

# 6. Landscape

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## 6.1 External landscape proposals

### 6.1.1 Introduction and Extent


6.1.1.1 The fundamental emphasis for the landscape design has been to create a building that is accessible to all users and is sensitive to the heritage context.

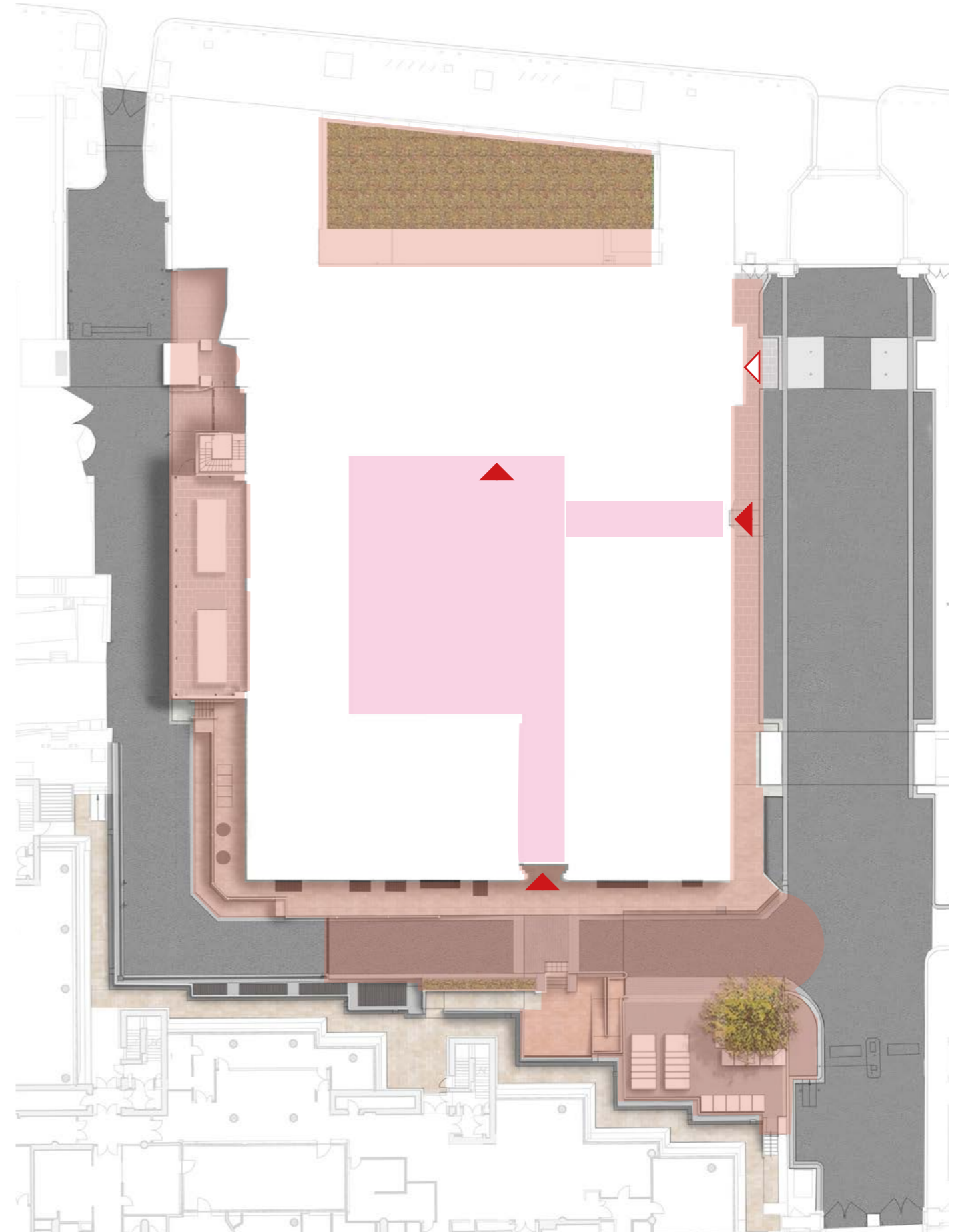
6.1.1.2 Landscape proposals must also support the business of the Estate and logistics and operational movements. This includes access for maintenance and emergency services and fire strategy requirements, as well as waste requirements. (See Chapter 7). The number of bins to be retained around the existing compactors has been reduced from 24 to 12, following review with stakeholders.

6.1.1.3 The proposals include improving the setting of the NSN building, particularly to the west and north, by simplifying the stepped and ramped plinth that was introduced as a consequence of the lowering of road levels associated with the Richmond House development.

6.1.1.4 External levels will co-ordinate with internal levels and the proposed courtyard floor, to create level thresholds and step-free access into the building

6.1.1.5 The design proposals seek to strike an appropriate balance between logistics movements, pedestrian access and the setting of the building. The scheme has been developed to recover, as much as practically possible, a sense of the landscape at the original level, with the associated heritage gain. They also establish a purposeful landscape connection with Richmond House.

 Landscape scope of work



**6.1.2 Landscape strategy**

6.1.2.1 The new proposal is sympathetic to the character of NSN and its current surroundings, complimenting rather than competing with the architecture. It will improve the circulation around and access to the building.

6.1.2.2 The proposed landscape makes use of existing materials and details and subtly reconfigures these to accommodate the new access and servicing requirements of the NSN building.

6.1.2.3 Further, in the interest of sustainability, the hard landscape strategy aims to reuse existing materials on site wherever possible.

**West of NSN**

6.1.2.4 The landscape proposals include lifting the pavement levels at the west perimeter of the building and widening the 'plinth' footpath. Existing paving and stone steps are relaid to create new levelled footpath and simplified retaining edge between the footpath and road edge (1). The underlying vaults are not affected.

6.1.2.5 New raised levels at the NSN main entrance are to be achieved by raising the levels of the plinth at the perimeter of the building and introducing a table top crossing. The tabletop will sit between two new road ramps (2) and is on axis to the NSN building entrance.

6.1.2.6 The 1980s Whitfield landscape is referenced in the new table top design, which includes two granite bands to the north and south, bounding a granite 'field'.

6.1.2.7 Existing small granite setts banding around the base of the steps will be lifted and relaid to the new levels.

6.1.2.8 A new set of steps is introduced with a retaining wall and planter either side. New pedestrian ramps are proposed to create fully accessible linkage between NSN and Richmond House buildings.

6.1.2.9 The existing compactor area is re-levelled to tie in with the new road level to the south-west corner.

**North of NSN**

6.1.2.10 Perimeter of the building to be simplified by creating a retaining edge with simple guarding. A new set of steps are introduced to the north to facilitate logistics movements.

6.1.2.11 The new enclosure and Curtis Green footpath adjacent to NSN will have new concrete paving, retaining structure and new access stair located to the east of the enclosure.

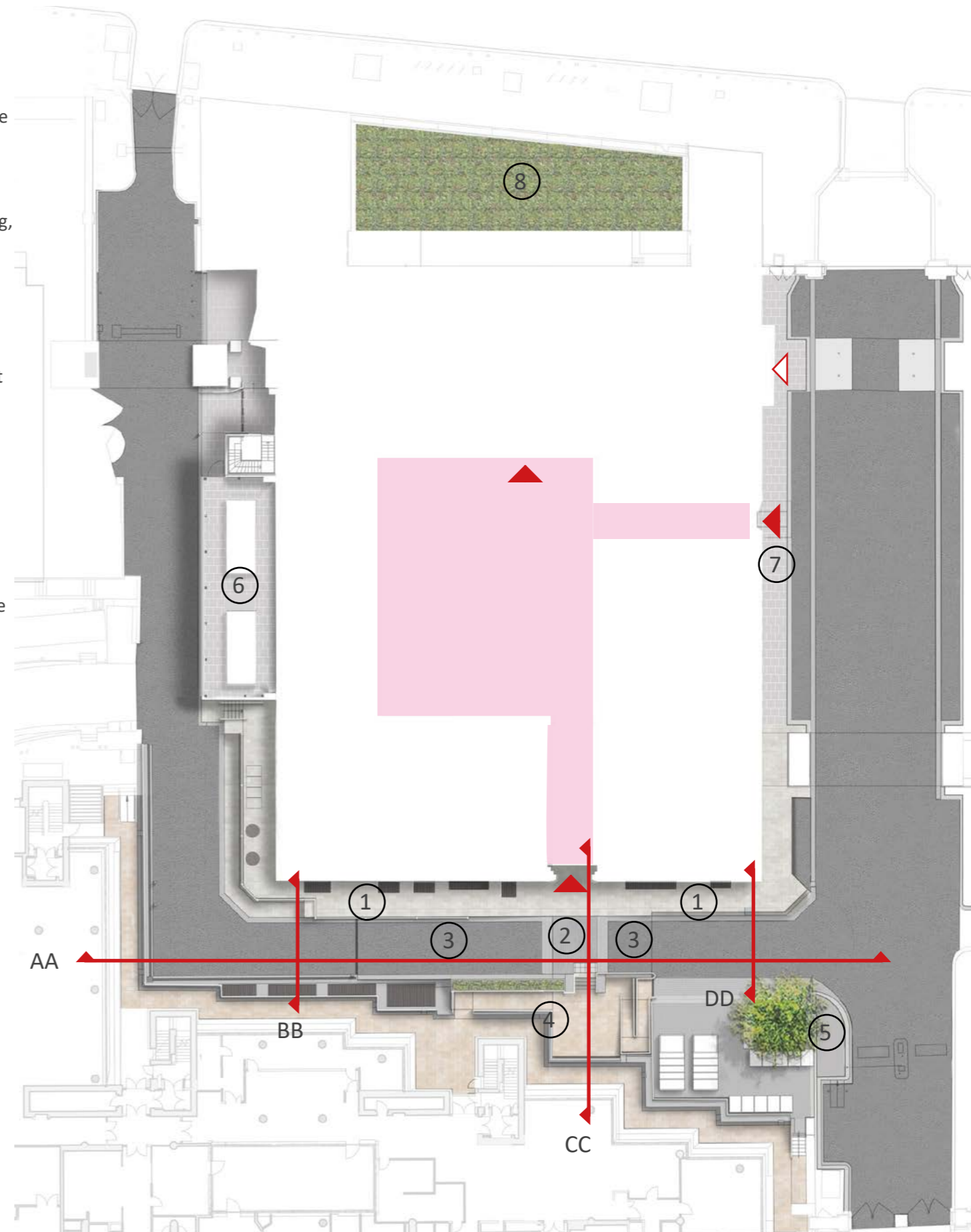
**East of NSN**

6.1.2.12 The courtyard facing Victoria Embankment will be replanted with drought tolerant and pollinator planting to not only enhance the appearance of the building from the east elevation but also enhance biodiversity on the estate.

**South of NSN**

6.1.2.13 The landscape work in the south of the building is limited to lifting the existing paving to enable essential waterproofing works and locally adjusting the levels around the existing south-east door to create step-free access at this newly reinstated route, from Commissioners yard directly into the NSN courtyard.

