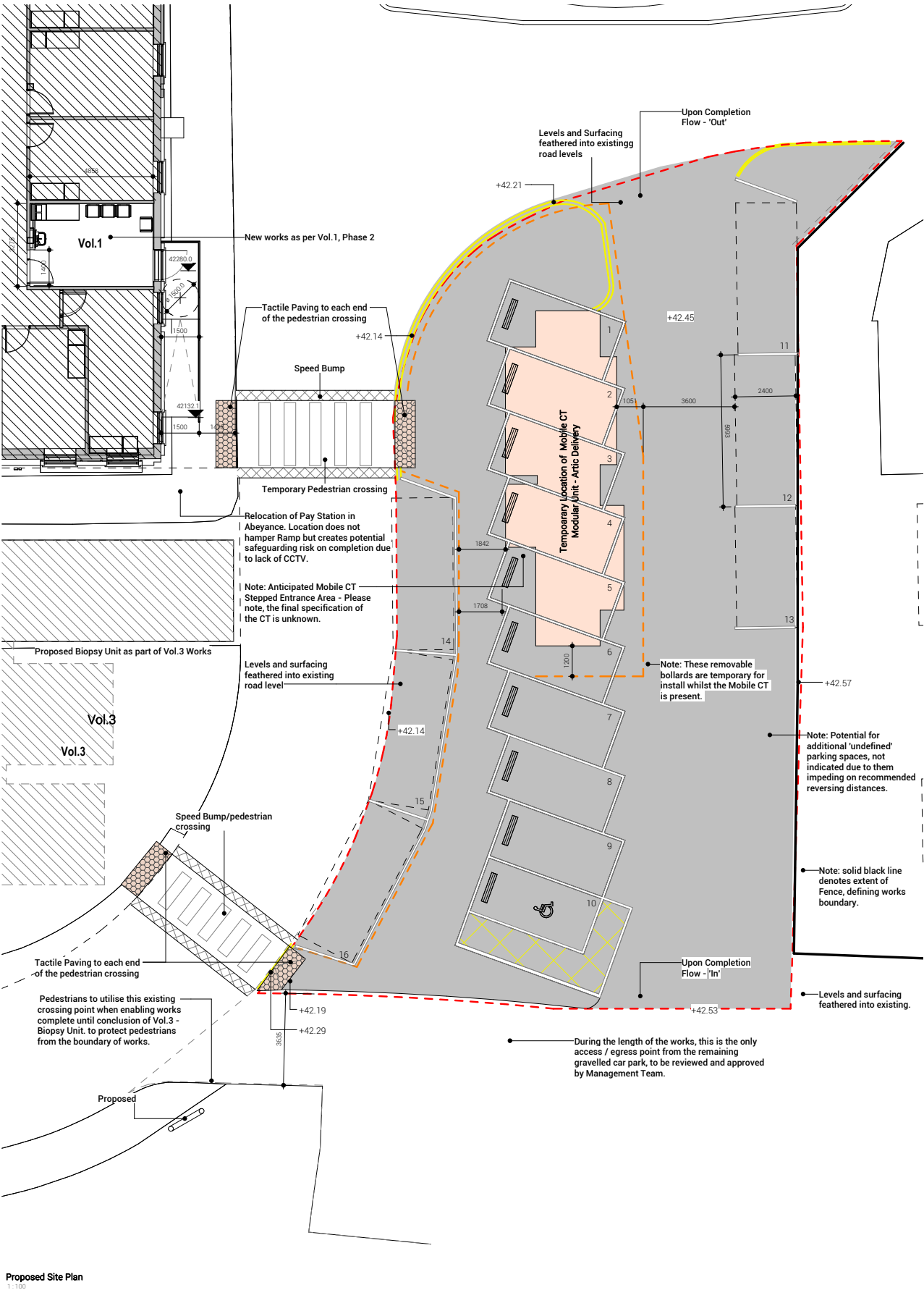
- Proposed Area of works. 532m² existing area to be stripped back of current grasscrete / patches of tarmac ahead of installation of new tarmac hardstanding as per S/E / Civils Specificaiton. **Note; Levels to match existing, No kerbs are to be installed - Level across road for servicing the mobile units.**
- Denotes double yellow road markings to define clear 'Keep Clear' Zone, to preserve 1200mm Protected circulation zone.
- Denotes line of removable bollards at 1200mm max. centres to protect the temporary mobile CT during the Biopsy works, and to allow the future removal of the biopsy units as required - creating a T-Junction area.
- Denotes Rubber parking kerb to be installed. Note: these are note to be installed to spaces 1 - 6 whilst the mobile CT is present.

