



12 July 2024

Design & Access Statement

North Manchester General Hospital Waste Transfer Compound

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North Manchester General Hospital Waste Transfer Compound

Rev	Date	Status	Issue Purpose	Originator	Authorised
P01	12/07/24	S2	For Planning	LH	DB
P02	17/07/24	S2	For 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 Hydrock and Clancy Consulting. It accompanies and supports the planning application for North Manchester General Hospital Waste Compound. 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 waste compound and associated modular staff building 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 waste compound within the North Manchester General Hospital site to allow the various waste products from the hospital to be disposed of swiftly and safely. This is critical to the day to day function of the wider hospital. The existing waste compound requires relocation to allow for other development within the hospital.

The site has been chosen to ensure that the waste compound is separated from the hospital patients, yet easily accessible by staff and service vehicles. The proposed site for the new compound is currently used as a surface car park and development will be limited to the area within the current fence line of the car park in order to retain a landscape buffer to all sides of the compound.

2.1 Location

North Manchester General Hospital is situated in Crumpsall, 4.1km from Manchester City Centre. The site sits close to the perimeter of the existing hospital boundary, across the road from the new Greater Manchester Mental Health development (GMMH).

2.2 Stakeholders

Manchester University Foundation Trust (MFT) manages the district hospital and intermediate care facility and are the primary stakeholders for the project. The waste team specifically have been involved in the engagement sessions to ensure that the site is functional day to day.

2.3 Project's Origin

The wider hospital is currently in the process of redesign and rebuilding. A new mental health facility, operated by Greater Manchester Mental Health NHS Trust (GMMH) and a new multi storey car park are already underway, 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 waste transfer compound to make way for new buildings and infrastructure.

2.4 Client/ Project Aspirations

The key project drivers include:

- Provide improved staff facilities for the waste team
- Relocate the existing functions to a new location which allows other development to occur

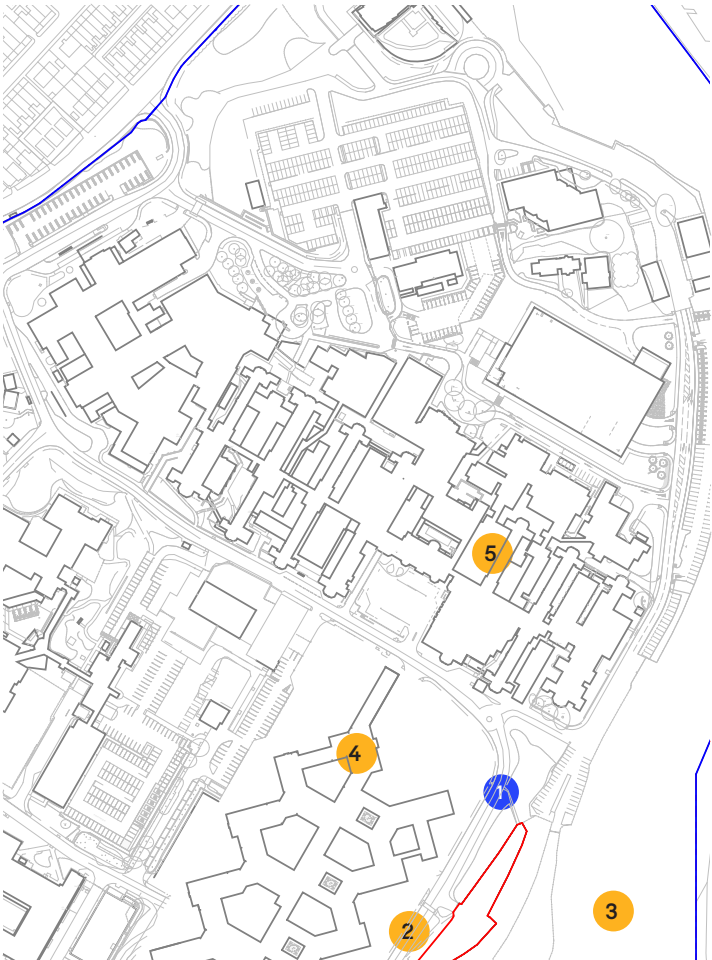


3.0 SITE ANALYSIS AND CONTEXT APPRAISAL

3.1 Site and Immediate Surroundings

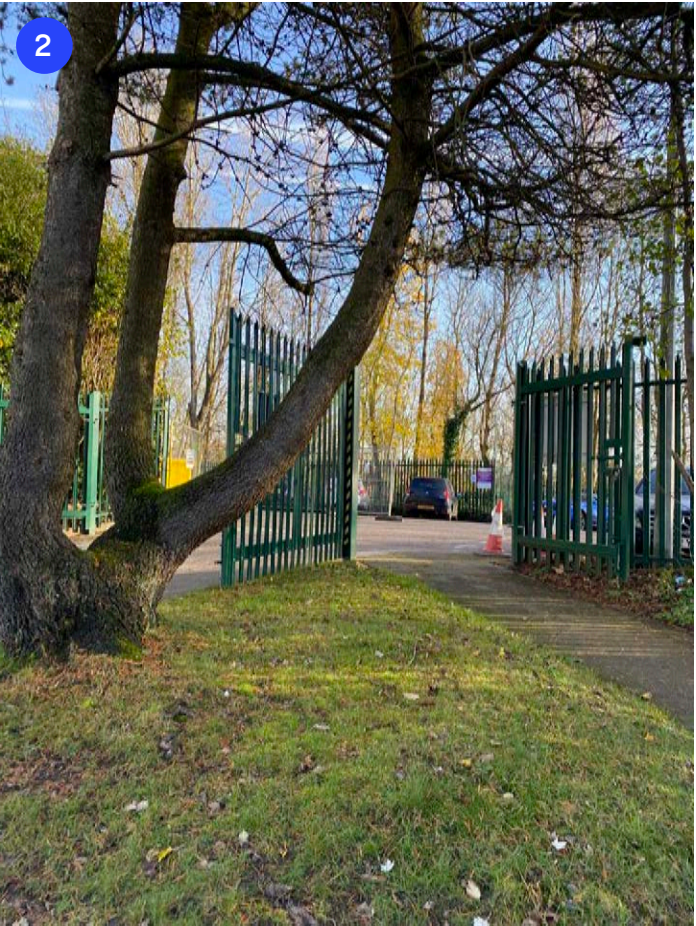
The site sits directly opposite GMMH, with the Jewish mortuary and cemetery also close by. Housing is located in proximity to the site, although this is set back significantly.

Crescent Drive passes directly by the site and provides existing vehicle access into the site. The site is set back from the road and dense tree and shrub cover masks the site from the road and adjacent buildings currently.



- 1. Proposed Site (currently used as a surface car park)
- 2. Jewish Mortuary and Cemetery
- 3. Residential
- 4. Greater Manchester Mental Health (GMMH) development site
- 5. Existing hospital buildings

3.2 Existing Site



- 1. Existing vehicle entrance
- 2. Existing primary pedestrian entrance
- 3. View along Crescent Drive
- 4. Existing car park
- 5. Existing car park
- 6. Existing secondary pedestrian entrance