- ① Re-levelled and redesigned NSN perimeter plinth with existing lightwells
- ② New tabletop with Granite setts
- ③ New road ramp
- ④ New planter and steps
- ⑤ Existing tree retained with elevated level in surrounding
- ⑥ Chiller plant enclosure
- ⑦ Reinstated entrance and route
- ⑧ East forecourt garden



6.1.2.14 The view on this page illustrates the design intent for the landscape to north and west of NSN building. Design elements include:

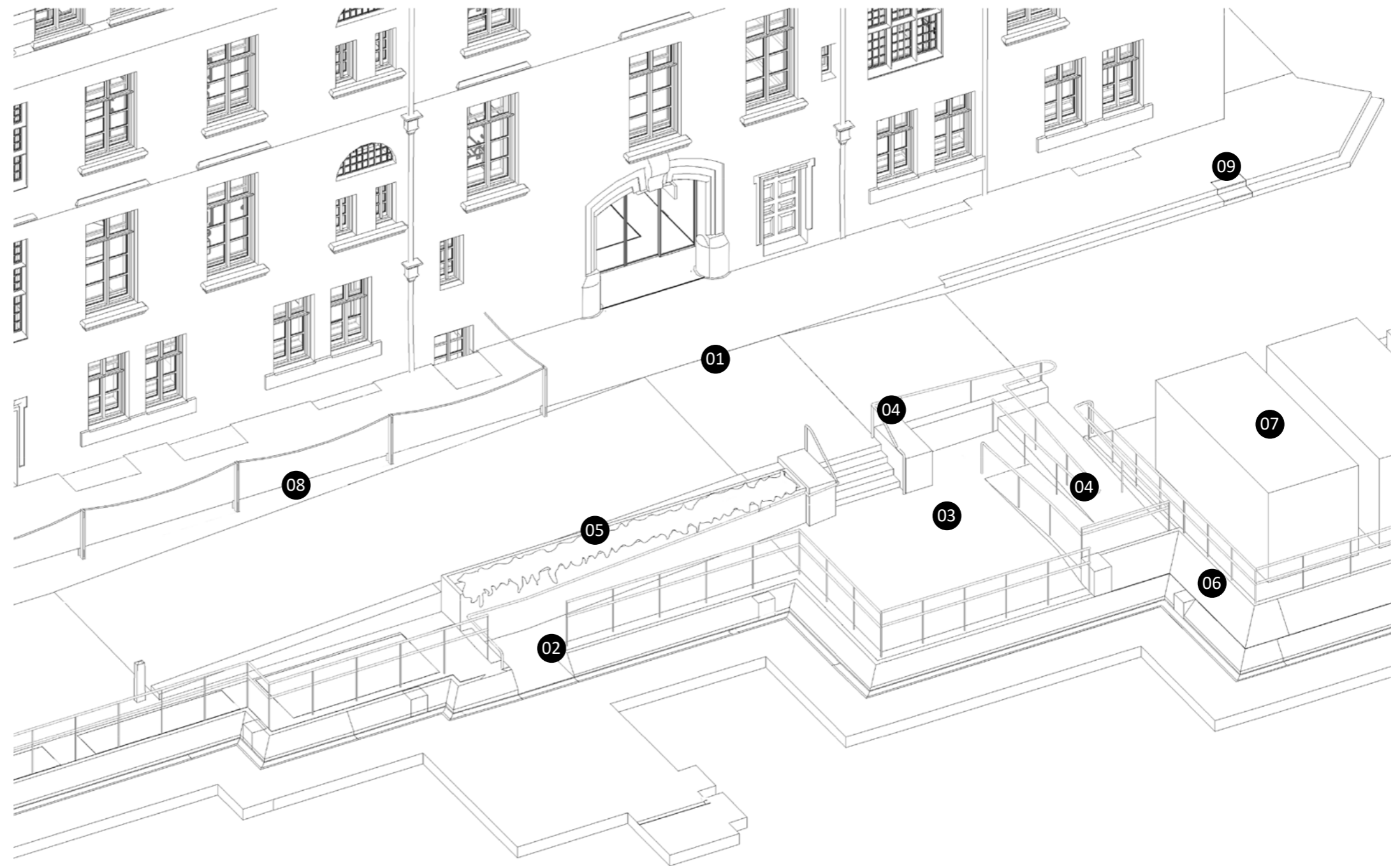
- Step free access into NSN via the West and South entrances
- Rationalised and widened plinth to the West elevation
- Level cross over, with new steps and ramp connection, to Richmond House
- Levelled connection to Derby Gate with area to consolidate compactors and bins (existing tree to be retained)
- New slope to Laundry Road to meet existing lower level and off-loading area to North plinth



*Axo view to north and west of NSN building*

6.1.2.15 The view on this page focuses upon the design of the landscape connecting NSN with RH across Laundry Road. Design elements include:

- 01 Direct connection from building's west entrance to Richmond House
- 02 Existing Richmond House railings retained and completed
- 03 Landscape levels modified to meet existing Richmond House ramped route
- 04 New handrails and guardings associated with new steps and ramp
- 05 Granite upstand and planter in lieu of guarding to ramped carriageway
- 06 Extension of granite retaining wall detail to raised level of compactor area
- 07 Compactors and bins
- 08 Existing steps relaid to form a straight edge with new balustrade installed
- 09 Existing steps relaid to create a two step edge



*Axo view to Laundry Road*

6.1.2.16 The following views illustrate the proposals in context from pedestrian level (bottom row), showing improvements over the existing condition (top row).

6.1.2.17 Following review with WCC/HE regarding the quantum of Estate bins to be located adjacent to the compactors, the number has been reduced by 50%, from 24 to 12. The landscape design pushes the compactors and bins as far west as possible, such that they sit behind the existing tree and fencing, which will sit in the foreground in the key view from the south.

6.1.2.18 Consideration was given to adding an extension to the fencing. Due to access requirements and requery of use, complete enclosure of the compactors and bins is not practical. It was also felt to be detrimental in terms of drawing more attention to the area. As such, the proposal is to retain the current extents of fencing.



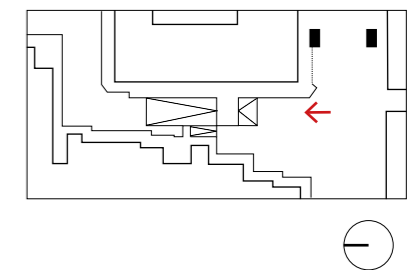
Existing views (top)

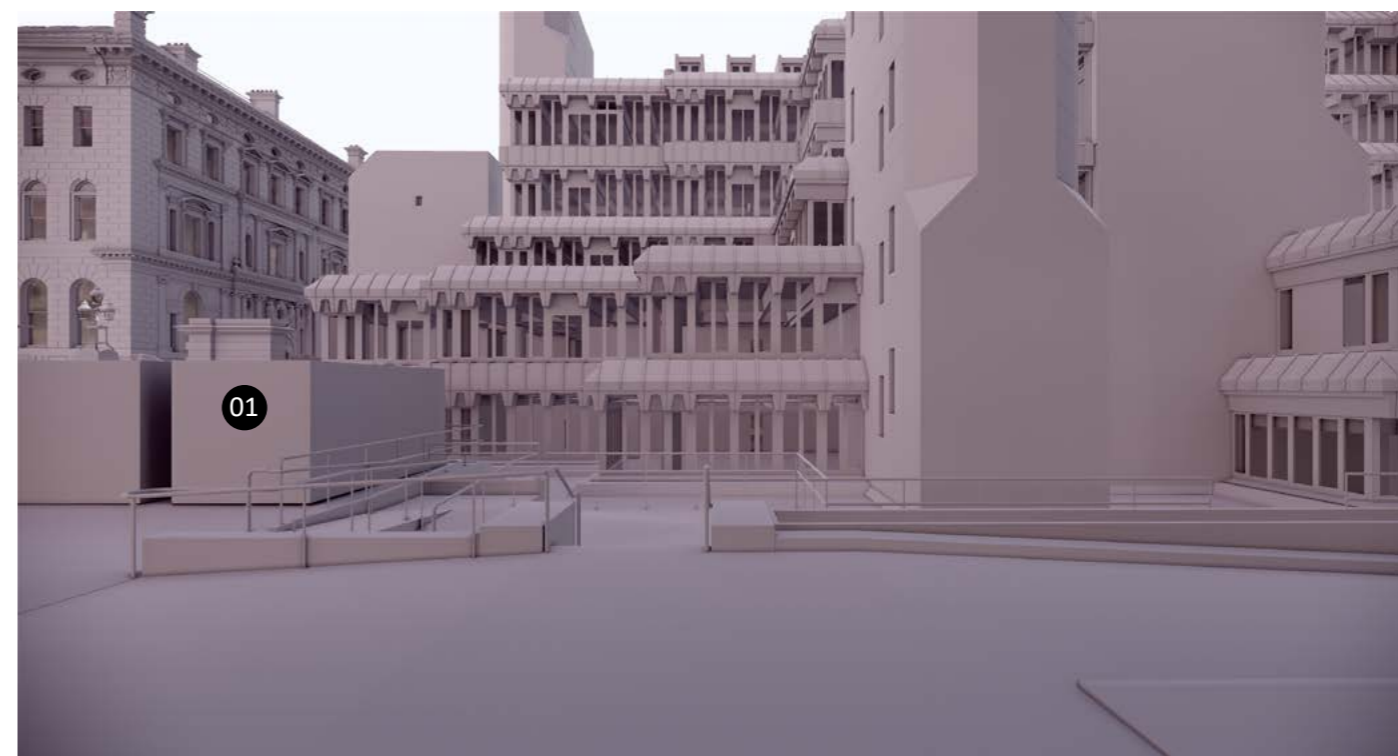
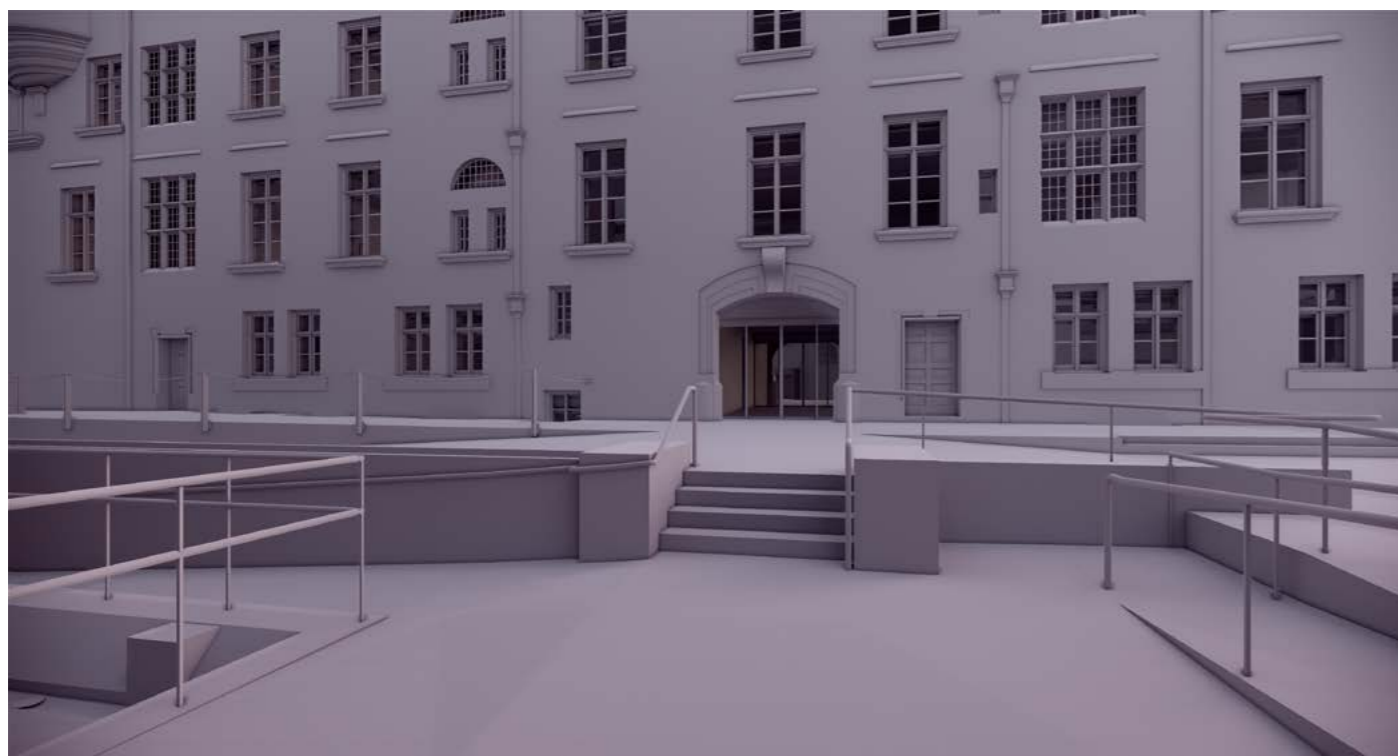
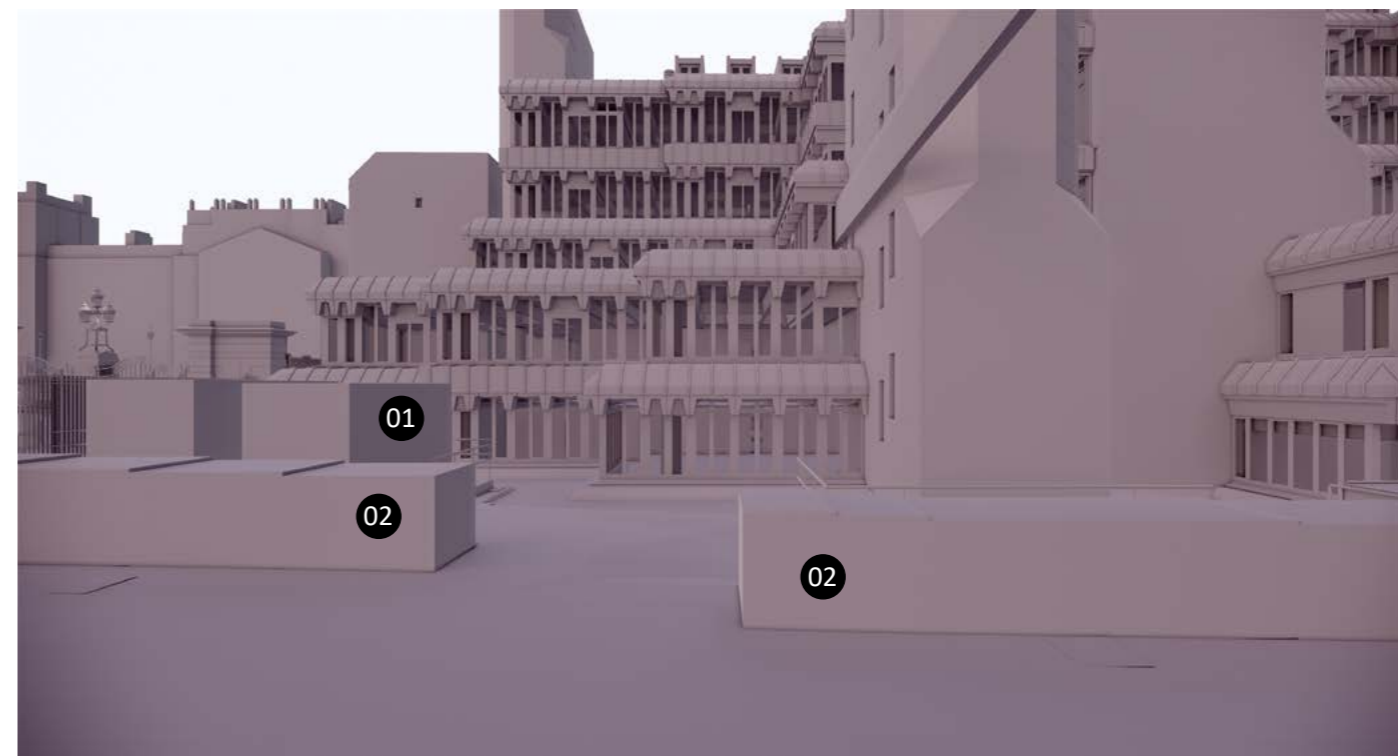