To compensate for the loss of car parking spaces due to the new biopsy unit extension, a plot of land adjacent to the site has been designated to accomodate the relocated parking spaces.

This existing plot of land, while currnetly under the ownership of the site, is not officiallly regulated as a car parking area. However, it is already being used informally.

The Proposal aims to formalise and develop this space into a more suitable facility.

The updated parking layout will include the addition of two new crossing points, designed as a raised crossing with illuminated beacons to improve visibility and safety. Furthermore, some of the parking spaces will be designated as drop-off areas fro patients, adjacent to the road and will include a dedicated DDA-compliant parking space to ensire accessibility. Please refer to the Transport statement for further information



03 / Design Proposals

Demolition

DEMOLITION SCOPE OF WORKS

- Denotes elements to be demolished
- Denotes elements to be retained

- Contractor to carefully remove existing doorset and associated frames, and allow for modification of structural opening. Make good to adjacent walls and floors, prior to redecoration. Allow for removal of any redundant floor spring devices and provision of screed infill. Refer to door schedules for sizes of new/modified structural openings.
- Remove existing ceilings including grids, edge battens and suspension systems, plasterboard ceilings and bulkheads. Any redundant light fittings and M&E items to be carefully removed or reinstated as per M&E consultant's information.
- Make good to existing vinyl flooring where either existing partitions are removed or new partitions are erected. Specification of vinyl flooring and skirting to match existing.
- Site preparation. Dig out ground work to level and prepare proposed concrete slabs- Refer to structural Engineers information for details and specification.
- Remove existing canopy.
- Remove existing bollards and infill ground appropriately.
- Paystation to be relocated. Refer to drawing Vol.1 NWHC - Proposed GA / Phasing Plan
- Remove kerb and associated raised pavement.
- Remove existing Grasscrete flooring and replace subject to SE details and specification.
- Existing concrete bollards to be demolished.
- Existing post and signages to be removed. Signage to be handed back to the Trust to be reutilized.