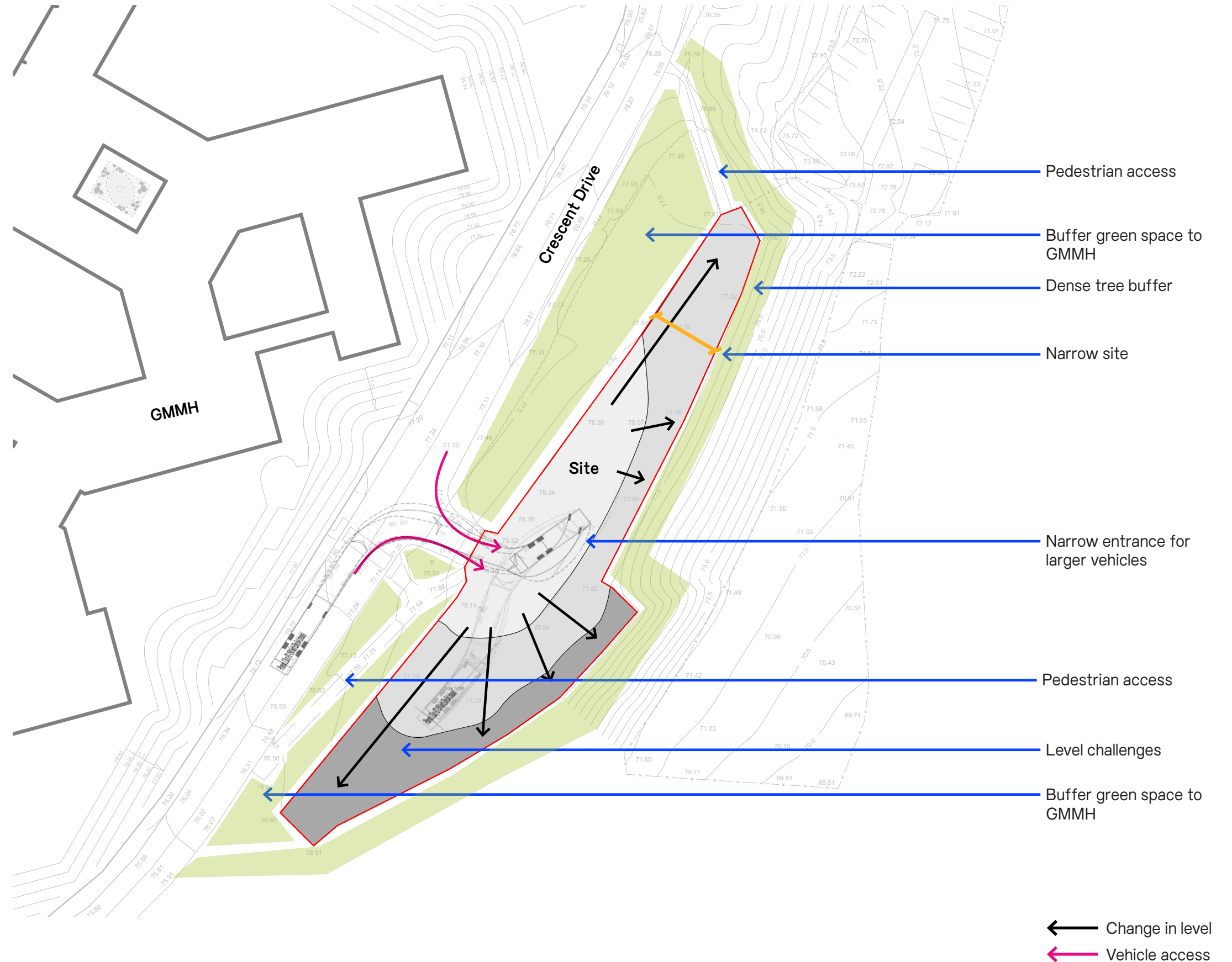
3.3 Site Constraints

The key site constraints are as follows:

- The narrow site restricts access, especially by large service vehicles
- There are significant level changes on the site itself and on the adjacent bank
- Residential and hospital uses sit close by, with GMMH located directly opposite to the site
- There are existing trees in place around the site as a buffer, but the health of many of the trees is poor

3.4 Site Opportunities

- The site is located on the periphery of the hospital, making it more inconspicuous
- The site is adjacent to an access road and has existing vehicular and pedestrian access points
- The site has existing hard standing owing to its current use as a car park
- The site has existing secure fencing to its perimeter



3.5 Existing Waste Compound

The existing waste transfer compound consists of the below elements. These elements will largely be relocated to the new site.



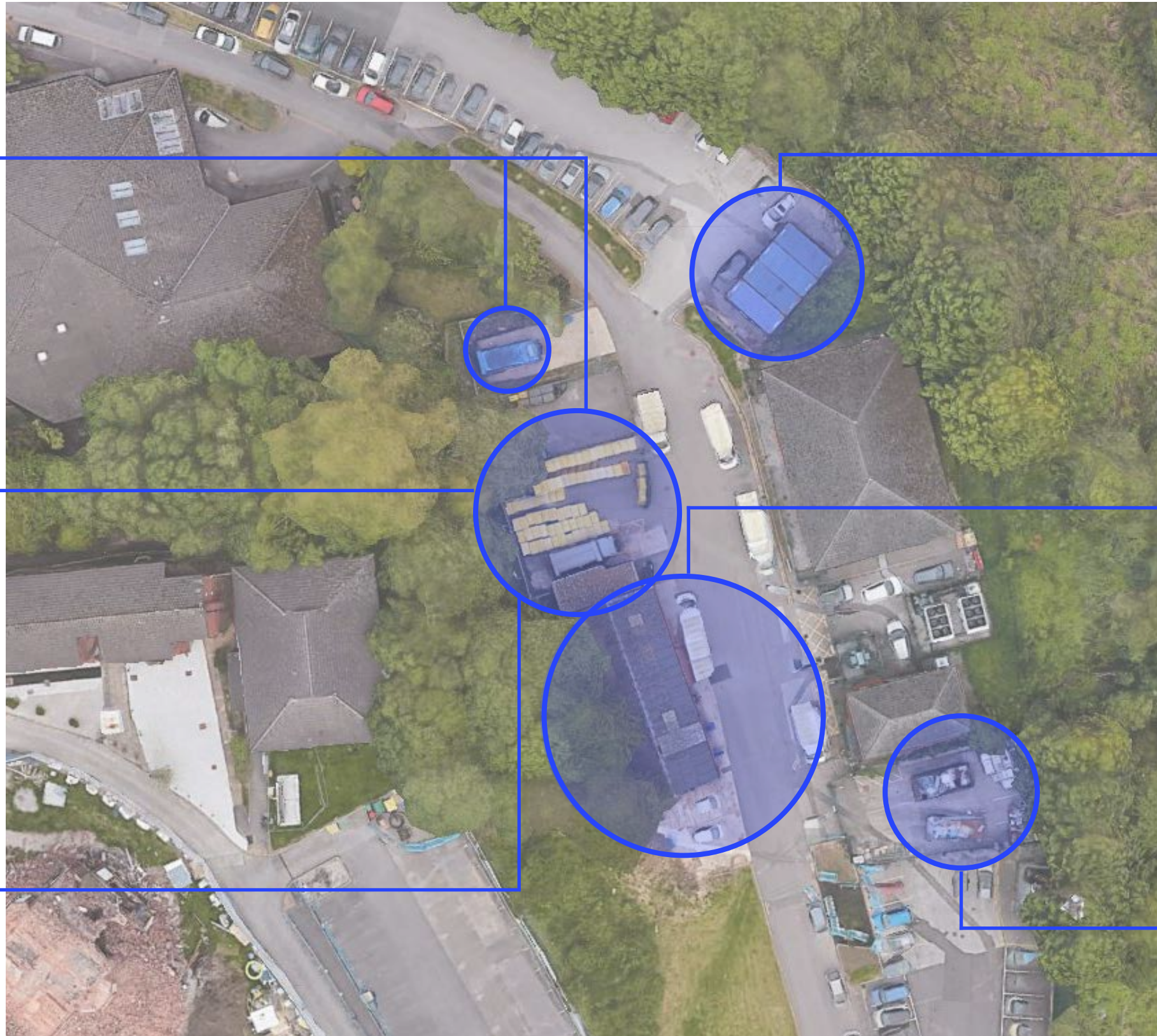
- 2 no. compactor (one cardboard, one general waste)



- Bin storage area for 30 no. 1100L black and brown bins (general and cardboard waste)
- Covered bin storage area for c. 40 no. 240L bins (paper and confidential waste)
- Bin storage area for 60 no. steri-cycle 770L bins
 - Stacked pallet storage



- 6.1m x 3m covered area for chemical waste, WEEE waste and battery waste
- 4 no. 1m x 1.2m cages for WEEE waste



- 4 no. 2.43m wide x 2.59m high x 6.06m long storage containers



- Single storey building with a small office area, break out space and loading bay
- 2 no. car parking bays for waste officers
- 3 no. waste van (box vans) parking bays for porters