Proposed views (bottom)

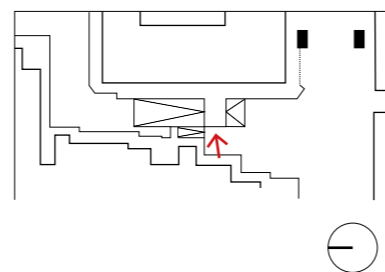
View 1: Looking down Laundry Road from Commissioner's Yard

- 01 Compactors
- 02 Eurobins

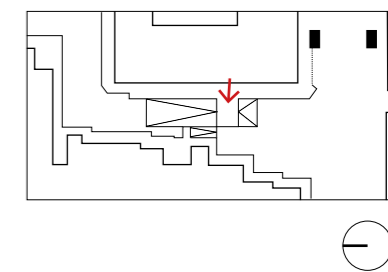


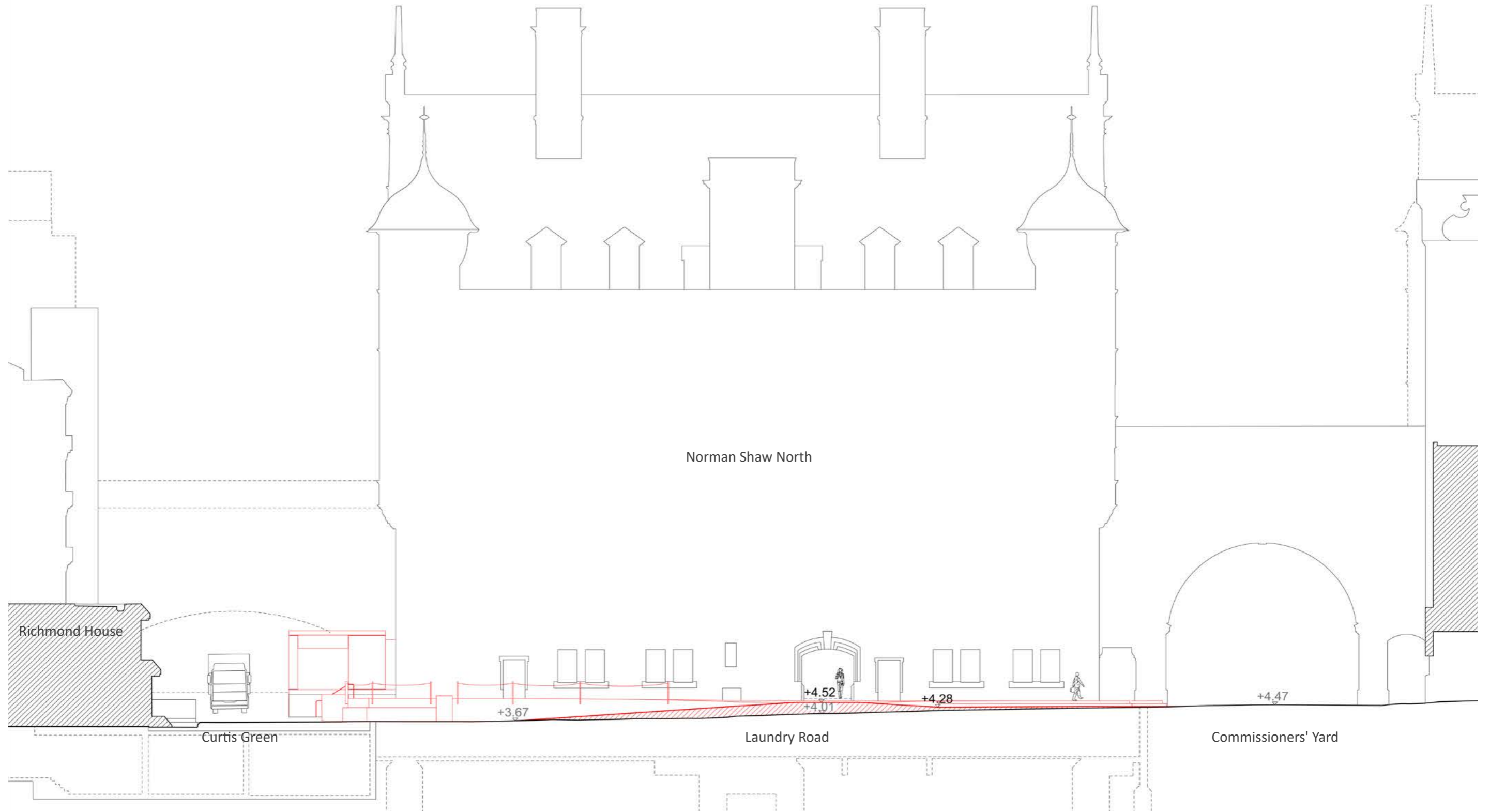


View 2: Looking towards Norman Shaw North from Richmond House



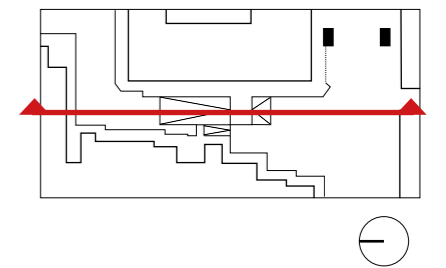
View 3: Looking towards Richmond House from Norman Shaw North entrance



