

5.4.3

External Works & Landscaping

With the clearing of the temporary portacabins on the site of the new ISS, there are opportunities to further improve the setting of the White Wing and provide external amenity space for Museum staff with new landscaping. The current site is half tarmac and half loose gravel which is informal and contradictory to the formal landscaping present in the South Forecourt.

Additionally, with a large amount of below ground works including the relocation of existing services and formation of new trenching routes for the UKPN network connection, much of the area is going to be excavated. This means some form of landscaping strategy is needed in order to complete the works.

The proposals therefore include re-landscaping works from the northeastern corner of the site down to the southern elevation of the White Wing. Natural stone paving will be utilised in conjunction with new natural stone benches positioned in rhythm with the pilasters of the White Wing's East Elevation. A fringe of riverstone ballast will provide a transition between the new paving and the existing lightwells and stonework of the White Wing and also masonry plinths of the perimeter railings. The existing trees to Montague Street will be retained and new low level shrubs planted inside the railings to provide further urban greening and sense of threshold between public street and private Museum areas.

- Key:
- ①

Large format natural stone paving
- ②

Medium format natural stone paving
- ③

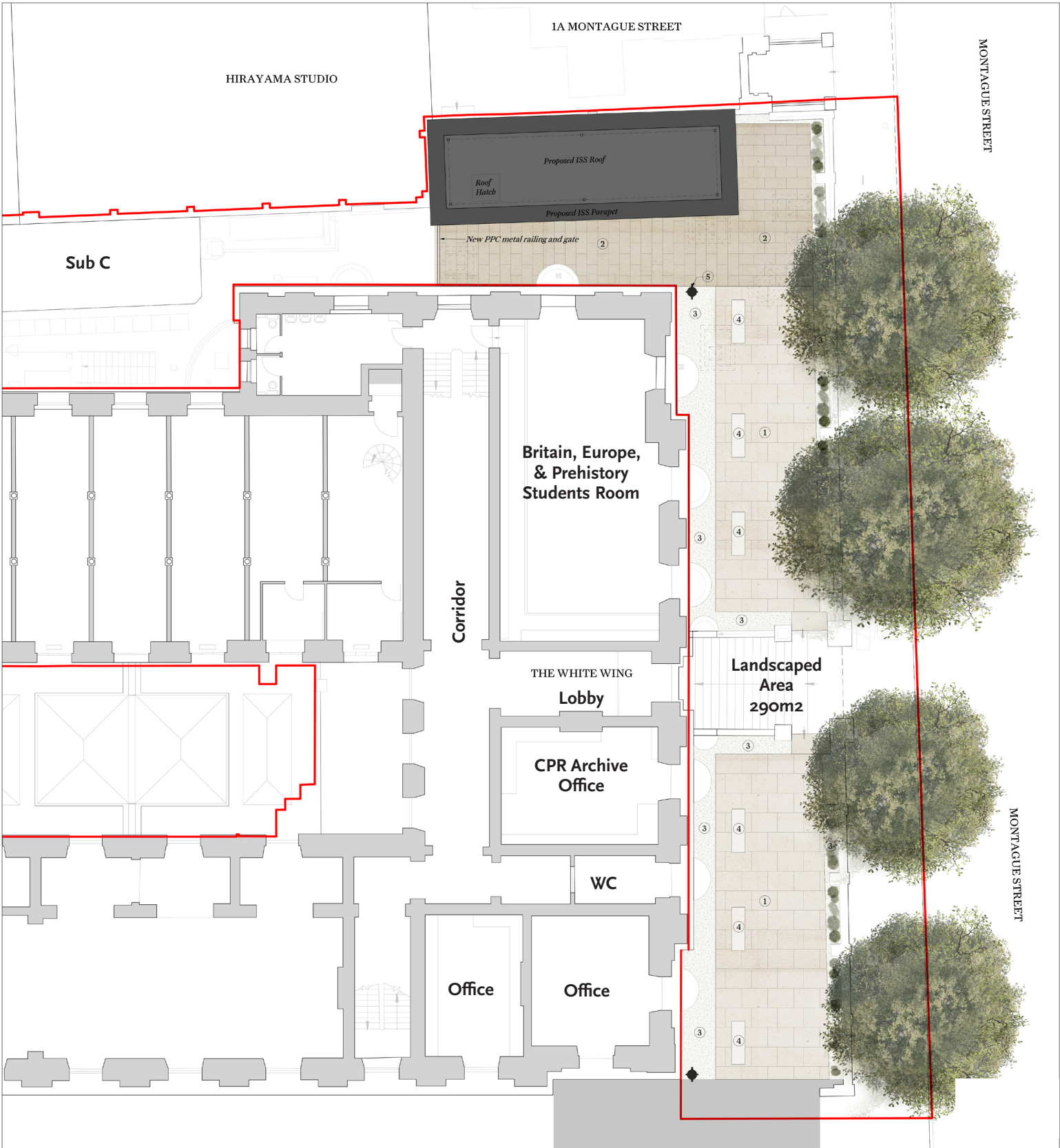
Edge riverstone ballast
- ④

Natural stone outdoor bench seating
- ⑤

Relocated external northern lamppost

Right:

Proposed plan showing the landscaping for the ISS site.



