

2.1 Existing Context

The proposed Link Bridge crosses a functional services yard that is located at Level 1 of the GOSH Hospital Island site campus. It is accessible via a gated ramp on Great Ormond Street to its south. The services yard is enclosed by the OBW (6 storeys) to its south and east and by PICB (7 storeys) to the north and west. The north eastern corner of the existing Frontage Building completes the yard to the south west.

The drone photography on the following pages highlight the key visible features and constraints within the services yard. A lightwell that contains building services is located at the base of the vehicular ramp from Great Ormond Street. The surface of the yard is mostly covered in concrete planks that protect below ground services trenches whilst enabling vehicular traffic and parking. To the north of the space, a reinforced concrete wall with glass canopy provides cover for those entering the OBW at Level 1 as well as concealing a series of plant room volumes to the north including an electrical switch room.



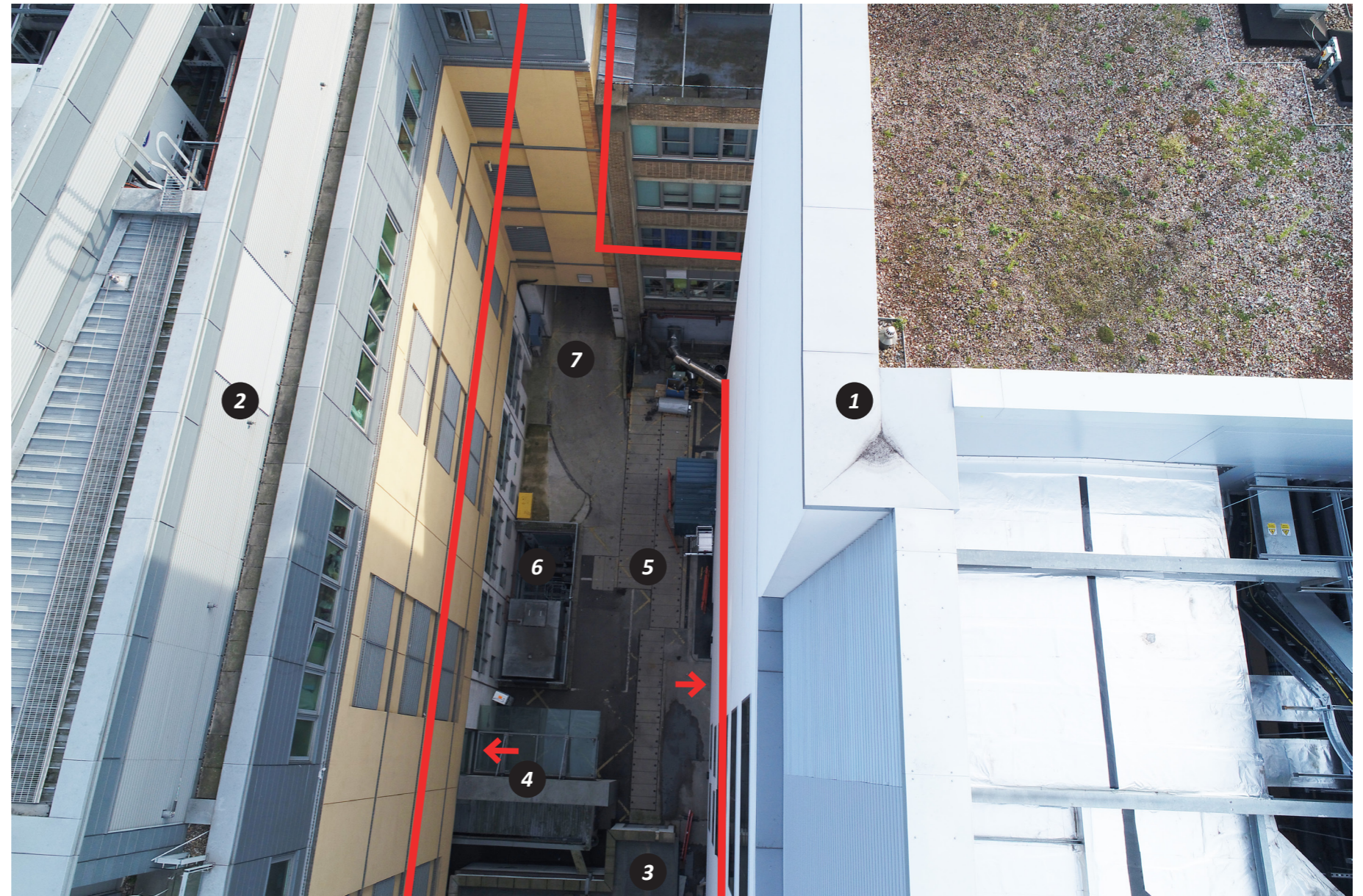
- 1 Premier Inn Clinical Building (PICB)
- 2 Octav Botnar Wing (OBW)
- 3 Electrical Substation
- 4 Reinforced Concrete Wall and Glazed Canopy
- 5 Services Trenches with concrete plank cover
- 6 Services Lightwell
- 7 Ramped Access to Great Ormond Street

Drone photography of the Octav Botnar Services Yard, 2017

The yard provides vehicular access from Great Ormond Street. A dedicated mortuary parking space is secured within the yard adjacent to the OBW.

The yard also provides people access to OBW to the north east, PICB to the west and to the external space between the Frontage Building and PICB, eventually leading to VCB to the south west.

