

NMGH DCP PHASE 2 – RELOCATED WASTE COMPOUND (WP1) TECHNICAL NOTE – TRANSPORT

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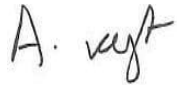
Client Name: Manchester NHS Foundation Trust

Control Sheet

Rev	Description	Checked	Issued	Date
P01	Draft issue	AV	DD	04 March 2024
P02	Updated following comments	DD	DD	11 July 2024
P03	Updated following comments	DD	DD	16 July 2024
P04	Updated following comments	DD	DD	22 July 2024

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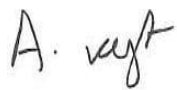
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Table of Contents

1.0 Introduction..... 1

1.1 Background..... 1

1.2 Purpose of this Report 1

2.0 Development Proposals 3

2.1 Existing Uses..... 3

2.2 Development Proposals 3

2.3 Access Arrangement..... 4

3.0 Traffic Forecasting and Highway Impact 5

3.1 Existing Trip Generation..... 5

3.2 Forecast Trip Generation 5

3.3 Highway Impact Summary..... 5

4.0 Summary and Conclusions 6

4.1 Summary 6

4.2 Conclusions 6

Figures

Figure 1.1 – Stage 2 Masterplan (Source: Sheppard Robson) 1

Figure 1.2 – Enabling Works - Phase 2 (Source: Sheppard Robson) 2

Figure 2.1 – WP01 proposals (Source: Sheppard Robson) 4

Drawings

- Drawing 23130-SRA-NM171-00-DR-A-SK004 – Proposed Layout (Sheppard Robson)
- Drawing 32425-HYD-XX-XX-SK-C-0001 P3 – Swept Path Analyses (Hydrock)

Appendices

- Appendix A – Waste Collection Strategy

1.0 Introduction

1.1 Background

- 1.1.1 Curtins Transport Planning team has been appointed by Manchester University NHS Foundation Trust (MFT) (the 'Trust') to provide traffic and transport advice in relation to the redevelopment of North Manchester Health Campus in accordance with The Proposition, Masterplan and Strategic Regeneration Framework (SRF).
- 1.1.2 The Masterplan proposals at the time of RIBA Stage 2 and the SRF were as follows:

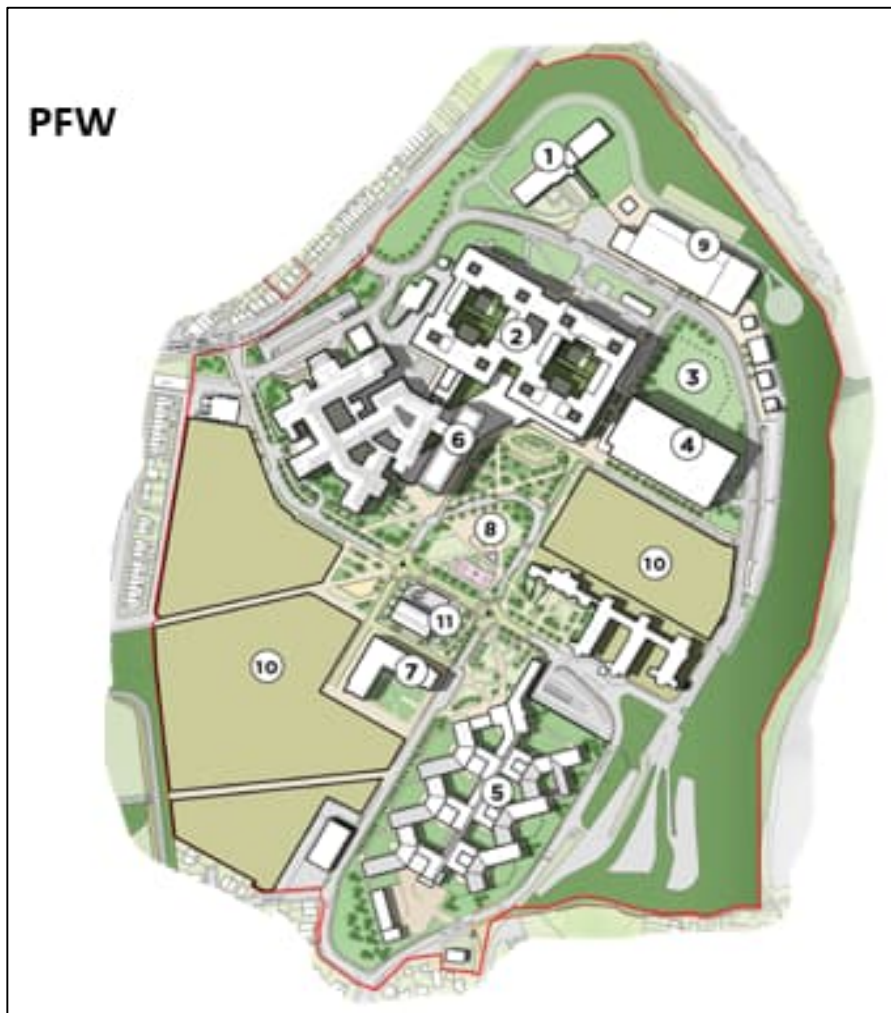


Figure 1.1 – Stage 2 Masterplan (Source: Sheppard Robson)

1.2 Purpose of this Report

- 1.2.1 Since the preparation of the Stage 2 proposals, a Development Control Plan and a Phasing Strategy for the NMGH Re-development Enabling Works has been prepared.

1.2.2 The Phasing Strategy identified 16 sub-projects (also known as work packages or 'WP') that sit within the Phase 2 Enabling Works Programme.

1.2.3 The following **Figure 1.2** provides an indication of all work packages as part of Phase 2:

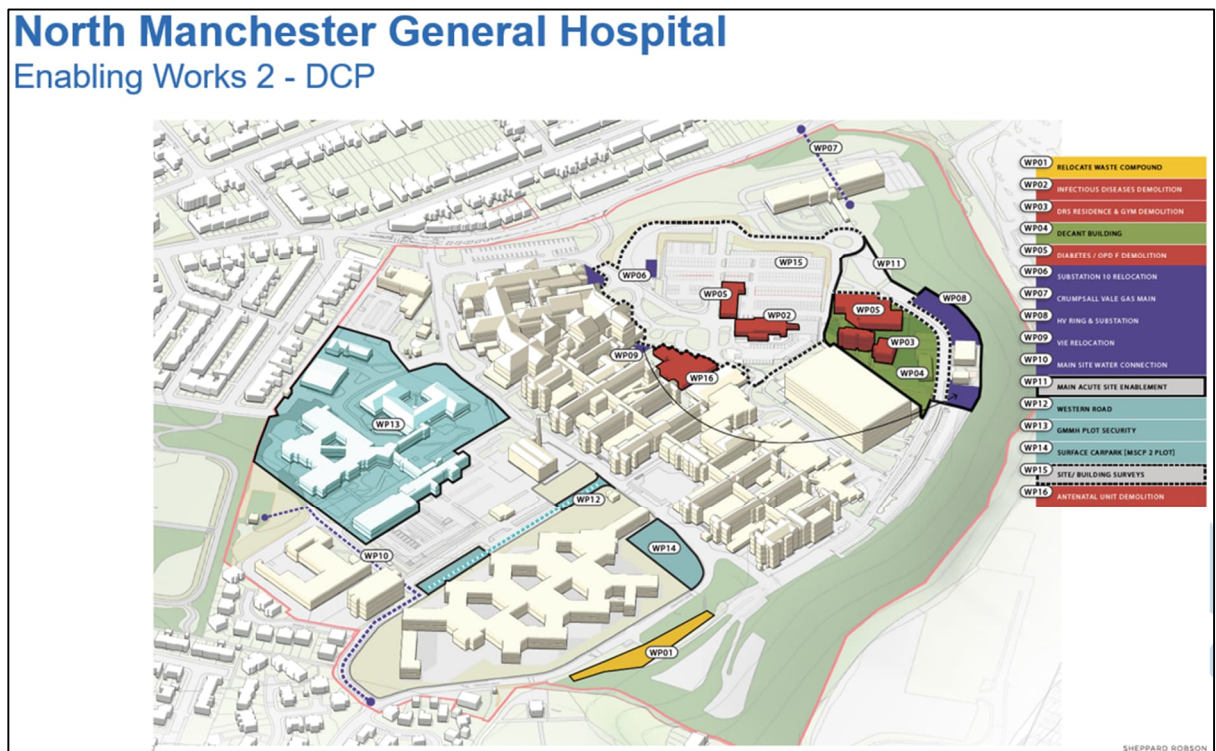


Figure 1.2 – Enabling Works - Phase 2 (Source: Sheppard Robson)