5.5

TECHNICAL MATTERS

5.5.1

Foundation & Trench Design

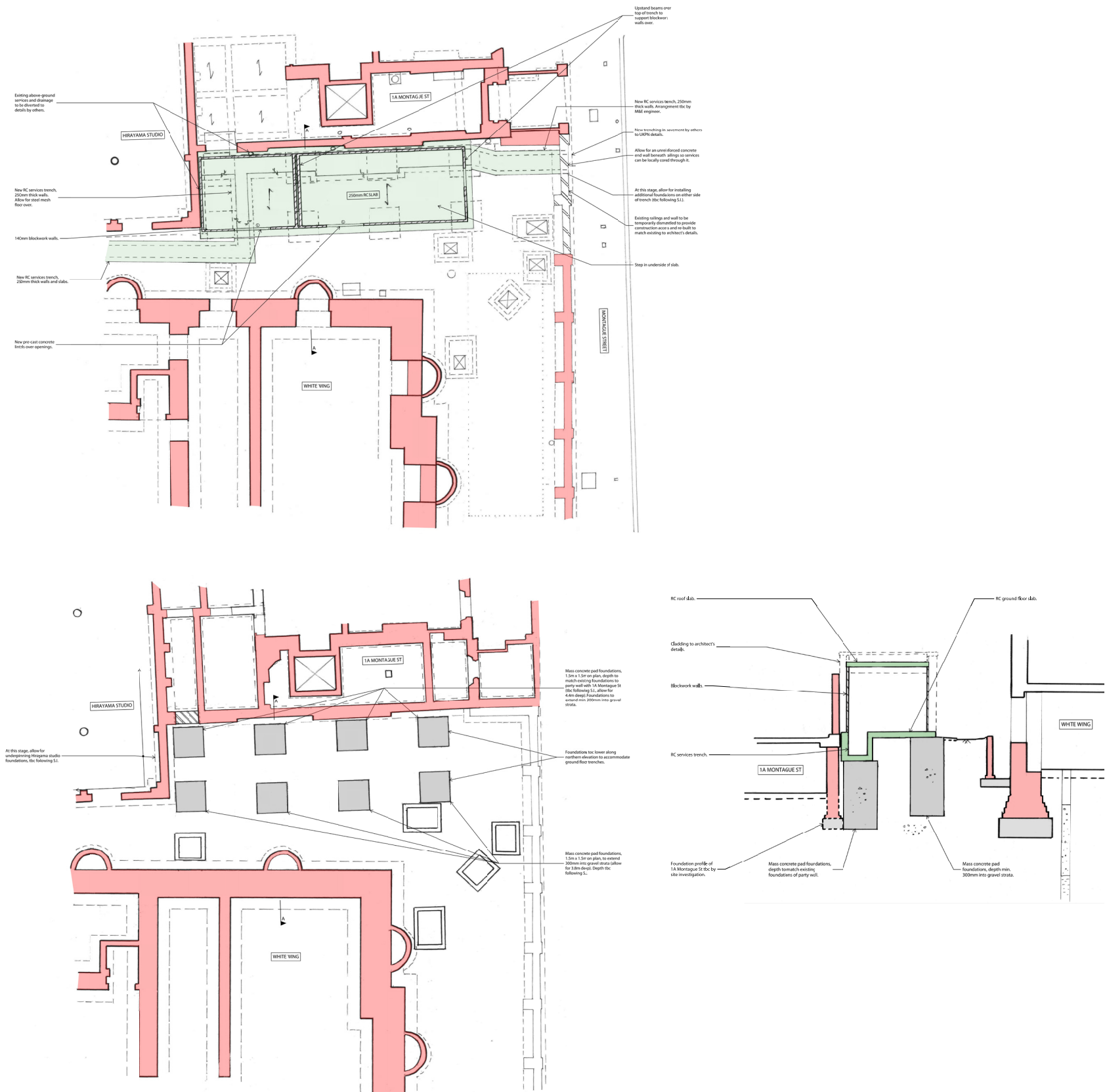
*Prepared with Alan Baxter Associates*

The ISS will be supported on mass concrete pad foundations bearing onto dense gravel that makes up the site. Along the boundary with the 1/1A Montague Street party wall, the foundations will match the depth of the existing, so that they do not apply surcharge onto the basement retaining walls.

To the West, the Hirayama Studio (a building assessed in the Conservation Management Plan as Medium to Neutral Significance) foundations may require underpinning where they abut the new ISS foundations. This will be confirmed following site investigations and trial pits that will not be able to be undertaken until the existing portacabins on site are demolished.

The ground floor will comprise a suspended reinforced concrete slab spanning between the pad foundations. New reinforced concrete trenches are required under the ground floor, both for incoming UKPN HV supply from Montague Street, as well as from the southwestern corner of the ISS into Substation C of the Museum and onwards to connect to the HV Museum loop. The Montague Street side trench will extend up to and under the existing railing and masonry plinths, with the UKPN supply provided to this point from beneath the road/footpath.

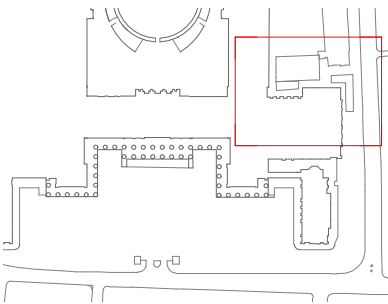
This will require the two northernmost bays of railings and plinths to be dismantled during construction, stored on site, and reinstated as per the existing condition once the new trenches are constructed and construction of the ISS completed.





5.5.2 Drainage & Attenuation Design

Prepared with Alan Baxter Associates



With regards to above ground drainage, the new ISS roof will fall to roof outlets and hoppers on the proposed South Elevation before discharging into the below ground drainage.

There is already an existing combined below-ground drainage network of runs beneath the ISS site which connect to the public sewer under Montague Street.

The existing runs collect surface and foul water from the White Wing, Hirayama Studio, and possible 1/1A Montague Street. Current record and CCTV survey information for the site is incomplete, with further CCTV survey required to confirm the existing arrangement. This will only be possible once the portacabins which occupy the existing site are demolished.

The plan adjacent notes the location of suspected manholes currently obscured by the existing portacabins but observed on historic record drawings that will have to be diverted in order for the mass concrete foundations supporting the new ISS to be constructed.

The footprint of the ISS is very small, and no below ground water attenuation is proposed for the ISS Site, instead the proposed attenuation for the SWEC site will be sized to provide adequate attenuation for both the SWEC and ISS development sites.