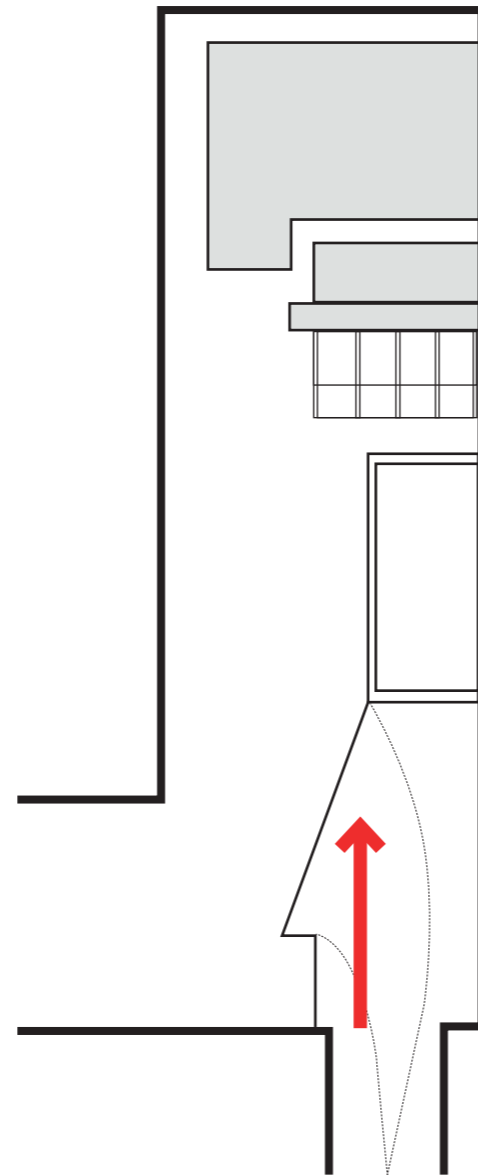
The prevailing material finish of the buildings forming the courtyard is render. Yellow at the OBW and white at the PICB.



Drone photography of the Octav Botnar Services Yard, 2017

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A view from the base of the vehicular ramp highlights the spatial constraints determined by the existing services lightwell to the east and by the plant rooms to the north. The proposed floor levels require a make-up piece to manage the inner radius of the ramp base.

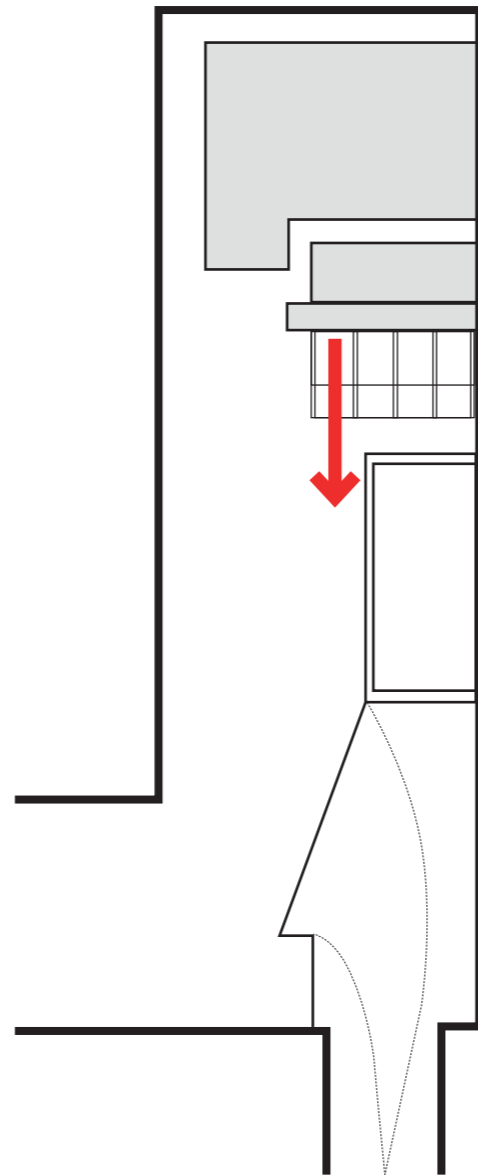


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Photograph taken from within the services yard facing north, 2023

