

MSCP, QUEEN ALEXANDRA HOSPITAL

DESIGN & ACCESS STATEMENT



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DOCUMENT CONTROL

Client	NOVINITI		
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P02	Revised according to client comments	MYA	15/02/21
P03	Revised according to client comments	MYA	15/02/21

1.0

INTRODUCTION & SITE ANALYSIS



INTRODUCTION BRIEF

INTRODUCTION TEAM INTRODUCTION

Stripe Consulting Ltd are a leading multi-disciplinary design team working on new-build multi-storey car parks (MSCPs) across the UK for public and private sector clients. The architectural team of Stripe have prepared this document for planning purposes on behalf of Noviniti, which is submitting a planning application on behalf of the Portsmouth Hospitals University.

MSCP BRIEF

The new MSCP is key in providing more parking facilities for visitors and patients expected due to the hospital expanding and creating new facilities.

The brief is that the quality of design, detailing, material selection and construction is to be in keeping with all buildings existing and proposed within the site to maintain the consistently high standard.

The G + 3 MSCP will provide a total of 541 spaces for visitor and patient use. Access to the MSCP will be from Harvey Road, via the existing route.



Google Aerial View - Copyright Google 2021

SITE ANALYSIS SITE LOCATION

The proposed MSCP is to be developed on the site of the existing north surface car park. The north car park is split with the northern area housing the new MSCP and the southern area housing the new ward block.

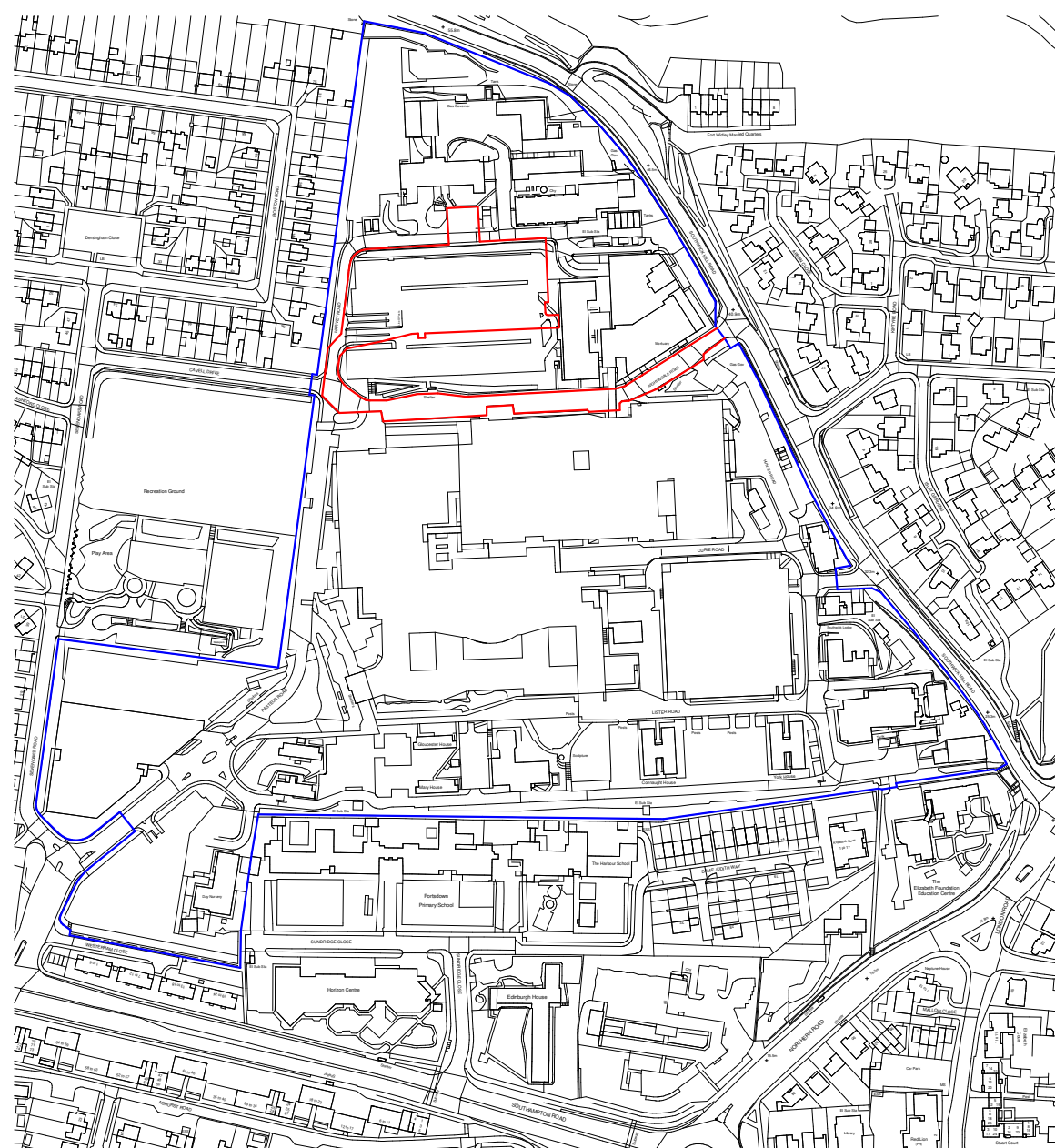
The main hospital entrance is via Southwark Hill Road but there are also other entrances for service goods etc.

The Hospital is also accessible via Southampton Road following Sevenoaks Road and on to Pasteur Road, leading to the western site boundary.

The existing buildings are mixture of low rise (1-2 storeys) and high rise buildings, on a site that declines from the north to the south.

To the west and south of the site are low density, low rise (1-2 storeys) predominantly residential buildings to the west, a primary school and series of commercial properties.

The main Hospital development to the south of the north car park, is of a greater density with buildings heights up to 11 storeys.



Site location plan - NTS



view from Harvey Road



view from the northern boundary



view from the northern boundary



view from existing barriers

SITE ANALYSIS SITE ACCESS

SITE ACCESS

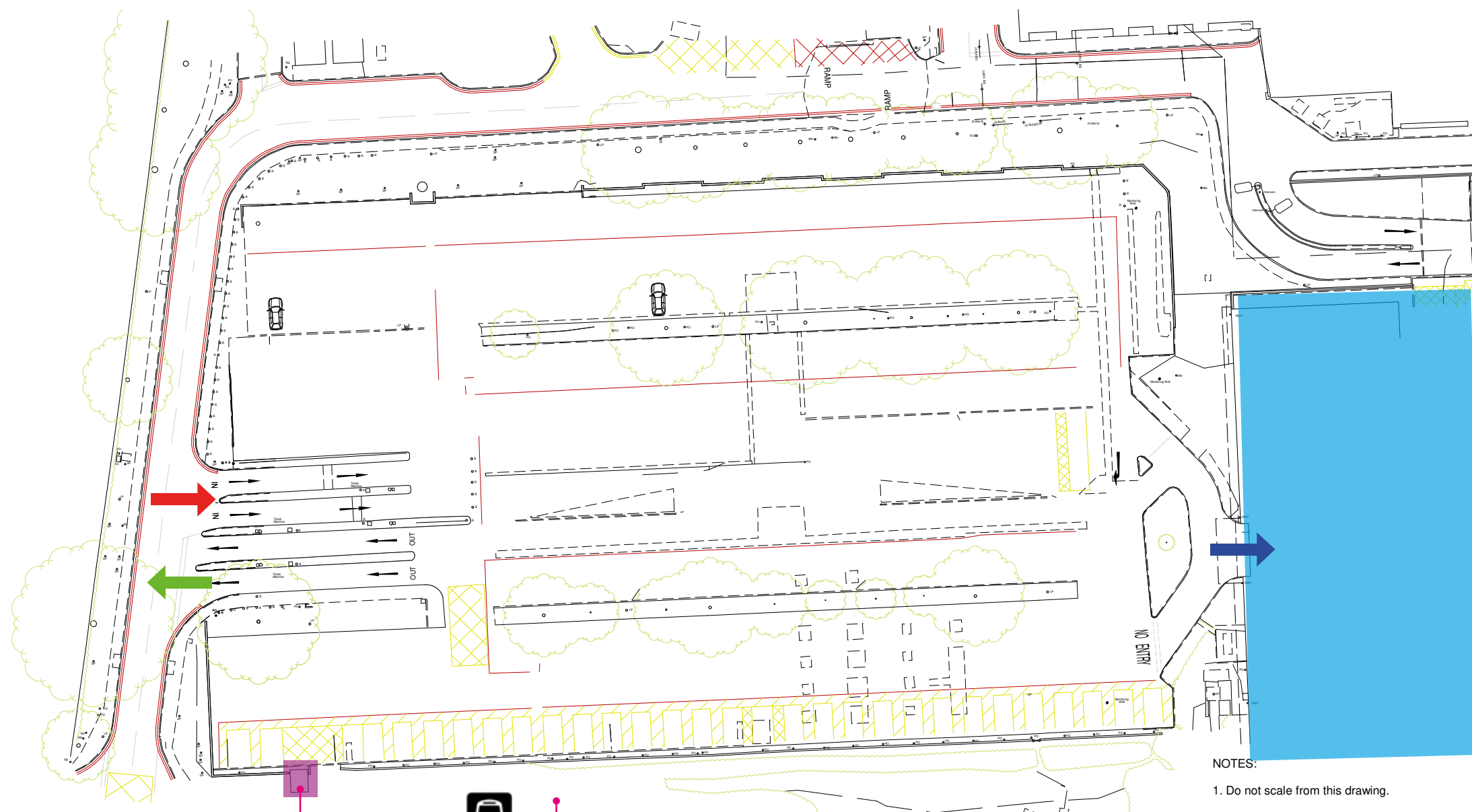
The proposed development site is within the hospital grounds and is currently accessible via public transport, private vehicles and on foot.

The north car park is currently accessible via ticketed barriers from Harvey Road.







Staff and visitors may also arrive at the hospital on bicycles. Bicycle parking is provided within the hospital grounds promoting sustainable travel options.

Pedestrians travelling north from one of the main hospital building entrance points, can access the site either through an existing pedestrian ramp or steps.

The nearest bus stop is to the south of the application site.



NOTES:
1. Do not scale from this drawing.

-  Rehabilitation Centre
-  Pay machines station
-  Bus Stop
-  Vehicular Entrance
-  Vehicle Egress
-  Pedestrian Entrance to the Rehabilitation Centre



Existing pay station



Existing pedestrian ramp

SITE ANALYSIS OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES

The site is in close proximity to the Rehabilitation centre which is currently accessed from within the north car park. With the new ward and MSCPs applications there is an opportunity to enhance the pedestrian access to this building.

The pedestrian flow from the main Queen Alexandra hospital building to the north of the site is interrupted by the existing vehicle entry and exit system to the north car park. The eastern side pavement is interrupted and pedestrians are encouraged to cross Harvey Road via a zebra crossing and use the pavement on the western side. There is an opportunity to enhance the north-south connectivity.

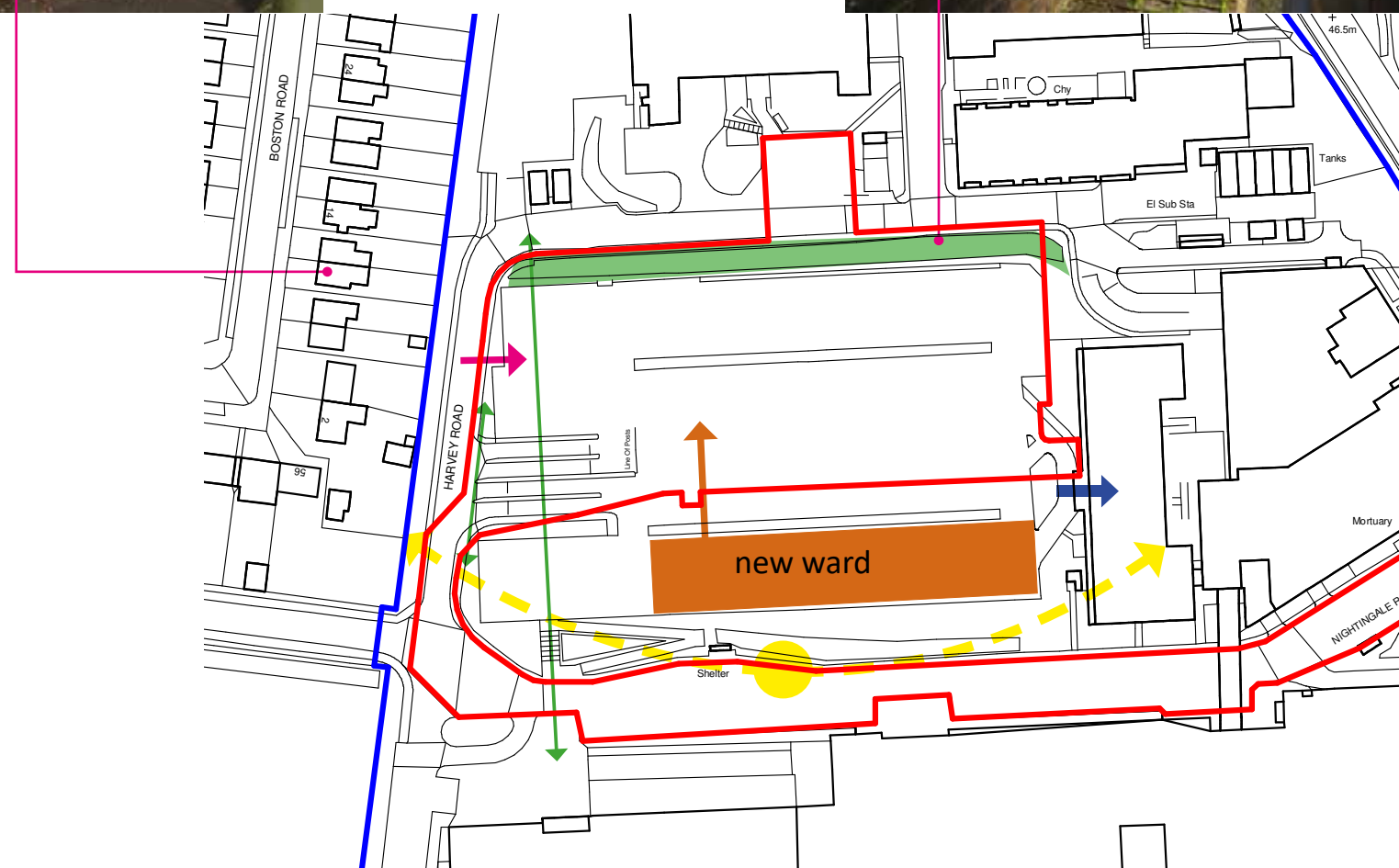
The existing vehicle access to the site is well within the hospital grounds and away from any highways connection, with no risk of queuing traffic. There is an opportunity to continue to provide access from Harvey Road.