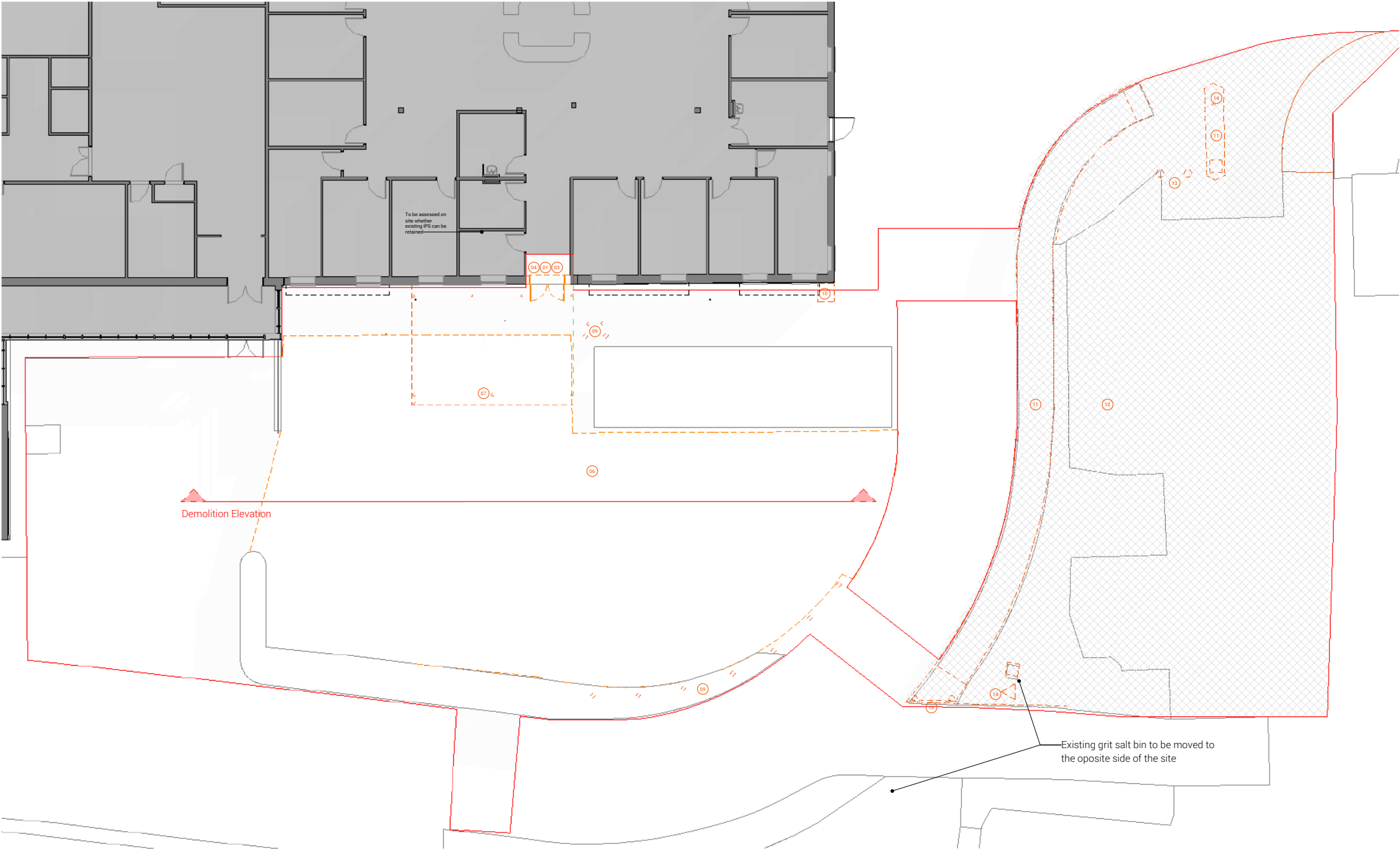
F, F & E NOTES:

- Allow removal of all fixtures and fittings including; shelving, cupboards, wall mounted mirrors, coat hooks, grab rails, soap, toilet tissue/paper towel dispensers, sanitaryware and blinds etc. to all work areas unless noted otherwise.
- All loose equipment will be removed from rooms by the Trust.
 - All loose furniture to be removed by the Trust.
 - All fixed furniture and F, F & E is to be removed by the Main Contractor and handed back to Trust.

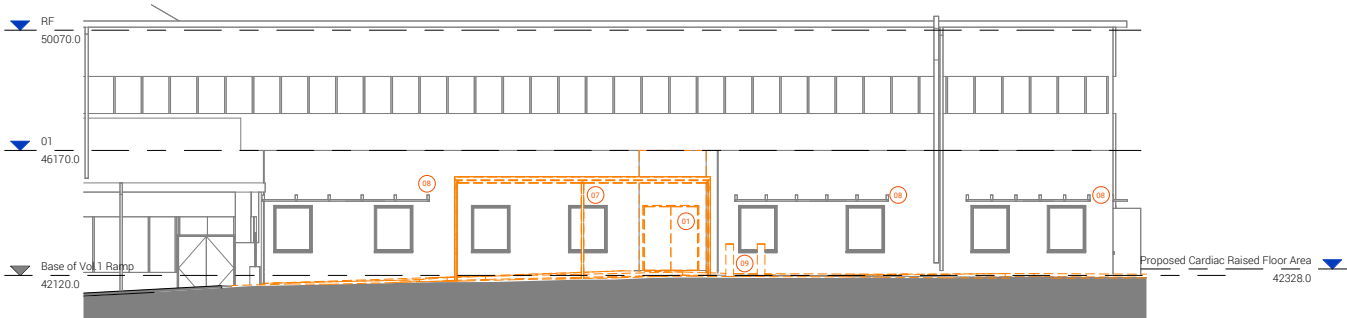
ADDITIONAL NOTES:

- Refer to Pre-Construction Information and all Designer's Risk Registers prior to starting demolition and strip out works, with particular reference to dealing with services and potentially hazardous material.
- All works are to be carried out in accordance with the Contractor's Construction Phase Plan and method statements.
- Work areas to be adequately hoarded at all times to prevent dust and to prevent noise and dust intrusion where possible using 60 minutes fire rated hoarding.
- Refer to M&E consultants drawings and specifications for removal and reinstatement of all services affected by the works including sanitary drainage and services.
- Following services removals, all redundant openings through compartment/fire walls to be suitably filled to maintain compartmentation/fire resistance.
- Carefully remove all ceiling mounted luminaires and offer back to the Trust.
- Remove floor finishes including skirting and adhesive in all areas indicated, unless noted otherwise.
- Allow for builders work openings to both walls and floors all as M&E schedules/drawings.
- Allow for making good of all existing and retained elements which are affected by the abovementioned works.

* This drawing must be read in colour.



Demolition Plan
1:100



03 / Design Proposals

Design Brief

Functional Requirements

DAY understand the pressures the Trust are under to deliver a TLHC offering across the WTWA estate as soon as possible, and are working closely with WH Bence to deliver 3 modular-relocatable solution that will provide:

1. Entrance, reception & consulting area
2. Treatment and Recovery Area
3. CT Scanning facilities

Adjacent is a plan that has been identified to explore how this area could work (produced in conjunction with WH Bence & Trust Clinical Stakeholders) and highlights an example patient flow.

We have developed the plan to include and additional unit that contains support accomadation

1. Services distribution areas
2. Storage Facilities
3. Waste / Disposal areas

We have also added a link corridor that connects the unit the existing Heart Centre

The proposal includes three disposal holds to support services for the new extension. Waste management will be privately arranged by Wythenshawe Hospital, with internal staff responsible for transferring waste to a shared collection point within the hospital.

This arrangement ensures the clinical pathway remains unaffected. The design also incorporates a new clean utility and dirty utility to service the primary modular units. These will be prefabricated off-site to facilitate quicker implementation, aligning with the Trust's demand for rapid deployment. While the traditionally built link wil primarily provide support accomodation for modular units the three modular units themseleves will be interconnected and focused on patient care.

Please refer to the adjacent patient flow diagram for further details . This design has the been developed to prioritise patient privacy and ensure robust service support, meeting the Trust's Specifications.

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Patient Flow

1. Patient receives Outpatient Referral and appointment docs make aware of any accessibility constraints and the units location.

2. Patient arrives and is directed to reception hub where they will check in and wait to be called.

3. If a consultation is required, this is carried out in the same unit.

4a. If patient is here for treatment they are prepped and escorted direct to the Treatment Room.

5a. Following treatment, they are transferred to a recovery bay.

6a. When fit and safe to do so the patient is discharged, transferred to a ward, or any arrangements for future visits are made at reception.

4b. If patient is here for a CT Scan they are escorted direct to the CT module.