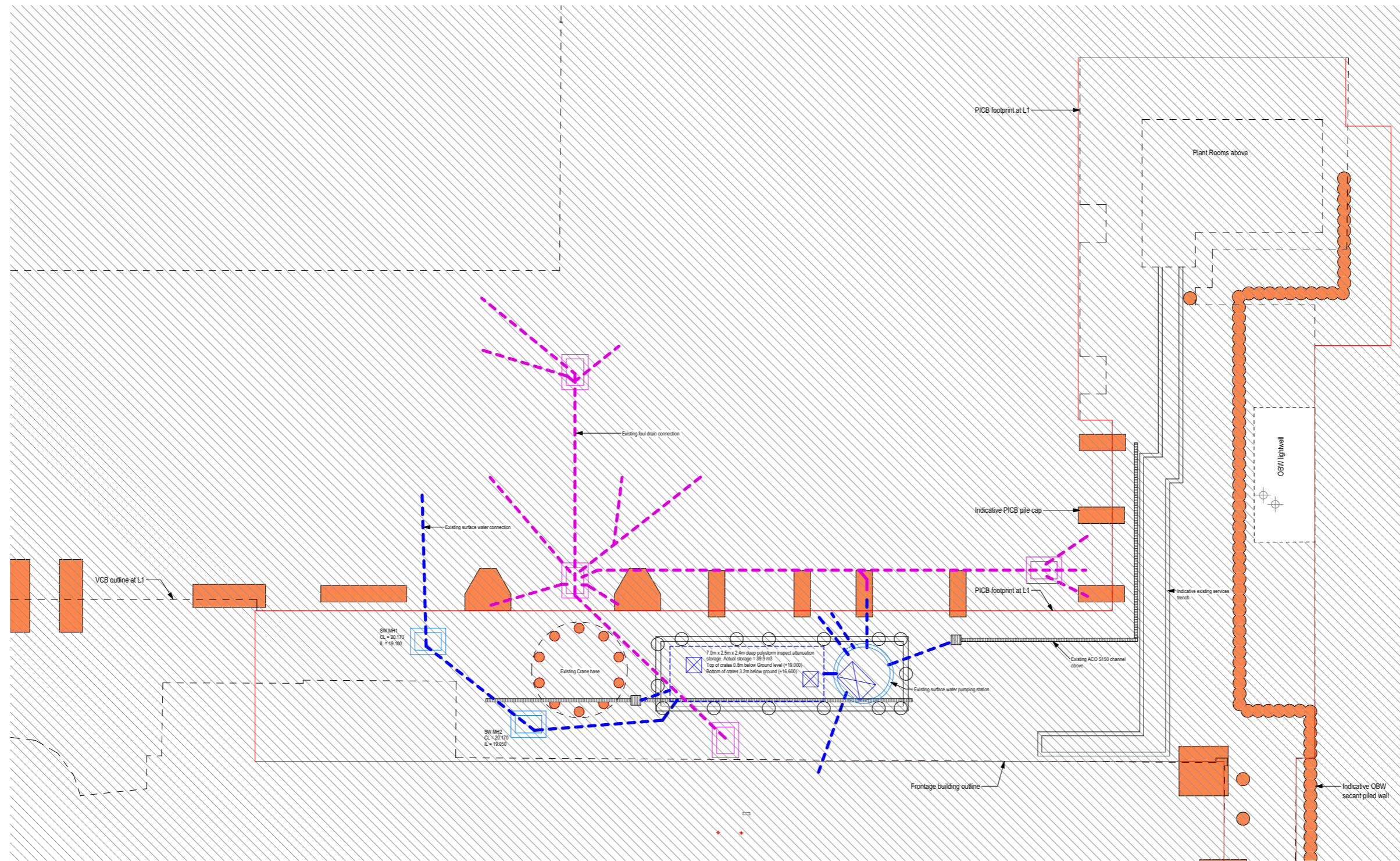
A view from beneath the glass canopy to OBW facing south shows a view back to Great Ormond Street. This is usually screened by security gates. The back of house elevation of the Frontage building is visible to the right.



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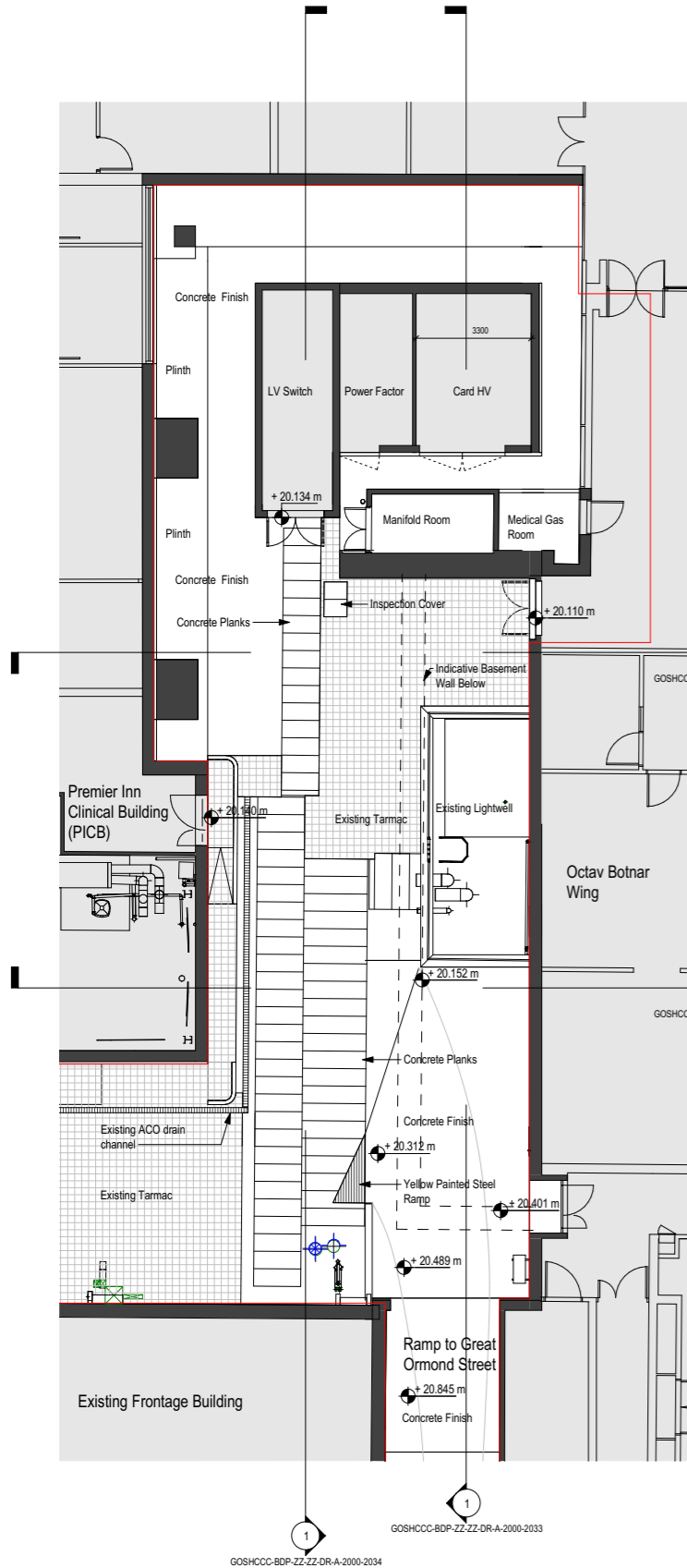