CONSTRAINTS

The site is primarily level with not significant level differences. But the northern site boundary is abutting an elevated bank with mature trees, which is approx. 2 - 2.5m higher compared to the rest of the site. If the existing retaining wall is compromised this will affect the roots of the trees.

At the opposite side, Harvey Road backs the rear gardens of two storey residential properties of Boston Road. There is potential for light spill and noise, which may affect the amenity of the neighbours.

The new ward building, considered under a separate application number 20/01256/FUL, requires for fire escape evacuation purposes a bridge connection at first floor level. This provides a fixed connection level for the MSCP scheme.



- site boundary
- ↔ opportunities for pedestrian connection
- existing bank with mature trees
- ➔ existing entrance to Rehabilitation centre through car park
- ➔ new ward bridge connection
- ➔ new vehicle connection

2.0

CONSULTATION



PRE APPLICATION COMMENTS RECEIVED

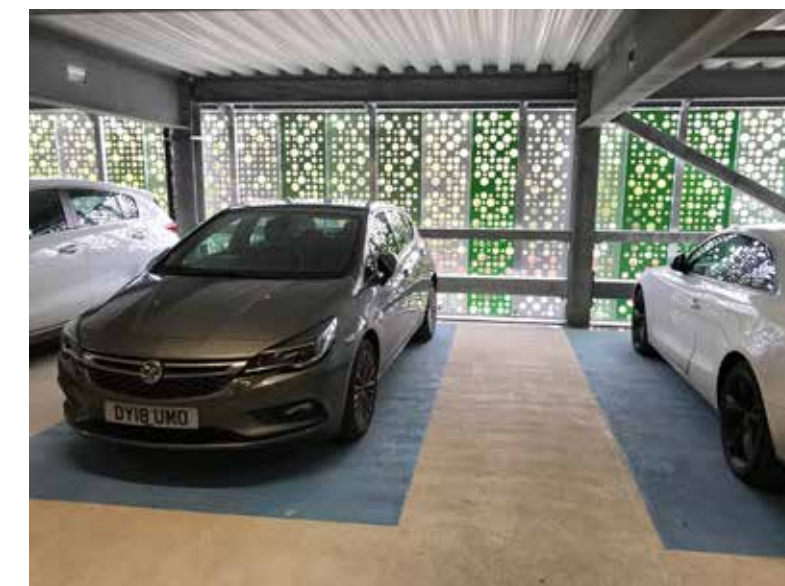
CONSULTATION

Members of the project team met with the Portsmouth City Council planning department to discuss the project on the 10th of November 2020.

The following design relating comments were received on the 19th of November 2020.

“Design - The submitted plans provide details of the scale and form of the car park rather than detailed design, but some precedent images have been provided to show the type of cladding that could be used to add interest and colour to the structure. In terms of scale, whilst the car park would be a large structure, it is not considered that it would appear out of keeping in the context of the wider hospital site, which is characterised by a variety of large scale buildings of varying height. The intention is for the south and west elevations to be the principal elevations to incorporate more solid cladding, with the north and east elevations providing more ventilation with less cladding.”

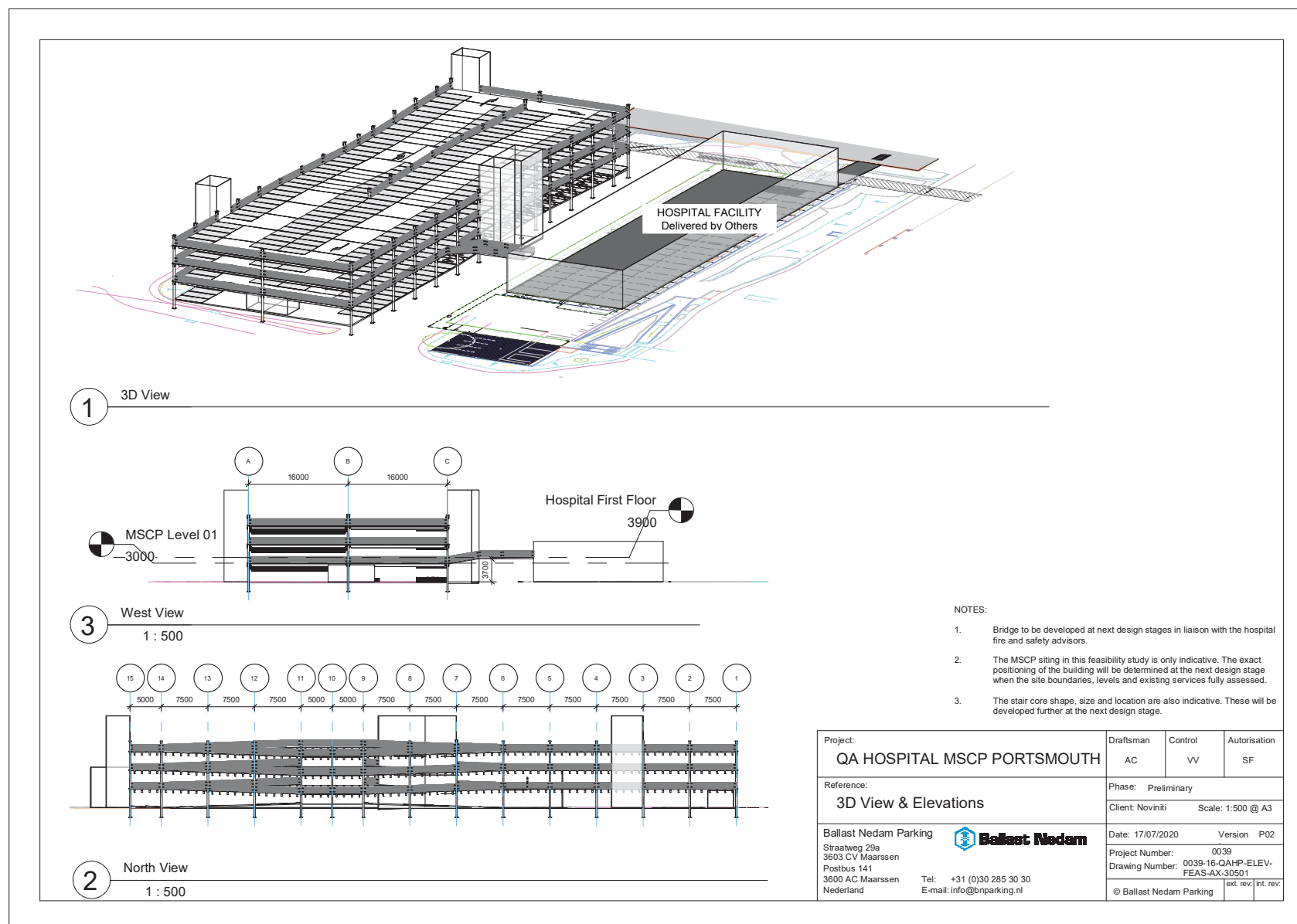
The south and west elevations would be the most visually prominent from public viewpoints within the site and for nearest neighbours and this design approach is considered appropriate in principle. A more solid elevation on these sides would also help to alleviate noise impacts on the adjacent proposed ward block and residents. The type and colour of cladding to be used (including on the stair cores), should seek to respect or complement the appearance of the surrounding hospital buildings and careful consideration would need to be given to the quality and longevity of the materials. The structure should also incorporate measures to enhance energy efficiency, to accord with Policy PCS15 of the Portsmouth Plan.”



Precedent Images of cladding shared during pre application discussions

PRE APPLICATION COMMENTS RECEIVED

“Residential amenity - There would be a separation distance of approximately 30m from the west elevation of the new car park and the nearest residential properties to the west. Due to the height of the structure, there could be the potential for some overshadowing of these properties at certain times of the year and this impact should be assessed as part of the application submission. Shadow diagrams would assist with this. There would also be the potential for increased noise, along with potential glare from lights within the structure and from the cars using the facility, and these matters would also need to be fully assessed.”



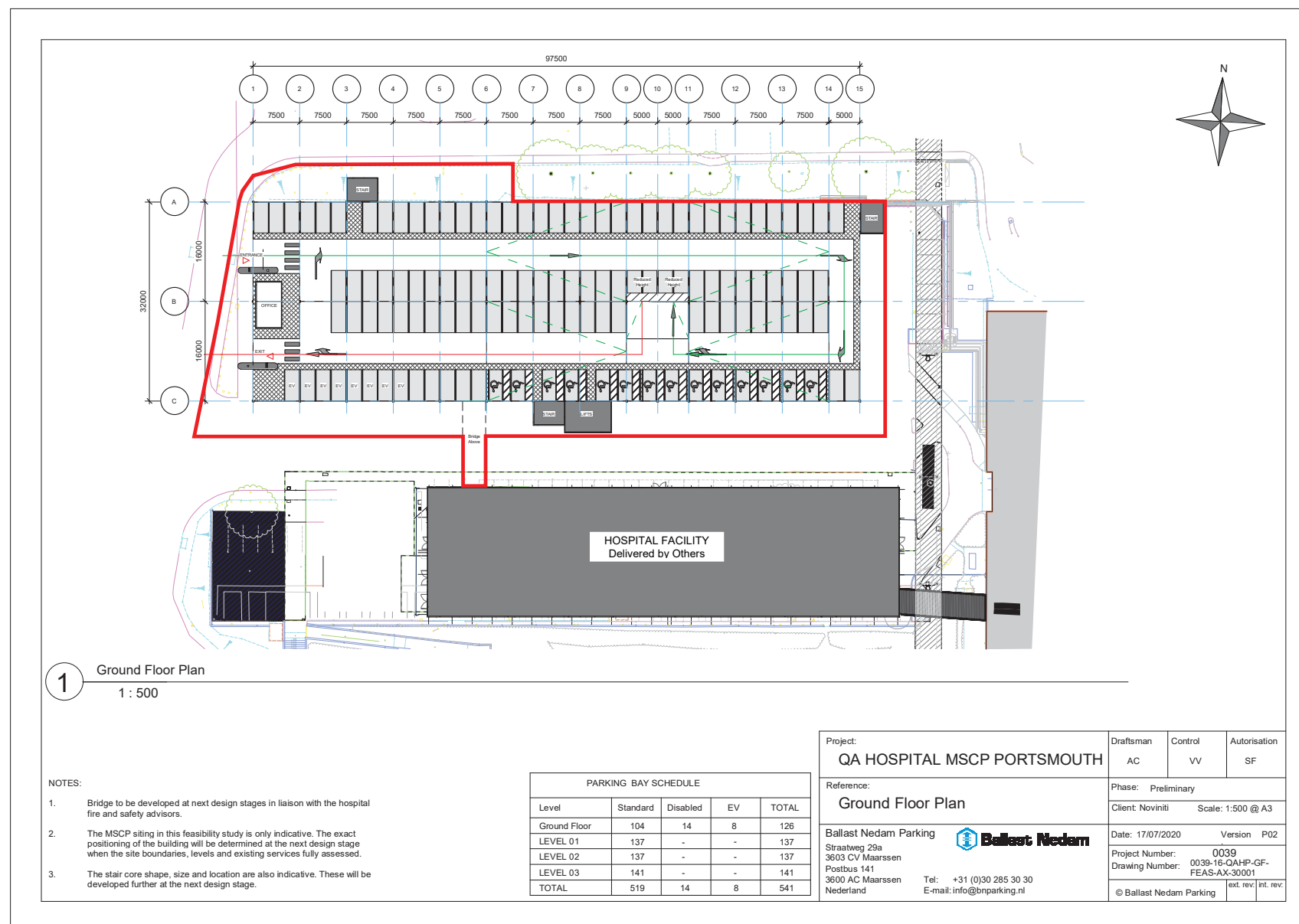
Indicative 3D massing - NTS
(as presented at the pre application discussions)

PRE APPLICATION COMMENTS RECEIVED

“The Council’s Arboricultural Officer has raised no concerns with the proposed development, subject to replacement tree planting.”

“Additional planting to the bank at the rear of the car park would be encouraged, which could include terracing and wildflower grass. The Landscape Architect has also suggested that consideration be given to the use of green walls, although from the discussions at the meeting, it is understood that this option may not be technically or financially feasible. If a green wall is not possible, alternative solutions for ‘greening’ and softening the appearance of the development would need to be considered. For example, planting to the front of the structure rather than on the structure itself.”

We will explain the way that we have addressed the comments received within the following chapters.



