

# West Cumberland Hospital

Phase 2

Design & Access Statement

Rev P03, Issued 18th June 2021



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## 1.0 INTRODUCTION

The Design and Access Statement is prepared by Gilling Dod Architects on behalf of North Cumbria University Hospitals NHS Trust, in support of full planning application for Phase 2 of a master plan redevelopment including a new extension to the existing hospital and associated landscaping and parking.

The new modern extension will replace an existing wing which was approved for demolition under application 4/11/2265/OF1 and will be a welcome addition to the services presently on site.

This document should be viewed along with the following documents also submitted in support of the application:

- Location Plan
- Proposed Site Plan
- Proposed Floor Plans
- Proposed Elevations
- Proposed Site Section
- Transport Assessment
- Visualisations
- Preliminary Ecology Assessment
- Flood Risk Assessment
- Preliminary Risk Assessment (Geo-environmental)

### 1.1 KEY INFORMATION

The red line application site is approx. 2.3 ha in area.

The proposed phase 2 development will occupy two main floors with a smaller third floor occupied by plant.

As part of the development Blocks E, F, and M (refer to the Site Plan) will also undergo an internal reconfiguration as part of the enabling works to facilitate the construction of Phase 2.

Both this and the existing Phase 1 block will link directly into the new extension facilitating an efficient and accessible patient flow around the site.

### 1.2 EXISTING ENVIRONMENT

The West Cumberland Hospital (WCH) site is predominantly of a single age, built between 1959 and 1964, with a number of smaller extensions and reconfigurations carried out over the ensuing years. The existing WCH was the first new hospital in England to be built following the inception of the National Health Service. It was officially opened in 1964 with a gross internal floor area of approximately 55,500 metres on a site of 11.2 hectares. It is a general hospital providing 24 hour A&E, a consultant-led maternity unit and special baby unit, a range of specialist clinical services, and outpatient clinics. West Cumberland Hospital serves mainly Whitehaven and the West Cumbria areas.



▲ Site Location Plan



▲ Indicative area included as part of Phase 2

## 2.0 BRIEF & VISION

### 2.1 DESIGN OBJECTIVES

This application forms the second phase of the development of the West Cumberland Hospital Health Campus. It's aim is to deliver the vision of creating a modern, state of the art 'Full integrated Health Campus' within the region of West Cumbria.

In 2015, Phase 1 of the WCH redevelopment was completed at a cost of £90m.

The second phase of the masterplan seeks to further advance the principles outlined in the strategic vision by advancing the following project objectives:

- Re-provide in-patient facilities in a new high quality build
- Demolish old estate (Optimal space utilisation, quality and safety, and eliminates double running costs)
- Provide high quality older person care, which is fully integrated with social care and integrated care communities, including frailty assessment & prevention.
- Improve antenatal care & experience (Currently isolated in Honister ward).
- Create opportunities for joined up working with the third sector and local communities.
- Deliver efficiencies avoiding £2m p.a. double running costs avoiding £15m backlog.

In order to facilitate the expansion of Phase 2 – substantial areas of the existing hospital will be demolished. Demolition will be undertaken across two distinct phases in order to maintain a fully operating facility during the construction process, refer to site plan.

The two storey Phase 2 extension will comprise of 5,190sqm of accommodation including a new main entrance, a new retail space and new clinical accommodation for services currently spread over the existing hospital site.

A draw down of the specific accommodation requirements is tabulated on the floor plans. In summary, the second phase will comprise of the following:.

- 24 bed In-patient ward (level 3)
- 4 no. Specialist Palliative Care Suites (level 3)
- 16 Bed Stroke Rehabilitation Ward (level 3)
- 32 bed In-patient Ward (Step Down) (Level 4)
- 14 bed Paediatric Ward. (level 4)
- Admin and Support Spaces
- Ground Floor Retail opportunity
- Shared Physiotherapies Suite

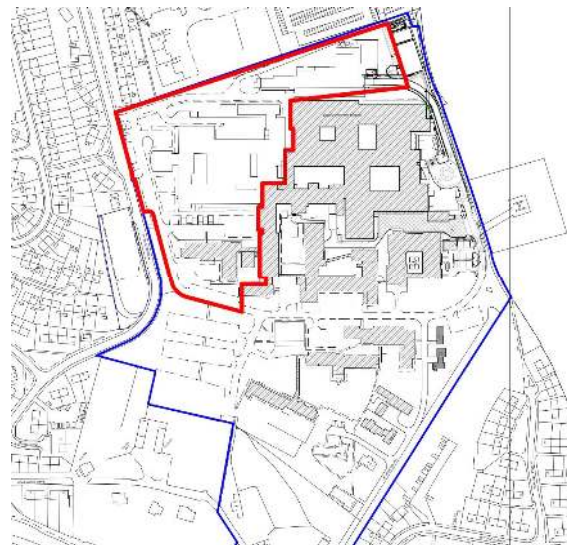




Existing Site Plan



Site Location Plan



### 3.0 SITE

#### 3.1 SITE LOCATION

The location of the proposed development is within the boundaries of the existing West Cumberland Hospital, which lies approx. 2.5km to the south east of Whitehaven centre, Cumbria.

The hospital site is bound to the north by residential properties fronting onto Homewood Road and industrial buildings associated with Sneckyeat Road Industrial Estate, to the east by agricultural land, to the south by further residential properties.

#### 3.2 EXISTING SITE PLAN

The WCH site, predominantly built between 1959 and 1964 was the first new hospital to be built following the inception of the National Health Service. With a gross internal floor area of approximately 55,500m<sup>2</sup> it occupies a site of 11.2 hectares.

The Phase 1 works completed in October 2015 are denoted as Zones 4,5 & 6 on the adjacent plan. Since this building opened Blocks A, C & D have remained vacant.

In order to unlock this portion of the site and improve the efficient running of the hospital – the second phase will seek to expand and link into the Phase 1 structure.