Photograph taken from within the services yard facing south, 2023

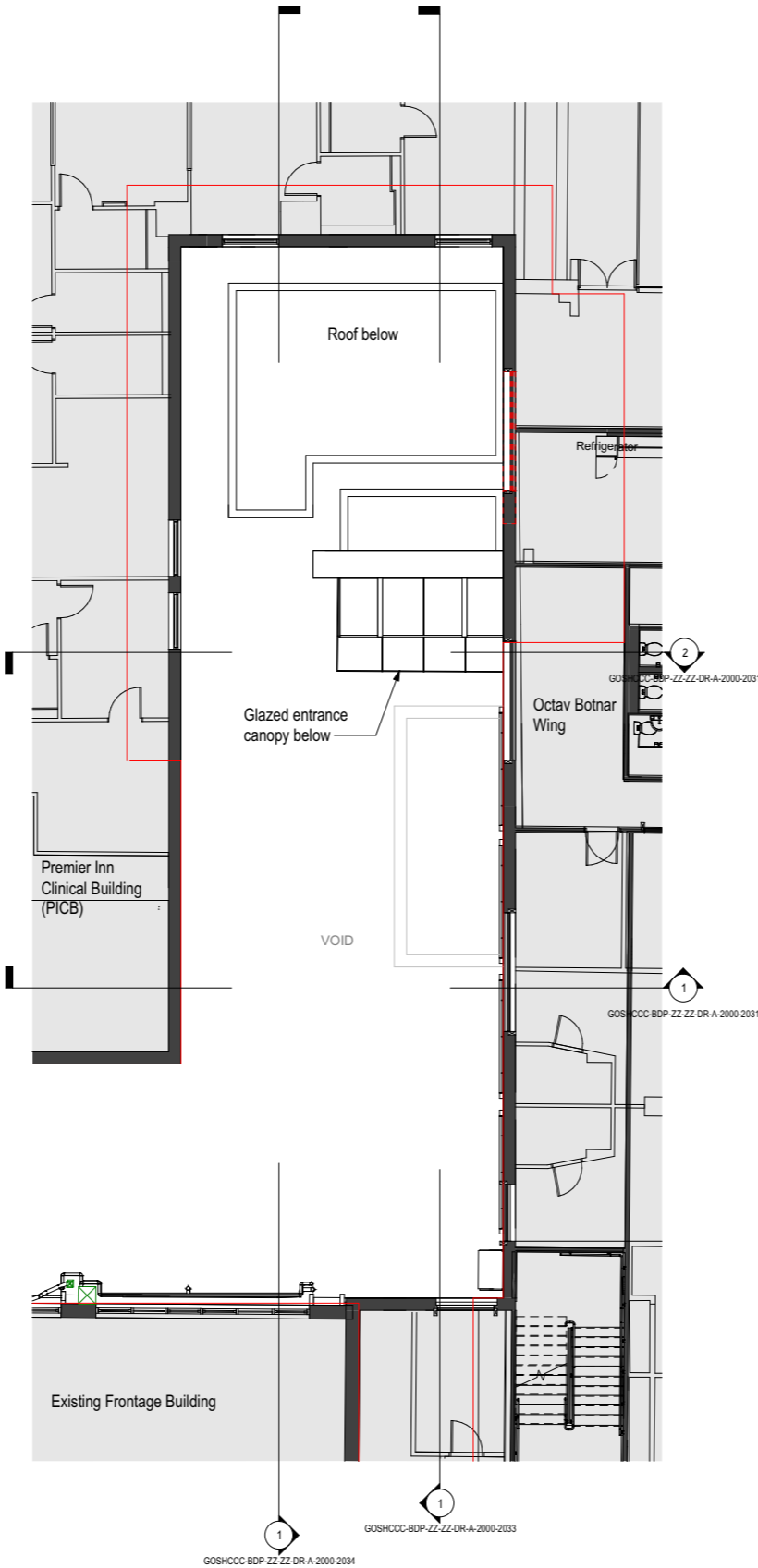


Level 0 (below ground) plan - As Existing

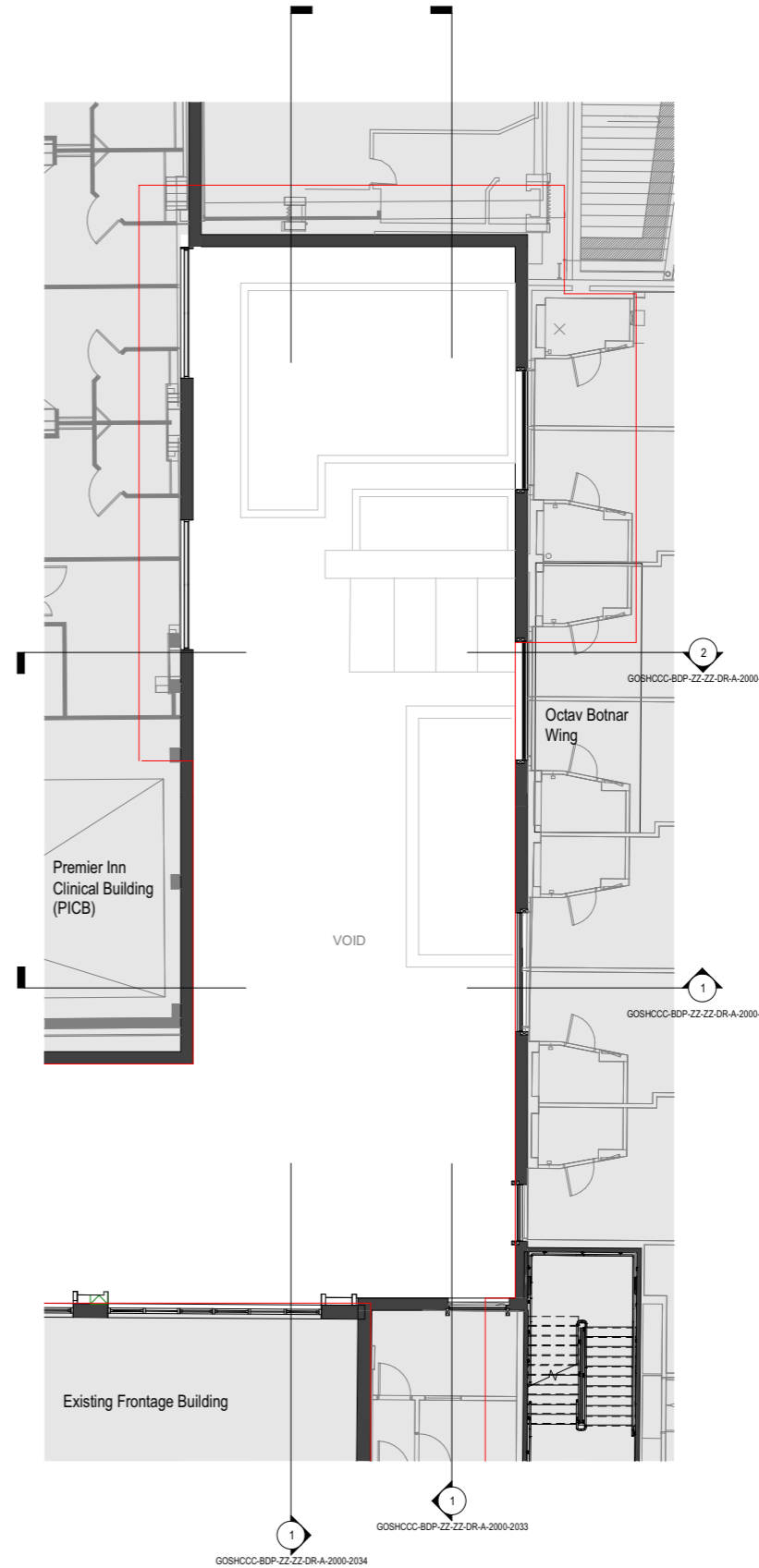
The current drainage strategy for PICB includes a large attenuation tank and surface water pumping station that is located below ground in the space between PICB and the Frontage Building. Surface water from the services yard above is connected to this system. Both the tank and pumping station are to be relocated to provide a clear site prior to the construction of the GOSHCCC. An existing crane base is located adjacent to the tank and will also require removal. The trenches beneath the services yard contain services which are to be redirected through the existing hospital campus buildings.



Level 1 plan - As Existing



Level 3 plan - As Existing



Level 4 plan - As Existing

The services yard above ground measures just over 9m across (west-east). This is reduced to approximately 6m when taking into account the existing lightwell to the east.

400mm thick concrete planks cover services trenches beneath the surface that are to be redirected through the existing hospital campus, freeing up the yard for new subterranean services proposals.

A range of room types overlook the services yard. The southern corner of PICB is a blank facade, with windows only being introduced to the northern portion of the services yard. The below functions currently look onto the services yard at Level 3 (the proposed link bridge Level):

PICB:
A small rest room
An Office

OBW:
An Office
A Patient Bedroom
A Resource Room
A Staff Room

2.3 Fabric Removal

Two separate phases of fabric removal will occur. Firstly to facilitate site preparation and then to enable the GOSHCC construction.