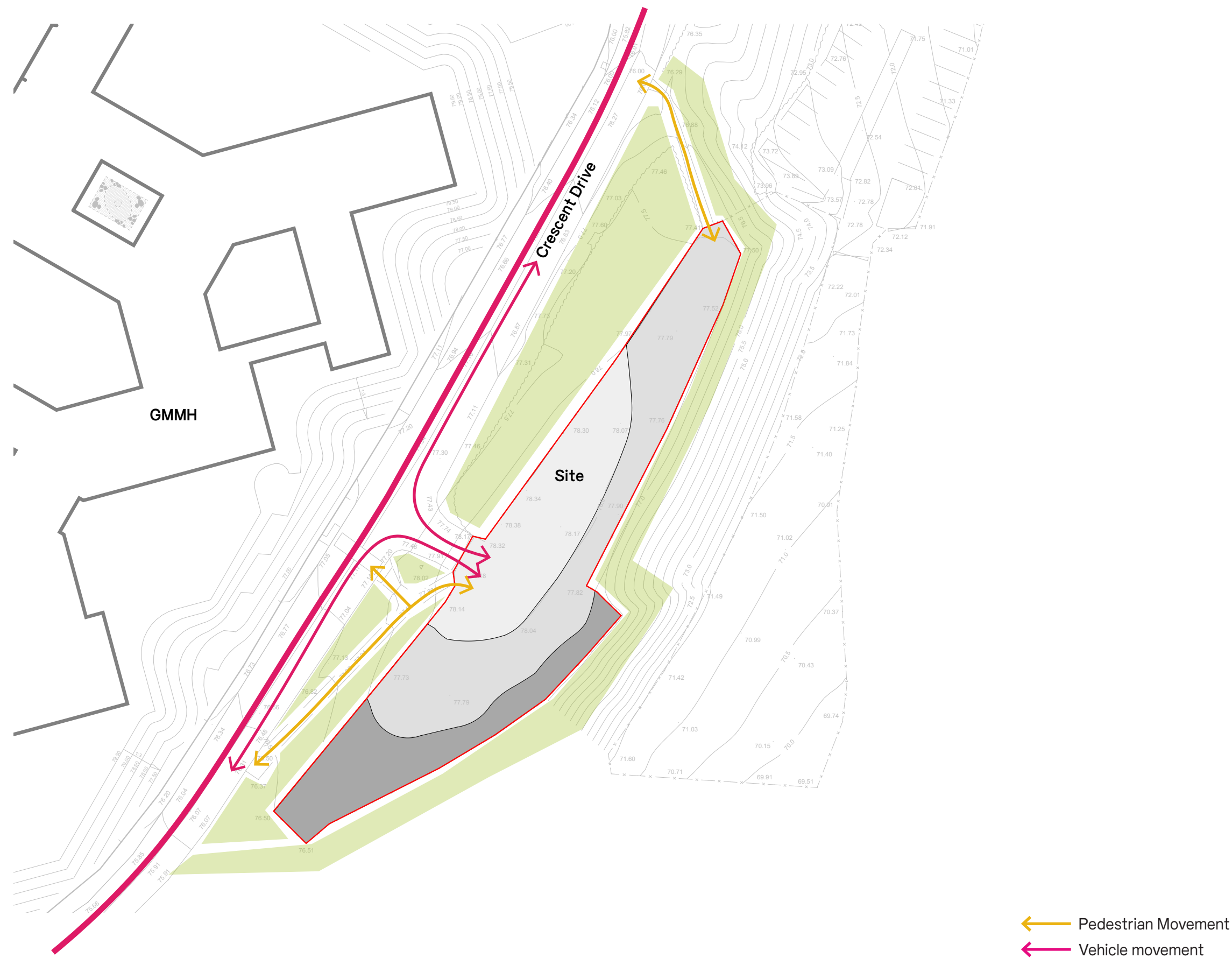
- 2 no. 20 yard skips for bulky and metal waste
- 1 no. 10 yard small skip for green waste

3.6 Movement Patterns

Primary vehicular movement to the site is via Crescent Drive and Central Drive, both of which are key access roads into the hospital.

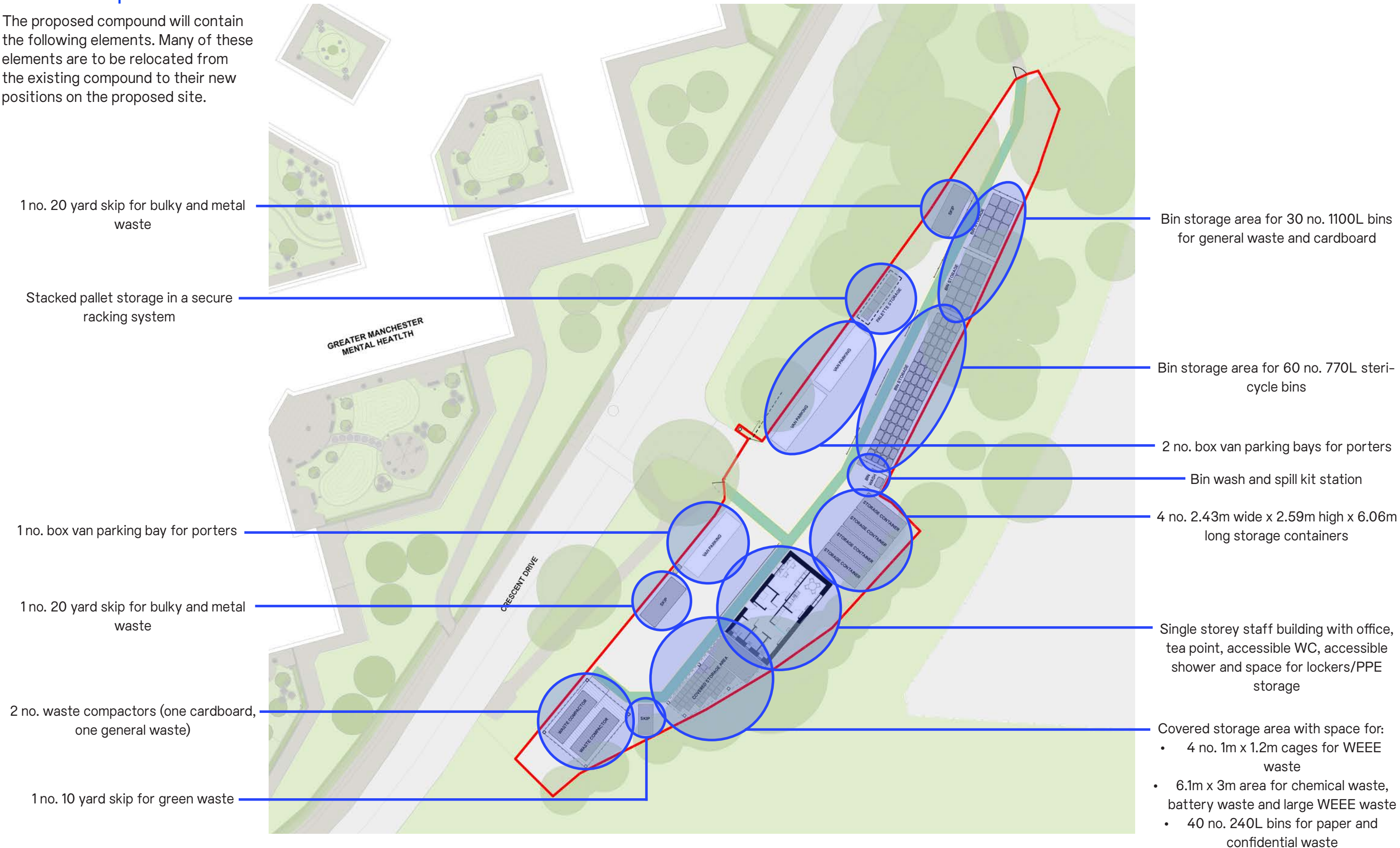
It is proposed that the existing vehicular access point be retained, however, some amendments will be required to the gates. Sliding gates will be required to prevent hindering access to the site when large vehicles pull up.

Existing pedestrian routes will be maintained to ensure that there are two egress points from the compound.



4.3 Proposed Waste Transfer Compound

The proposed compound will contain the following elements. Many of these elements are to be relocated from the existing compound to their new positions on the proposed site.



4.4 Movement Routes – Pedestrian and Vehicular

Pedestrian and vehicular movement is to be appropriately segregated to ensure that pedestrians can safely move around the site while delivery and service vehicles are operating in the area. It is proposed that this be done by using road markings to demarkate the pedestrian route, along with barriers to protect key parts of the pedestrian route, such as in front of the building and in front of the bins.

4.5 Entrances

Existing access points to the site are to be retained. The compound is set back from the road to ensure that a landscape buffer is retained. Greater Manchester Mental Health are located across from the site, and due consideration has been given to securing and masking the site from view.

The main vehicle entrance is via the gate in the centre of the site. The existing gate in this location is to be replaced with a sliding gate to ensure that vehicles can access the site easily.