1.2.4 Relocation of the Waste Compound is Work Package 01 (WP01) of the Phase 2 Enabling Works Programme, identified with a yellow hatch in the above diagram.

1.2.5 This Technical Note (TN) has been prepared solely to accompany the planning application for WP01 and inform Highway Officers at Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) with regard to the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

2.0 Development Proposals

2.1 Existing Uses

- 2.1.1 The application site is located within an existing car park, which is located to the southeast of the hospital, adjacent to its eastern boundary.
- 2.1.2 The site has a single vehicular gated access point off Crescent Drive, complete with two additional pedestrian access points.
- 2.1.3 This car park has been historically used for staff parking but following the opening of the new Multi-Storey Car Park within NMGH in 2023, it is understood that it is currently only used as overflow parking for staff.

2.2 Development Proposals

- 2.2.1 The proposals as part of WP01 are for the conversion of the existing car park into a new waste transfer compound with a single storey staff building. The proposed waste compound will replace the existing one, located to the northeast of the hospital in relatively close proximity.
- 2.2.2 Three parking spaces for box vans will be provided within the compound which are used to move waste around the hospital.
- 2.2.3 The proposals will also enable the provision of a tug charging point for electric tugs which may be used to move waste around the hospital in the future.
- 2.2.4 **Figure 2.1** provides an overview of the proposals, with Sheppard Robson's full proposals included to the rear of this Note in **Drawing '23130-SRA-NM171-00-DR-A-SK004'**