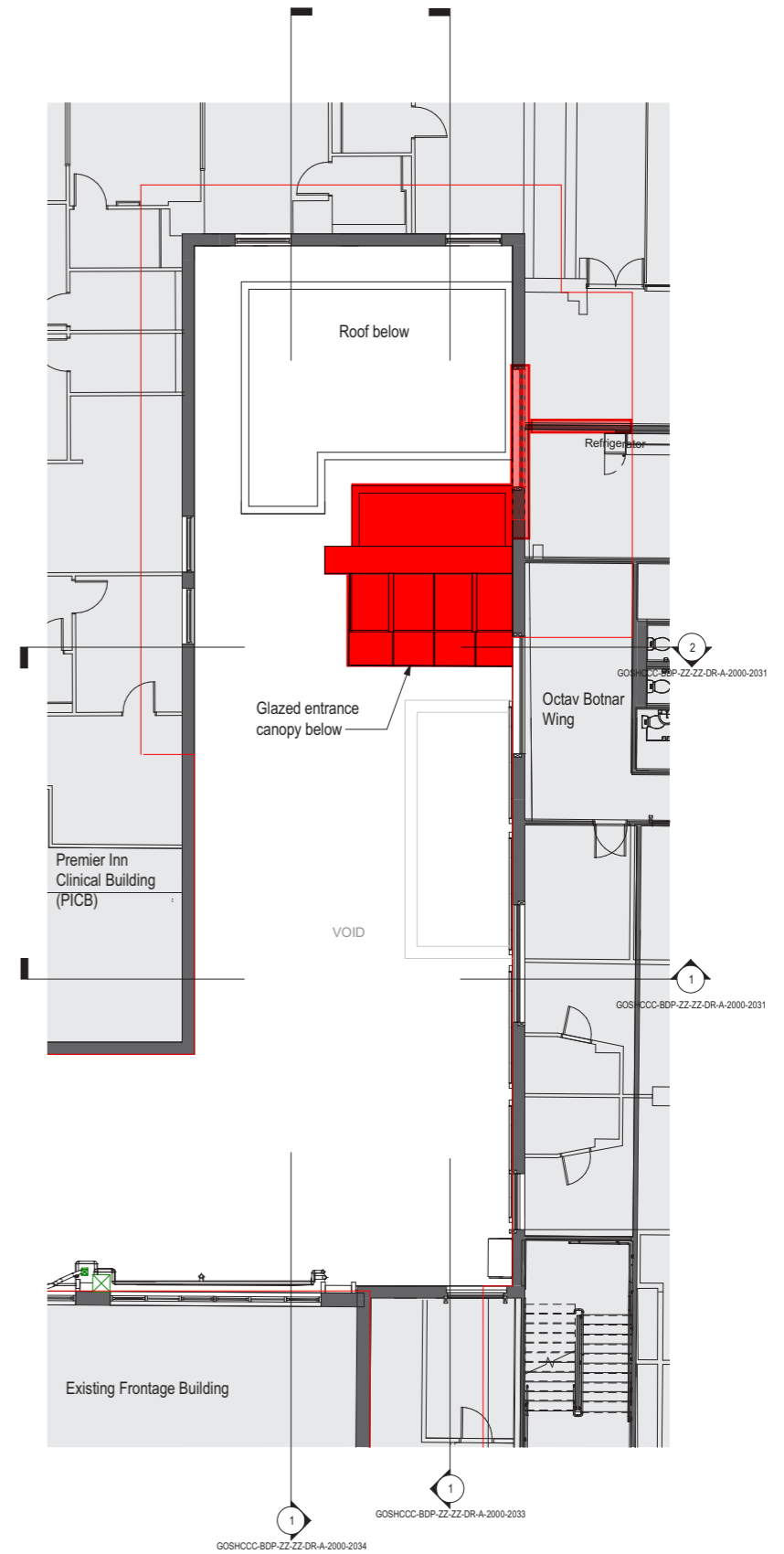
The initial phase will require the removal of the existing concrete plank services trench covers, services trench construction below ground and the adjacent floor finishes of the yard including existing aco drains and inspection covers. The floor surface removal will be limited to the north by the existing reinforced concrete wall protecting plant rooms. Excavation will then occur to enable to installation of proposed attenuation tanks and pumping station. It is also proposed to remove the existing glass canopy to the reinforced concrete wall to the north to enable the excavation noted above.

The second phase relates to Main Works construction activity, which will occur post deconstruction of the existing Frontage Building. It will include the removal of the reinforced concrete wall to the north of the yard and the small scale medical gas storage room which is attached to its north. Floor surfaces adjacent to this will be removed to enable to below ground construction elements of a new supporting wall structure.

The physical connection to the OBW occurs at Level 3 and will require the removal of an existing window bay as well as a portion of solid wall construction. Within the OBW, a single partition is to be removed to enable connection to existing circulation at the north of the floor plate.



Level 1 plan - Fabric Removal



Level 3 plan - Fabric Removal

3. The Proposal

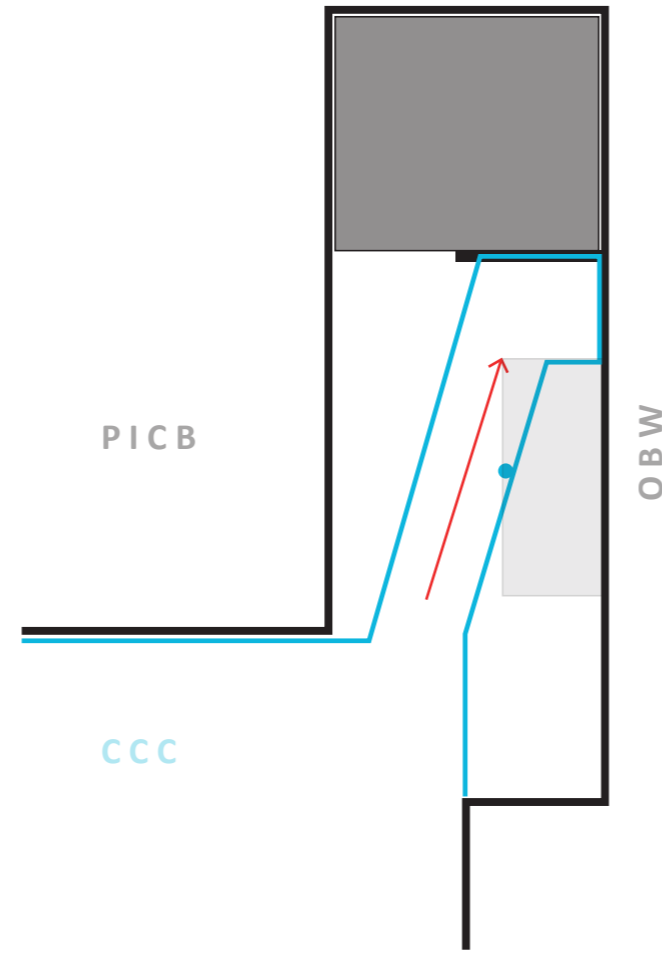
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3.1 Development Process