Top key:

- BM Switch room
- UKPN Switch room
- Hopper & downpipe

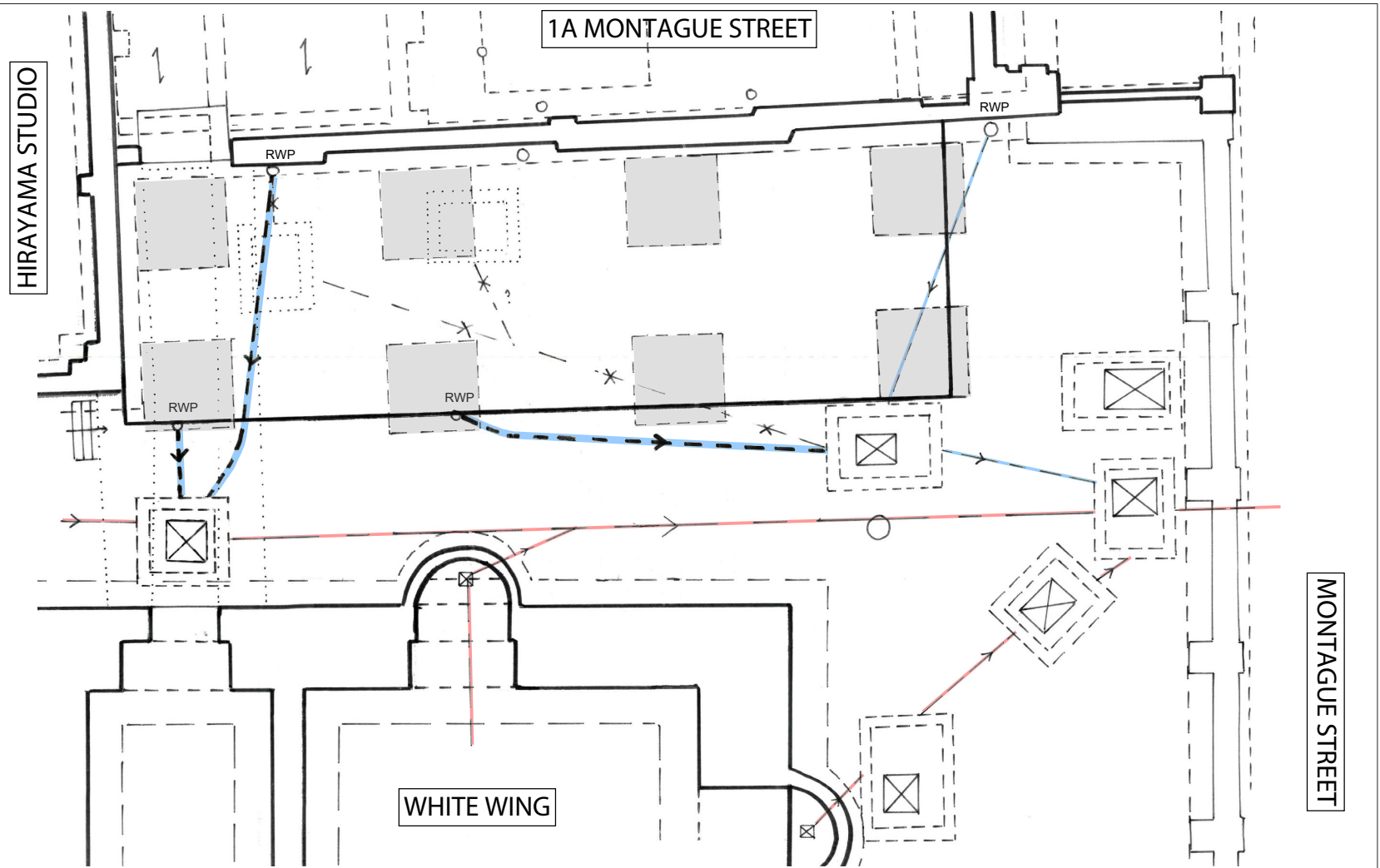
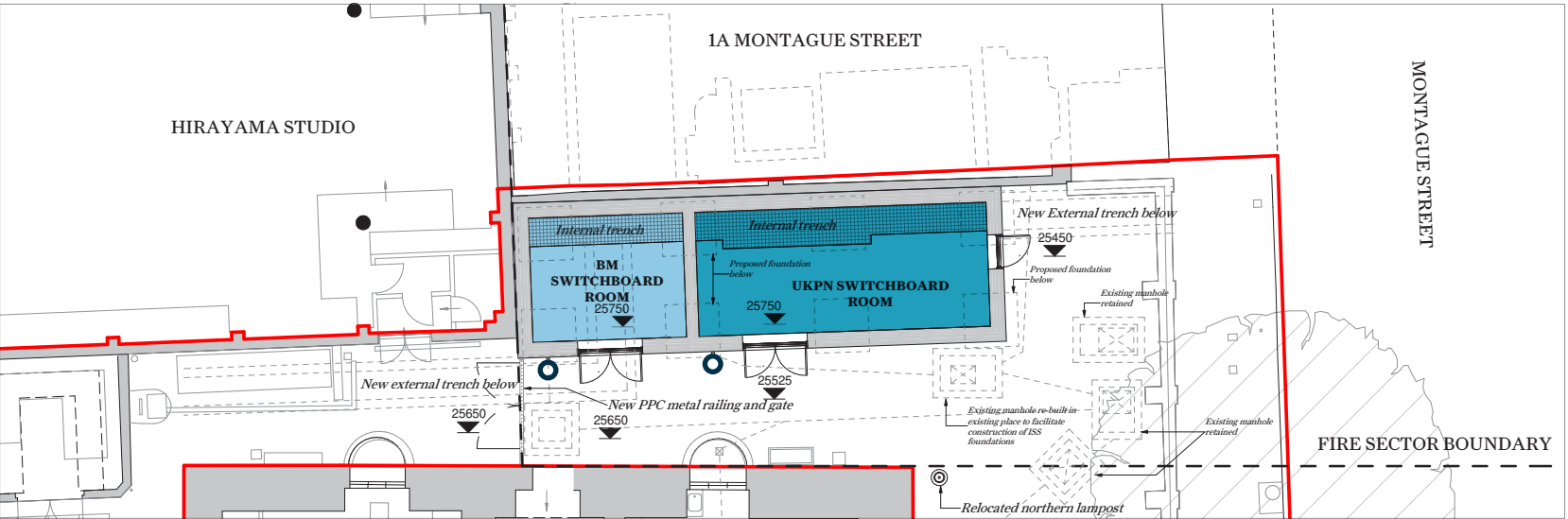
Bottom key:

- Existing surface water drainage run
- Existing combined water drainage run
- Proposed surface water drainage run

From top:

Proposed ISS Level 01 Plan showing location of hoppers and downpipes on the southern elevation

Proposed below ground drainage diversions to allow for the new ISS foundations. Courtesy of Alan Baxter Associates.





The ISS is not an occupied building but a UKPN substation type plant room. Approved Document M (or Requirement M1 of Part M) of the Building Regulations 'does not apply to any part of a building that is used solely to enable the building or any service or fitting in the building to be inspected, repaired or maintained'. As such, Part M is not applicable to the ISS.

With that said, the landscaping proposals for the ISS site outside the building have been designed to provide the highest practicable standards of accessible and inclusive design so the proposed landscaped area can be used safely, easily and with dignity by all.

The landscaped area will be of a gradient no steeper than 1:21. There are two existing steps outside the White Wing East Elevation between the existing steps into the building and the listed railings and gates which front onto Montague Street. These prevent step free access from the Southern to the Northern parts of the proposed landscaping, but alteration was deemed unsuitable due to associated impacts on listed fabric and setting for both the White Wing Building and railings/plinths themselves.

**Right:**

Existing photograph of the White Wing East Elevation existing steps and perimeter railings fronting onto Montague Street. The step in level facilitates the opening of the gates within the railings. This step will be maintained within the proposals so as not to cause adverse effects to existing historic fabric and the setting of both the White Wing and perimeter railings.





5.5.4

UKPN Access

UKPN has stringent and specific access requirements to all UKPN controlled substations for maintenance and monitoring of equipment should the need arise.

Due to the Museum's highly significant collection and specific security risks, the current procedure for UKPN access is to contact and meet a member of the 24/7 security team at one of the Museum entrances and proceed from there.

The new proposal uses this as precedent and proposes the same protocol. For the quickest means of access, the UKPN Engineer can use the South Forecourt entrance and walk round to the Incoming Substation. There are two additional gates to the south-east of the site, however these are not manned or managed by the 24/7 security so remain locked.