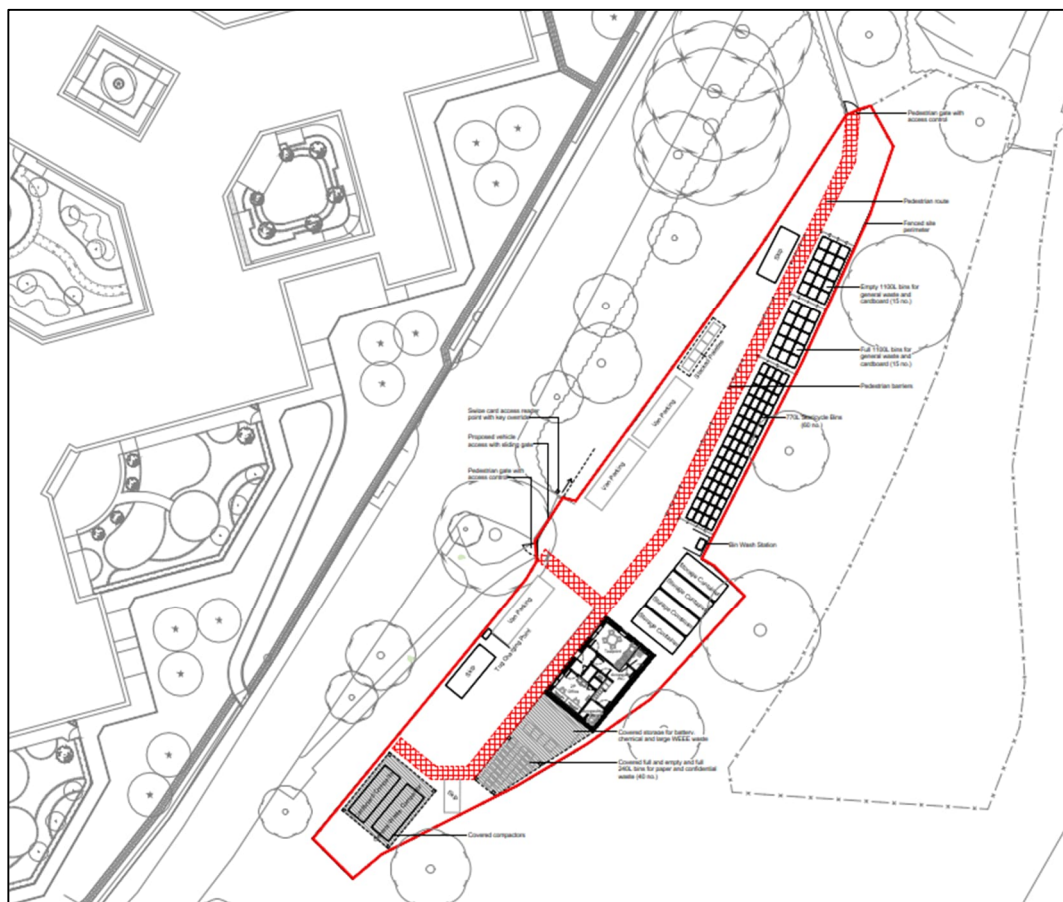


Figure 2.1 – WP01 proposals (Source: Sheppard Robson)

2.3 Access Arrangement

- 2.3.1 The existing vehicle access off Crescent Drive and the existing pedestrian footpaths into the site will be retained. However, the existing vehicle gates will be replaced with an access-controlled sliding gate, and the two pedestrian access points will be provided with access-controlled gates.
- 2.3.2 Swept path analyses have been prepared to demonstrate access and circulation around the proposed layout for the typical vehicles, which are considered to be a 7.5t Panel Van, a 7.9m long Refuse Vehicle, and an 8.6m Waste Compactor Vehicle.
- 2.3.3 **Drawing '32425-HYD-XX-XX-SK-C-0001 P3'** prepared by Hydrock is included to the rear of this Note in the Drawings section, and demonstrates that all vehicles can turn within the site, accessing Crescent Road in a forward gear.
- 2.3.4 The location of the gates has been provided so that one vehicle can wait before them without blocking Crescent Drive.

3.0 Traffic Forecasting and Highway Impact

3.1 Existing Trip Generation

3.1.1 The Waste Collection Strategy is included in **Appendix A**. However, the Strategy can be summarised as follows:

- The Stericycle bins are emptied daily (Monday to Sunday) between 4am and 6am;
- General Waste Compactor - Monday/Thursday the following Wednesday (over a fortnight);
- Confidential waste on Wednesday's; and
- The remaining of the items are emptied on demand, after 7am.

3.1.2 The above demonstrates that waste collection is spread throughout the week, resulting in less than five trips per day even on a worst-case scenario.

3.1.3 On this basis, the number of daily vehicles requiring access to the waste compound is negligible, particularly compared to the overall number of vehicles accessing the hospital.

3.2 Forecast Trip Generation

3.2.1 The proposals are for the relocation of the existing waste compound, so it is anticipated that the number of trips will remain as per the existing situation. Collection times will be updated with all collections occurring from 7am onwards.

3.2.2 Further to this, the length of trips throughout the hospital is reduced with the relocation of the waste compound, as it is located closer to the access point.

The waste compound has been designed to cater for future demand, as required. However, even if the number of vehicular trips to the waste compound increases as a result, these will continue to be negligible.