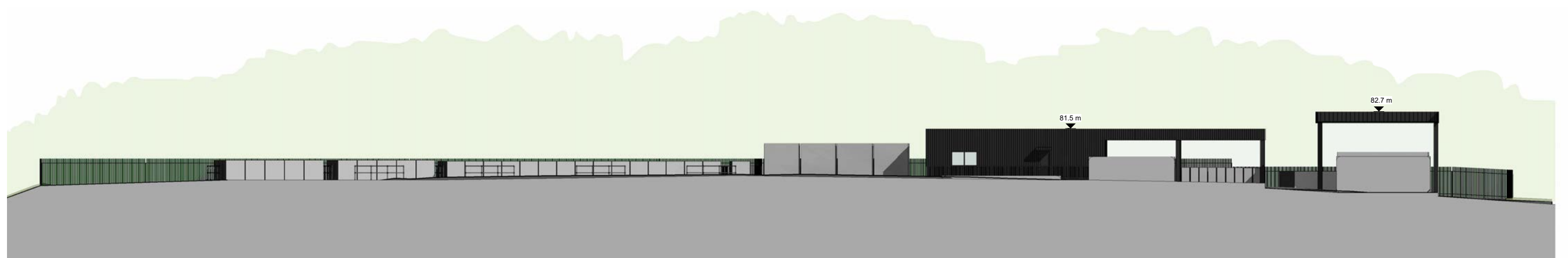
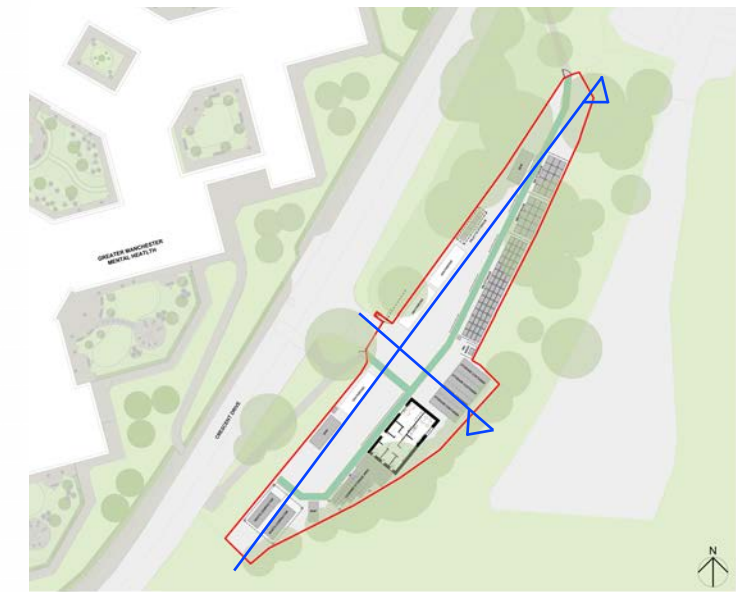
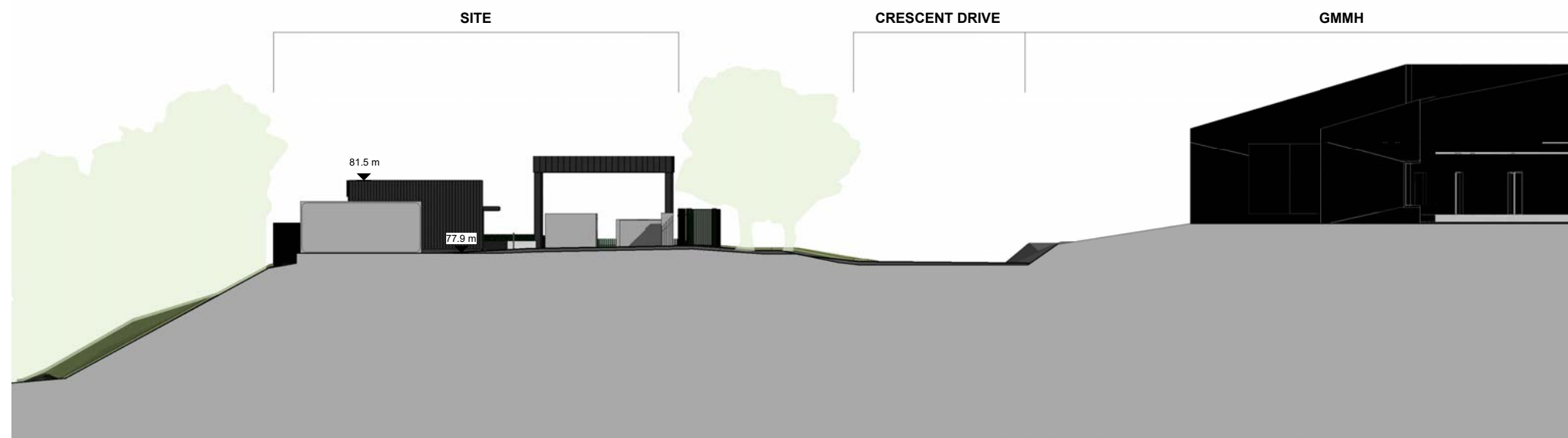
The vehicular gate also includes a separate pedestrian access gate. There is an additional gate to the North of the site which provides a second pedestrian route into the site.

- < Building Entrance
- Vehicle Site Entrance/Exit
- Pedestrian Site Entrance/Exit
- Pedestrian Movement
- Vehicle movement



4.6 Scale and Massing

The proposal includes a single storey staff building containing facilities for the team, along with single storey canopys to cover certain areas of the site. These structures have been designed to have minimal impact on the surroundings whilst serving the required functions. The canopys are required to protect equipment and storage areas from inclement weather.



4.7 Landscaping

The existing trees surrounding the proposed site are illustrated on the diagram adjacent. The site sits on the edge of an existing woodland and no trees are to be removed as part of this application. It is not envisaged that there will be any tree root protection issues within the site. It is proposed that trees are cut back where required to prevent damage to the proposed structures on site.

The site is currently covered with asphalt. It is proposed that the site be levelled using concrete where required to create a suitable hard standing area for equipment and bins.

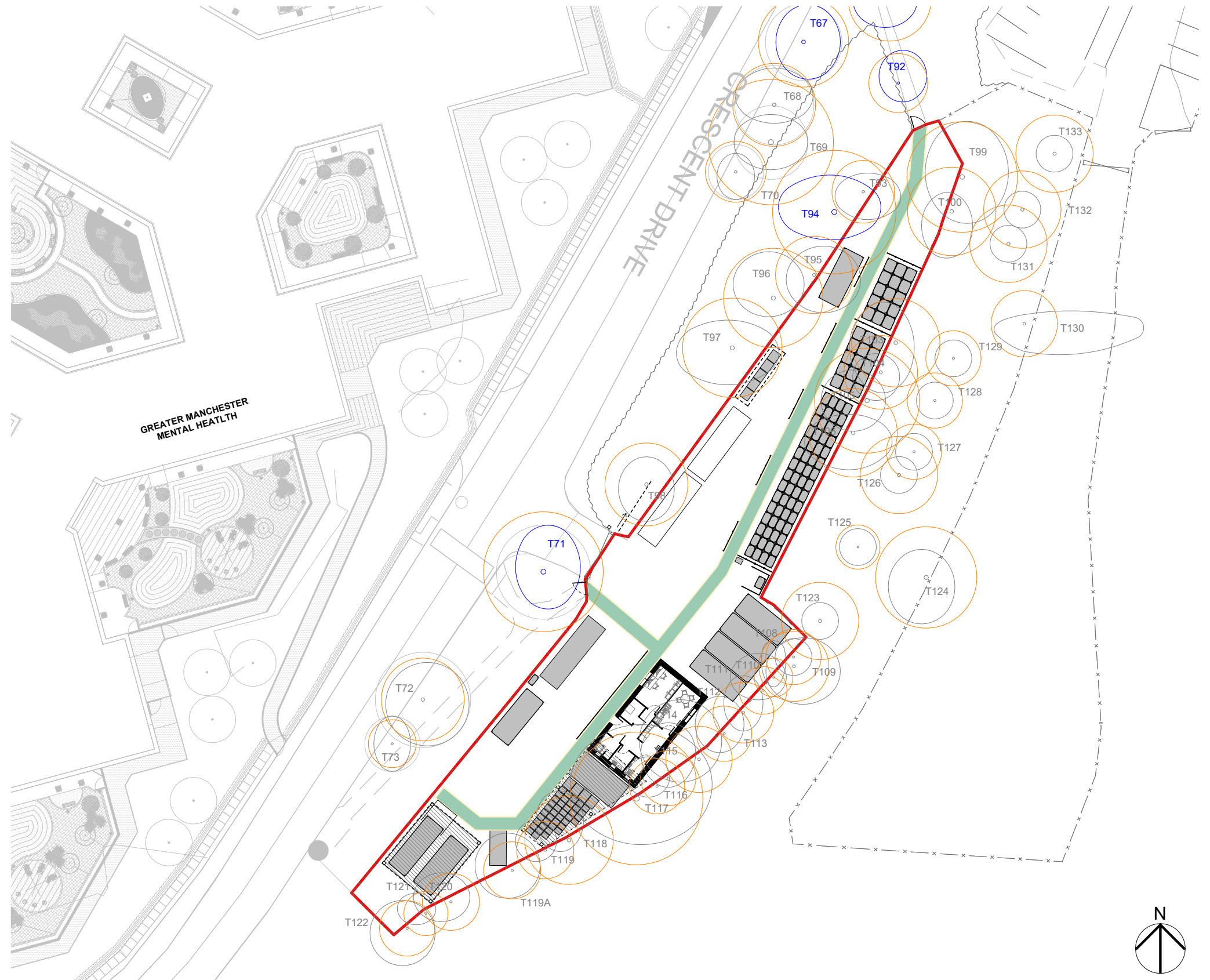
Please refer to Hydrock drawings for further details of landscaping works.