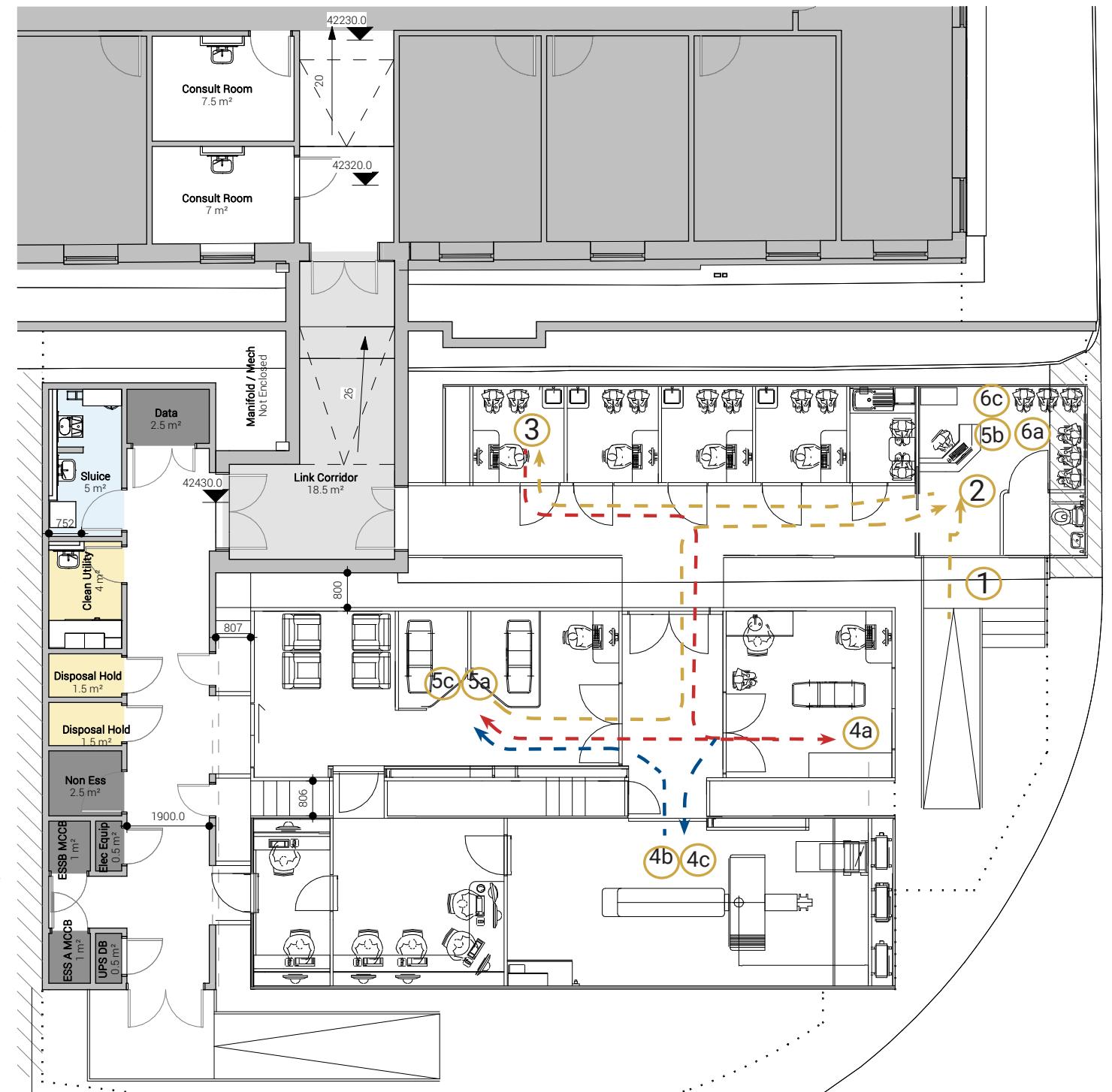
5b. When complete, the patient is discharged or any arrangements for future visits are made at reception.

4c. If patient is here for a Biopsy CT Scan they are prepped and escorted direct to the CT module.

5c. Following the Biopsy they are transferred to a recovery bay.

6c. When fit and safe to do so the patient is discharged, transferred to a ward, or any arrangements for future visits are made at reception.

Should a patient experience a crash or require evacuation for specific care - secure and sheltered access is needed to be provided to connect back into the wider hospital.