Indicative Site Plan - NTS
(as presented at the pre application discussions)

3.0

LAYOUT

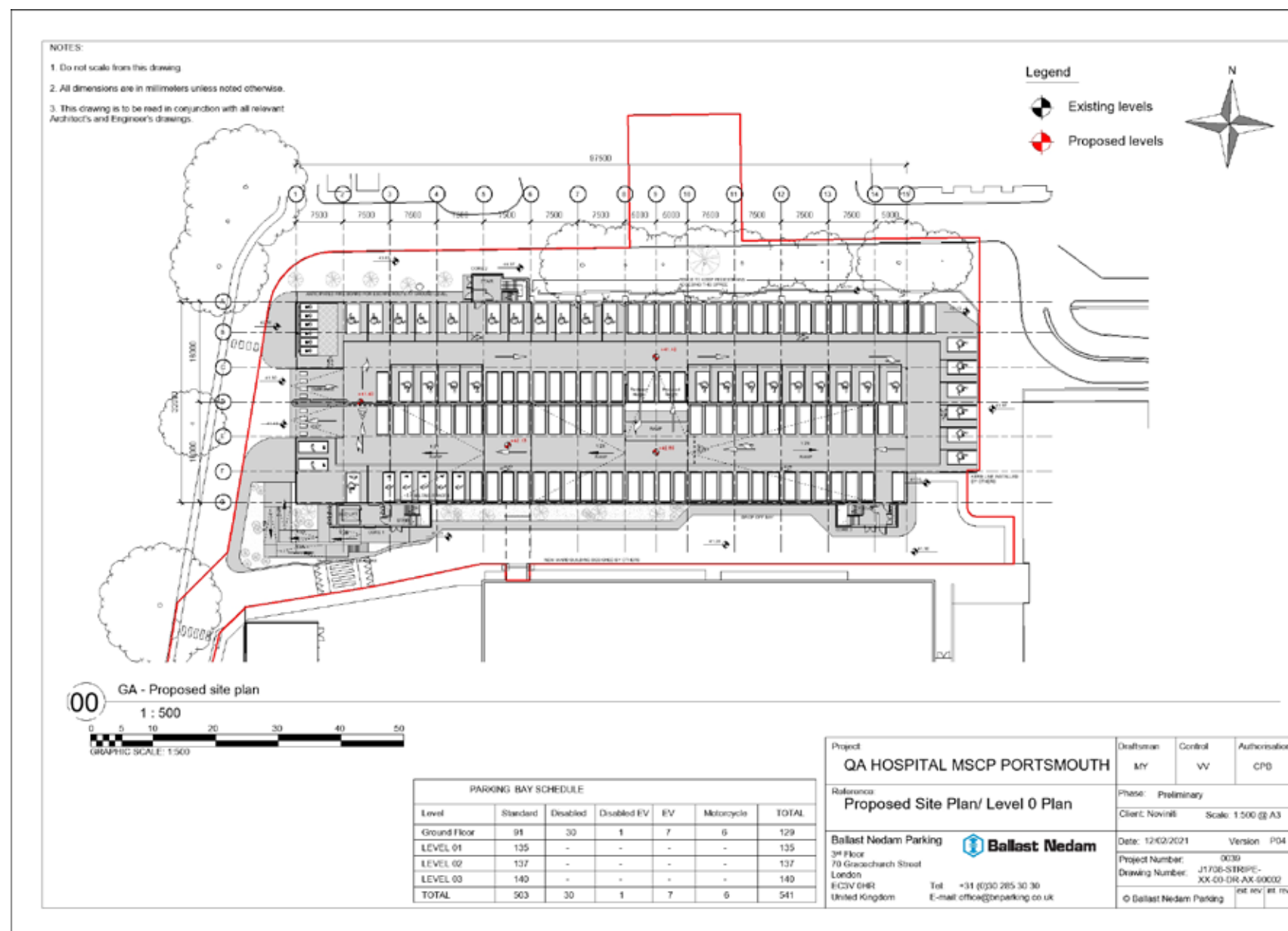


LAYOUT PROPOSED GROUND FLOOR LEVEL

The car park layout has a combination of flat and ramped decks. The ramped floors allow the vehicles to cover half of the height needed to change level during their search for a parking space. So only a smaller ramp is needed to cover the remaining height, making this layout very efficient.

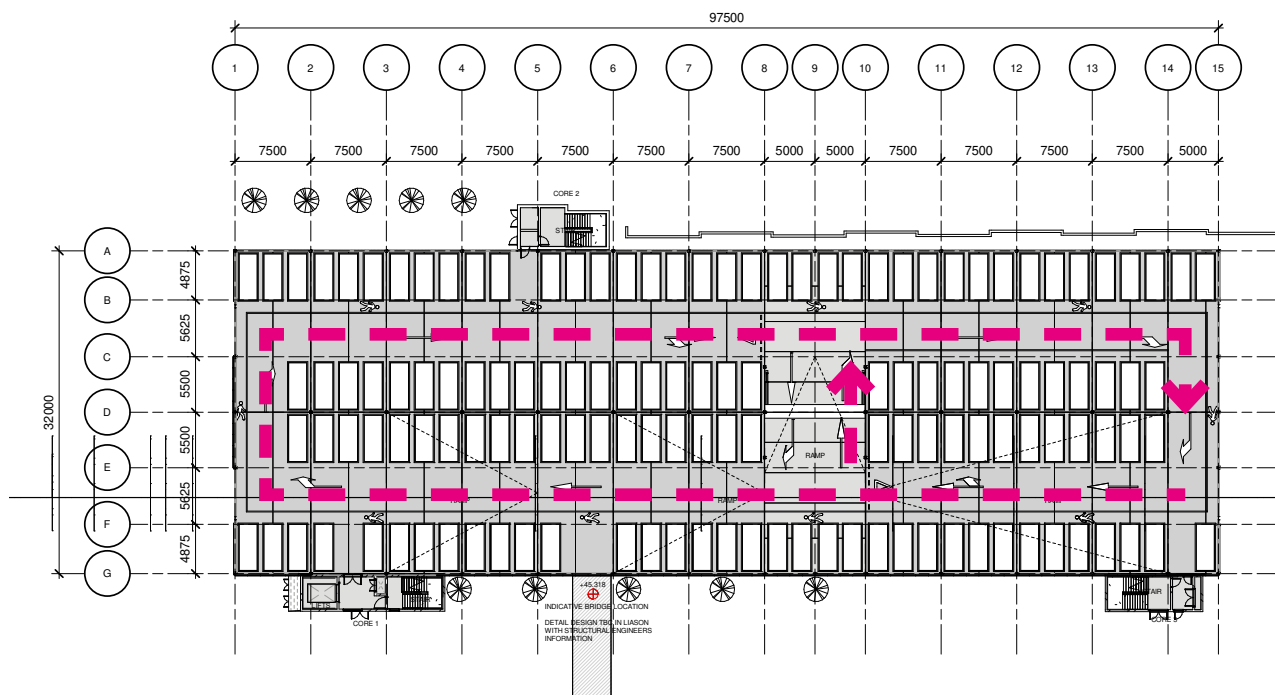
The ramped decks have been positioned at the southern driving aisle, which will assist to raise the first floor level enough to match the corresponding level of the new hospital ward building evacuation bridge.

All accessible parking is located on the ground floor.

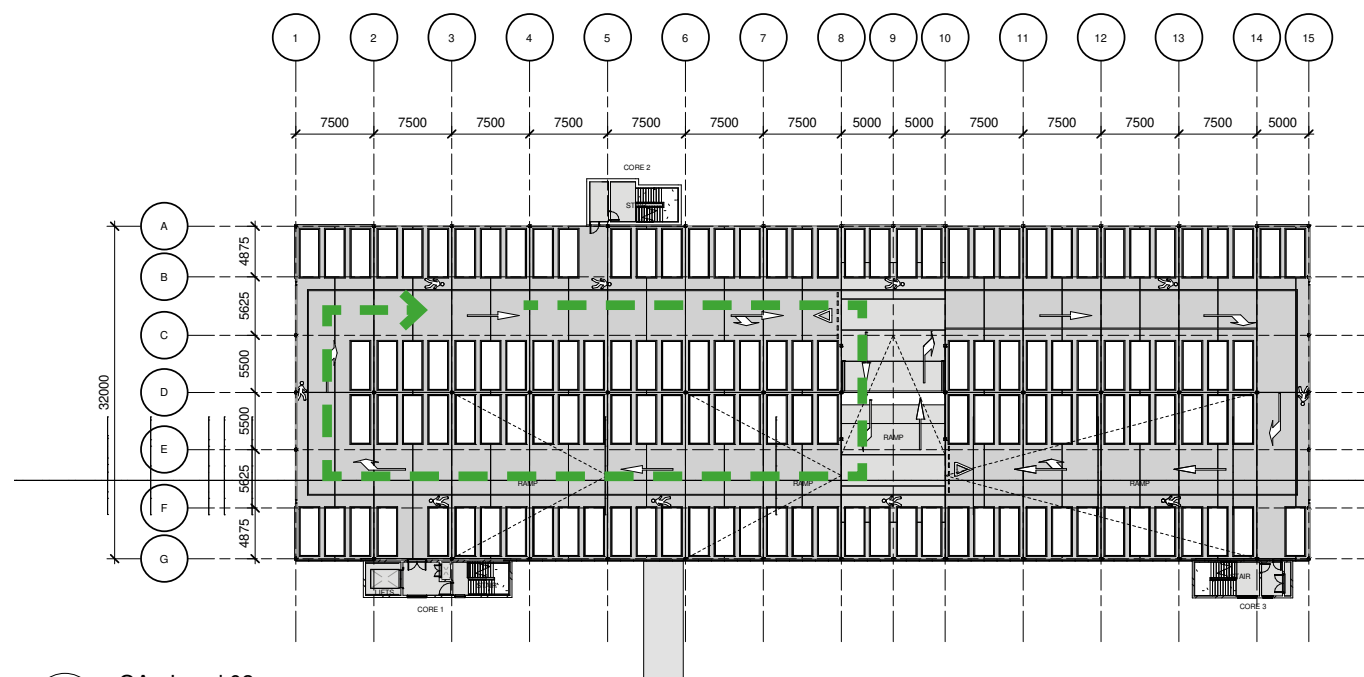


Proposed ground floor level (NTS)

LAYOUT PROPOSED LEVELS 1, 2 & 3



01 GA - Level 01
1 : 500



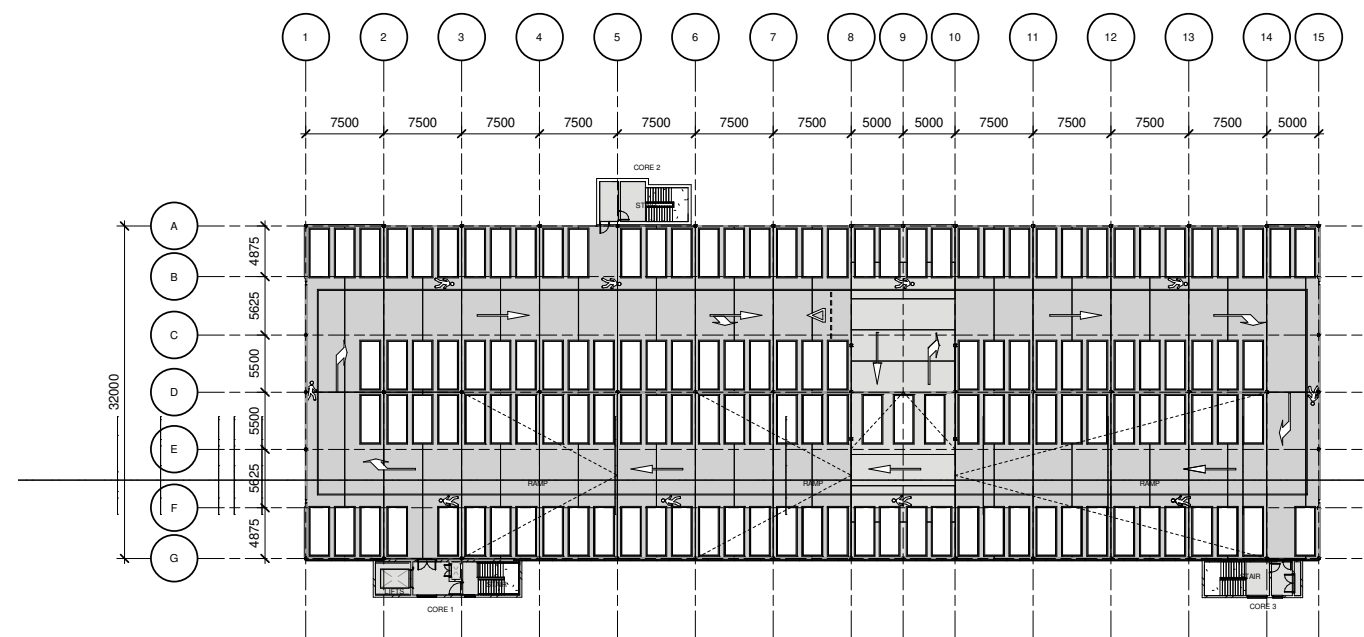
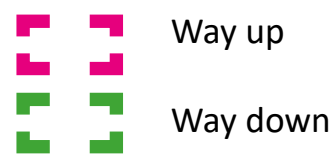
02 GA - Level 02
1 : 500

The MSCP has been designed to follow a one way circulation flow. This offers drivers an opportunity to look for an available parking bay in a structured and organised manner, whilst reducing the risk of collision.

The positioning of the two way ramp allows for two search paths, one long and one short.

The parking bays have been sized to be in excess of local policy and industry standards.