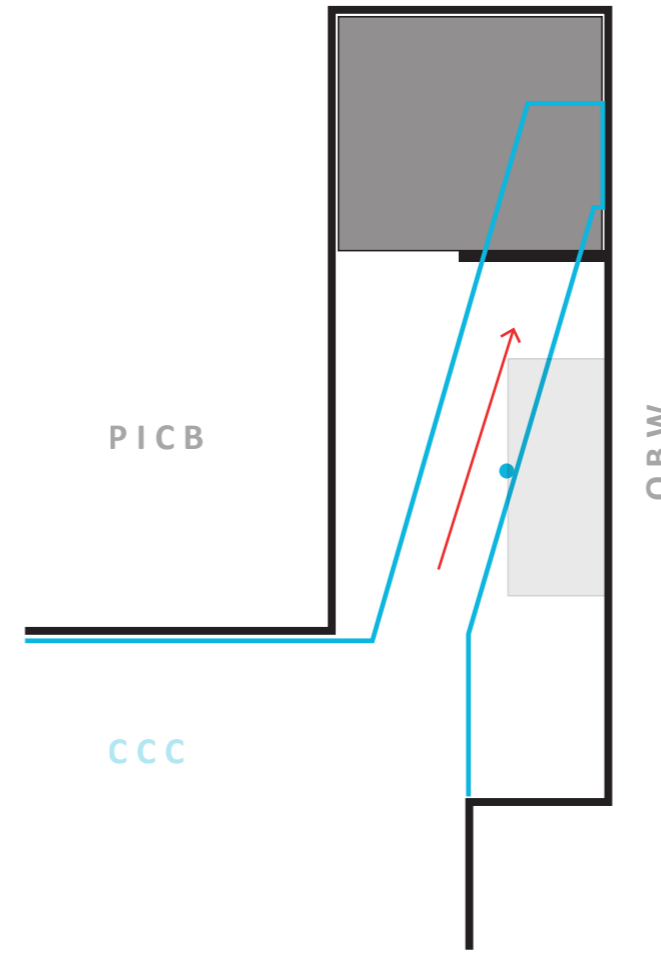
The footprint of the approved link bridge follows a direct and diagonal route to the OBW. A wide range of design options have been interrogated since this time to seek improved connectivity and to minimise impact on existing services access strategies within the yard itself. This range has included options that explore connecting to the OBW at different locations along its elevation.

A link that follows a right angled route but that also enables connection to the OBW further north than the approved design is preferred by the Applicant. This approach maintains free space above the services lightwell and reduces internal impact at OBW.

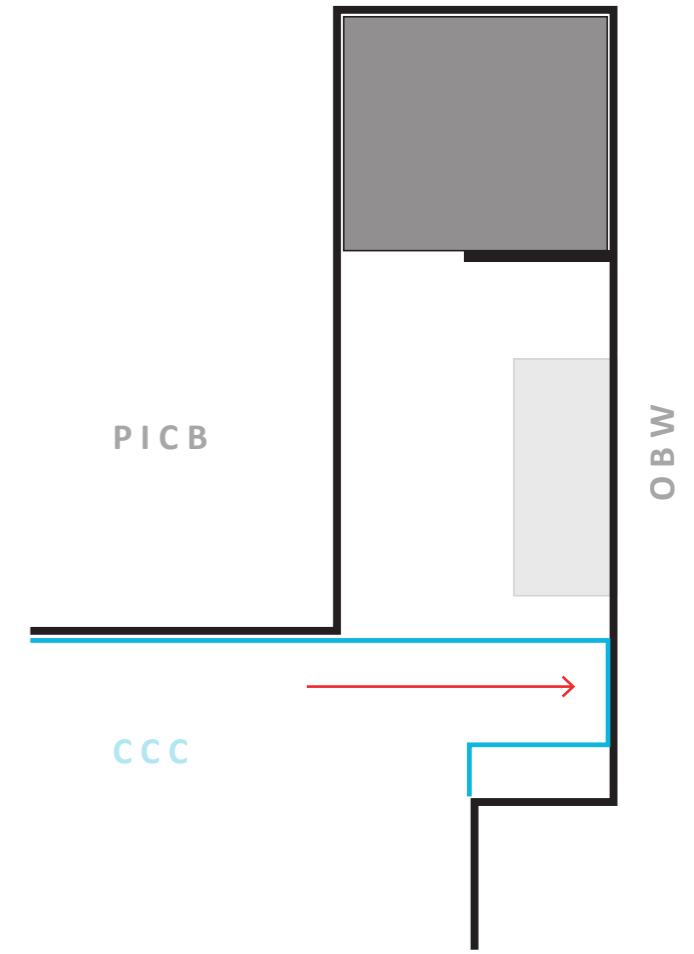
A variation of this proposal that does not require new structure north of the existing concrete wall structure is also preferred as it enables the major plant rooms to continue operating as they do today.