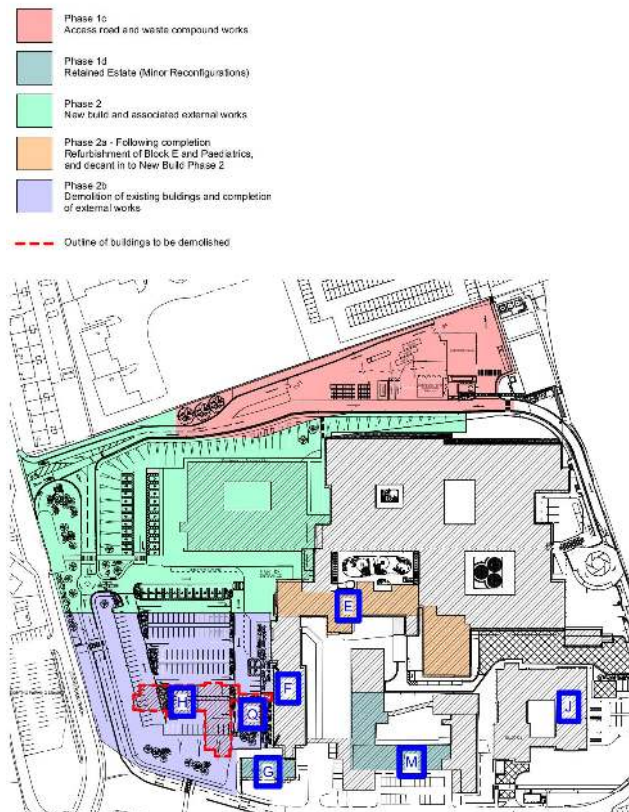
In so doing it will aim to improve patient and staff experience as well as providing a more condensed, logical cluster of hospital buildings. Blocks labelled A, C, and D have been demolished under a previous application, Blocks H and Q will be demolished as part of the Phase 2 scheme. In addition to this the existing single storey buildings within the boundary designated for the new waste compound have also been removed.

#### 3.3 ACCESS

By road, the Hospital is connected from the A595. Vehicular access into the site is via the roundabout of the A595 and onto Homewood Road that takes you into the main primary entrance, located on the north west side of the hospital site. New Parking is proposed to the south and east of the new Phase 2 development. The location of existing parking is shown on the existing site plan, with staff parking located to the north of the site.

The hospital site is situated approximately 2.3 miles to Whitehaven train station. Stagecoach run buses from Whitehaven town centre and the surrounding area to West Cumberland Hospital. A bus stop is located on Homewood Road near the hospital's main entrance.

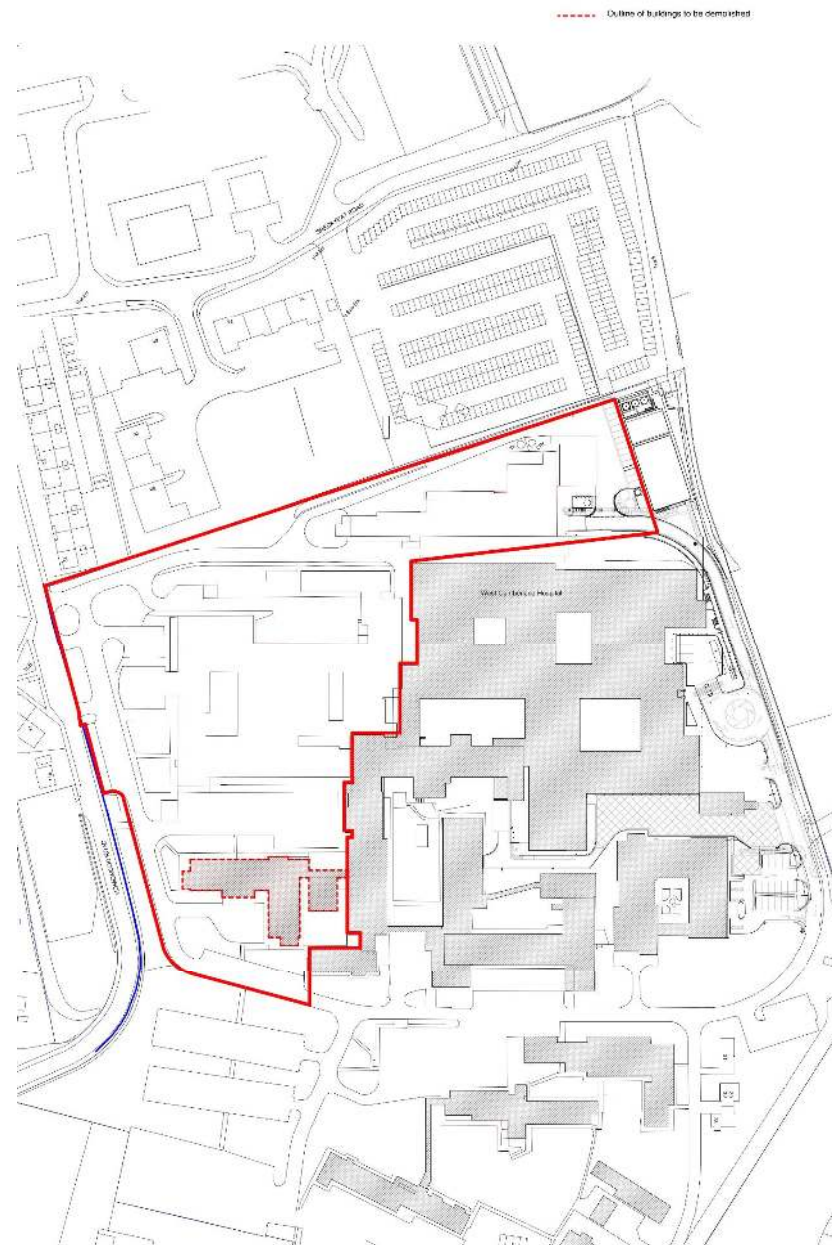
Reference should be made to the Transport Assessment for existing access arrangements to the Hospital site.



## 3.2 DEMOLITION SITE PLAN

With the exception of Blocks H and Q; all other building demolition has been concluded within and approved under previous planning application; ref 4/11/2265/0F1.

The demolition plan to the right highlights the scope of demolition to blocks H & Q as well as the buildings to be retained (shown in grey). Demolition and proposed works will occur across the site in phases in order to successfully decant clinical departments and other services across the site. Refer to phasing plan above.