- Standard bays - 2500mm (W) X 5000mm (L)
- EV charging bays - 2800mm (W) x 4800mm (L)
- Accessible bays - 3600mm (W) X 5000mm (L)



03 GA - Level 03
1 : 500

LAYOUT PROPOSED NUMBER OF PARKING SPACES

The following is the accommodation schedule for the MSCP:

PARKING BAY SCHEDULE							
Level	Standard	Disabled	Disabled EV	EV	TOTAL CAR BAYS / LEVEL	Motorcycle	TOTAL CAPACITY
GROUND FLOOR	91	30	1	7	129	6	135
LEVEL 01	135	-	-	-	135	-	135
LEVEL 02	137	-	-	-	137	-	137
LEVEL 03	140	-	-	-	140	-	140
TOTAL	503	30	1	7	541	6	547

4.0

ELEVATIONS



ELEVATIONS FACADE OBJECTIVES

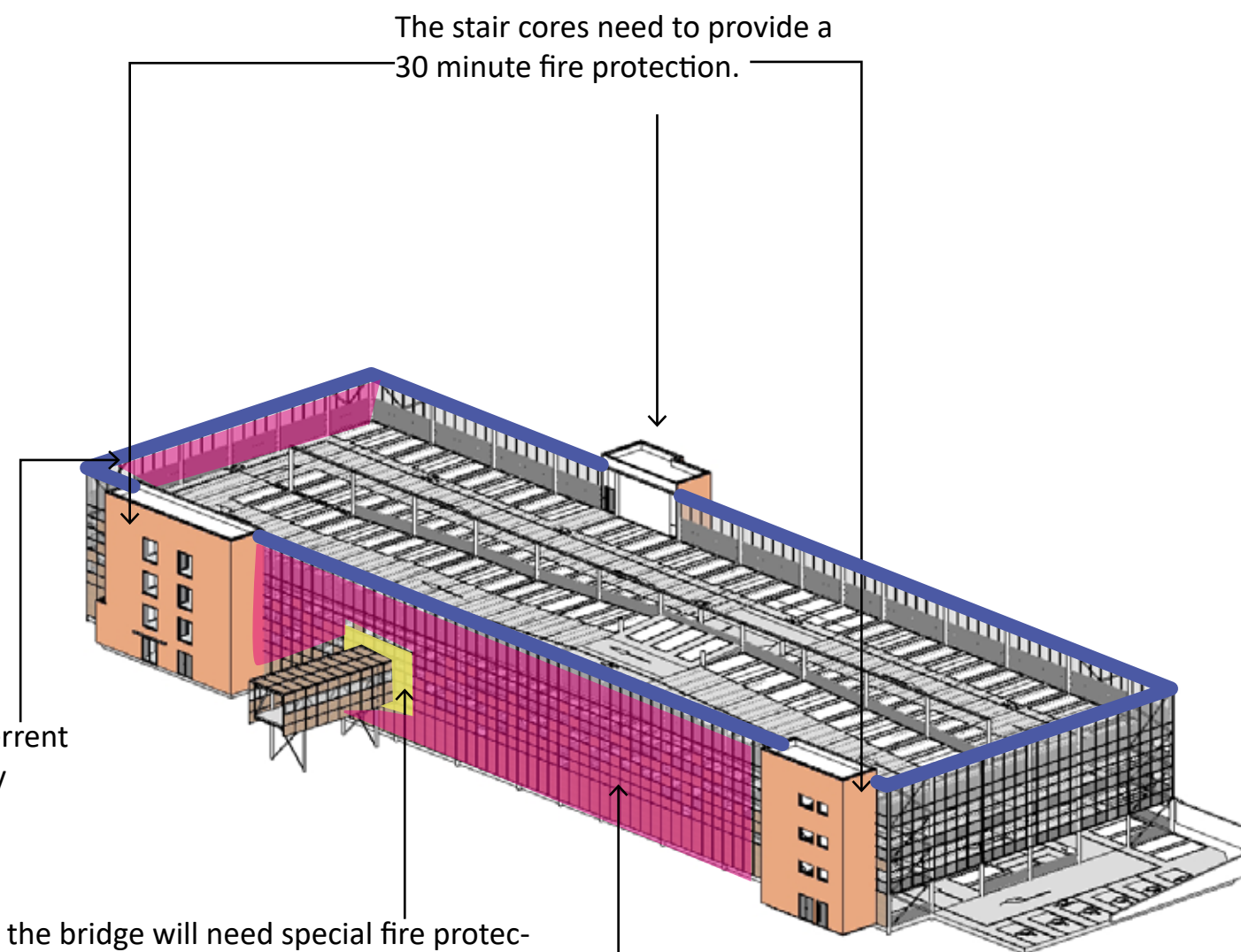
The elevations have been designed with the following key principles in mind:

- Reflect a site specific concept
- Break up the massing of the building
- Create a pedestrian friendly environment at ground level
- Maintain natural ventilation
- Meet building regulations applicable to MSCP fire requirements
- Utilise standardised, modular components
- Create a complementary building to the Queen Alexandra Hospital surrounding buildings

ELEVATIONS TECHNICAL REQUIREMENTS

CLADDING TECHNICAL REQUIREMENTS

- The target for the MSCP is to achieve ‘open-sided status’ by providing sufficient free area for natural ventilation (as opposed to mechanical ventilation, which has significant cost implications in terms fire strategy and structure). This means the cladding has to allow enough air to move through the building.
- The cladding needs to control light spill and noise as well as provide privacy towards existing neighbouring properties, existing hospital buildings, and the future new ward.
- The cladding must be non-combustible and where it is close to boundaries or existing buildings, it must provide a certain level of fire protection (the exact proportion has been calculated by a fire engineer as per the table below). This normally means providing a secondary internal layer of a solid fire-resistant board, located behind the outer cladding.
- The cladding materials need to maintain the style of the existing hospital complex, so existing materials are chosen to ensure the integrity of the architectural ensemble.



The top floor cladding will act as jump deterrent for suicide prevention in excess of statutory building regs guarding requirements.

The area around the bridge will need special fire protection, therefore fire-resistant panels will be fitted on the inside of the cladding, as advised by the fire engineers working on this project.

As the south and west façades are considered to have a greater visual impact, these will include some solid cladding. But this means that the north and east façades need to remain more open for natural ventilation.

Table 7: External fire spread analysis

Façade	Area Enclosing Openings (WxH)	Applicable Enclosing Rectangle (WxH)	Allowable Unprotected Percentage based on Available Boundary Distance	Boundary Distance Provided
North	103.4m x 12m	120m x 12m	65% (806.5m ²)	12.3m
East*	26.5m x 12m	27m x 12m	20% (63.6m ²)	2.5m
South	87.4m x 12m	100m x 12m	35% (367.1m ²)	6.7m
West	32m x 12m	40m x 12m	80% (307.2m ²)	11.9m

ELEVATIONS ARCHITECTURAL COMPOSITION

ARCHITECTURAL COMPOSITION

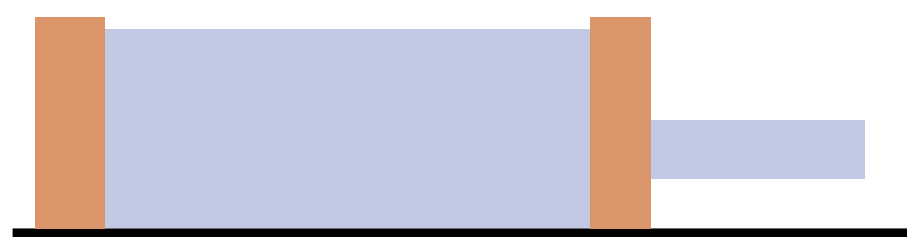
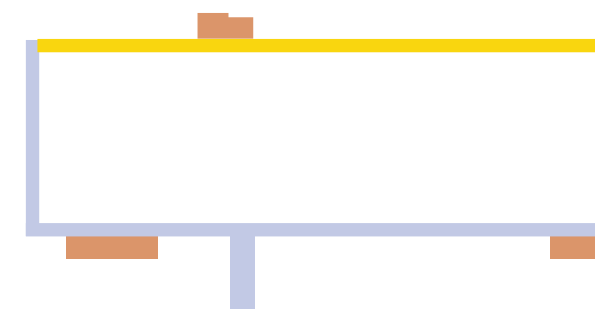
The project aims to maintain the aesthetics of the existing hospital complex and to highlight the south and west façades as focal points of the building. Materials already existing in the complex are used, and different compositions are made on the façades to draw the attention of the users to the south and west façades.

On the south and west façades, more opaque materials are used to increase the integration with the surrounding buildings and to protect the new ward and Boston Rd houses from light spill and noise.

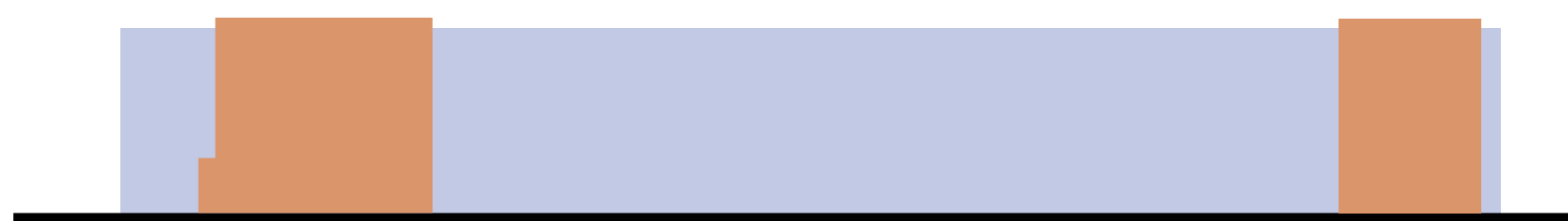
On the north and east façades, on the other hand, large open areas are left open to ensure ventilation.

The height of the cores is used to highlight them as access points and provide safe access to the roof for maintenance purposes.

The link bridge will adopt a similar cladding treatment.



West Elevation



South Elevation



East Elevation



North Elevation

DESIGN STRATEGY CONCEPT

CONCEPT: INTEGRATION

The first step we had to take to inform the design of the façades was to get to know the environment in which the MSCP is located.

One of our facade objectives is to ensure that even though this is a new building, it will be well integrated with the other buildings within the urban development of the hospital.

The hospital facilities are accommodated in different buildings but grouped together. To the south of this complex there is the Main Entrance car park serving the hospital.

Each of them has different architectural characteristics, so we looked for the common points between them as a reference for our façades.



Main Entrance car park

Queen Alexandra Hospital



Queen Alexandra Hospital existing architectural ensemble

ELEVATIONS MATERIAL

CHOICE OF MATERIALS

Two very different architectural styles can be observed in the hospital complex. On one hand, the buildings intended for hospital use and those housing secondary facilities such as car parks.

The main clinical buildings use predominantly silver rain-screen cladding combined with coloured bands and terracotta finishes.

The Main Entrance car park is clad in timber and galvanised mesh.

After analysing the different options, we identified that a combination of wood, metal and terracotta finishes will be in keeping with the hospital context and continue the legibility between uses.

Part B of the building regulations does not allow the use of combustible materials in MSCPs. So a wood-alike aluminium cladding can be selected instead.

We decided that the wood-alike and metal mesh materials will be the main cladding materials for the MSCP elevations.

In contrast to these the terracotta cladding will help increase the legibility of our entry points, so this material was selected for the stair cores.



Queen Alexandra Hospital main building



Main entrance car park

ELEVATIONS MATERIAL

RELATION WITH THE NEW WARD

The MSCP was also examined in relation to the new hospital ward, considered under the separate planning application (20/01256/FUL).

Although the real aspect will be more 3 dimensional than the two dimensional representation of planning elevations, this exercise highlighted the need for the MSCP building mass to blend in the background of the new ward.

In order to achieve this we have considered various ways to combine the main cladding materials.



2D elevation study of the south MSCP elevation with the façade of the new ward.

ELEVATIONS FACADE DETAIL

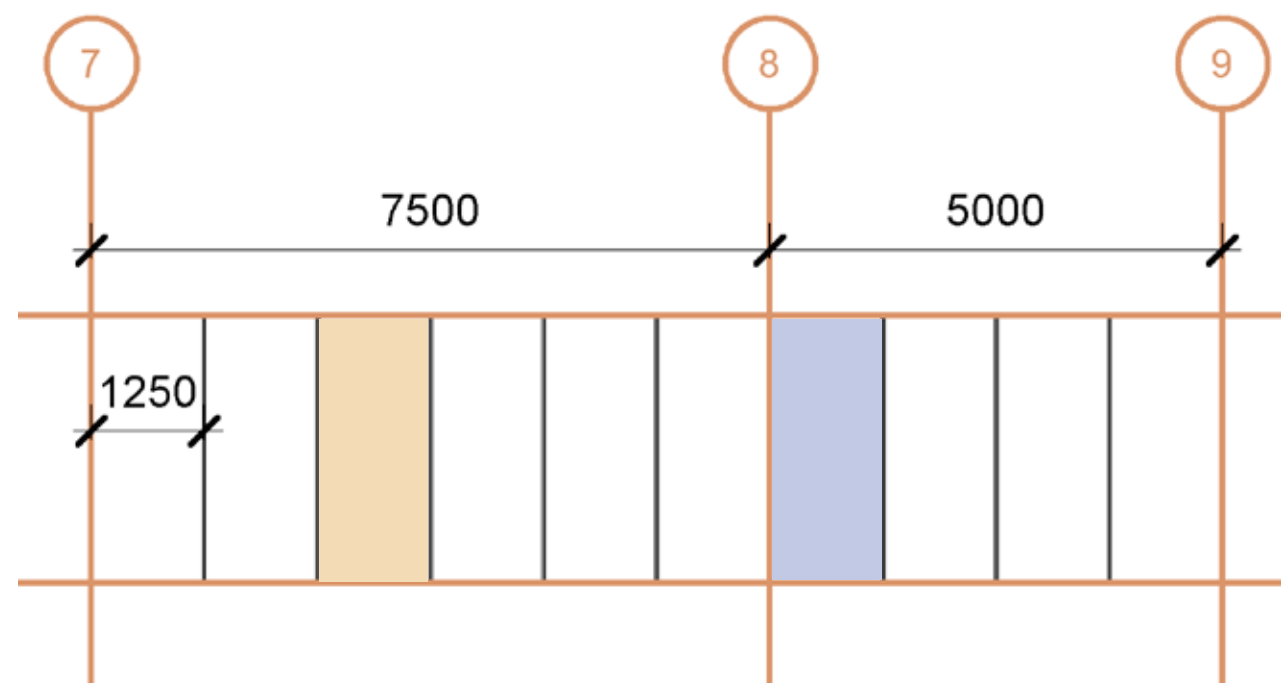
PANEL WIDTH & HEIGHT

Exploring opportunities for prefabrication and modular installation and in liaison with cladding manufacturers, we looked at the structural dimensions that would help us define cladding panels sizes that can be repeated throughout.