4.8 Access

The site sits on Crescent Drive, which is one of the main access routes in and out of the hospital. This means that service vehicles, such as refuse collection trucks and emergency vehicles can easily access the compound on existing vehicular routes. The existing bellmouth junction into the site is to be retained. Vehicle tracking has been carried out by Hydrock to ensure that all vehicles can access the relevant parts of the site.

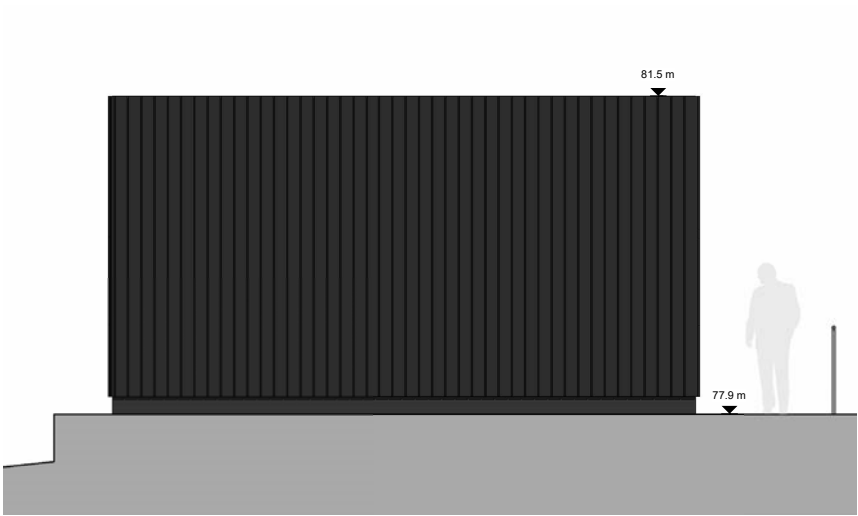
Pedestrians can access the site via existing footpaths which lead directly to the two pedestrian gates into the site.

Please refer to Hydrock drawings for further details of vehicle tracking.

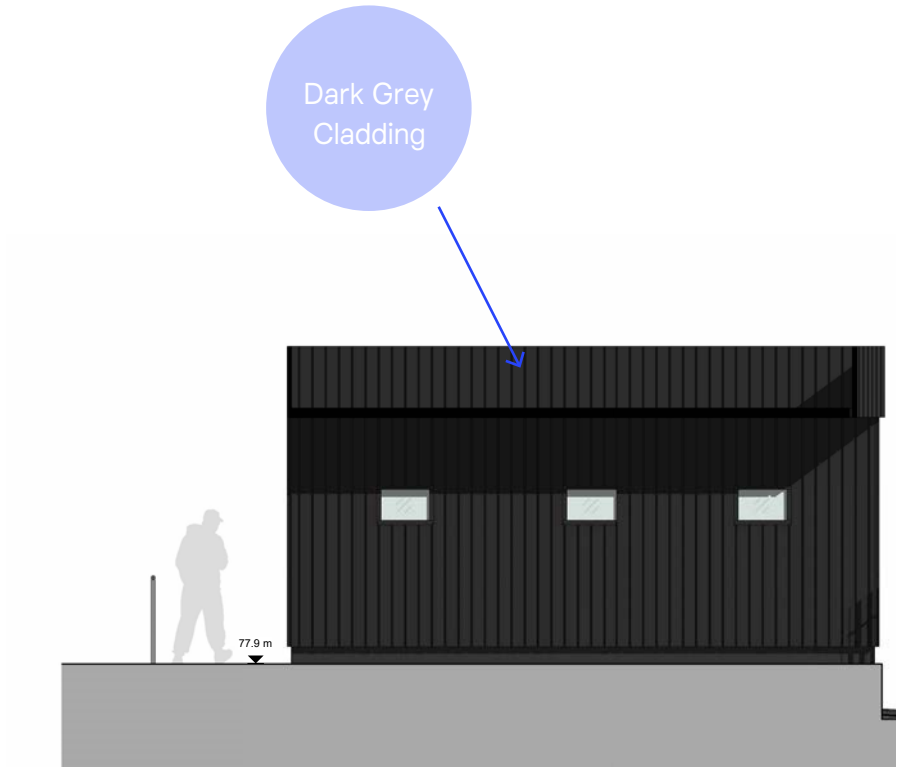


4.9 Proposed Elevations and External Materials

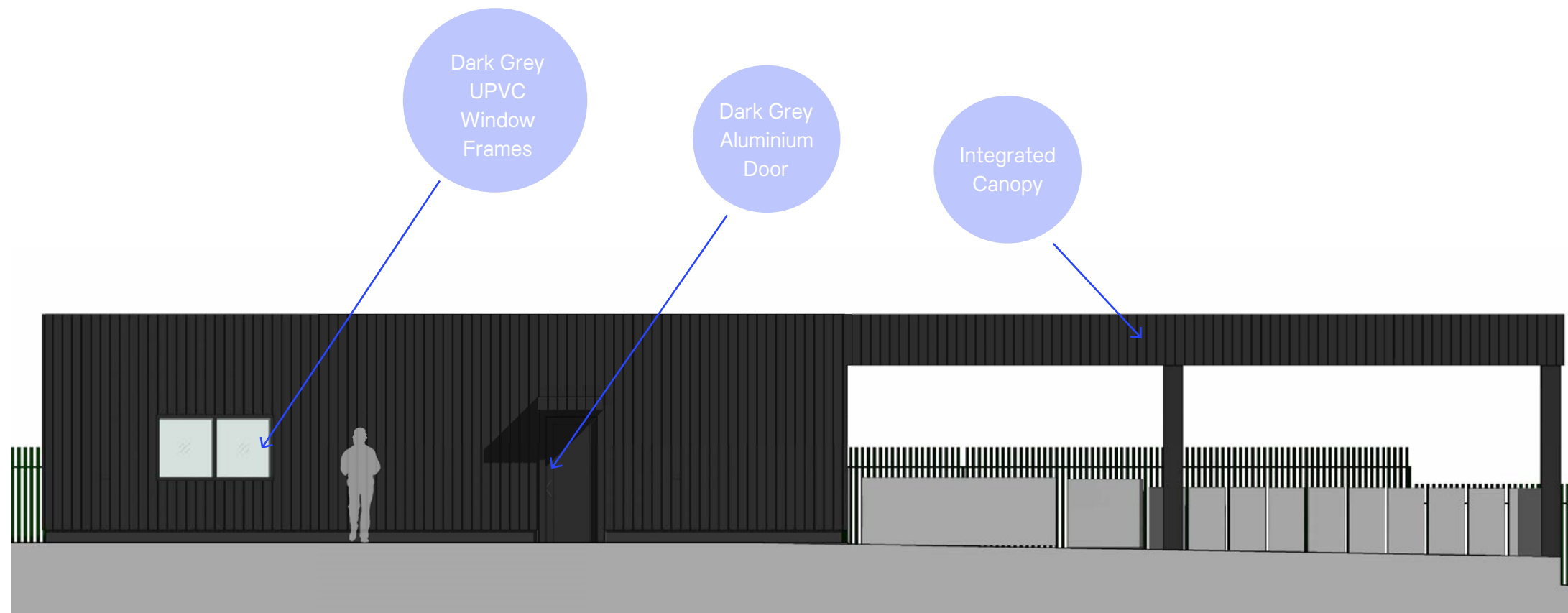
It is proposed that the staff building be finished with a simple palette of robust materials which signify its industrial use. The proposed elevations show dark grey cladding wrapping the entire building, including an integrated canopy which covers the external storage area. The dark grey colour palette of the building has been chosen to ensure that the building blends in with its wooded surroundings and does not appear clinical in appearance.