Original Modular Proposal - WH Bence

03 / Design Proposals

Link Corridor Roof

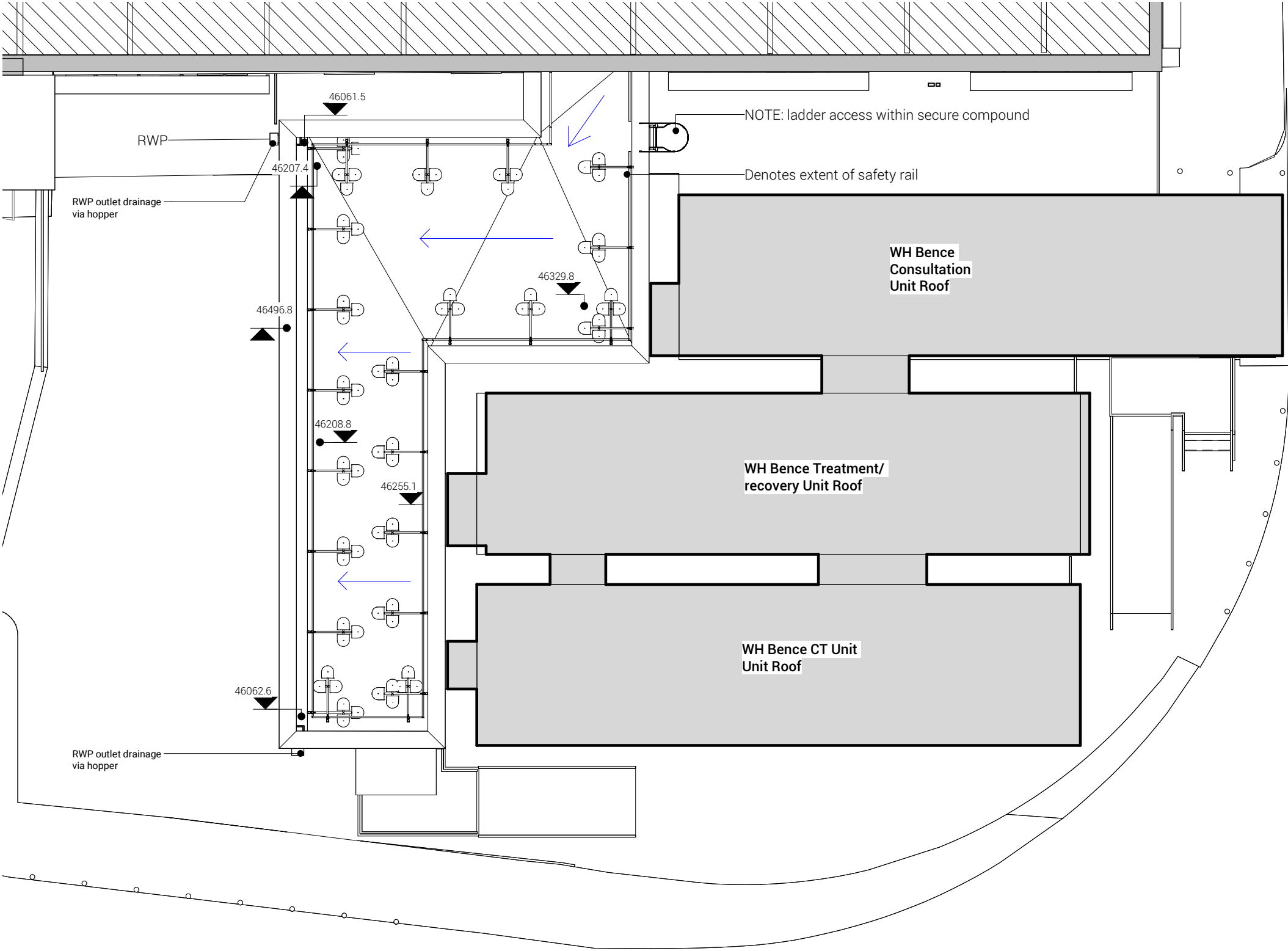
TRADITIONAL ROOF SCOPE OF WORKS

Roof connection corridor Circa 78m²

Flat Roof Build Up (U- value to achieve a minimum 0.15 (W/m²K)
Roof to provide a minimum classification of B(roof)14

- 3mm Gypsum plastering
- 12.5mm Standard Plasterboard
- Unventilated air layer / timber structure
- 18mm Plywood (min 500Kg/m3)
- 0.15mm Low density VCL
- 85mm+150mm Hardrock Multifix (DD)
- 1.8mm EPDM

Build up subject to roofing manufacturer coordination and certificates.





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