The structural gridlines along the long elevations are a combination of 5 and 7.5m. So a 1.25m width was found appropriate.

The design intention is that we will retain one panel width for both the wood-alike and metal mesh panels. Then we looked at the overall proportions of these panels.

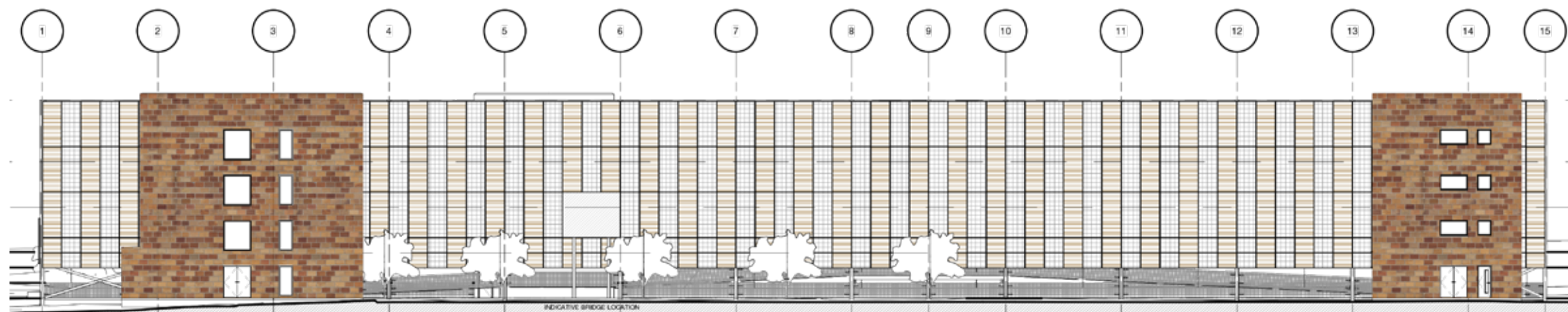
The panels height could vary for added visual interest.



ELEVATIONS MAIN CLADDING

MAIN CLADDING - PANELS COMBINATION

Option 1: vertical lines

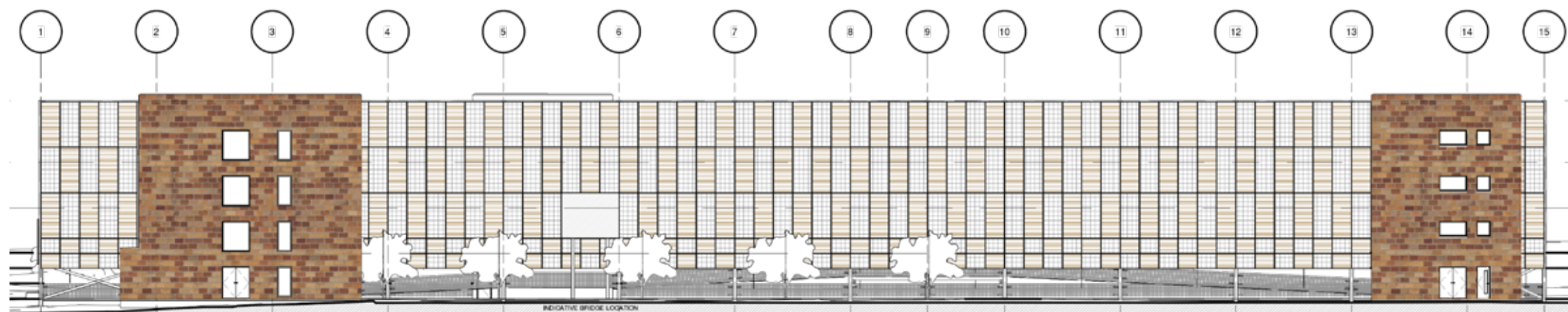


With this option, opaque and transparent panels were placed in vertical strips. A plinth was tested at ground level.

We retained a horizontal separation that corresponded to the proposed number of floor.

This option was discarded because of its repetitiveness and lack of visual interest.

Option 2: alternate panels



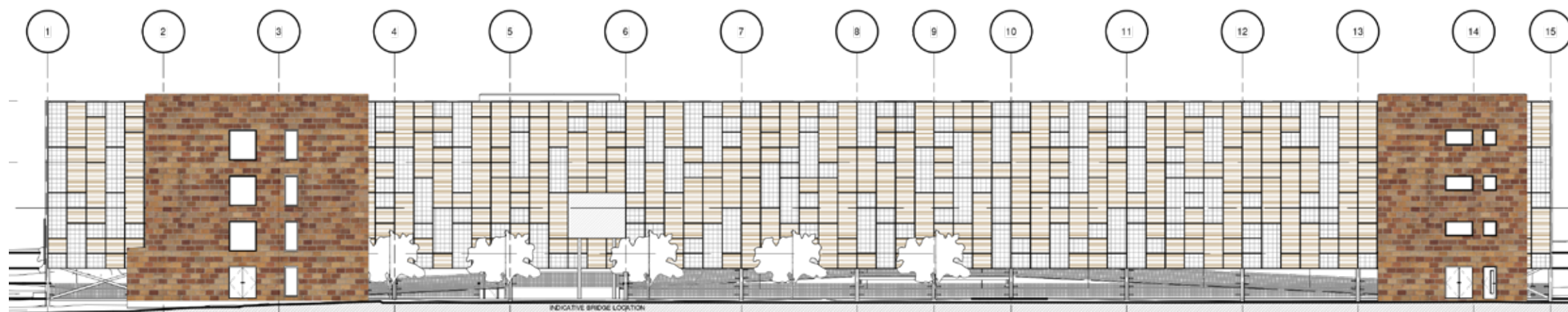
As a variant of the previous one, in order to provide more variety and break the verticality of the elevations, the transparent and opaque materials were alternated vertically as well as horizontally.

This option was also discarded because of its repetitiveness and lack of visual interest.

ELEVATIONS MAIN CLADDING

MAIN CLADDING - PANELS COMPOSITION

Option 3: random pattern

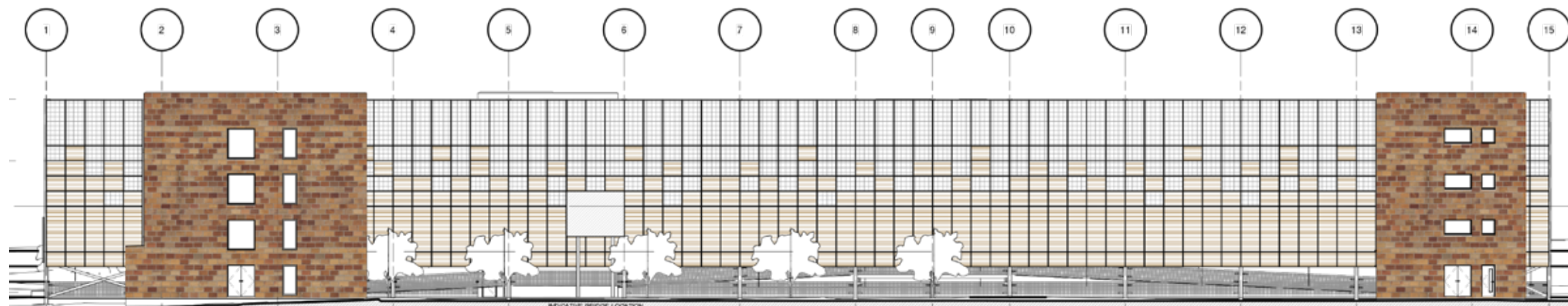


We then examined a combination of tall and short panels in an organised random pattern.

This option resembled the Main Entrance car park composition and provided an appropriate visual interest.

But compared to option 4, it was eventually discharged as it highlighted the overall mass of the building.

Option 4: dissolve



This option combined again two size panels. We positioned the opaque panels at the first two floor and the transparent ones above with a gradual mix between the two.

This arrangement was possible in this car park because the north and east elevations will be treated in a different way and will compensate for the ventilation needed per floor.

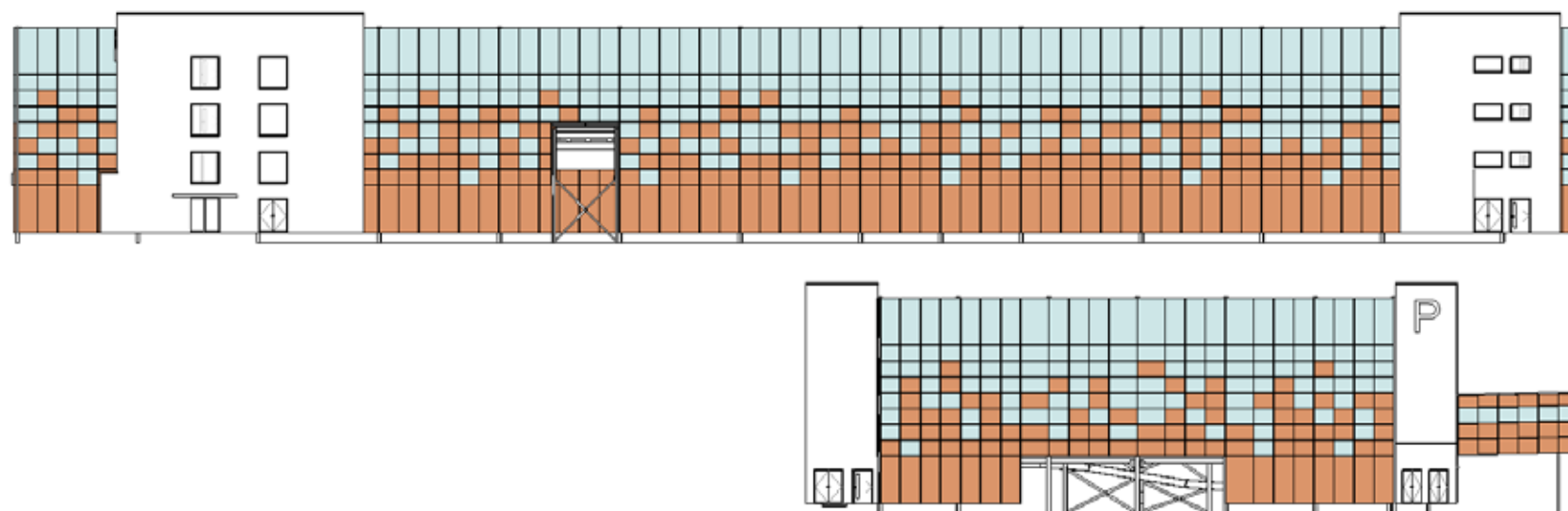
We instantly identified the reduction of the building's mass. This was found beneficial for the scheme and a decision was made for this option to be taken forward.

ELEVATIONS HIERARCHY

SOUTH & WEST vs NORTH & EAST

As described before the south and west façades have been treated as the primary elevations of the building, as these two will have the biggest visual impact.

By introducing opaque panels and glare protection panels behind the mesh cladding, we will ensure that neighbouring buildings will be protected from both lightspill and noise.



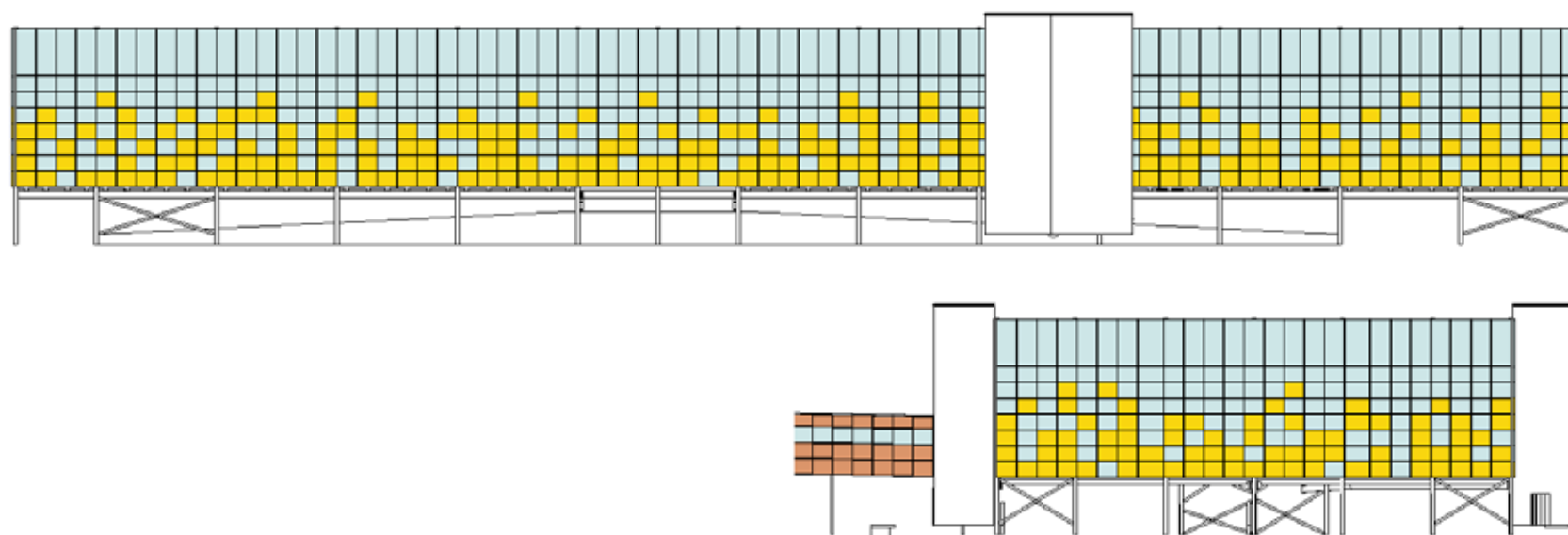
On the north and east façades, on the other hand, large open areas need to be left open to compensate for natural ventilation.