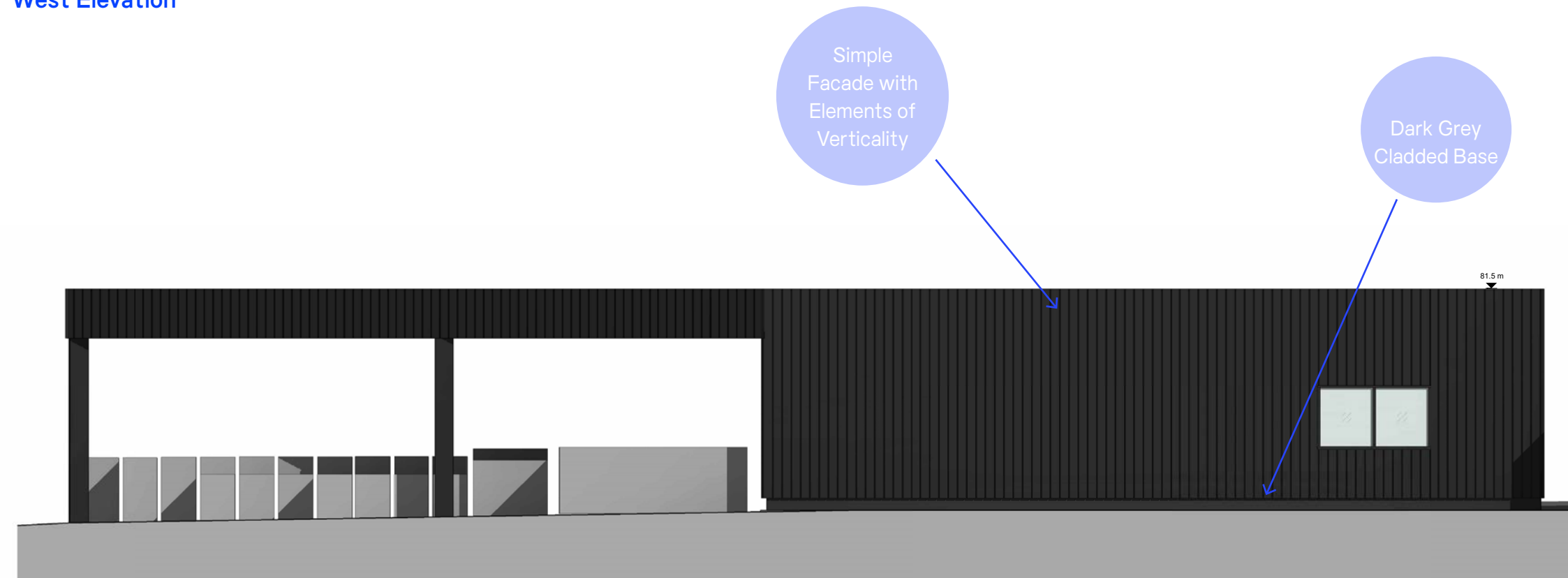
North Elevation



South Elevation



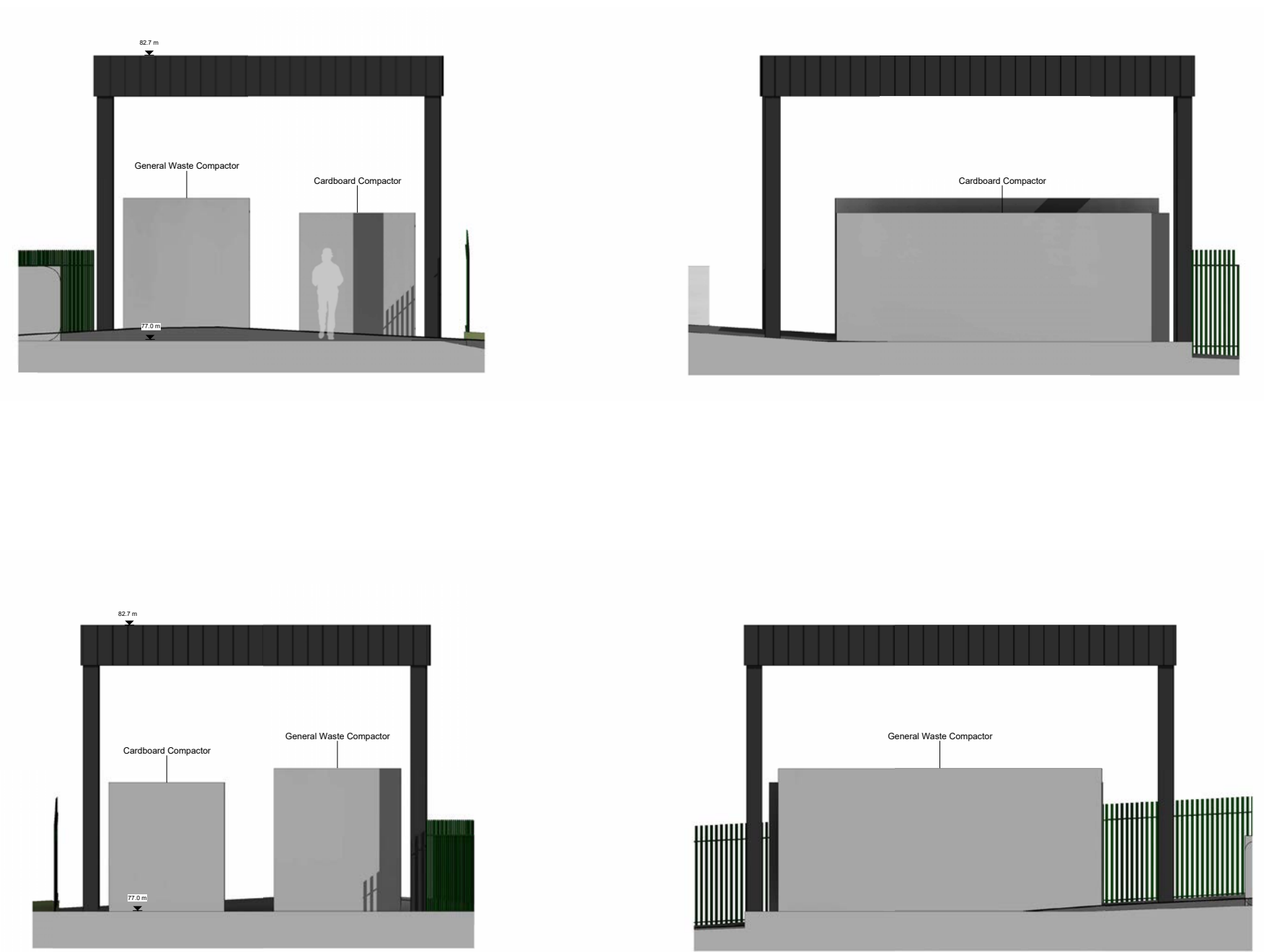
West Elevation



East Elevation

4.10 Canopy Elevations

The compactors are to be covered with a canopy to protect them from inclement weather and prolong their lifespan. The canopy is proposed in a dark grey finish to compliment the building.



4.11 Street furniture

The existing fence is to be retained for security.
The existing vehicular gate will be amended to a sliding gate to ensure that vehicle movement is not hindered by the gates.

Pedestrian barriers will be used to shield the pedestrian route from moving vehicles.