Key:

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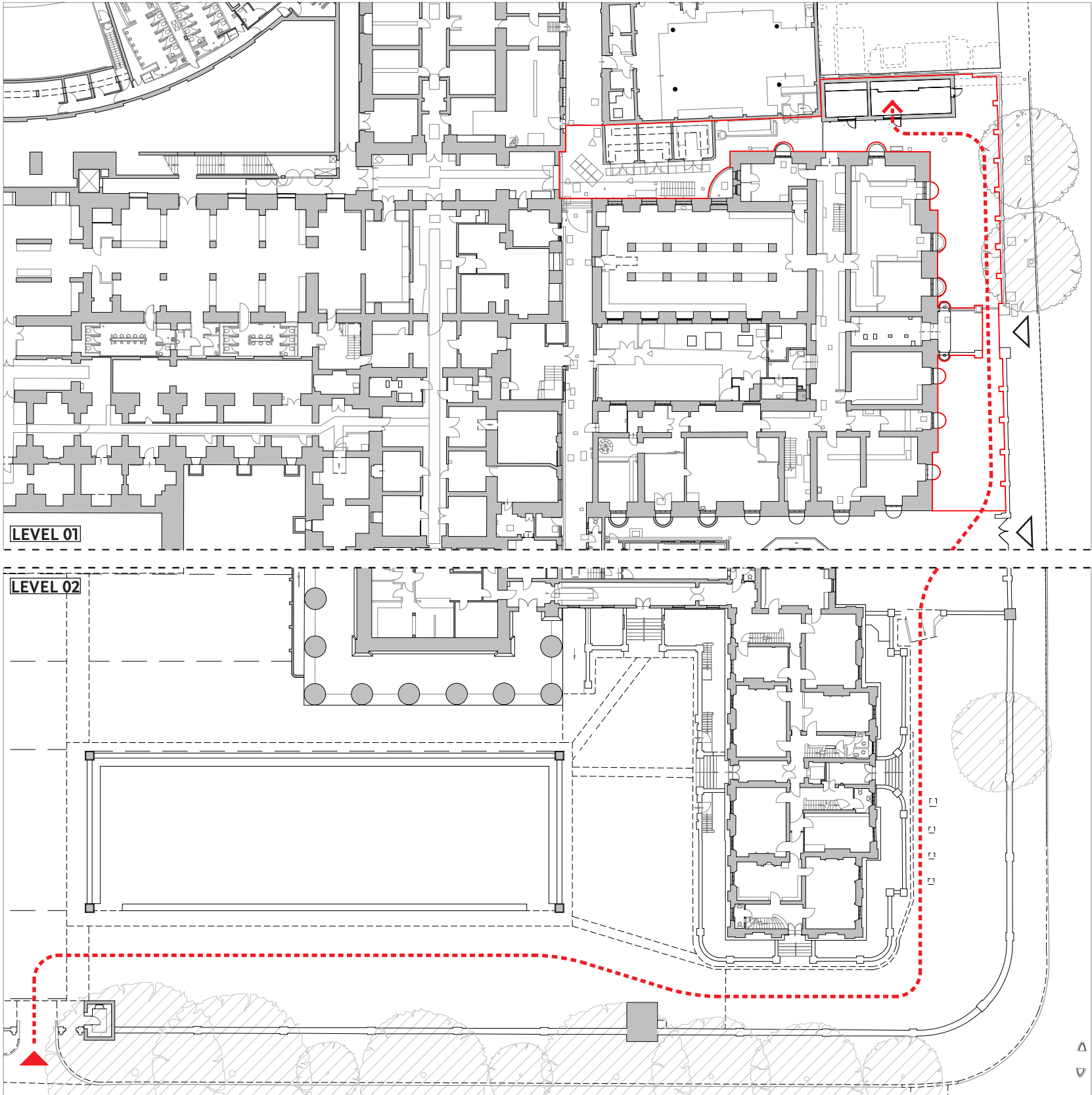
Main gate

▷

Services gates

Right:

Level 01 & 02 plan showing the access routes to the proposed ISS, highlighting the existing and new gate



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