### 3.0 Existing Site Context

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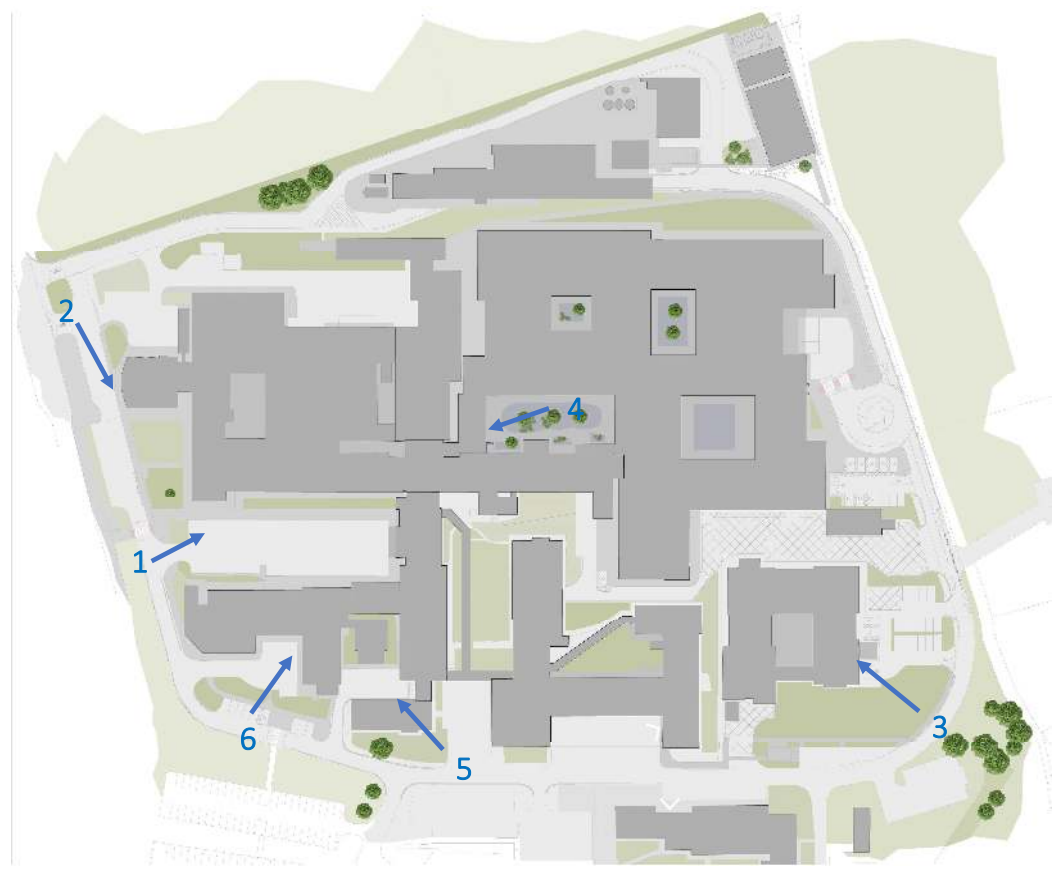
4