3.4 Highway Impact Summary

3.4.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

4.0 Summary and Conclusions

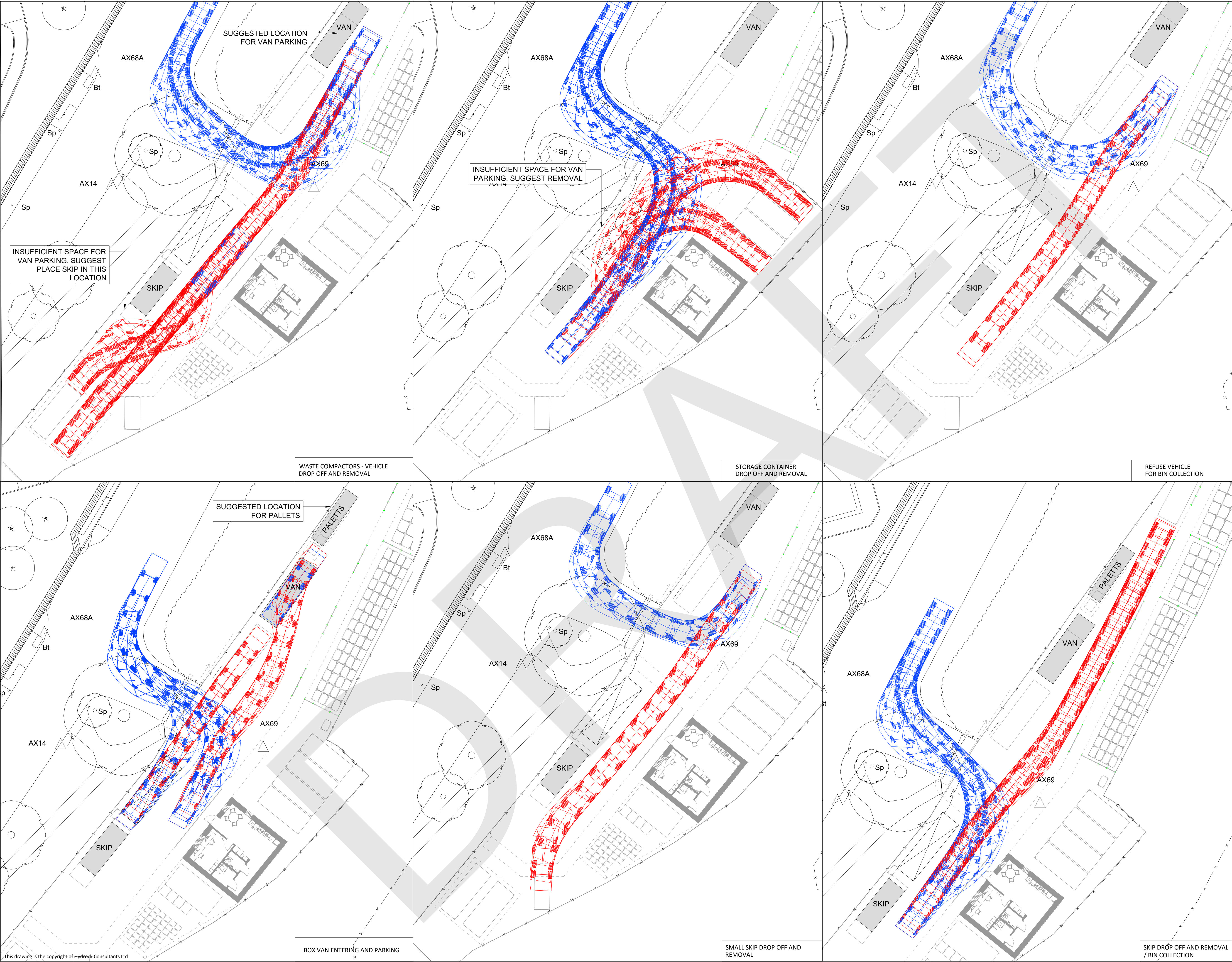
4.1 Summary

- 4.1.1 Curtins Transport Planning team has been appointed by Manchester University NHS Foundation Trust (MFT) (the 'Trust') to provide traffic and transport advice in relation to the redevelopment of North Manchester Health Campus in accordance with The Proposition, Masterplan and Strategic Regeneration Framework (SRF).
- 4.1.2 A Phasing Strategy identified 16 sub-projects (also known as work packages or 'WP') that sit within the Phase 2 Enabling Works Programme. Relocation of the Waste Compound is Work Package 01 (WP01).
- 4.1.3 This Technical Note (TN) has been prepared to accompany the planning application and inform Highway Officers at Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) with regard to the development proposals as part of this Works Package and their potential impact on the surrounding area from a traffic and transportation perspective.
- 4.1.4 Relevant details of the proposed site layout, access, and waste collection arrangements have been provided. All vehicles will rejoin Crescent Drive in forward gear.
- 4.1.1 The proposals are for the relocation of the existing waste compound, so it is anticipated that the number of trips will remain as per the existing situation, which generates a negligible number of trips throughout the day. Furthermore, trip lengths within the hospital network will be shorter. On the above basis, Curtins do not believe that the highway network will experience any adverse traffic impact resulting from the proposed development.