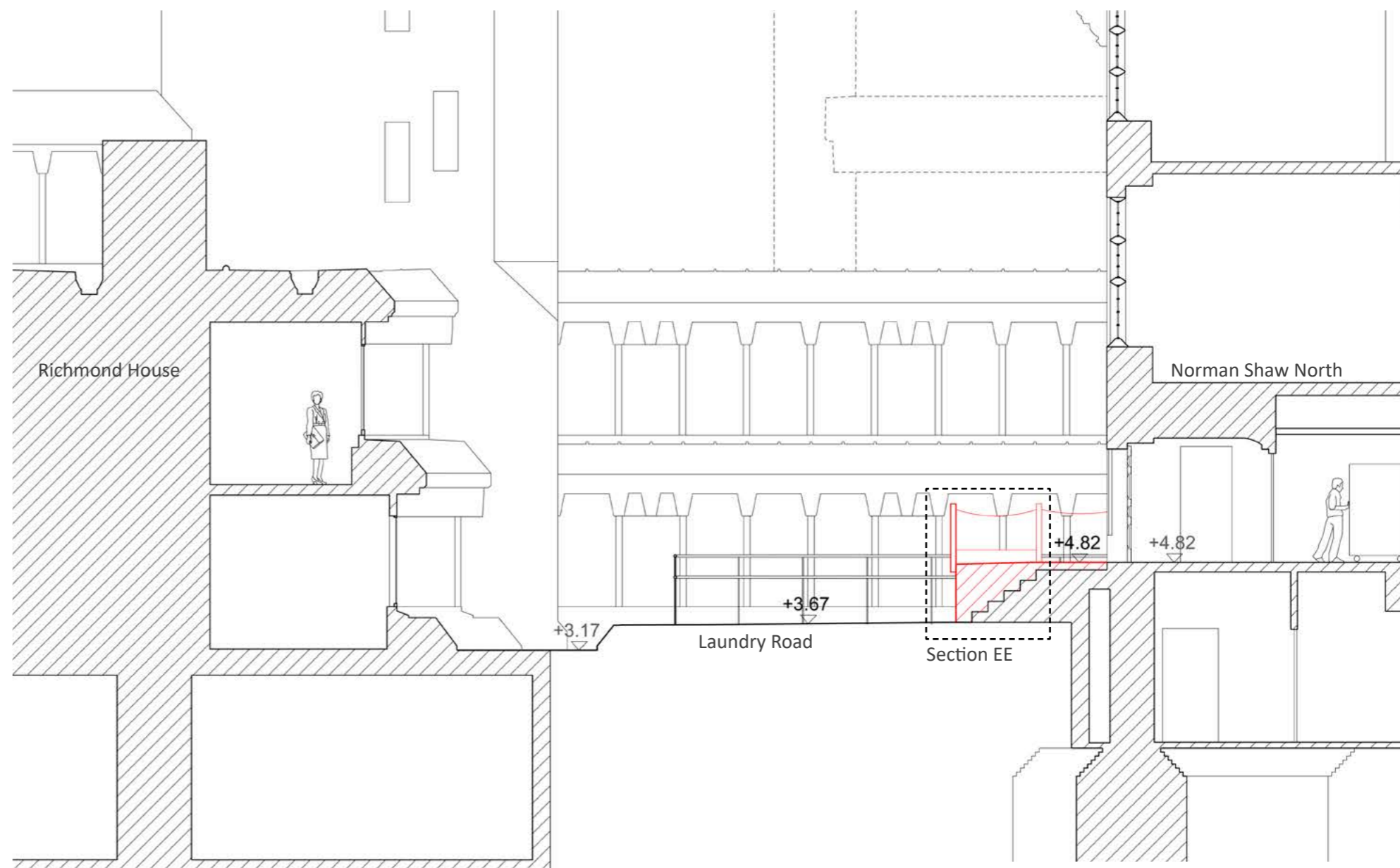


Section AA - Through road table top

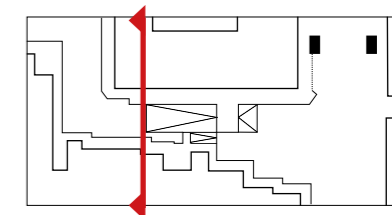
Red tone indicates proposed new elements/build-up

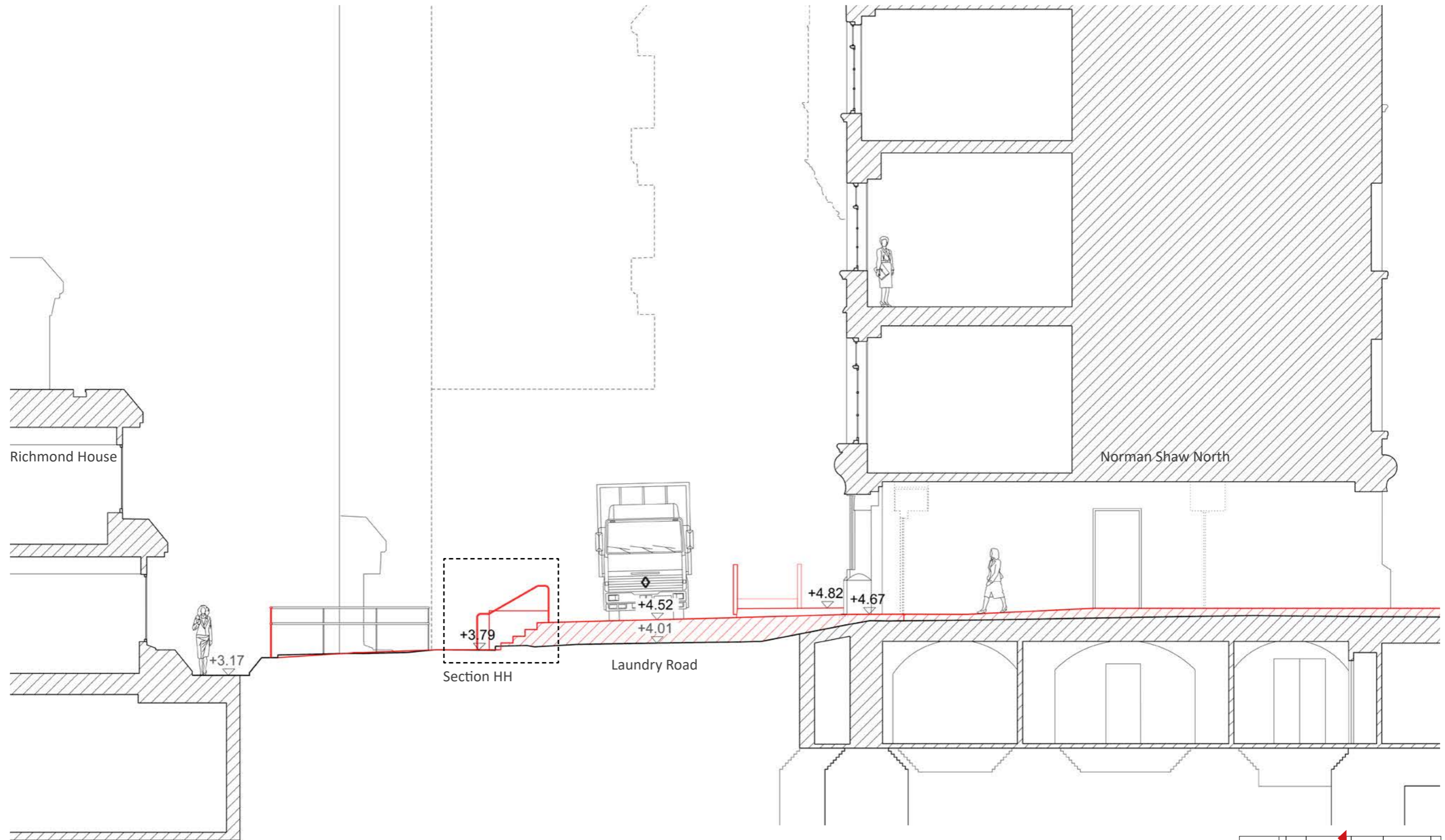




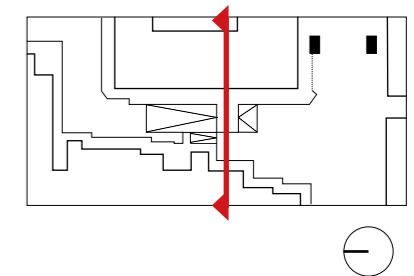


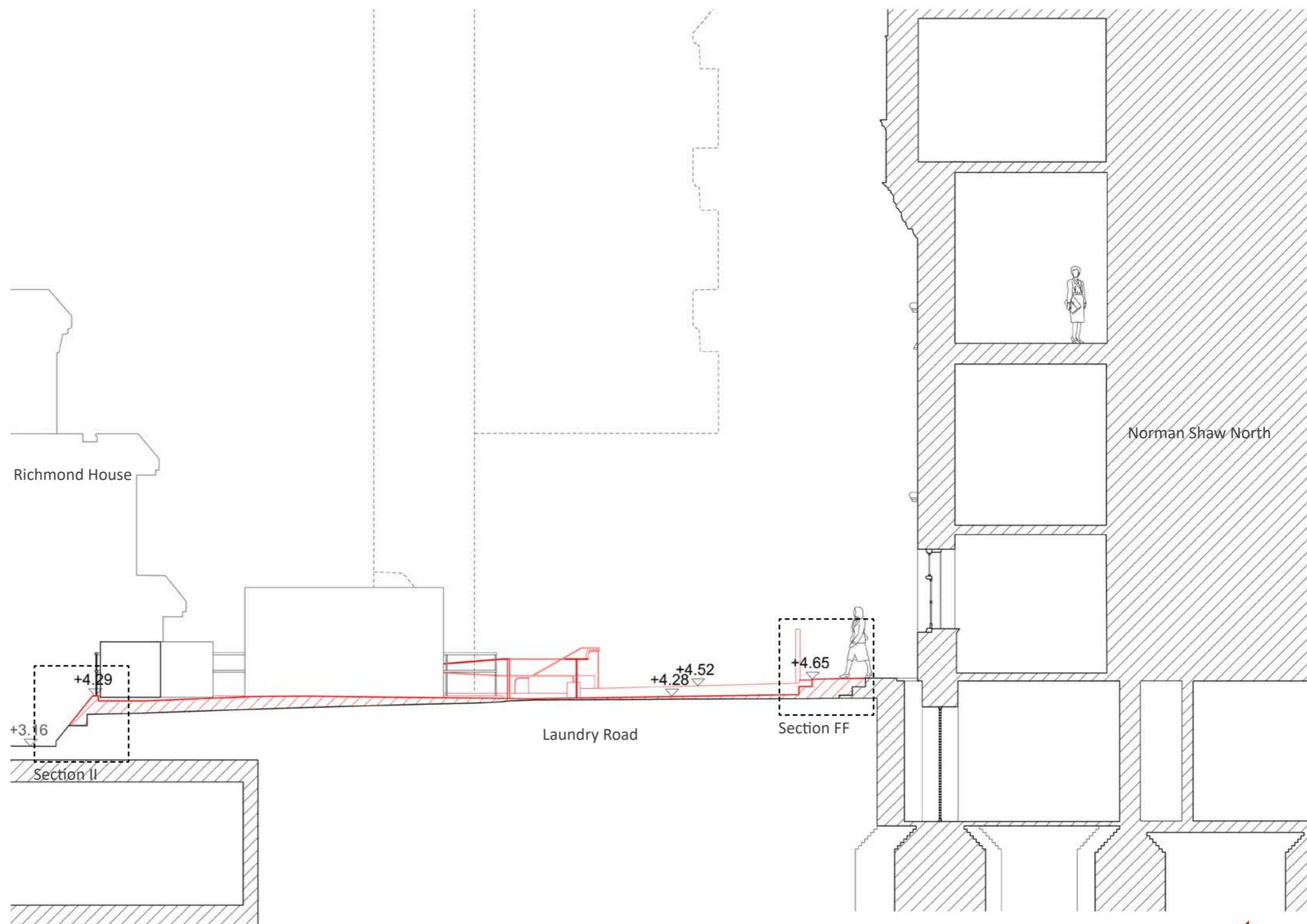
Section BB - Through the north west entrance and plinth build-up  
 Red tone indicates proposed new elements/build-up



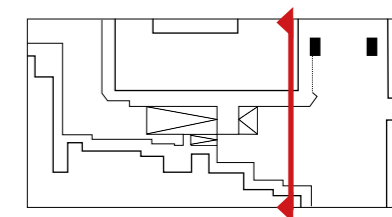


Section CC - Through the west entrance and steps down to RH  
Red tone indicates proposed new elements/build-up





Section DD - Through the south west plinth and build-up to compactor area  
Red tone indicates proposed new elements/build-up