5



6



Existing Site Plan

# 4.0 Proposed Site Arrangement

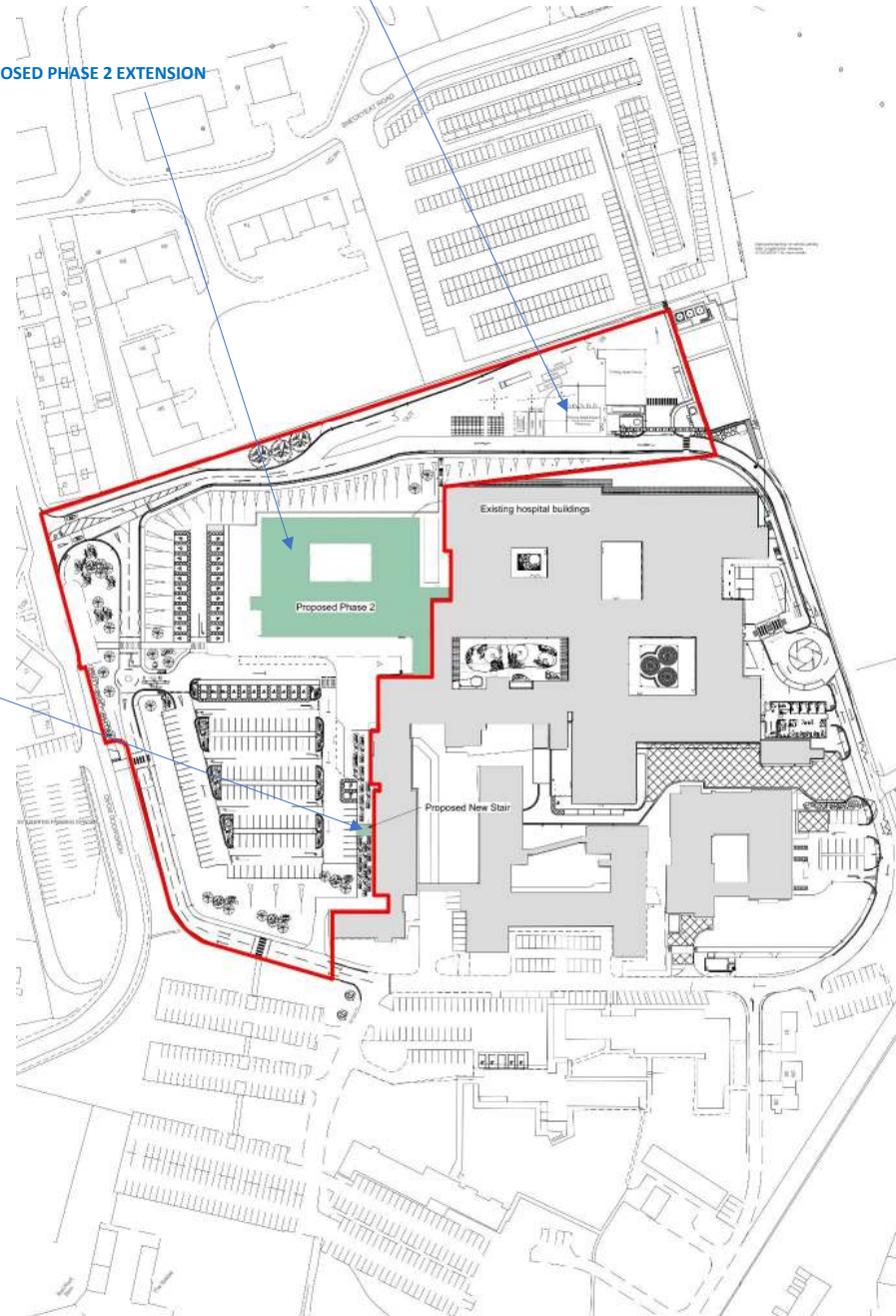
## 4.0 PROPOSED SITE ARRANGEMENT

### 4.1 PROPOSED SITE PLAN

PROPOSED NEW FIRE EXCAPE  
STAIR

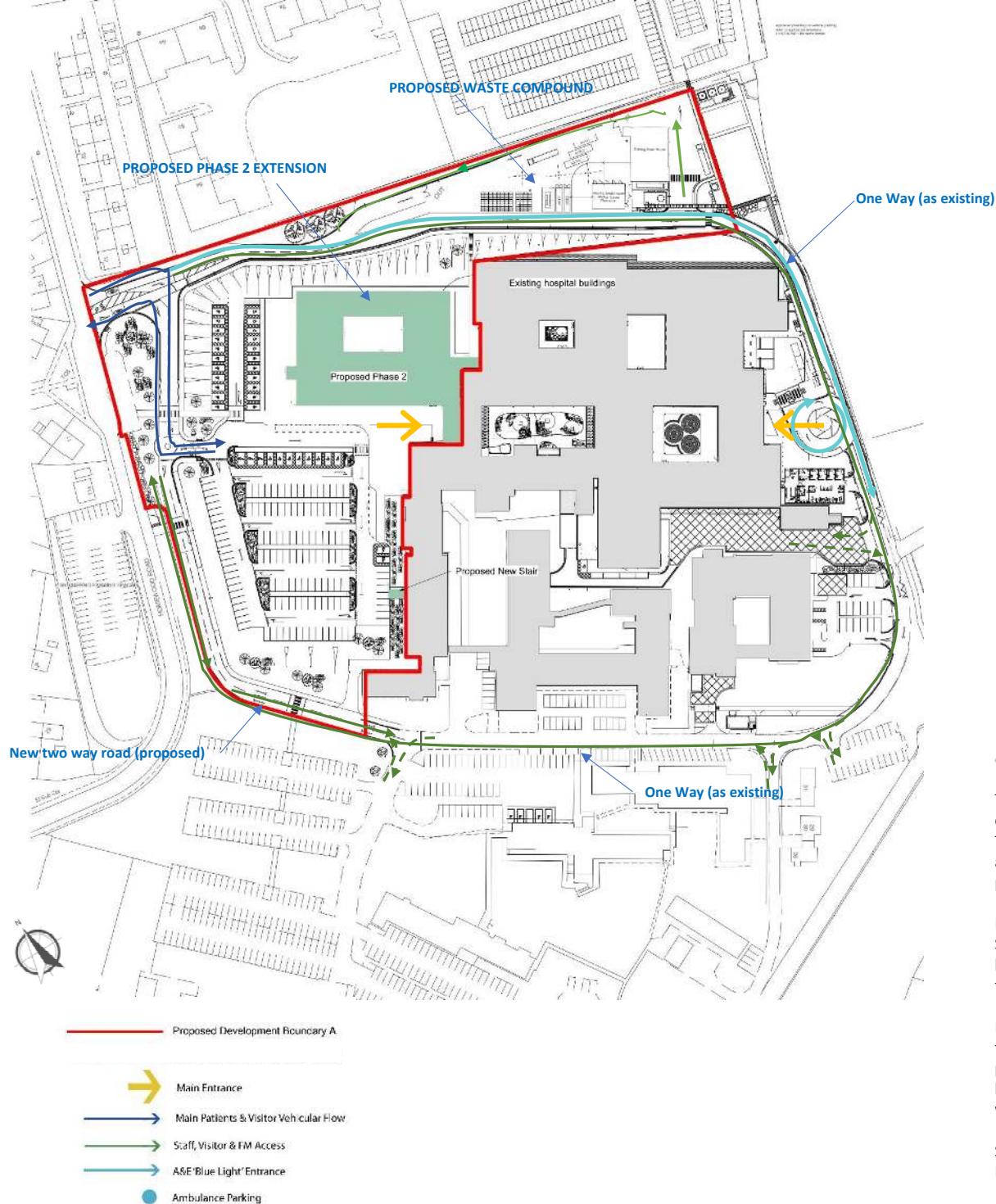
PROPOSED PHASE 2 EXTENSION

PROPOSED WASTE COMPOUND





## 4.0 Proposed Site Arrangement



### 4.2 PROPOSED SITE TRAFFIC FLOWS

The proposed site layout aims to minimise patient travel distances by adding an additional 101 standard parking spaces. The proposed parking also includes reinstatement of 30 accessible bays and 5 parent and child bays close to the primary entrance point off Homewood Road.

Electrical vehicle charging points have been proposed to 8no. Standard parking bays, 1 accessible bay and 1 parent and child bay, this is in addition to 2 existing points which are already on the site.

Provision of a new two way access road to the North West of the site will enable public and visitors access to additional parking to the South of the site, this 2 way access proposal between the parking zones will allow free circulation for visitors without having to circumnavigate the hospital ring road.

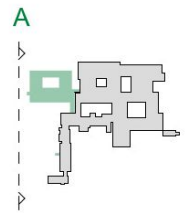
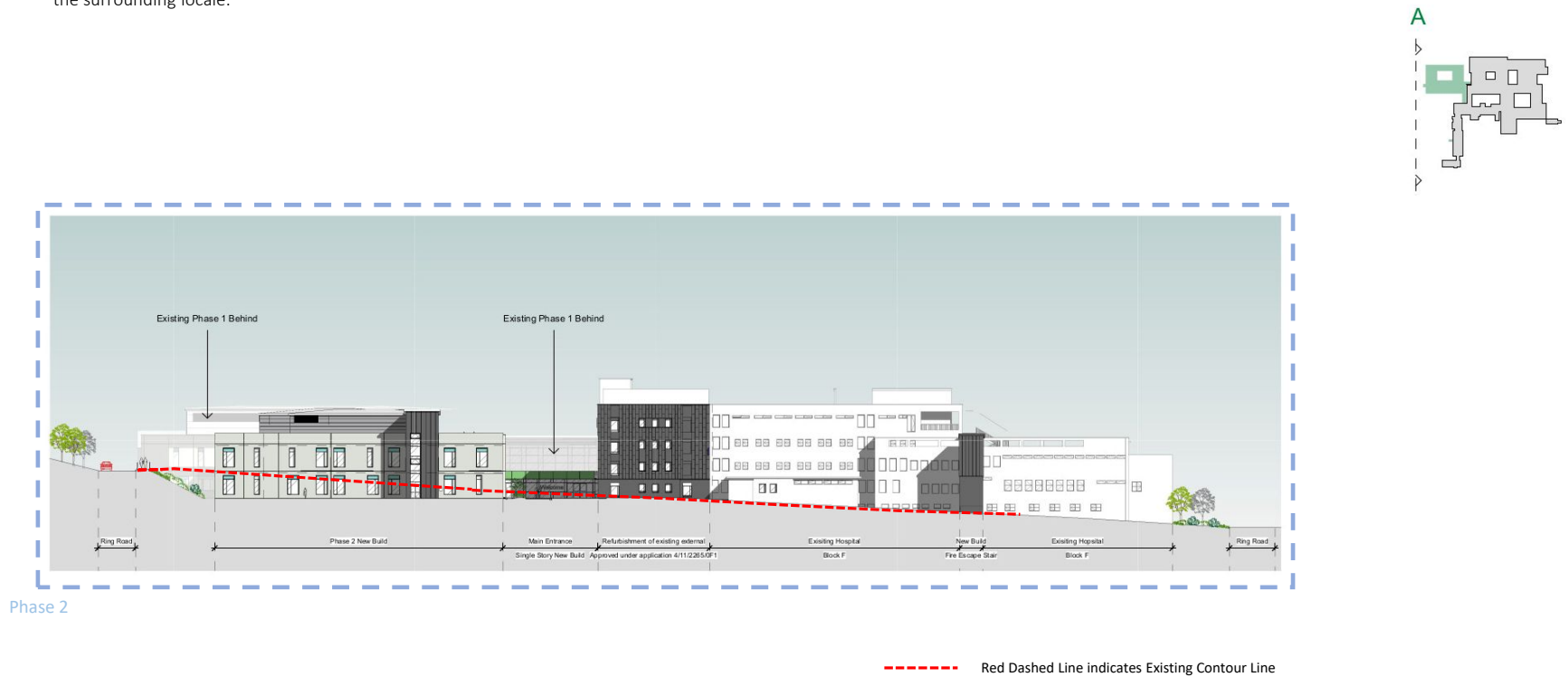
Staff and FM are diverted along the one way section to the North of the site away from the busy main entrance area.