The composition remained the same but we replaced the solid panels with openings that have the same size and proportions to the opaque panels.

In the adjacent diagrams the blue panels are the same anodised aluminium mesh used in the south and west elevation and the yellow areas are void metal frames.

As the ground floor is adjacent the elevated bank, the plinth is left without any cladding to allow for maximum ventilation.

The mesh panels in the upper floors will also act as an additional falling protection measure.



ELEVATIONS CIRCULATION CORES

The proposed building will have three stair cores, as identified in the layout development.

The primary core is located on the south elevation, facing the new access road between the MSCP and the new ward.

The cores play an important role in the overall architectural composition, as they appear in all four elevations, act as way-finding landmarks and enhance the legibility of the building.

EXTERIOR TECHNICAL REQUIREMENTS & DETAIL DESIGN

The cores openings fulfil an important role of bringing daylight into the stair well, making these utilitarian spaces more welcoming and increasing natural surveillance.

The core elevations as well as the openings draw references from the site location and main cladding, whilst allowing meaningful space for way-finding and signage.

INTERIOR

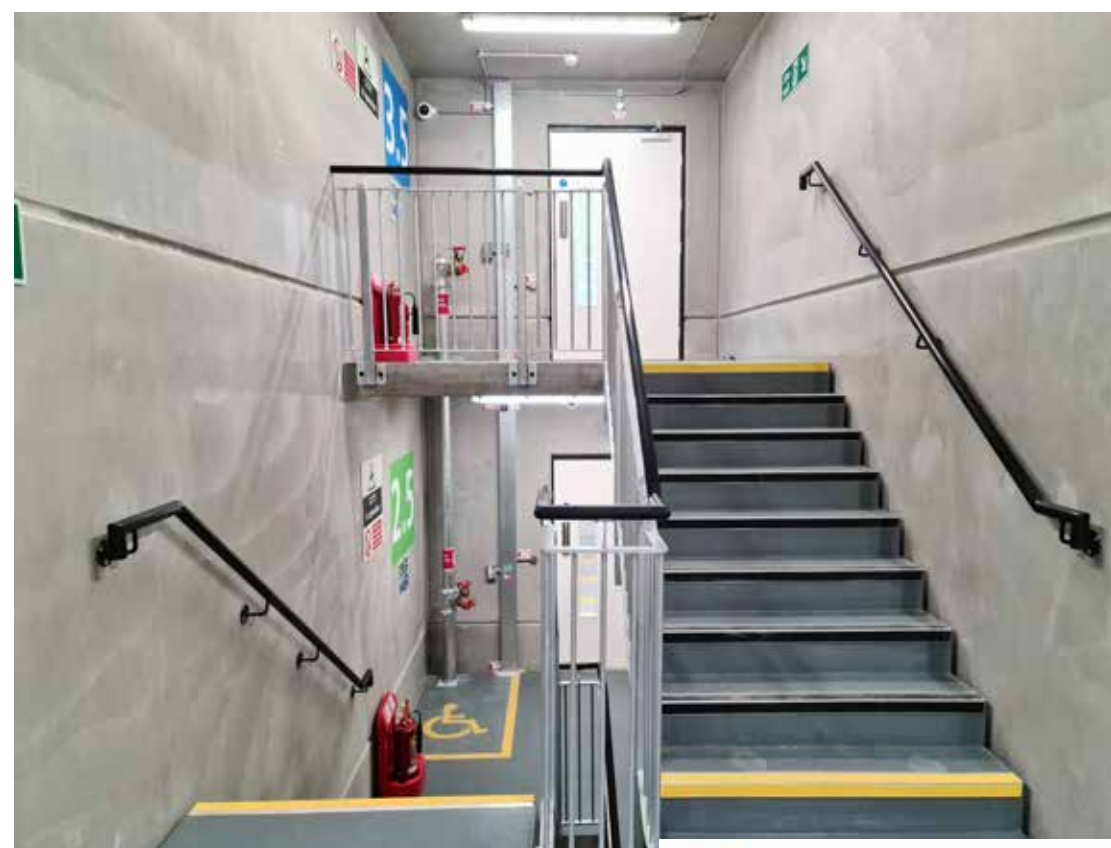
For the interior of the stair cores we propose a smooth finish.

The stair cores need to provide a fire protected evacuation route to users and fire fighting personnel. They need to be built in non combustible materials, suitable for exterior use (unheated space) and durable.

But they also need to provide a welcoming environment for the car park users.



Wide openings bringing natural light into stair cores.



Pre-cast concrete wall finish
(Ashford & St Peter's MSCP)
Page 28

ELEVATIONS CIRCULATION CORES

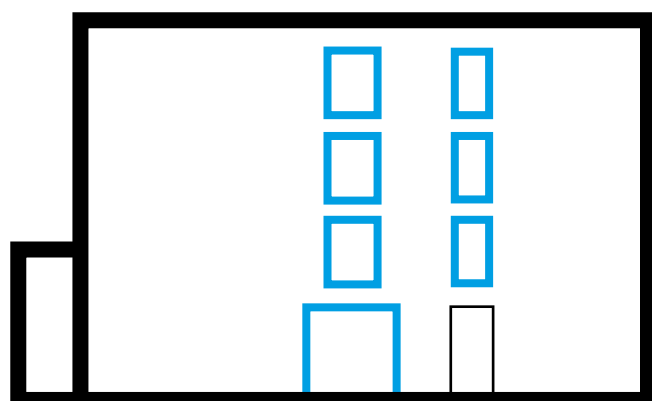
DEVELOPMENT

The design of the cores evolved alongside the internal layout (floor plan of the cores), cladding profile and spacing. In this page we examine the design development of the cores in the south elevation. (Cores 1 and 3)

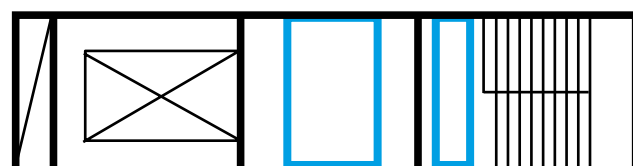
In floor plan it was designed to allow for adequate space in order to meet statutory and circulation requirements.



Diagram explaining the design development of stair 1

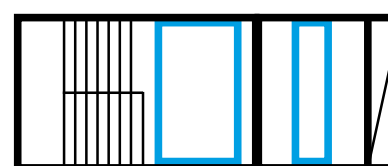
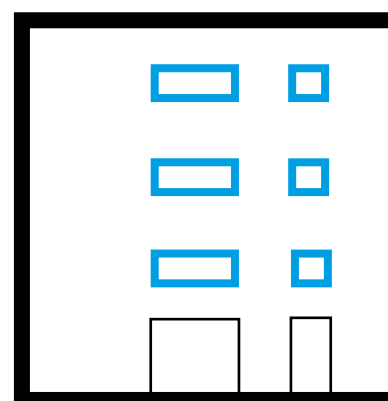


Big openings sized to relate to the stair flight and lobby size.



Plan view of stair core 1

Diagram explaining the design development of stair 3



Plan view of stair core 3

ELEVATIONS WOOD-ALIKE CLADDING

MATERIAL & FINISH

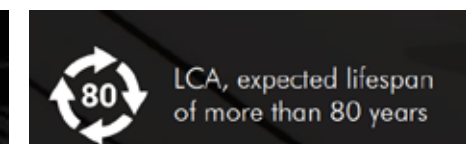
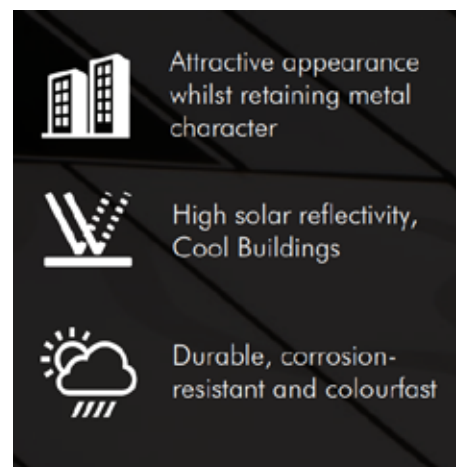
The low density of aluminium results in its extensive use in the cladding industry. It also meets the requirements for fire resistance, achieving class A1 fire rating.

With wood-alike finishes available in the market, this metal fits the design concept and has been selected for our proposals.

Aluminium is naturally silver-coloured. By applying an anti-corrosion method there is an opportunity to introduce other colours.

There are three methods of increasing the aluminium resistance to corrosion, Coil Coating, Polyester Powder Coating or Anodising.

As the site is near the coast, only the Coil Coating and anodising options are appropriate to protect the cladding proposals from weathering and discolourations. Our recommendation is for 5000 grade aluminium, but the full technical characteristics will be determined at the more detailed design stage.



BUILDING SIGNAGE

The MSCP proposals will include internal statutory signage for fire escape and both internal and external traffic signage. Overhead signage will be positioned at the vehicle entry and exit points.

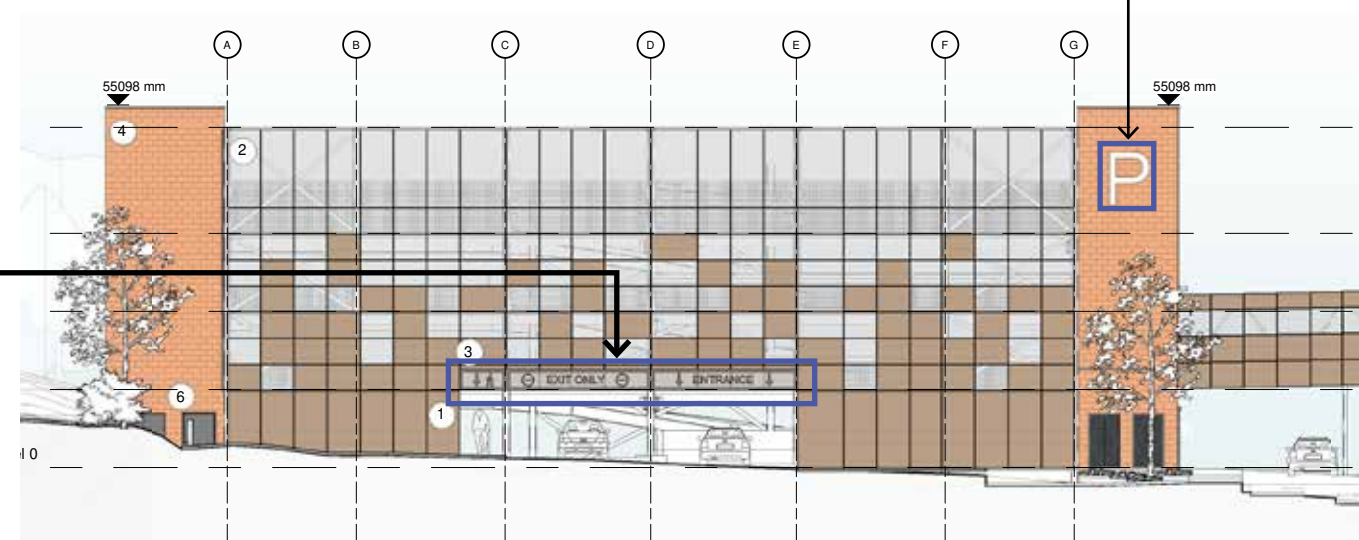
But apart from the statutory signage, the primary core in the south elevation offers a great opportunity for additional external building signage installation. The signage will be visible to vehicles on approach and allow easier way-finding for vehicles entering and leaving the hospital grounds.

The details of the proposed signage will be confirmed through subsequent Advertisement Consent applications.

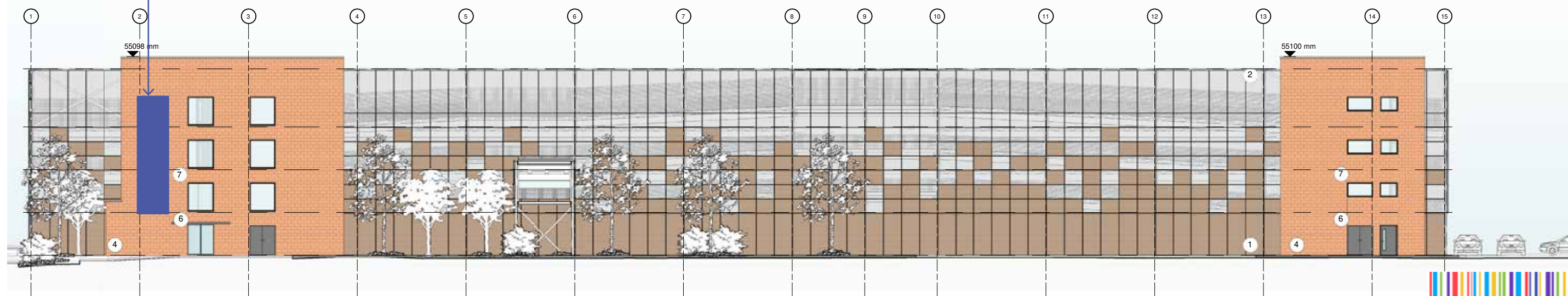
Car Park signage according to the British Parking Association recommendations

Entry and exit signage location.