## 6.2 NSN estate landscape detail proposals

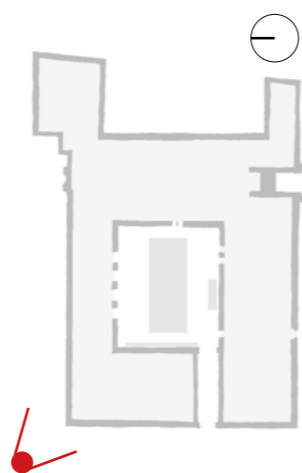
### 6.2.1 Stepped Plinth

6.2.1.1 The original ground plane for Norman Shaw North was 1.4m higher to the Northeast corner than it is today.

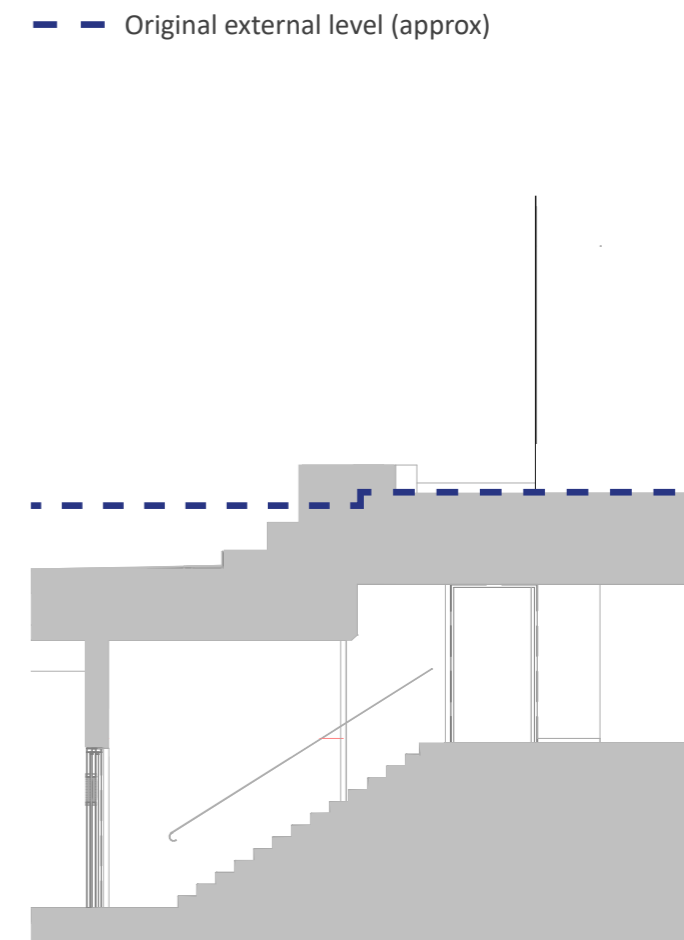
6.2.1.2 The stepped plinth was introduced when Richmond House was redeveloped in the 1980s to accommodate ramped access to the new Richmond House basement area. The ground plane was lowered and the granite steps introduced to reconcile the level differences and to protect the vaults below.

6.2.1.3 The Northern Estate operating environment is constrained by its ageing road network and access points, the combination of which creates a high-risk environment for the movement of pedestrians and vehicles. Business as Usual (BaU) activity within and surrounding the estate is particularly congested, with up to c11,715 ingress and egress pedestrian movements and approximately 32 vehicles requiring access per day.

6.2.1.4 The current practice is for any larger vehicles that exceed 10m in length to enter and leave the estate at Derby Gate, against the flow of traffic. This makes the environment unpredictable in terms of the flow of traffic.



Early photo of NSN west facade showing landscape levels at or near plinth height.



Existing section - West facade - corner



Photo of existing NW corner

6.2.1.5 As part of the site-wide vehicular improvements to the Estate, the application aims to create a new one-way route through NEP for large vehicles up to 12m length. Large vehicles will be able to enter through Curtis Green Gate and egress through Derby Gate. In order to facilitate this route the steps in the north west corner of Norman Shaw North will need to be amended to allow for safe manoeuvre without damaging heritage assets.

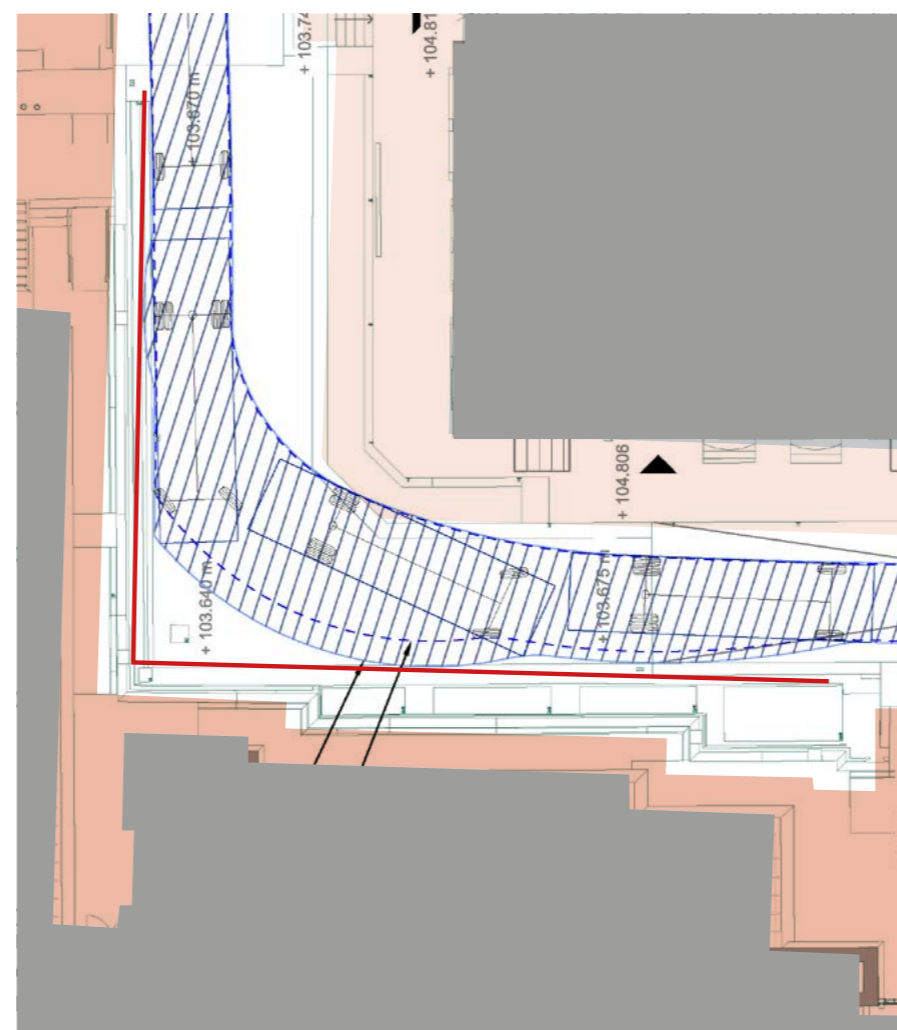
6.2.1.6 Adjustments to the stepped plinth at the corner of Curtis Green and Laundry Road are required to enable larger vehicles to manoeuvre around this pinch point.

6.2.1.7 Steer (Traffic and Movement Consultants) have reviewed the movement of vehicles making this manoeuvre to test the following vehicles performing the turn:

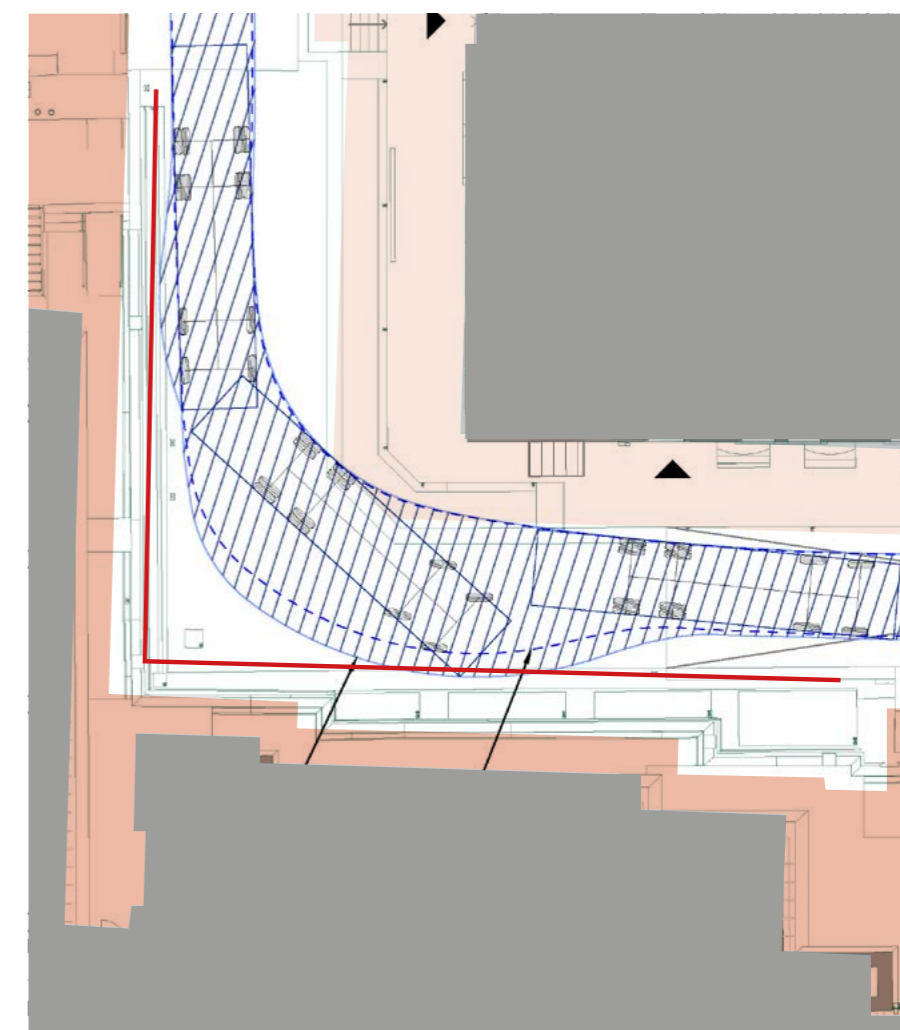
- OSCC Business as Usual LGV
- 10m Rigid
- 12m Rigid

6.2.1.8 The tracking demonstrates that 12m vehicles are unable to perform the turn left into Laundry Road with the steps in place, whilst 10m vehicles can with significant risk of collision.

6.2.1.9 Partial reconfiguration of steps enables the introduction of a safe one-way system within the estate and allows larger site vehicles to safely service the site. It also provides a safer pedestrian route for pedestrians, staff and visitors between Richmond House and the wider Parliamentary Estate buildings.

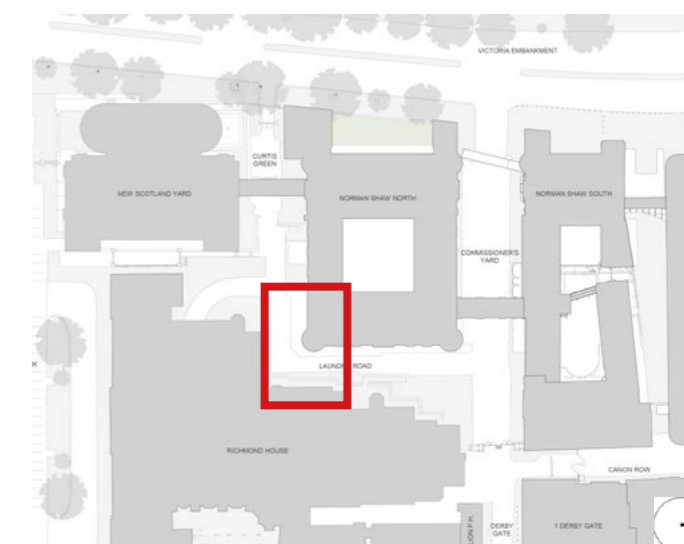


10m Rigid vehicle rounding existing stepped plinth



12m Rigid vehicle rounding existing stepped plinth

- Existing building footprint
- Protected RH pedestrian route
- Bollard line to pedestrian route
- Stepped plinth



Key plan

**6.2.2 Stepped plinth reconfiguration**

6.2.2.1 The existing granite steps will be carefully lifted, reset and re-configured to provide a stronger base and new urban setting. It will also provide a wider roadway for the practical aspects of managing vehicles through the busy and functioning estate.