## 4.4 PROPOSED SITE SECTION

The proposed site section below illustrates the massing of the proposed building in context with the surrounding retained estate.

The red dashed line indicates the existing site gradient and the extent of the proposed external works required in preparing the ground and linking all adjacent buildings.

The impact of the reduced levels ensure that the building will sit within the landscape and reduce the impact of the mass to the surrounding locale.



## 5.0 APPEARANCE & PRECEDENCE

The external treatment has considered in order to achieve an appearance appropriate to a modern healthcare building in its specific setting.

### 5.1 CONTEXT

Phase 2 will sit directly adjacent to the completed Phase 1 block and as such – it will aim to adopt a similar architectural language in order to provide a consistent and uniform elevational treatment across the site. The existing Phase 1 building adopts a very uniform and repeated grid structure with an emphasis on the framing of fenestration utilising a recessed panelled system.

This approach will be adopted during phase 2 in order to extend the architectural scaling and proportions introduced during phase 1.

### 5.2 MATERIAL & MASSING

In consideration of the material palette; attention will be given to the identification of the two phases in order to provide a similar and unified appearance.

Soft, natural colours have been selected to ground the building into its location. The overall massing reflects phase 1 with an emphasis on solid, robust construction.

The 'front facing' elevation adjacent to the main patient and visitor car parking area aims to unify itself with the existing Phase 1 building while drawing attention to the new glazed entrance. Features are made of the new stair cores by varying the materiality from the rest of the building façade, this is done through the formation of a darker brick at base level and matching metal cladding panel at higher levels to draw the eye upwards from the buildings. The proposed metal cladding is similar to the current refurbishment of Blocks E & F to unify the whole scheme. The use of soft landscape close to the building will ensure this softens the appearance of the building whilst providing privacy / security to the occupants of the building.

### 5.3 DURABILITY

Extending the lifespan of the building whilst reducing the need for regular maintenance are both important aspects in the efficient and effective use of the Hospital over a long period of time. Careful selection of materials not only provides Environmental benefits but also enhances patient and staff experience.



▲ West Cumberland Hospital – Phase 1

Precedent Images



▲ New Stobhill Hospital Ambulatory Care & Diagnostic Centre, Glasgow

Precedent Images





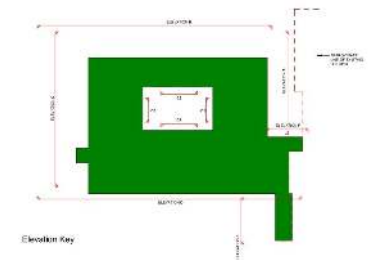
Proposed Visual – Approach Towards Main Entrance



Proposed Visual – Ariel View



- Materials Legend**
- 01 Concrete - Grey
  - 02 PVC - White
  - 03 PVC - White
  - 04 PVC - White
  - 05 PVC - White
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  - 07 PVC - White
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③ Elevation C  
1 : 100



④ Elevation D  
1 : 100



② Elevation E  
1 : 100

Not to Scale



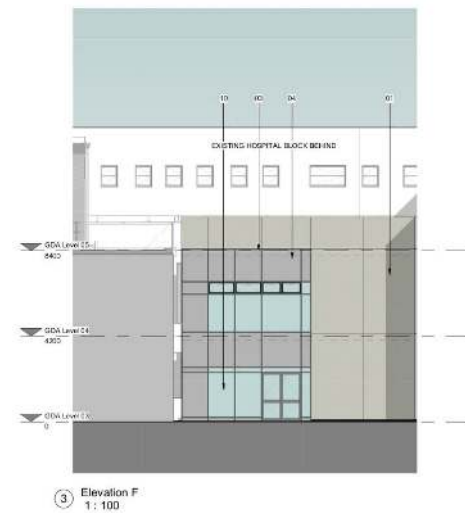
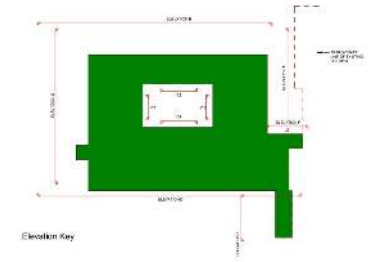
Concrete recessed panel system to match existing West Cumberland Hospital Phase 1



## 5.0 Appearance & Precedence



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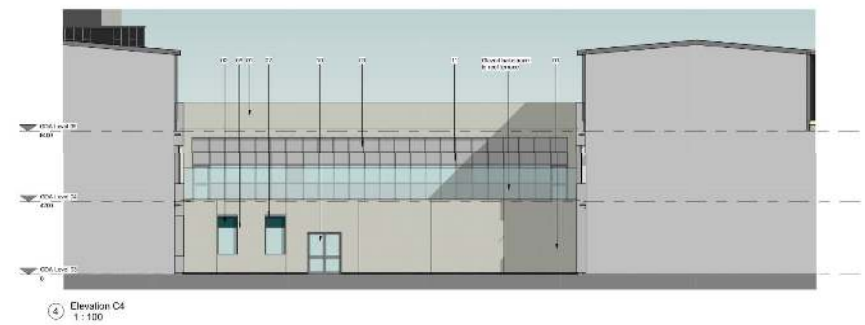
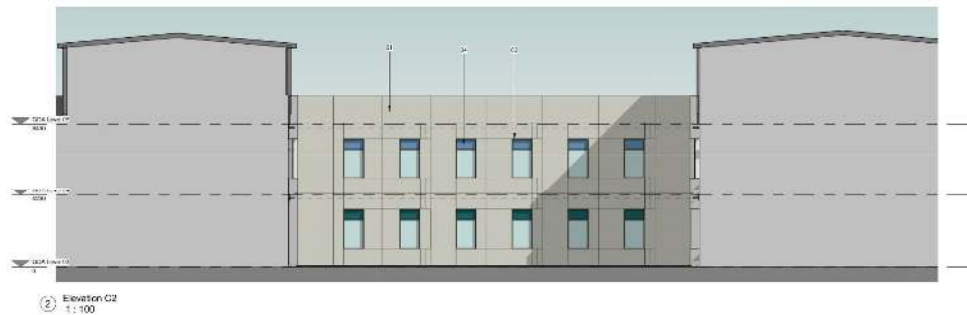
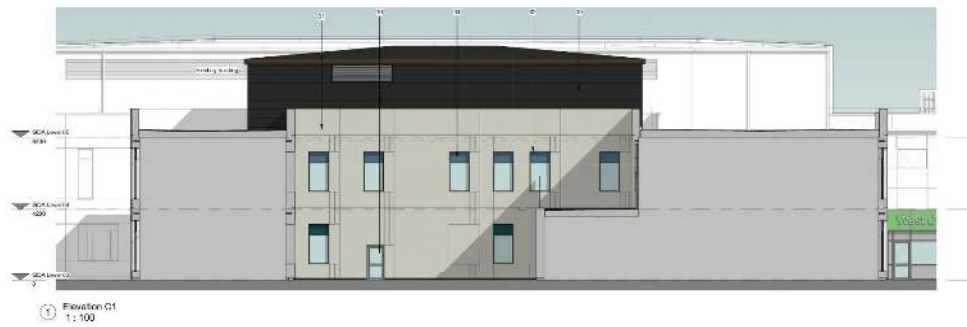