Potential location of external signage, identifying the name of the car park. This will be decided by the hospital Trust at later stage and covered by a separate planning application

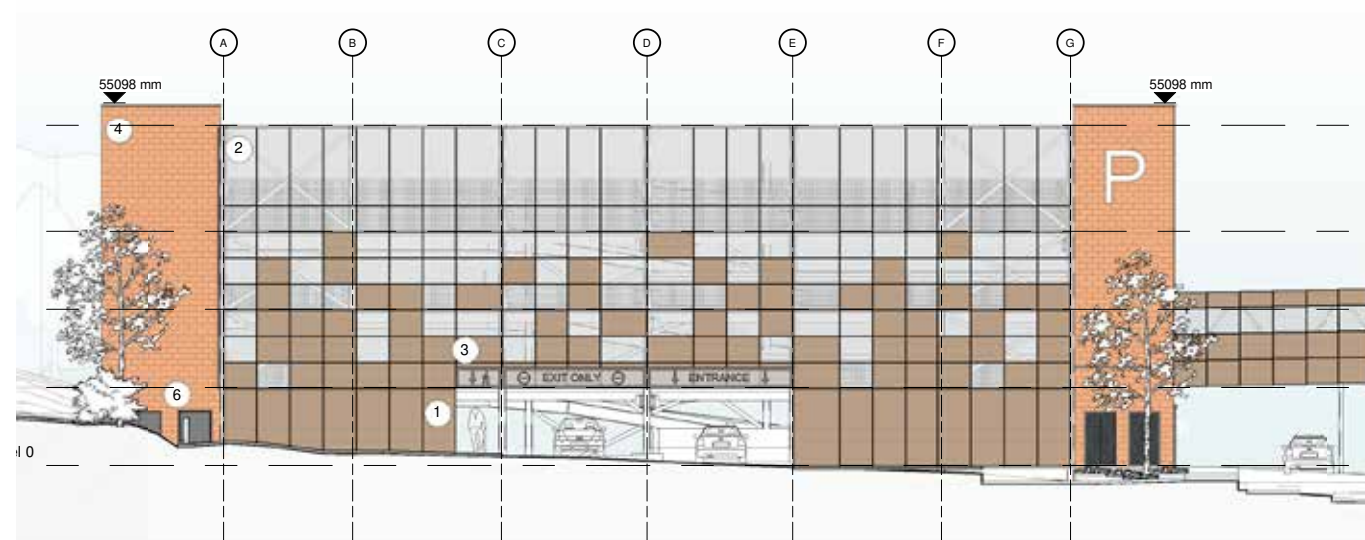


West elevation

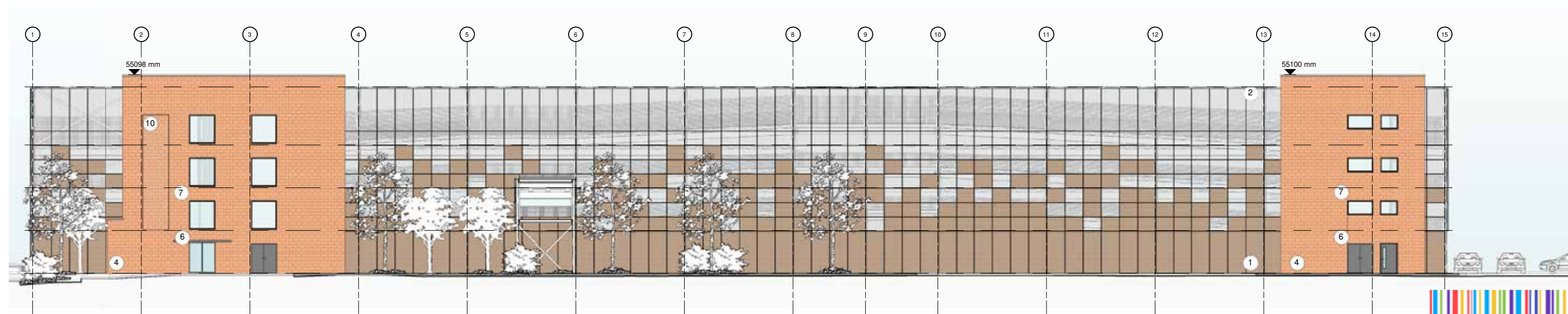


ELEVATIONS PROPOSALS

MAIN ELEVATIONS: SOUTH & WEST



West elevation



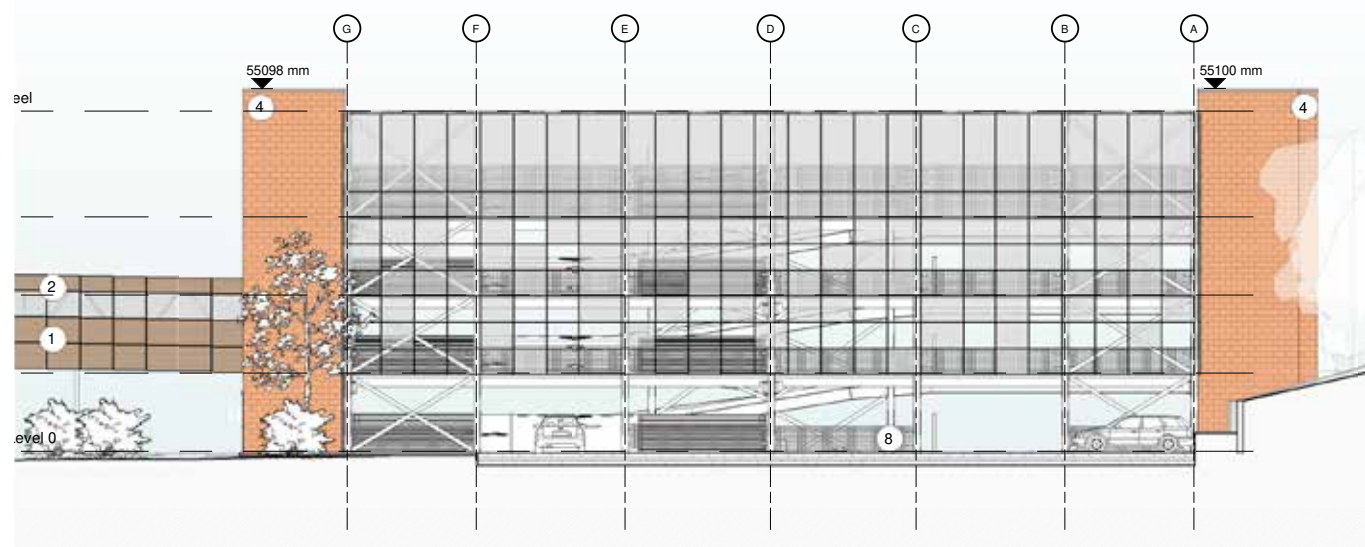
South elevation

Legend

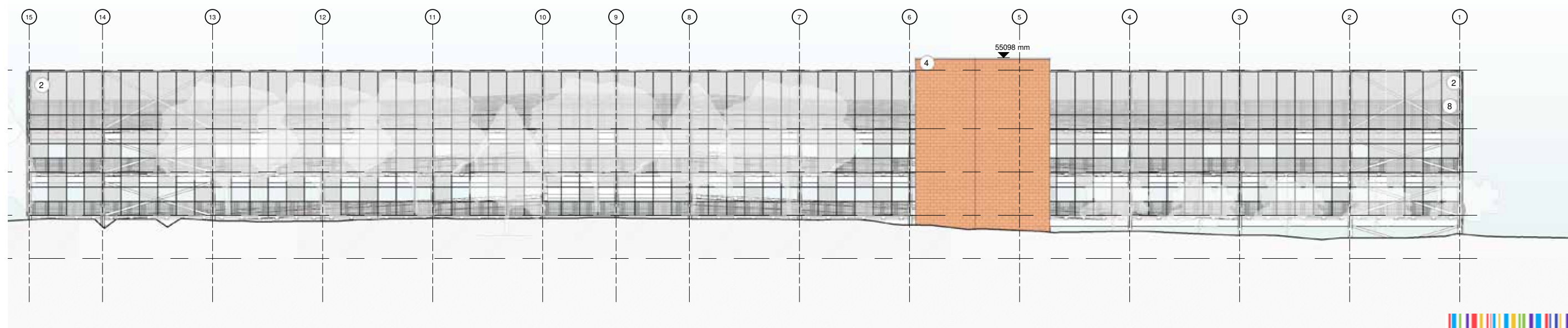
- 01 Aluminium wood-alike panels in metal frame, Valcan Vitradual 8300 Classic Oak, or similar Class A1 fire rated product.
- 02 Anodised aluminium mesh in metal frame
- 03 External entry & exit signage, illuminated by wall mounted luminaries.
- 04 Terracotta Cladding colour and pattern to match existing hospital
- 05 Fermacell Aestuver, Fireboard 20mm thick 600-1200mm centre support or similar class A1 material with 15 minutes fire integrity. All fixings to achieve class A1. Colour: light grey. Or similar.
- 06 Steel door, Colour RAL 7015.
- 07 Aluminium window, Colour Ral 7015
- 08 Projekt W, Galvanised Integra vehicle impact barrier. 8 points fixing details.glare protection panels will be attached to the VIB along the west & south elevations only where necessary
- 09 Galvanised steel structure (steel frame structure)
- 10 Area for future external signage. To be covered under separate planning application

ELEVATIONS PROPOSALS

MAIN ELEVATIONS: NORTH & EAST



East elevation



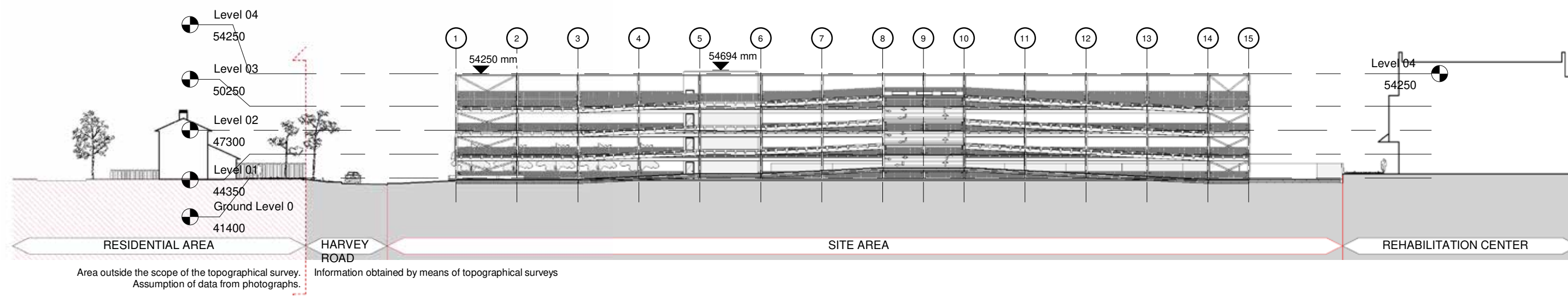
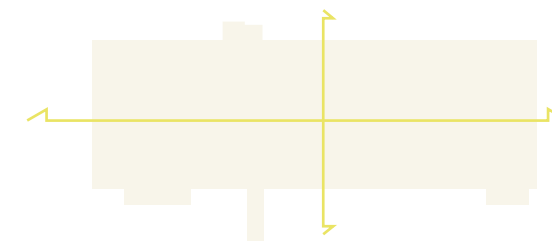
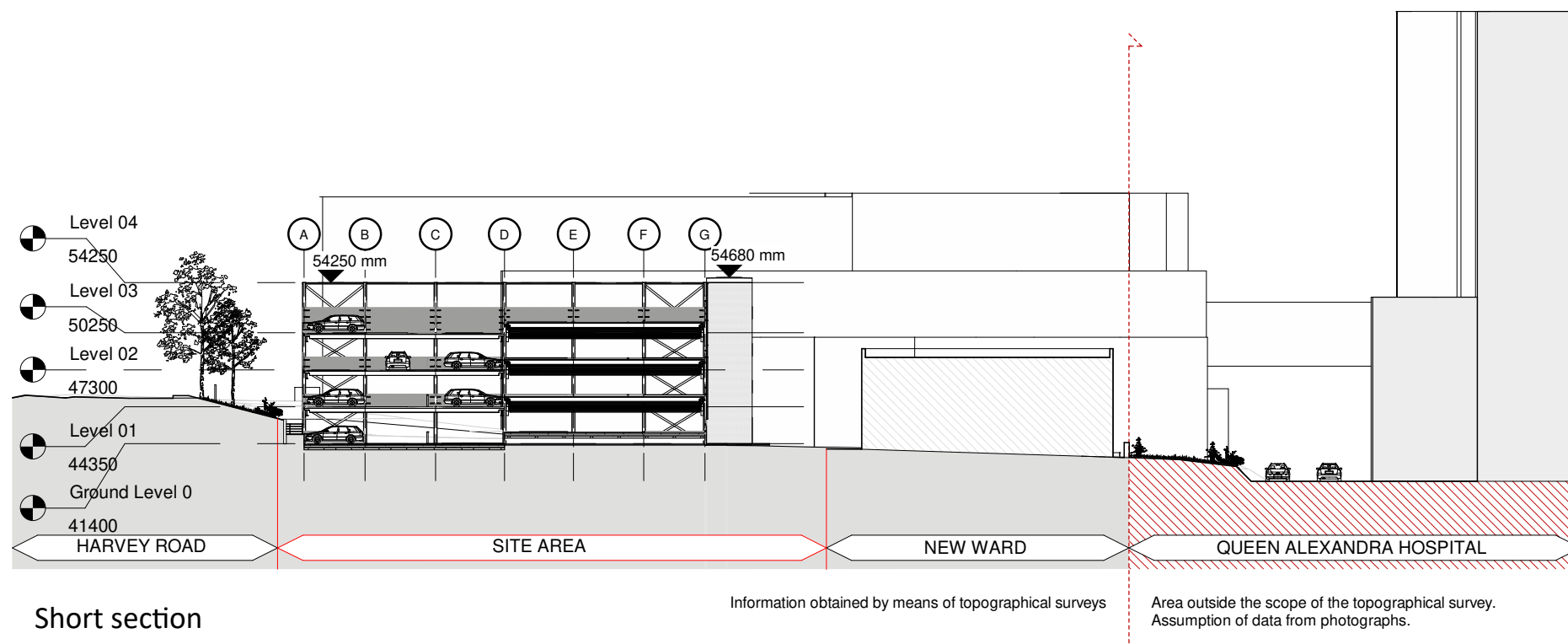
North elevation



Legend

- 01 Aluminium wood-alike panels in metal frame, Valcan Vitradual 8300 Classic Oak, or similar Class A1 fire rated product.
- 02 Anodised aluminium mesh in metal frame
- 03 External entry & exit signage, illuminated by wall mounted luminaries.
- 04 Terracotta Cladding colour and pattern to match existing hospital
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ELEVATIONS BUILDING SECTIONS



5.0

LANDSCAPE



LANDSCAPE LANDSCAPE OBJECTIVES

The landscape proposals follow these key principles:

- Create a pedestrian friendly environment.
- Be positioned in an appropriate distance from the MSCP so natural ventilation remains unobstructed.
- Allow for a robust and easily accessible zone around the MSCP for future maintenance of the facade.
- Incorporate an appropriate number of new trees reducing the visual impact of the building. New trees are proposed in soft landscaped areas where trees can thrive in the longterm.
- Create a complementary design to the Queen Alexandra Hospital.

