

DESIGN AND ACCESS STATEMENT

FOR

INSTALLATION OF NEW LIGHTING TO SOUTH CAR PARK

AT

THE ROYAL FREE HOSPITAL

POND STREET

LONDON NW3 2QG

1. PROJECT DESCRIPTION

The project comprises the installation of new column lighting to the South Car Park and Rowland Hill Street in addition to new wall and bulkhead lighting around the Sheila Sherlock entrance (ground floor rear entrance to the main building). Once the new lighting is operational, the existing halogen flood lighting mounted on the south elevation of the main building will be removed.

The scheme will provide better, safer lighting for pedestrians and vehicles using the south car park and the route into the rear ground floor entrance.

The light pollution levels above the car park will be reduced and controls will be fitted to dim the luminaires to 50% lumen output from 11.00pm to 5.00am (nominal times - to be confirmed at installation).

The new LED lighting is also more energy efficient and is a significant improvement for the Trust in terms of running and maintenance costs.

2. LAYOUT

South Car Park is at the foot of Rowland Hill Street, which runs between Rosslyn Hill and Fleet Road. The Fleet Road entrance is used primarily by commercial and delivery vehicles so the vast majority of vehicle traffic, both staff and public, would approach the car park from the Rosslyn Hill end.

The car parking area will be lit by 5no. double luminaire columns and 2no. single luminaire columns which will be positioned between alternate rows of car parking spaces. A further 3no. single luminaire columns will be positioned on Rowland Hill Street and adjacent to the service access road.

Bulkhead light fittings will be provided to the soffit of the building above the access road and additional fittings will be wall mounted on the building around the corner of the building.

3. AMOUNT

5no. column lights (double luminaire heads)
5no. column lights (single luminaire head)
8no. bulkhead lights (2 with integral emergency feature)
3no. wall mounted lights

4. SCALE

South Car Park covers an area of approximately 5000 sq/m however the lighting scheme also extends to the corner at the lower section of Rowland Hill Street.

The new lighting columns are 6000mm high. The bulkhead lights will be mounted to the soffit beneath the overhang at a height of approximately 4800mm and the wall mounted fittings will be at a height of approximately 3000mm.

The existing halogen light fittings, which will be removed, are fixed to the south elevation at 3rd floor level, approximately 15000mm above the car park surface.

5. APPEARANCE



Holophane D-Series column lighting. Die-cast aluminium housing (black) with angled head incorporating 4000k LED luminaires

Holophane Prismashield wall and bulkhead lighting. Extruded aluminium housing (silver) with 4000k LED luminaires and opaque polycarbonate diffusers

6. ACCESS

Approximately 50% of the parking spaces will shortly be allocated for use by the general public who will be unfamiliar with the car park so the lighting will provide a safer, more pleasant route into the Sheila Sherlock ground floor entrance.

The upper surface of the car park, which will be allocated for public parking, has recently been resurfaced and line-marked. The lower section of the car park, as well as the upper section of Rowland Hill Street and the service access road, will be resurfaced in due course as part of the Trusts capital improvement programme.

As part of the resurfacing works the following works were carried out: -

- (i) conduit and column bases for the lighting were put in place which will ensure that the new fittings can be installed with minimum disruption
- (ii) a pedestrian crossing was marked from the corner of Rowland Hill Street to the Sheila Sherlock entrance. Vegetation was also cut back to improve pedestrian and driver visibility
- (iii) A section of pavement has been widened to provide a minimum clear width of 1200mm

Dialogue is ongoing with LB Camden Transport Strategy team regarding minor improvements to the Rosslyn Hill/Rowland Hill Street junction to improve pedestrian safety and make the turn into and out of the junction easier for vehicles.