Concrete recessed panel system to match existing West Cumberland Hospital Phase 1

Not to Scale

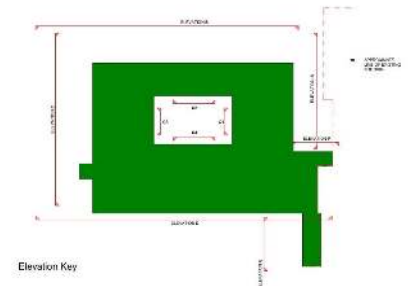


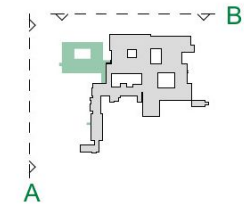
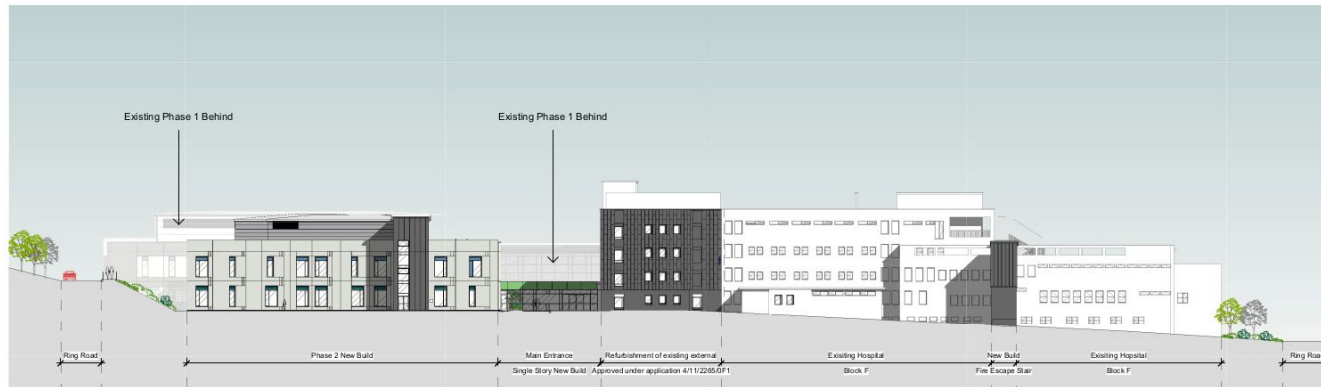
## INTERNAL COURTYARD ELEVATIONS



### Materials Legend

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**1 Elevation A**  
1 : 500



**2 Elevation B**  
1 : 500

① Proposed Level 03  
1 : 200

Not to Scale

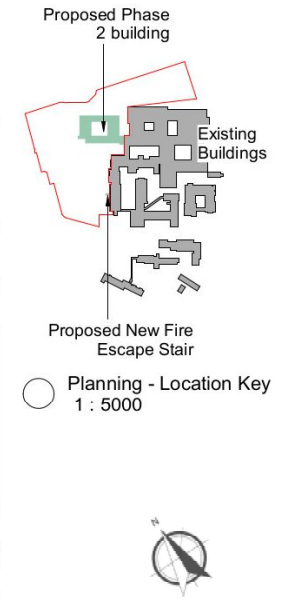
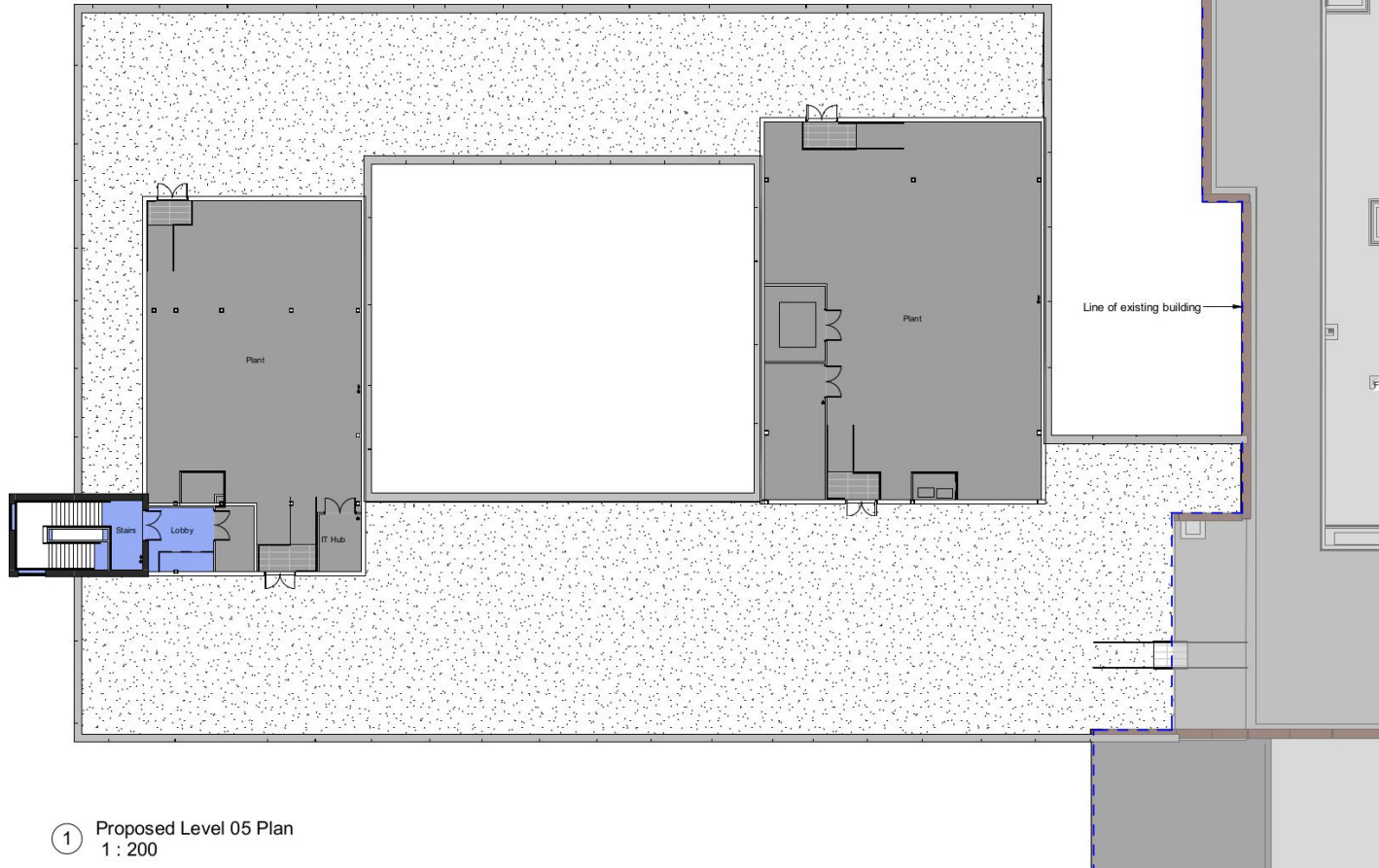