6.2.2.2 The adjacent diagrams show the resetting of the existing granite through the 'sliding' of the smaller steps to match the larger granite elements and create a new 'bench' and base to the building.

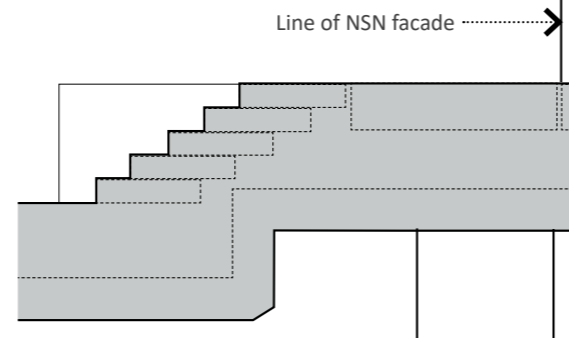
6.2.2.3 The heritage vaulting further down the west facade remains unaffected by the proposals. Equally, the steps relocation does not affect the concrete structure below, as shown on the diagrams on this page.

6.2.2.4 A series of sections on the next pages illustrate the proposed design at Laundry road in more detail.

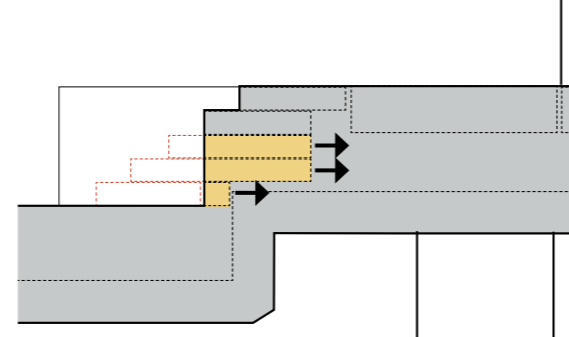


Photo of existing stepped plinth

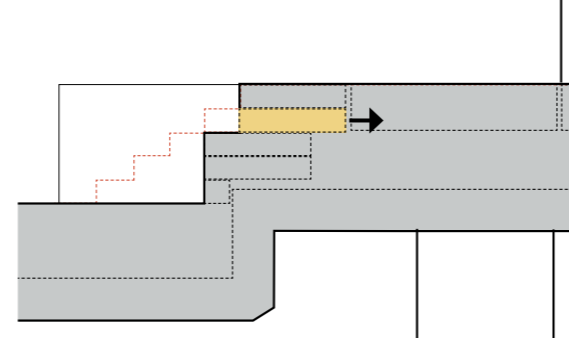
**1. Existing condition**



**2. Sliding lower steps in**



**3. Sliding upper step in**



**4. Proposed condition**

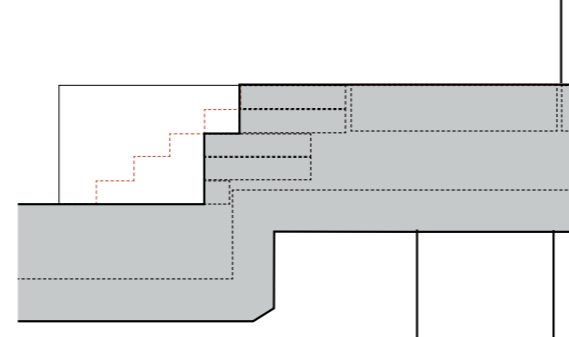
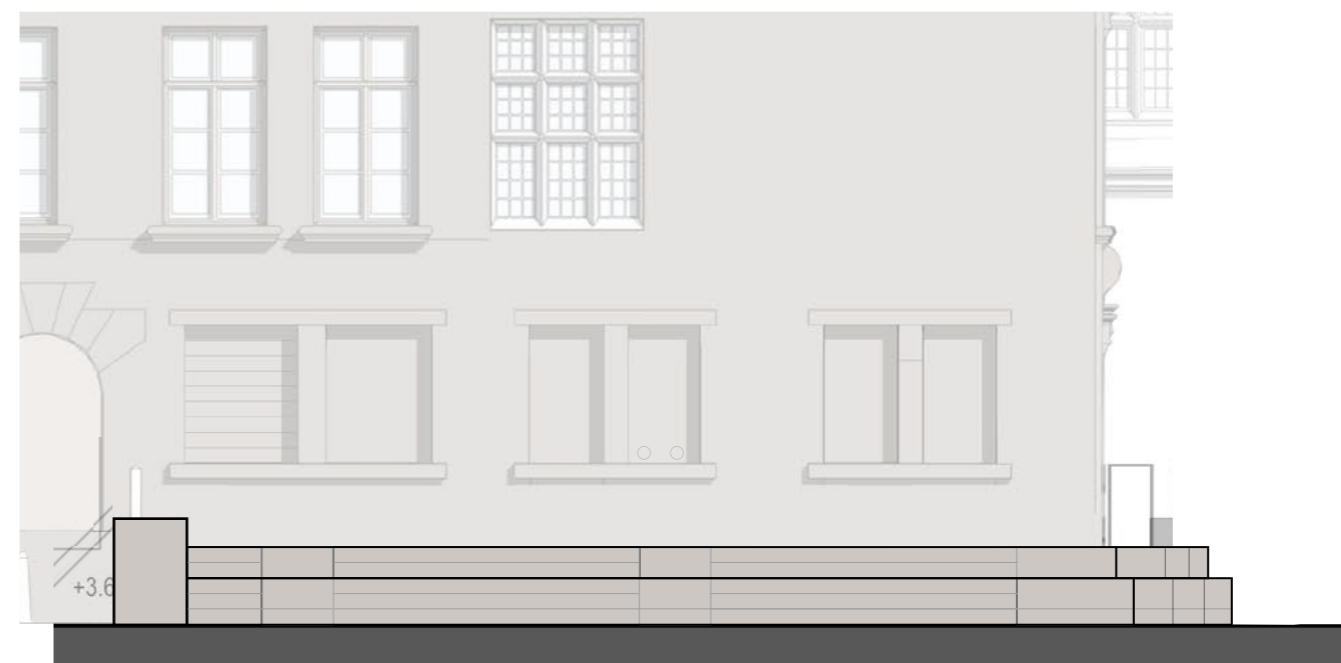
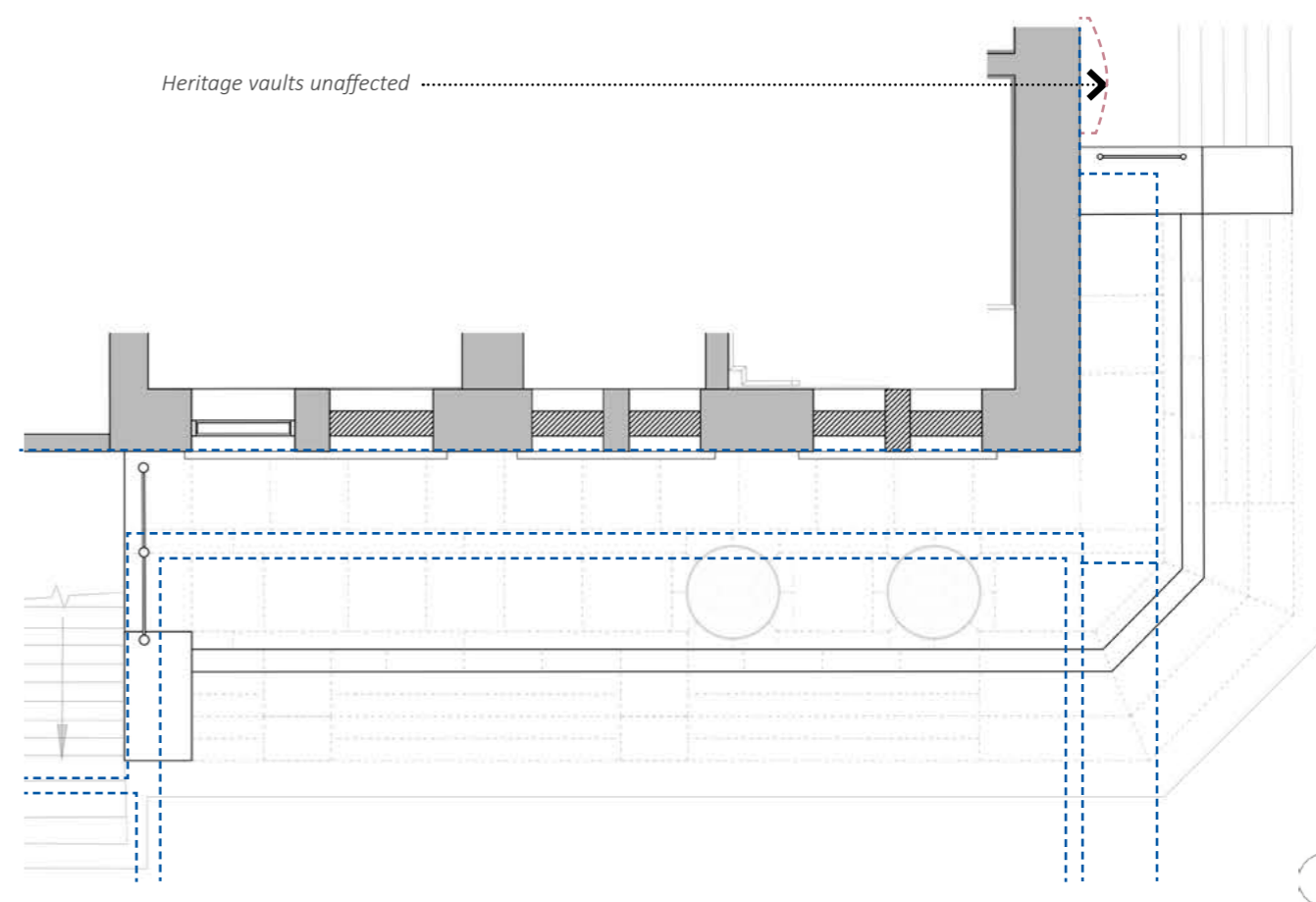