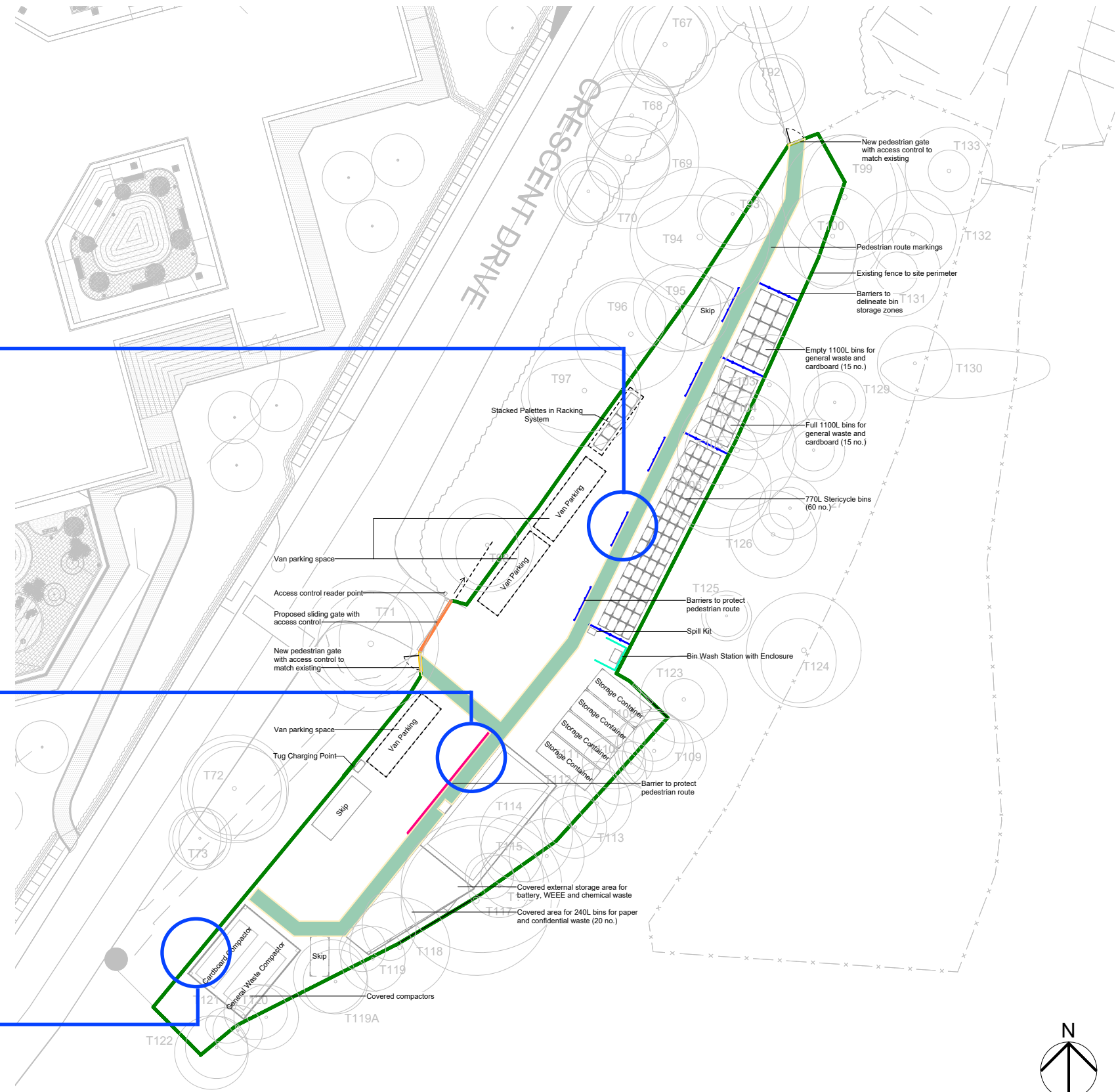
Pedestrian barrier



Pedestrian barrier to staff building



Existing fence



4.12 Proposed Gates

The existing vehicular gates swing outwards, meaning that service vehicles would need to remain at a distance while they are opened.

It is proposed that new sliding gates are located at the vehicular access point to allow service vehicles to access the site without the gate swing affecting the route.

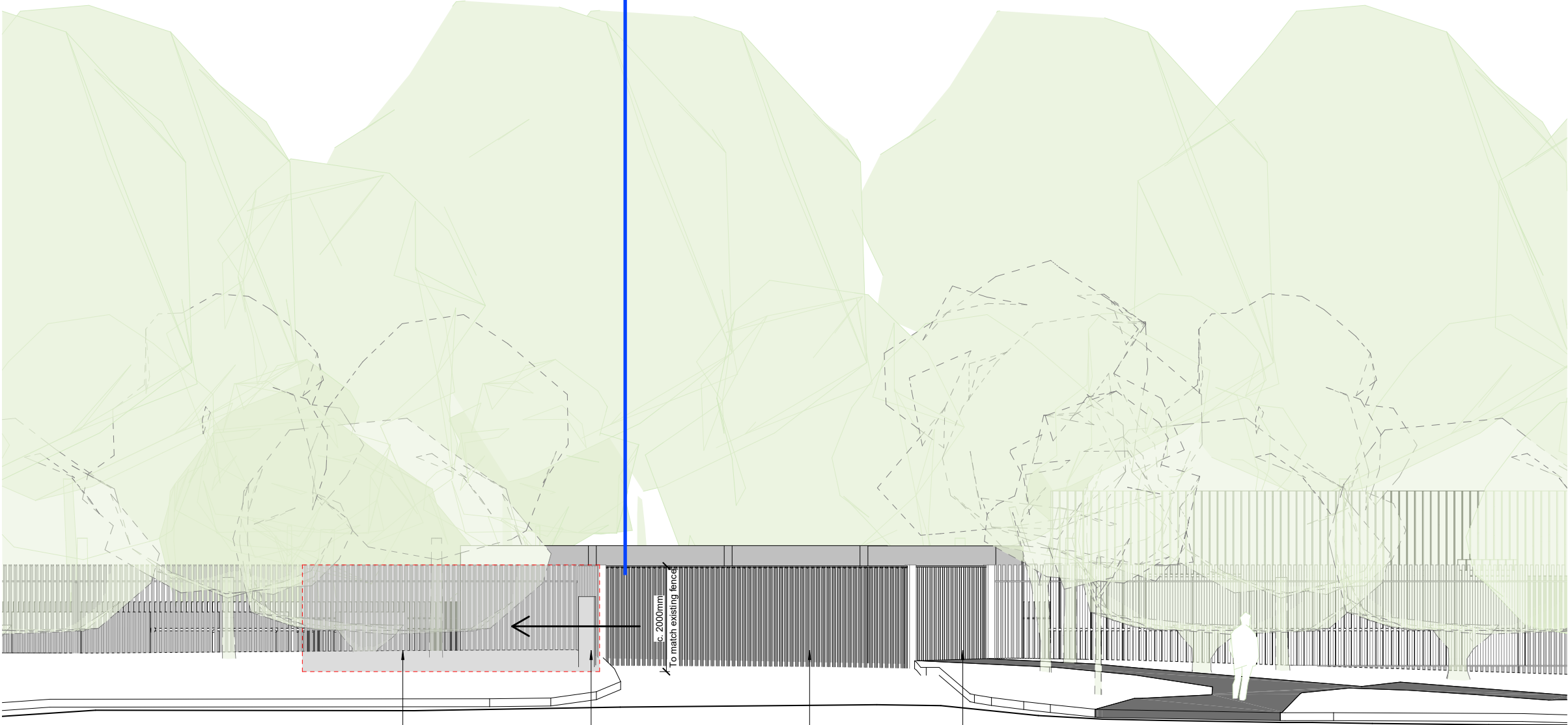
The proposed gate is to be green in colour to match the existing fence and tie in with the existing trees.



Proposed gates to match existing green fence colour



Sliding Gate



Sliding gate direction of travel

Proposed access control point

Proposed sliding gate for vehicle access

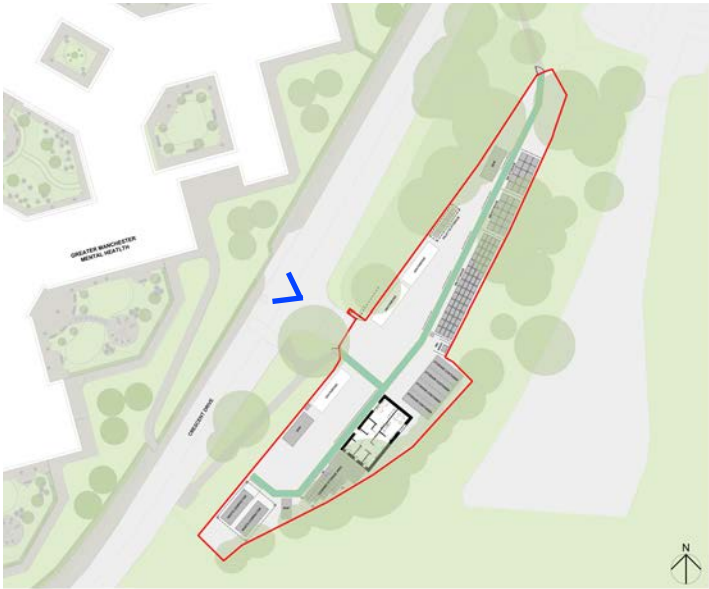
Existing pedestrian gate with new access control system

4.13 Staff Building Internal layout

The building is to include welfare facilities for staff working within the waste compound. This includes a teapoint and break room, office space, storage space for PPE and an accessible WC and shower. Support facilities including a cleaners store and comms room are also included in the proposed plan.