# 6.0 Layout- Phase 2- Proposed Level 04

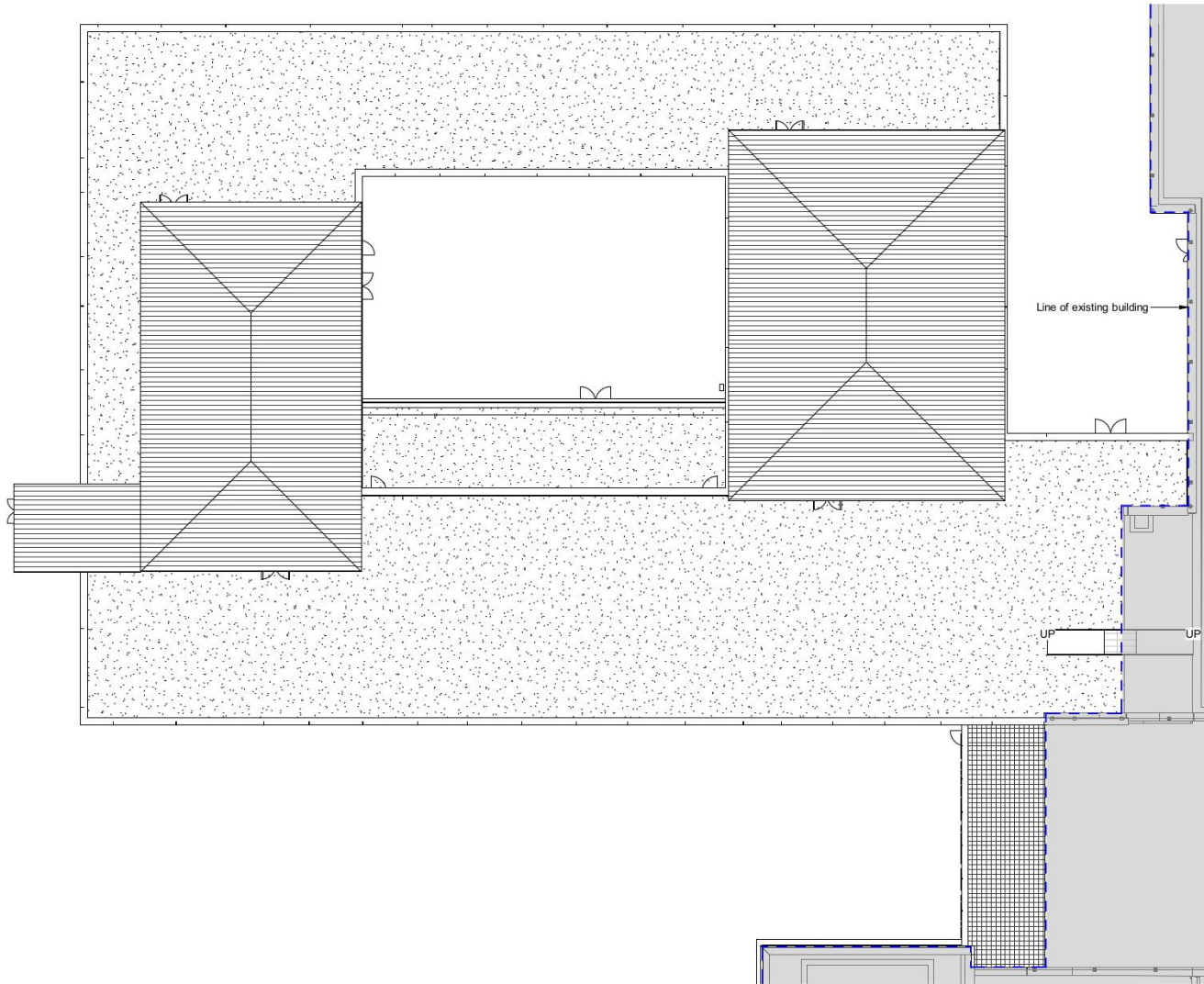


## 6.0 Layout – Phase 2- Proposed Level 05



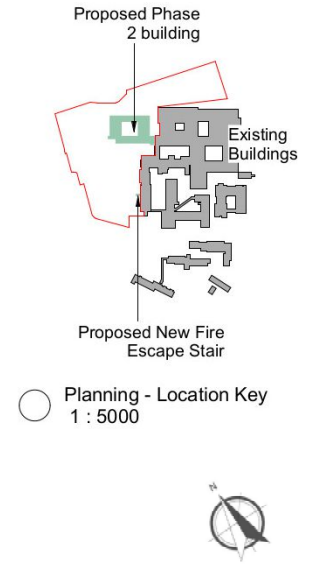
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# 6.0 Layout – Phase 2- Proposed Level 05