4.2 Conclusions

- 4.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings



Notes:

- All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
- This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications.

Compactor
Overall Length 8.668m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 9.500m

7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.555m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

DB32 Refuse Vehicle
Overall Length 7.900m
Overall Width 2.400m
Overall Body Height 3.183m
Min Body Ground Clearance 0.388m
Max Track Width 2.400m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 9.625m

P3	14.02.23	LAYOUT UPDATED	BP	CF
P2	20.12.23	LAYOUT UPDATED	JM	CF
P1	14.12.23	FIRST ISSUE	JM	CF
Rev	Date	Description	By	Ckd

Architect :

Client :

Project Title:

NORTH MANCHESTER GENERAL HOSPITAL

Drawing Title:

VEHICLE TRACKING

Drawing Status:

PRELIMINARY ISSUE

Hydrock Job No:

C32425

Drawn	Checked	Scale @ A1	Date	Issue Date
JM	CF	1:200	14.02.2023	14.12.2023

Drawing Number:

32425-HYD-XX-XX-SK-C-0001

Revision:

P3

This drawing is the copyright of Hydrock Consultants Ltd

REVISIONS		
REV.	DATE	AMENDMENT
P01	30/11/2023	Issued to Design Team
P02	15/12/2023	Issued to Design Team
P03	18/01/2024	Issued to Arup
P04	08/02/2024	Layout updated
P05	20/02/2024	Building Layout Updated



Manchester University
NHS Foundation Trust

**SHEPPARD
ROBSON**

PROJECT
North Manchester General Hospital

SCALE@A1 DATE ORIGINATOR CHECKED AUTHORISED
1 : 200 20/02/2024 LH DB AS

DESCRIPTION
WP1 Waste Transfer Compound Sketch Layout

STAGE

STATUS	PURPOSE FOR ISSUE	SR NO.
S2	FOR INFORMATION	6512
DRAWING NO.		REV.
23130-SRA-NM171-00-DR-A-SK004		P05

Appendix A – Waste Collection Strategy

Type of waste	Where is this stored	Collection Day	Who collects	Number of units LTRs/MTRS	Times of collections or in use	Contract duration	Dimensions
North Manchester	Delaunays Rd, Crumpsall M8 5RB						
Clinical waste	Waste compound - 770L bins	Daily x 1	Stericycle		0400 - 0600hrs M-S (7days)		
Domestic waste	Compactor - Waste compound	Monday/Thursday the following Wednesday	Veloia	120 x 1110 bins Compactor			Length: 6.452m - Width: 2.523m - Height: 2.85m
Cardboard waste	Compactor - Waste compound	On request	Veloia	120 x 1110 bins Compactor			Height: 2.58M - Width: 2.5m - Length: 6.65m
Confidential waste	Waste warehouse - 220L bins	Wednesday	Saica	awaiting reply			
Sanitary bins -	Exchanged on site	Weekly	Rentokil	contracted for 207 units - currently have 268 units on site			
Food waste	Outside main kitchen	3 x weekly	Olleco	14 x 240			
DMR not on site yet							
Metal	One skip located in the waste compound	Weekly	Monarch Metals	1	on request but not before 0700hrs		Length: 3.7m - Width: 2.25m - Height: 2.11m
Bulky	One skip located in the waste compound	Weekly	Veloia	1	on request but not before 0700hrs		Length: 5.8m - Width: 2.39m - Height: 2.75m
WEE/Fridges	Waste warehouse	On request	Tradebe		on request but not before 0700hrs		
Glass	no glass bins as goes in compactor						
Apalan A & B	Clinical Science Building		Tradebe				
All other adhoc requests	Various locations	Varies	Varies				
Toners	Milk Yard	On request	Richo			ongoing as per the copier contract	
Batteries	In the cage	On request	Tradebe	1			
Uniforms - process is for badge to be cut off and put into general waste		On request					
Mattress- under review with portering team		On request					
Garden Waste	Waste compound	on request	Veolia	1			Length: 3.83m - Width: 1.78m - Height: 1.23m
Catering Oil	not our cost	on request	Tradebe				
Pallets	Stores	On request	Looking for a supplier to collect				

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