Diagram showing sliding steps



Illustrative proposed NW corner part elevation



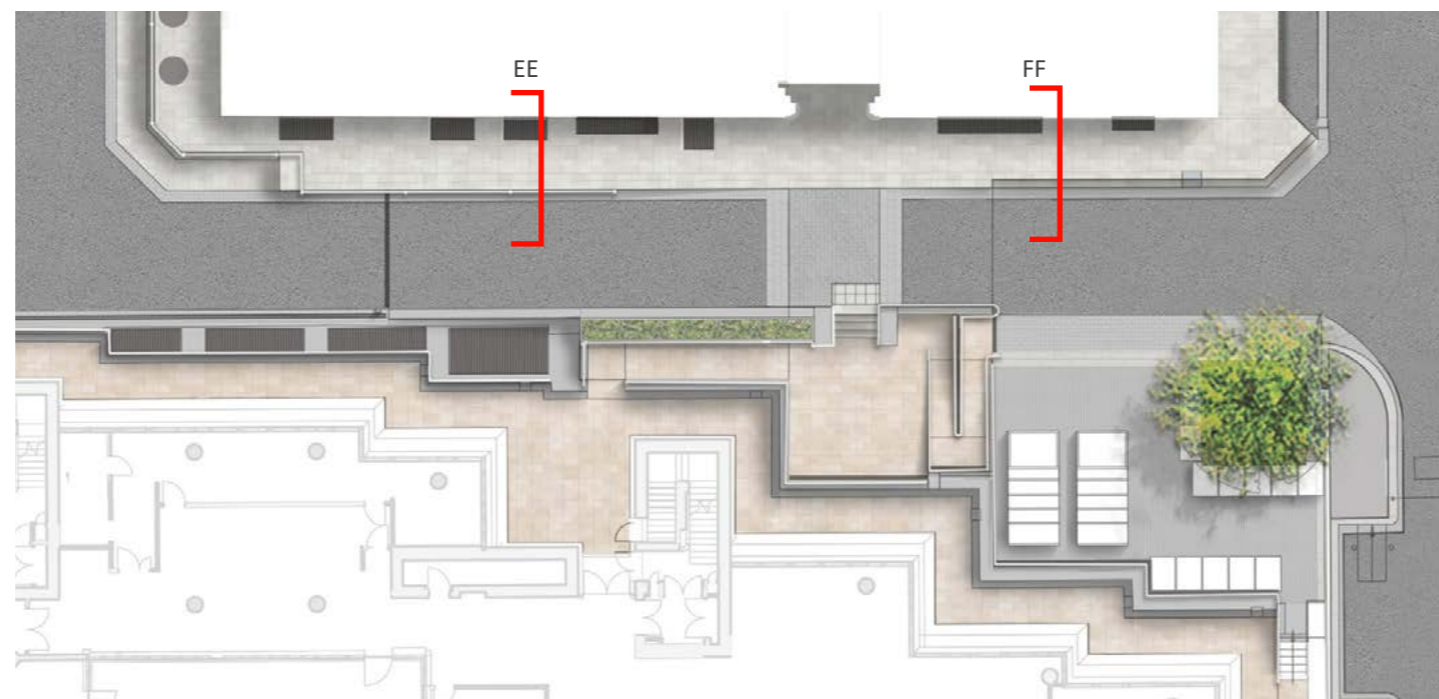
Illustrative proposed NW corner part plan

--- line of non-original basement below  
--- line of heritage vaults below

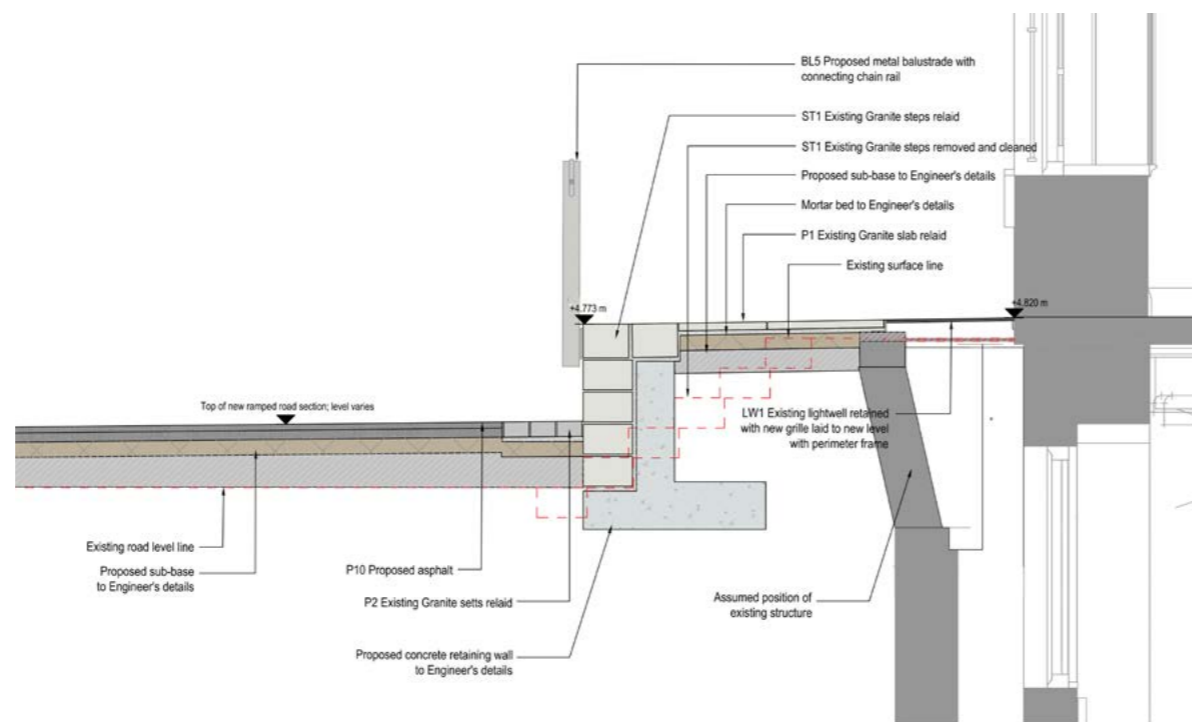
6.2.2.5 Typical proposed sections shown on this page further explain the step principles in more detail.

6.2.2.6 The intention is that the granite finishes will be retained, re-set and supplemented by new to match, as required. The existing lightwells are to be retained and used as part of the ventilation strategy - new painted metal grilles will be set within the granite, over these areas.

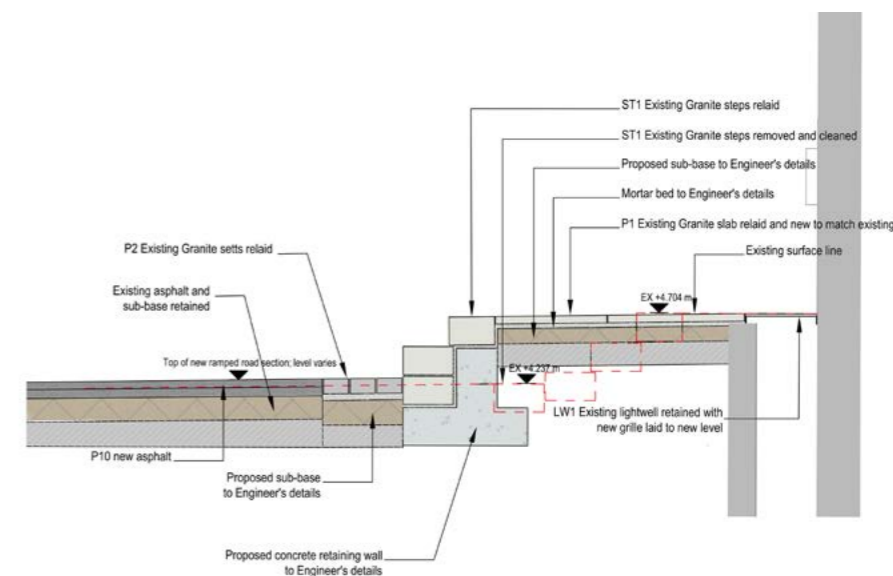
6.2.2.7 The widening of the plinth will require additional retaining structure and this, together with the detail build-ups will be developed with the civil and structural engineering in the next stage, in conjunction with the integration of additional survey information.



Proposed landscape rendered plan



Section EE Proposed existing Granite step west of NSN section



Section FF Proposed existing Granite step southwest of NSN section

6.2.2.8 Proposed sections on this page demonstrate the design intent of the proposed Laundry Road planter and retaining structure, steps and the compactor area build-up.

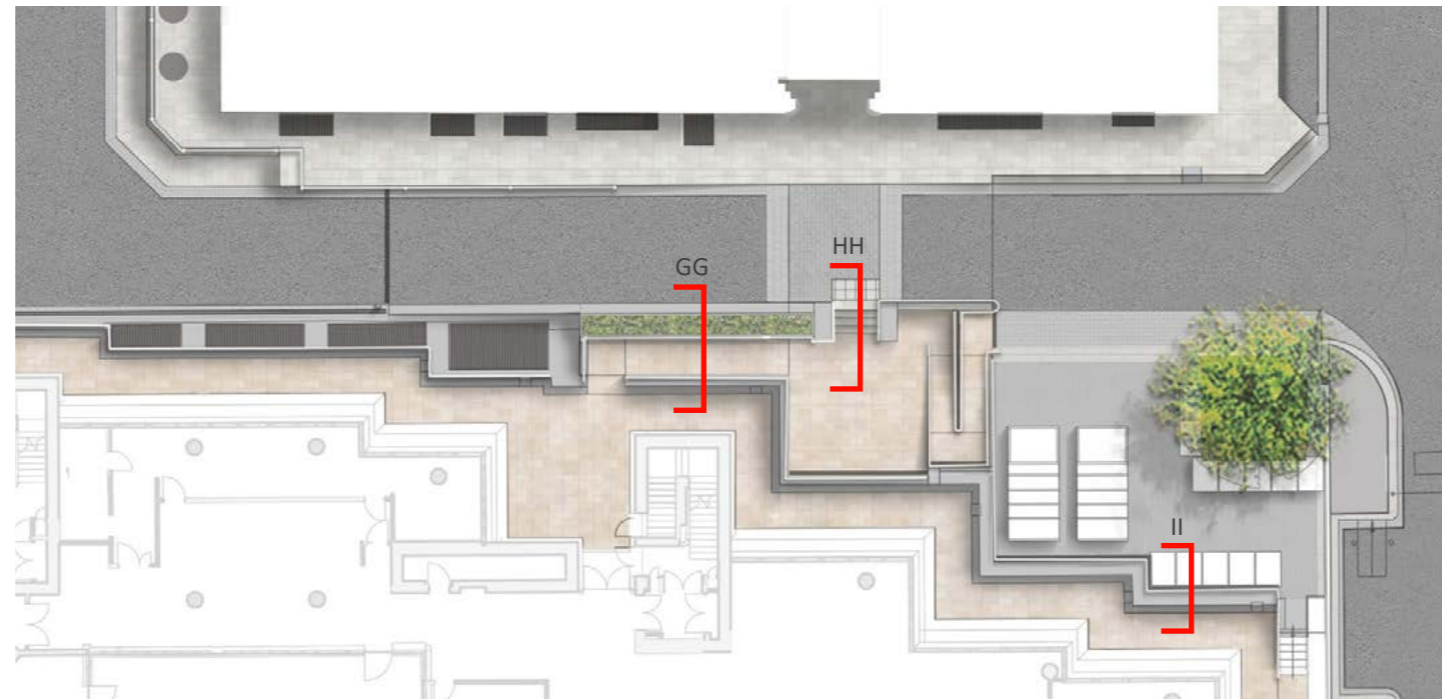
6.2.2.9 As with the plinth proposals, paving build-ups and structural elements shown are indicative and are subjected to further structural and civil engineering, in co-ordination with survey information.

6.2.2.10 The planter provides a mechanism for avoiding additional handrails, by providing an off-set from the carriageway. This edge is supplemented by a granite upstand kerb, with a bollard at the north end.

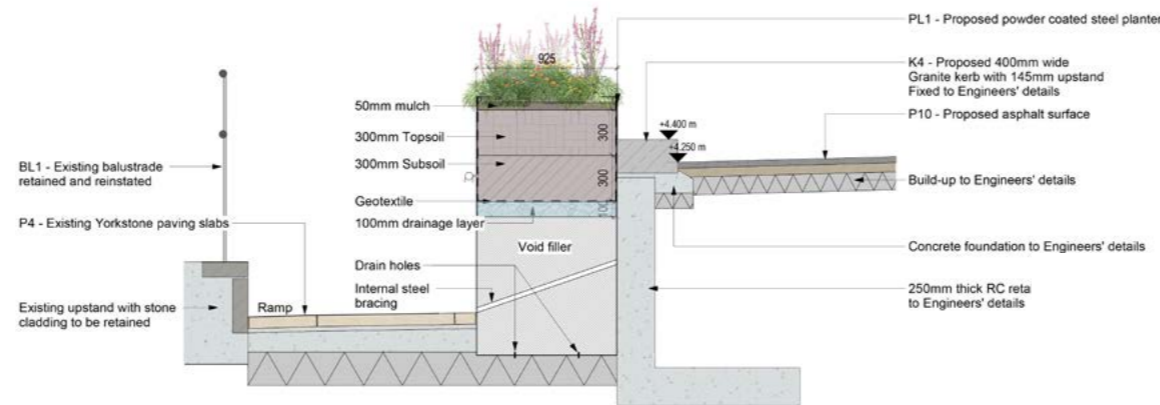
6.2.2.11 The granite flight of steps are contained by granite termination blocks. The positioning of this flight co-ordinates with the existing ramp to the lower Richmond House route, which is not being changed.