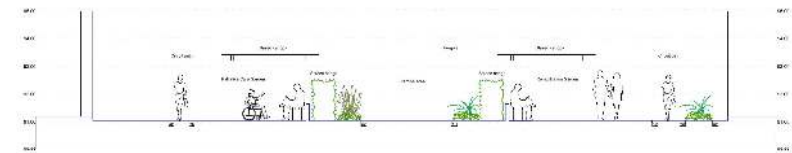
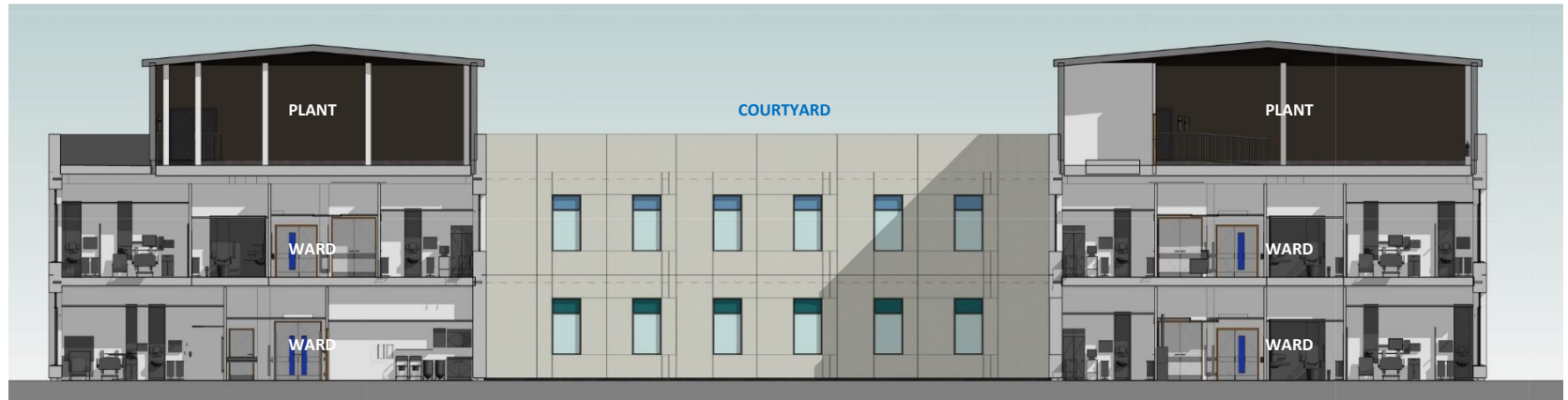


① Proposed Roof Level  
1 : 200

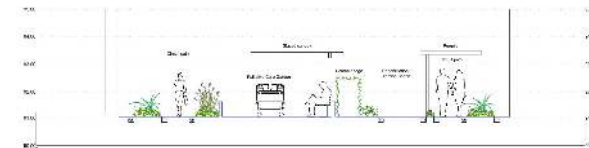
Not to Scale







SECTION 6 - Scale 1:50



SECTION 7 - Scale 1:50



SECTION 6 - Scale 1:500

## 7.0 SCALE & MASSING

### 7.1 BUILDING SECTION

The building section has been taken through the central courtyard to illustrate the typical arrangement of the hospital accommodation around these central external spaces. The courtyard measures approximately 23m x 14m and are designed to bring daylight into the centre of the plan.

VISUALISATION FROM PROPOSED CAR PARK TO MAIN  
ENTRANCE & NEW BUILD PHASE 2





VISUALISATION - AERIAL VIEW OVER PROPOSED PHASE 2 AND  
EXISTING HOSPITAL GROUNDS





## 9.0 PLANNING POLICIES

This section of the Design and Access Statement will examine the planning policy which is of relevance to the site and the proposed development. In preparing this Statement, reference is made to the following national and local planning policies and guidance documents:

- Copeland Local Plan 2013-2028 Core Strategy & Development Management Policies (Adopted 2013)
- National Planning Policy (NPPF)

The Copeland Local Plan core strategy was adopted in 2013 and is the Borough's overarching planning document. It sets out priorities for future planning and development of the borough and is used when determining planning applications.

The Local Plan aims to establish a policy framework which shapes and guides development but is not prescriptive. 'The role of planning policy is to set parameters for this to take place within, and to set out the criteria against which developments will ultimately be tested when a planning application is submitted'.

The National Planning Policy Framework (NPPF) provides the policy framework against which the development proposals will be assessed.

The Council has produced a number of supplementary planning documents (SPDs) and supplementary planning guidance notes (SPGs) which provide further information and guidance on planning policies and proposals.

### 9.1 ADOPTED CORE STRATEGY

The following policies from the Local Plan are of relevance to the proposed design:

#### Policy ST1: Strategic Development Principles

'The whole development strategy must be informed and underpinned by principles which move the Borough towards greater sustainability in environmental, economic and social terms.'

The Economic and Social Sustainability policies, supports any development that provides or contributes to the Borough's social and community infrastructure enabling everyone to have good access to services.

#### Policy SS4: Community & Cultural Facilities and Services

The proposed scheme falls under the improvement of 'Health: primary and acute' services and therefore is recognised as one of the 'community facilities and services' categories.

The policy recognises that 'in order for communities to be successful it is vital that they are well served by a full range of public, private, community and voluntary services'.

The range of services and facilities serving the Borough's communities will be protected by: 'Encouraging the provision and retention of good quality services and facilities which meet the needs of local communities and are accessible by public transport, cycling or foot. Services and facilities which benefit the less mobile or more deprived members of the community and which maximise opportunities for people to improve their health and well being, will be given particular support.'

#### Policy SS5: Provision & Access to Open Space and Green Infrastructure

The policy addresses adequate provision and access to open space. Where feasible, the proposed scheme will look to improve and protect green infrastructure networks. It is recognised that the provision of open/ green spaces can enhance and promote better mental and physical health.

#### Policy T1: Improving Accessibility & Transport

The Council will support transport improvements that maximises accessibility for all modes of transport but particularly by foot, cycle and public transport.

The Transport Assessment submitted with the application addresses Transport Planning Policy set out in the National Planning Policy Framework (NPPF), the National Planning Policy Guidance (NPPG) and the Local Transport Plan for Cumbria (LTP3)

#### Policy ENV1: Flood Risk & Risk Management

'Policy ENV1 develops the strategic approach towards flood risk and flood management introduced in Policy ST1B(ii) and addresses any flood risk associated with development'.

A Flood Risk Assessment and Drainage Report is submitted with the Planning Application for Phase 2. Following review of the Environment Agency Flood zone maps it has been identified that the existing site lies entirely within an area classified as Flood zone 1 indicating that the probability of flooding from rivers or sea is low (less than 0.1% annual probability of river or sea flooding). Since the site is larger than 1 ha in Flood Zone 1, a Flood Risk Assessment is required to accompany the planning application.

In 2018, the Government made changes to the National Planning Policy Framework which made Sustainable Urban Drainage (SuDS) a requirement. An Drainage Strategy is also included as part of the Planning Application for the development, as the site is considered to be a 'major' development by the Town and Country Planning Order.

#### Policy ENV3: Biodiversity & Geodiversity

The Policy outlines how the Council will protect and enhance the biodiversity and geodiversity of the plan area.

A Preliminary Ecological Appraisal for BREEAM is submitted with the Planning Application. The purpose of the report is to identify whether there are known or potential ecological features that may constrain or influence the design and implementation of the Proposed Scheme.