View A



View B



5.0 SUSTAINABILITY STATEMENT

5.1 Sustainable Features Incorporated in the Design

It is proposed that the staff building be a modular construction. The 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
- Potential to use refurbished modules to further reduce waste

Text below provided by Clancy Consulting.

5.2 Environmental Engineering

- Packaged Air Source Heat Pump technology providing Domestic Hot Water and Space Heating.
- Mechanical Ventilation with Heat recovery to occupied areas to recover heat from the extracted stale air.
- LED Lighting afforded to all internal and external luminaires to minimise lumens/watt and reduce energy consumption.
- Metering and Submetering to support monitoring and measurement of consumption across the site and in compliance with Part L. Metering to be connected to the sitewide BMS.
- Dehumidifier to drying area to prevent excess

build of condensation and over operation of the ventilation system.

5.3 Building Ventilation Strategy

The building will benefit from natural and mechanical ventilation. Natural ventilation will be afforded through openable windows with trickle ventilation to support any purge ventilation requirements.

The mechanical ventilation strategy is to use a centralised Mechanical Ventilation Heat Recovery (MVHR) system to support compliance with Building Regulations 2010, Part F and Part L.

The use of MVHR units has been proposed to minimise the energy loss. The MVHR system works by extracting stale air from inside the building and passing it through a heat exchanger. The heat exchanger recovers heat from the outgoing air and transfers it to the incoming fresh air, which is then distributed throughout the office and welfare area through a ducted system.

5.4 Heating and Cooling Strategy

The space and water heating are a single source packaged system through an Air to Water Air Source Heat Pump with external condenser.

At this stage comfort cooling or similar is not anticipated to be provided to any spaces. The proposed data cabinet room we anticipate at this stage to not have enough sufficient heat gains to warrant the implementation of cooling.

5.5 Energy Usage

The scope of the project limits options on energy metering strategies. The energy usage will be monitored and measured as described below.

- Space Heating to the building is provided by electric panel heaters, to be sub metered at the local distribution board via separate metering for the circuits in line with Part L requirements.
- Hot water to the building is provided by point of use electric water heaters where required. These are to be sub metered at the local distribution board.
- Lighting will be sub metered to comply with Part L requirements at the local distribution board.

The above is in accordance with the Building Regulations Part L, such that at least 90% of the building energy consumption can be assigned to an end-use category. Meters will be current transformer (CT)-operated with a Modbus output and will transmit their readings via the central energy management system or equivalent where possible.

- A new water supply will be installed and will be billed and metered in a single point by the utilities company to the client. No further submetering of water consumption is proposed. The water meter is proposed to be connected to the sitewide BMS where this is possible.
- LV electricity will be supplied from the private network. Metering is proposed to the new electrical supply to the building at the source and also linked to the site wide BMS.

5.6 Lighting

Text provided by Clancy Consulting.

The artificial internal/external general and emergency lighting installation affords LED lighting throughout. Lighting and lighting controls and are shown in the table below for typical spaces.

The main external waste compound space has been designed as two options to strike a compromise with the ecology report whilst also considering the clients requirements. External colour temperatures are proposed to be of 2700K (Warm White) to support the Ecology requirements. These options will be presented with a decision in due course after consultation.

The site lighting design and assessment assigns the site to be within ILP Environmental Zone E3 which applies to the well inhabited rural and urban settlements, small town centres and suburban locations.

Internal to Building

- Surface mounted LED lighting generally of 3000K-4000K (white light).
- Manual control to Bathroom/Shower/WC and plant areas/comms room.
- Occupancy/Absence to general circulation.

External (Building Mounted)

- Surface mounted LED lighting generally of 2700K (Warm White) to support ecology requirements.
- Astronomical Timeclock control, self-adjusting with seasonal changes.
- Override control switch and photocell to prevent any inadvertent lighting or failure to

the timeclock.

External Operational Waste Management Area

- Column mounted (8m/6m) LED lighting.
- 0% Upward light output ratio light output controllers.
- 2700K colour temperature (warm white)
- Designed to Environmental Zone E3.
- Astronomical Timeclock control, self-adjusting with seasonal changes.
- Override control switch and photocell to prevent any inadvertent lighting or failure to the timeclock.

External Task Areas/High Risk Areas

- Surface mounted IP65 LED lighting under canopies or in enclosures.
- Manual switch on.
- PIR absence detection off.

Emergency Lighting (Internal and External)

- LED Surface mounted or integral to general luminaires – 3hr Non maintained, self-testing.
- No controls proposed.

6.0 ACCESS STRATEGY

6.1 Access and Inclusion

Attention has been paid to access issues with cognisance to the use of the site and 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

Existing access points to the site are to be retained. The vehicle access point will allow refuse vehicles and vans to securely access the site. The two existing pedestrian access points will also be retained to allow staff to reach other parts of the hospital site.

6.3 Parking Provision

The existing site is used as a car park and all existing spaces will become obsolete once the waste compound is in operation. The existing car park has 52 standard car parking bays which are used by staff only for overflow parking.

It is envisaged that the provision within the new multi storey car park on the hospital site and other car parks on site will be sufficient to offset this loss and allow for the removal of this existing car park.

It is proposed that three parking spaces for box vans be provided on site in line with the brief requirements. Box vans are currently used to transport waste and equipment around the hospital site. It is envisaged that other delivery and service vehicles will not park on the site for extended periods of time.

6.4 Cycling Provision and Amenities

Cycle storage and amenity provision for staff is provided within the wider hospital site. This ensures that cyclists are not entering the waste compound where there may be large vehicles manoeuvring.

An accessible shower is provided within the proposed staff building, as well as secure lockers/drying cabinets for staff.

6.5 Public Transport Amenities

The wider hospital is well connected by public transport. Abraham Moss and Crumpsall tram stops are a short walk away, and buses drop off and pick up within the hospital site regularly.

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 be able to access the site directly via the existing junction off Crescent Drive. They will pass through the vehicular gates and turn around as required. Tracking has been undertaken by Hydrock to ensure that all required vehicles can enter and exit the site.

6.7 Internal Accessibility

All spaces within the staff building have been designed to ensure that they are accessible, including the WC and shower facilities.

6.8 Emergency Escape

The two pedestrian entrances to the site have been retained for fire escape from the site.

The staff building is single storey and has escape doors which lead outside.

6.9 Horizontal Circulation

The site has been designed to ensure that pedestrian movement is separated from vehicular movement. Ground markings denote the pedestrian route around the site, and barriers are provided to segregate people and vehicles.

6.10 WC Accommodation

WC provision has been calculated using BS 6465-1:2006+A1:2009 based on the required occupancy of the staff building. The building provides:

- 1no. accessible WC
- 1no. accessible shower

6.11 Security and Safety

The site is to be fully secured to prevent unauthorised access by hospital patients or the public. The perimeter of the site has an existing secure fence which will be retained.

The two pedestrian gates will be access controlled to allow for waste compound staff to access the area. The vehicular sliding gate will be closed unless in use by service vehicles. The sliding gate will be secured by an access control system mounted on a column nearby the gate.

7.0 SCHEDULE OF TOWN PLANNING APPLICATION DOCUMENTS

Below is the list of information and drawings submitted for Planning Approval as required to validate the Planning Application.

Document	
Completed application form	Turley
Correct fee	
Architectural Drawings	Sheppard Robson
Design and Access Statement	Sheppard Robson
Waste Management Strategy	MFT
Transport Impact Statement	Curtins
Ground Investigation Survey	Hydrock
Drainage Strategy	Hydrock
Ecological Assessment	RSK
Topographical survey showing existing and proposed levels	Hydrock
Acoustic Assessment	RSK
Odour Assessment	RSK
Lighting Proposals	Clancy

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