LANDSCAPE ACCESS AND CONNECTIONS



Main hospital entrance

- Pedestrian access points and connection to external foot-way. External foot-ways connected with zebra crossings at vehicle crossing points.
- Vehicle access and egress points.

6.0

SUSTAINABILITY & MAINTENANCE



SUSTAINABILITY PRINCIPLES

SUSTAINABILITY

The MSCP has been designed according to the following sustainability principles:

- Natural ventilation for the entire car park instead of mechanical ventilation
- Opening to all stair cores, for daylight and ventilation
- LED lighting with daylight and motion sensors, for a low energy building
- Non toxic paints
- 8 active EV charging points
- Choice of fully recyclable materials at the end of their design life like concrete and steel for the main structural frame
- Choice of demountable parking system (steel and concrete planks) eliminating waste at the end of the design life
- Inclusion of a soft landscaping scheme.

The design team will also work closely with the building contractor to investigate use of local companies for specified materials, minimising their carbon footprint



Precedent image of steel frame MSCP.

MAINTENANCE PRINCIPLES

INTERNAL MAINTENANCE

The MSCP has been designed with active drainage to all floors. This means that provision of drainage channels has been made not only for rainfall at top level but also for wind driven rain and deposits of snow on incoming vehicles in all floors.

EXTERNAL MAINTENANCE

The selected external materials require minimum maintenance but these may need to be cleaned periodically.

Cleaning of the cladding is an important part of the routine maintenance of any building. It is for this reason that it is advised that only companies who specialise in this type of work are used for large cleaning operations.

For the cleaning of the external envelope it is anticipated that Mobile Elevating Working Platforms (MEWPs) will be required.

A typical truck mounted platform provides 26m working height and 14m outreach.

Due to the trees along the northern side, access may prove difficult for a MEWP, despite the large outreach. However there is a approximately 2m wide maintenance zone between the building and the existing retaining wall which allows for the erection of scaffolding.



Example of a truck mounted working platform

7.0

ARTISTIC IMPRESSIONS



ARTISTIC IMPRESSION



Computer Generated Image from Harvey Road, looking at the south and west elevations.

ARTISTIC IMPRESSION



Computer Generated Image from Harvey Road, looking at the north and west elevations.

ARTISTIC IMPRESSION



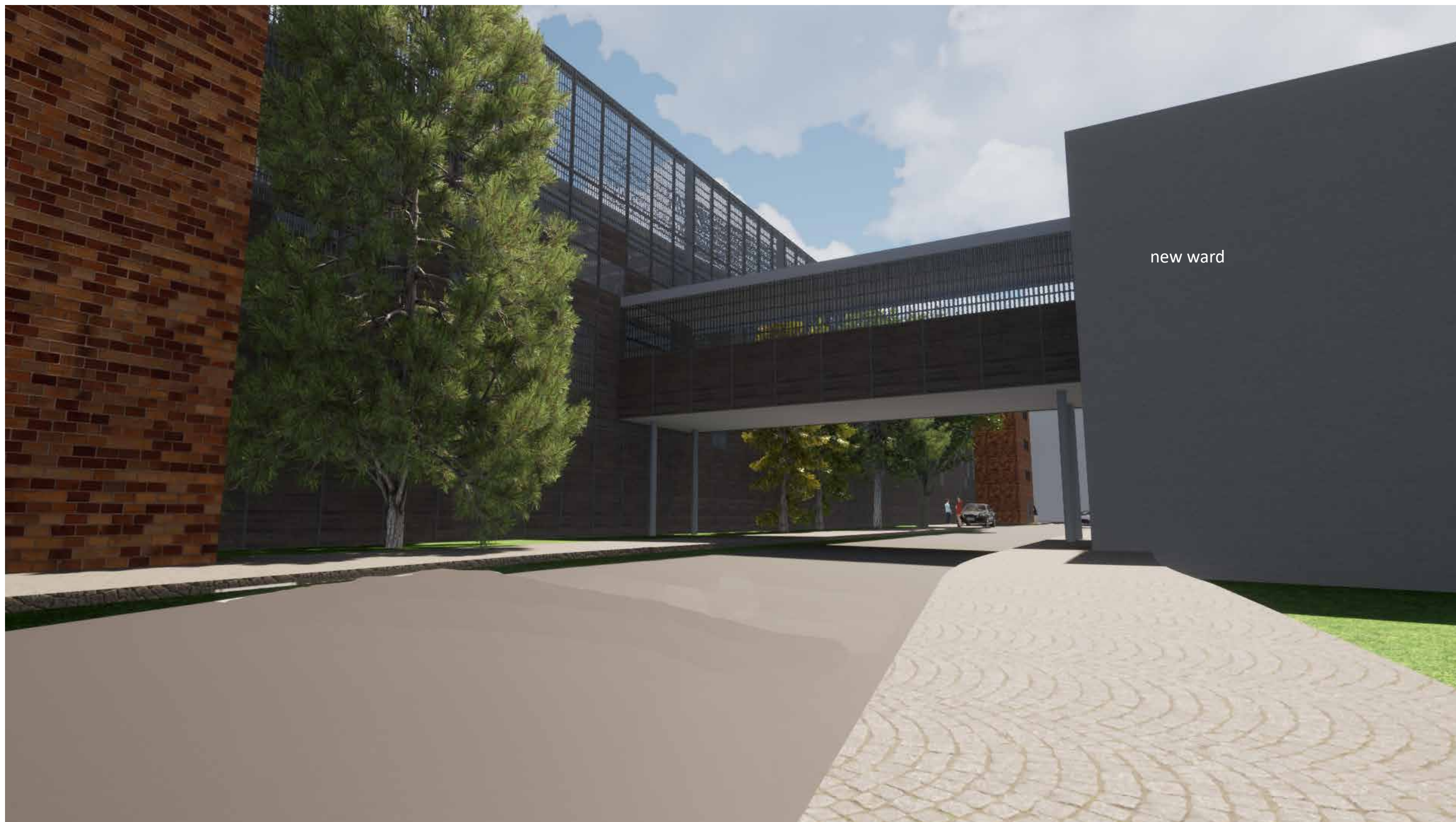
Computer Generated Image looking at the north and east elevations.

ARTISTIC IMPRESSION



Computer Generated Image looking at the south and east elevations.

ARTISTIC IMPRESSION LINK BRIDGE

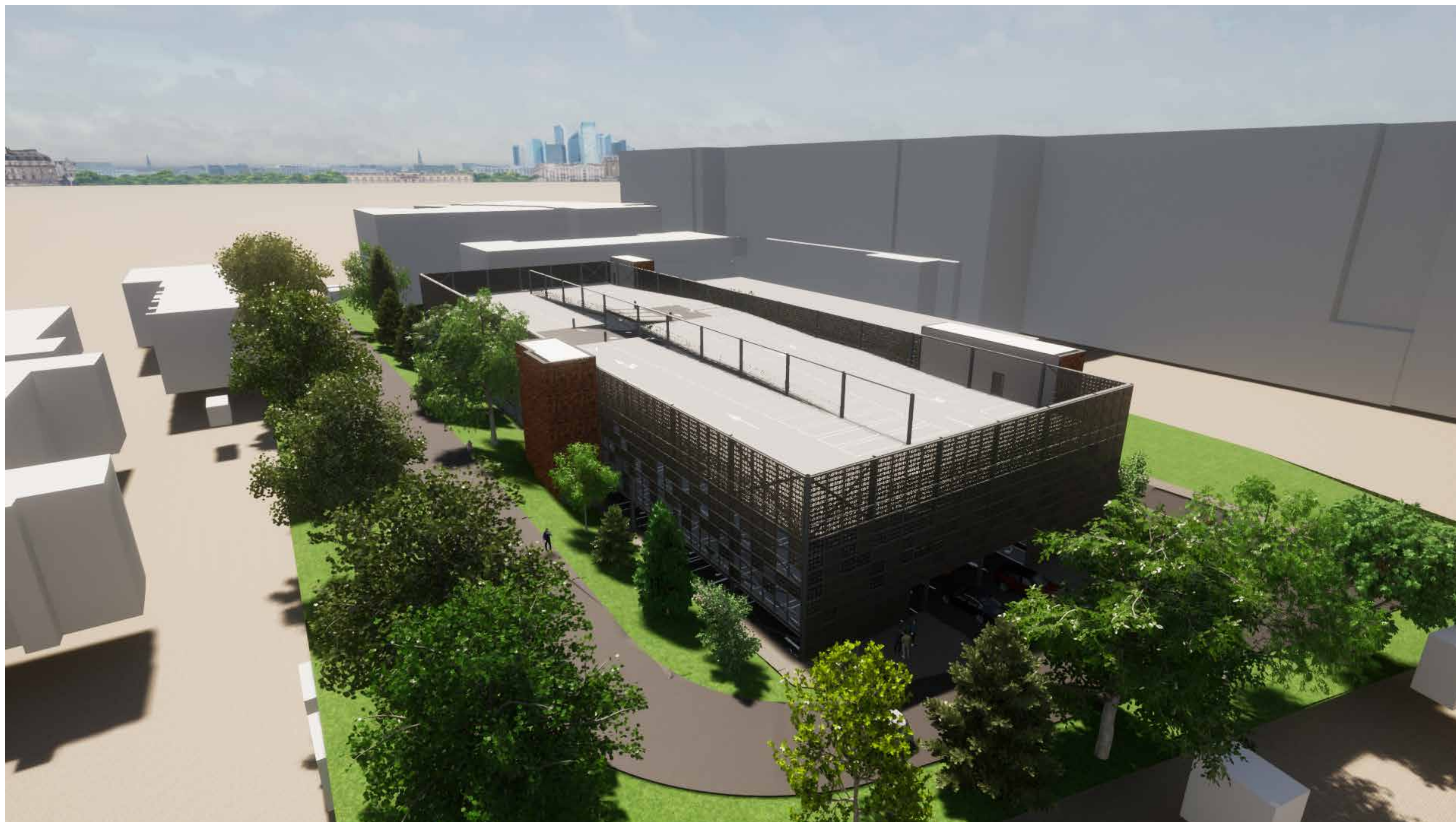


Computer Generated Image looking at the link bridge between the new ward and the MSCP

BIRDS EYE VIEW SW CORNER



BIRDS EYE VIEW NW CORNER



BIRDS EYE VIEW NE CORNER



8.0

CONCLUSION



CONCLUSION

Our proposal is for a ground plus three multi-storey car park of 541 spaces, including EV charging points and motorcycles parking. The car park will serve and operated by the Portsmouth Hospitals University.

The design has been informed by national and local planning policies and guidance, particularly in relation to design and access principles.

Access requirements have been considered in detail and level access is provided with accessible bays positioned at appropriate locations within the MSCP footprint to enhance accessibility.

The design has been informed by a pre-application meeting with the Council and the design team has considered feedback received.

The proposed building and landscaping design has been informed by the site context, including its proximity to and integration within the wider Queen Alexandra Hospital development.

The layouts have been designed according to industry standards, following a one way circulation, ramped deck arrangement. This circulation maximises the search path while looking for an available parking space, whilst at the same time minimises the exit route. It offers maximum efficiency.

The structural frame has been carefully positioned at the perimeter of the driving aisles, so there is no structure compromising the size of the parking bays. This structural layout offers uninterrupted internal views, increasing visibility for both pedestrians and drivers.

The elevational treatment drew references from the immediate context material palette and interpreted these in a new way that reduces the overall mass and allows for natural ventilation of the building.

This MSCP will be a naturally ventilated, well lit and secure environment with 24/7 CCTV coverage connected to the hospital's CCTV network. It has been designed to achieve the Park Mark standard.

The specified materials have a long design life and require minimum maintenance.

The proposed building will be a contemporary and high quality addition to this hospital redevelopment scheme.