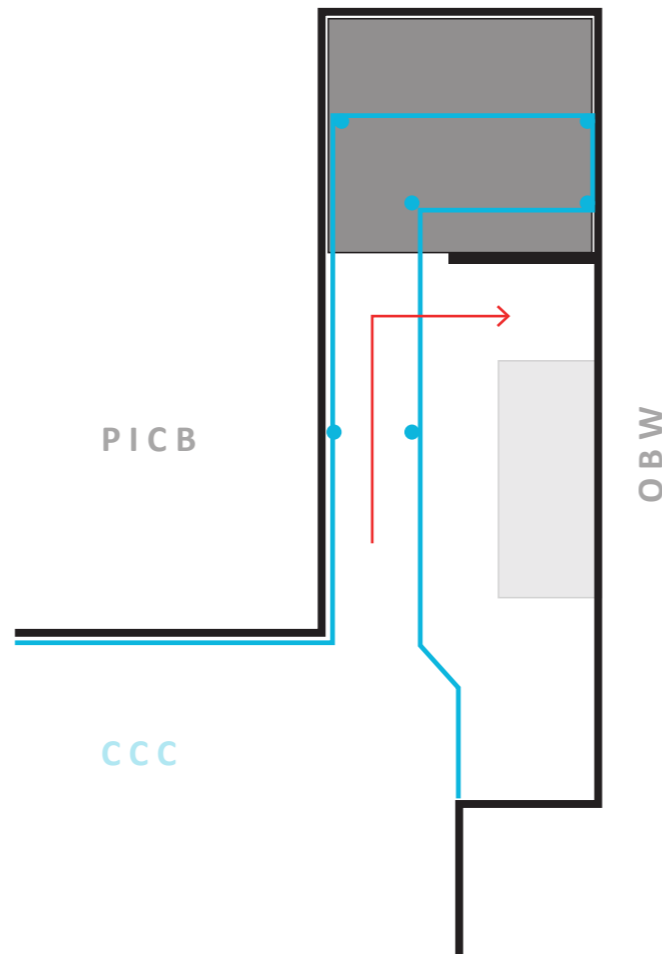
As consented footprint



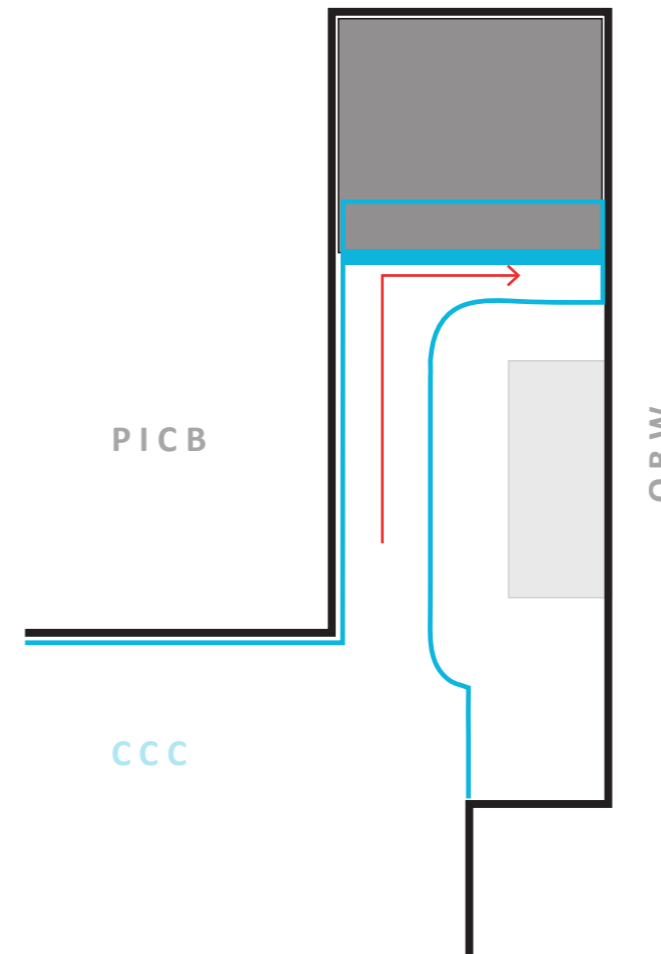
1) Extended Option



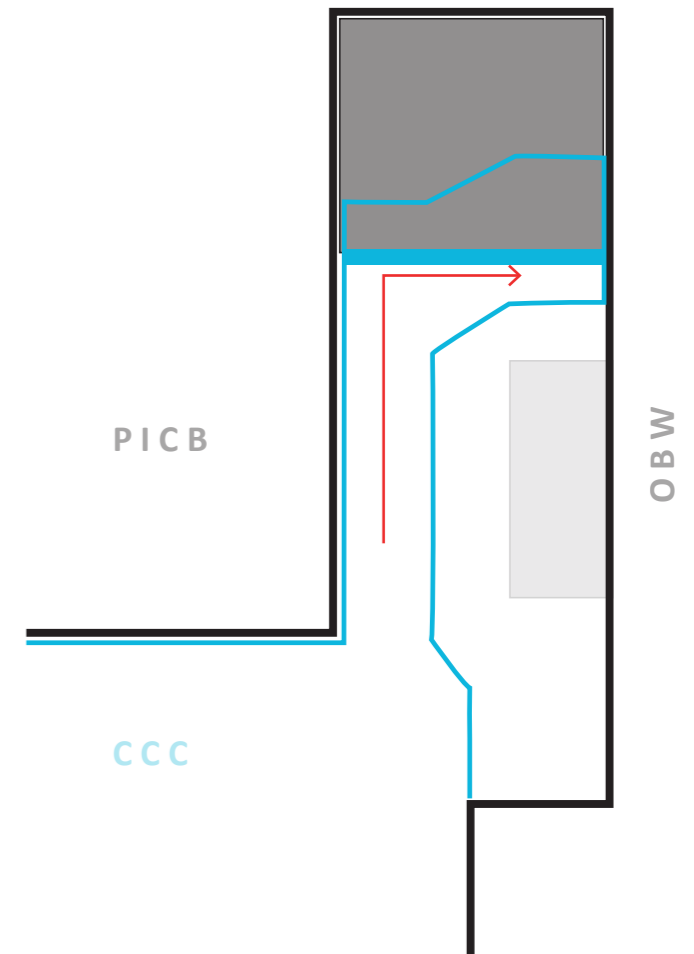
2) Direct east connection



3) Right angled bridge (impacting existing plant)



4) Right Angled bridge (connection clashing with OBW structure)



5) The proposal