6.2.2.12 The compactor area is raised to improve the functioning of this area and logistics movements. The existing chamfered blocks that manage the existing level change are extended to maintain the characterisation of the Richmond House landscaping treatment.

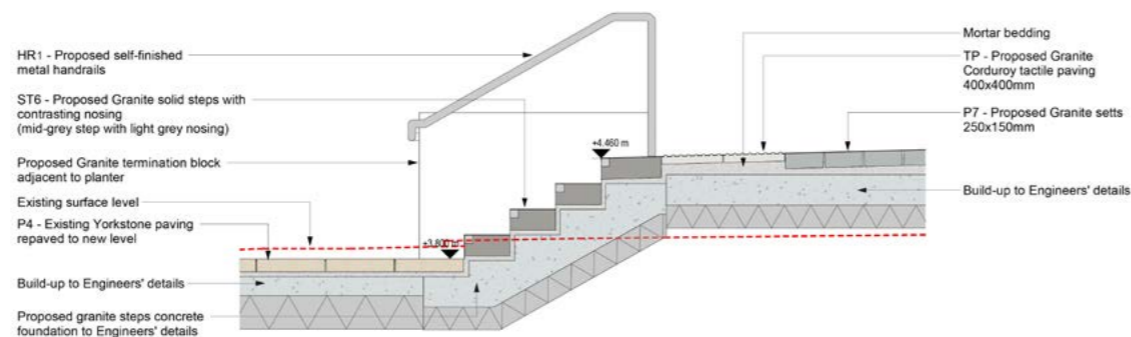
6.2.2.13 The proposals retain the existing tree and adapt the existing hard landscaping around it. Protection will be required during the works to ensure the tree is not adversely affected by construction works. (See drawings for further detail).



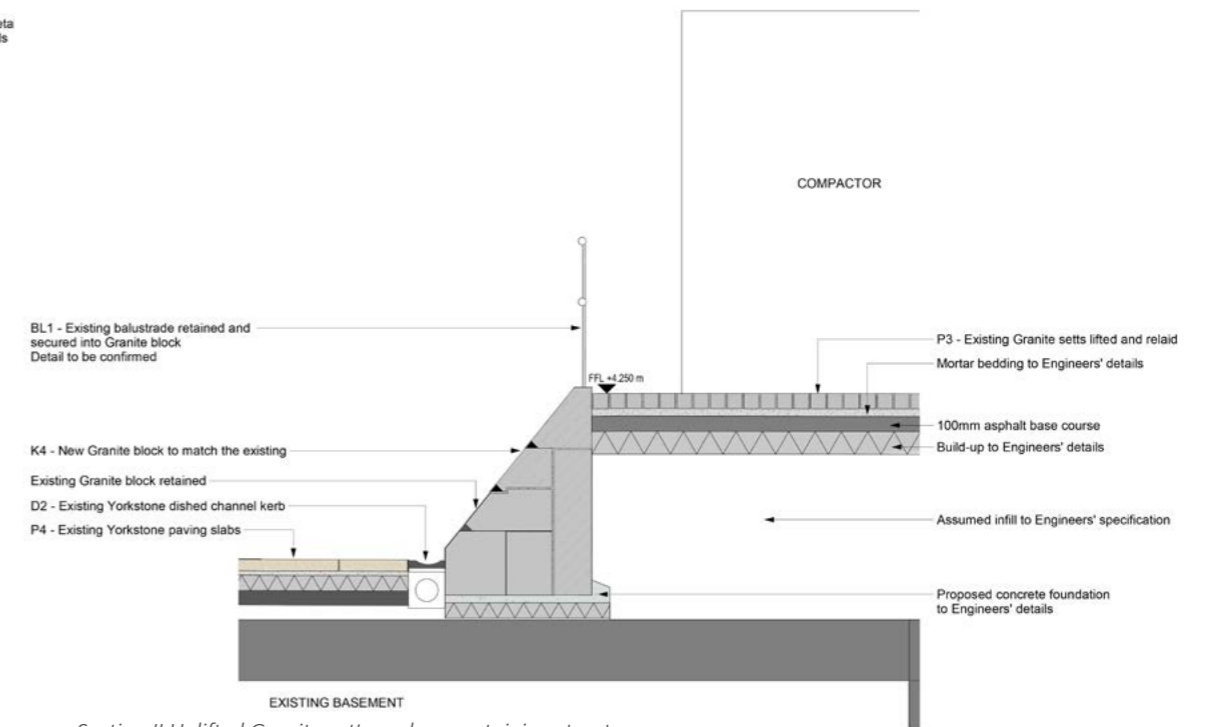
Proposed landscape rendered plan



Section GG Proposed road and planter section



Section HH New steps from tabletop to Richmond House



Section II Uplifted Granite setts and new retaining structure



### 6.2.3 East Forecourt

6.2.3.1 As part of the reinstatement works and following the fabric repairs to the building and railings, a new planting scheme is proposed to the private forecourt area between the two single story pavilion buildings.

6.2.3.2 This area along the eastern facade of the Norman Shaw North building is visible from the public realm fronting the Victoria Embankment and is currently laid to a lawn with groups of shrub planting.

6.2.3.3 Railings separate the forecourt from the public urban realm along the Victoria Embankment.

6.2.3.4 Marking the eastern perimeter of the Northern Estate, Victoria Embankment has high historic significance, as a major mid-19th century project of engineering which allowed the Westminster shore of the River Thames to evolve from marshland largely in industrial use to a site for commanding institutional buildings, a metropolitan sewer and a new underground railway.

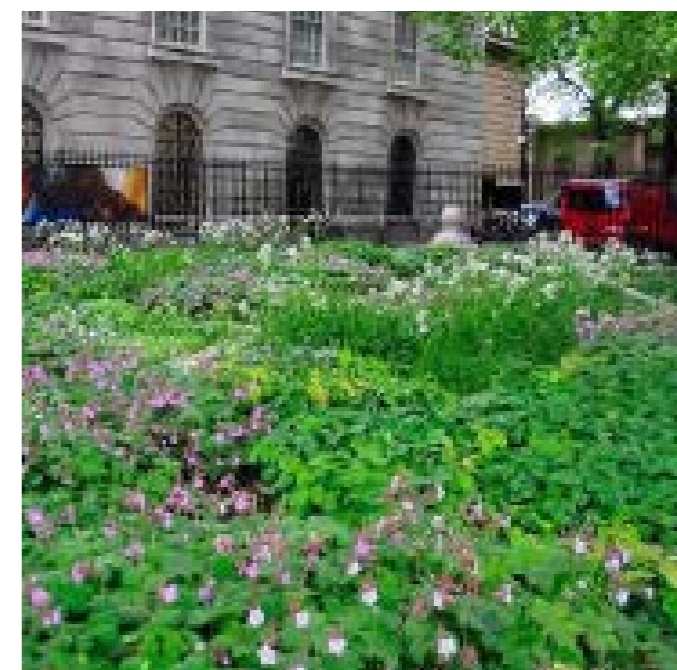
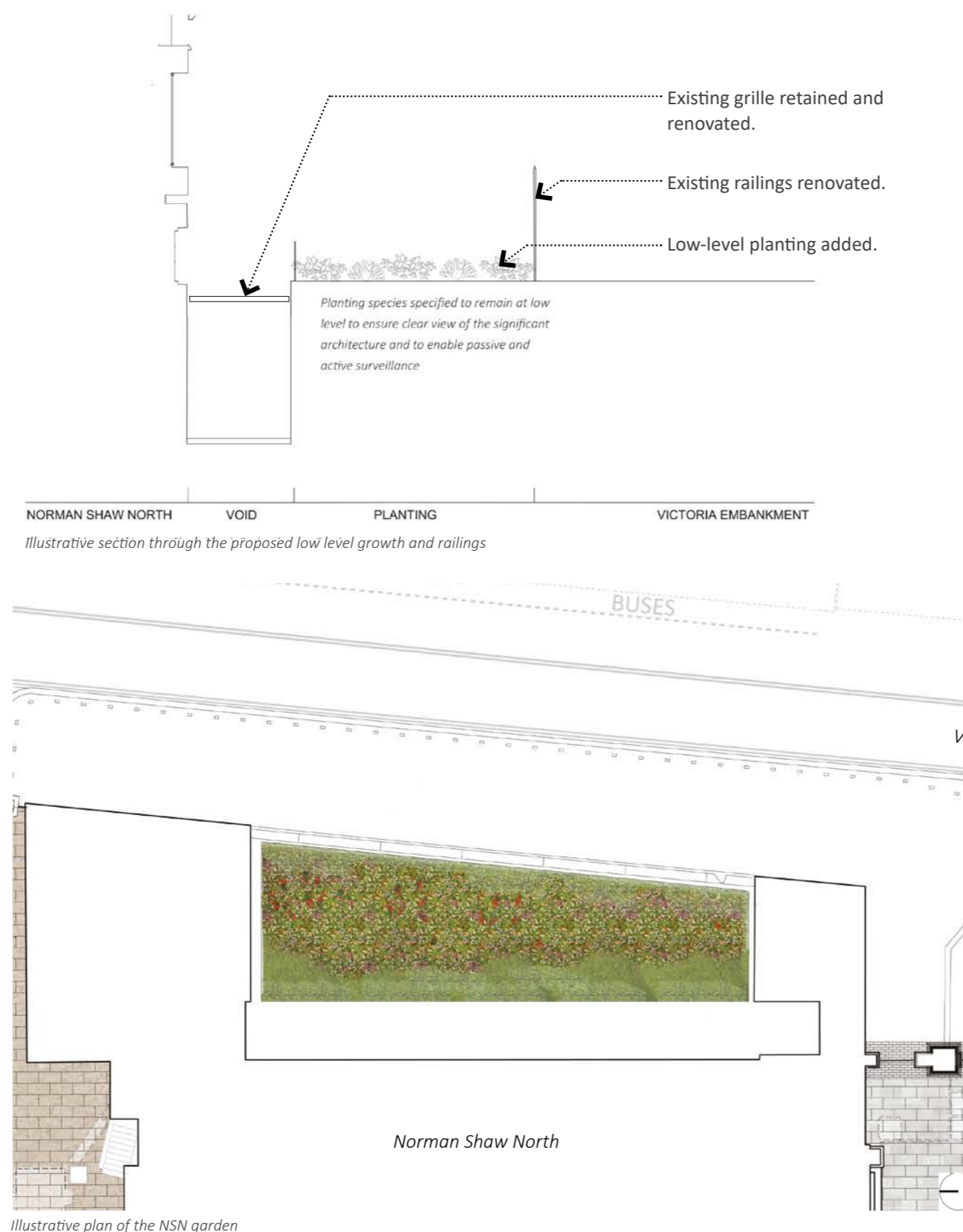
### 6.2.4 East Forecourt proposals

6.2.4.1 A new landscaping proposal will be introduced to the base of Norman Shaw North.

6.2.4.2 A simple, sympathetic and visually attractive planting scheme is proposed, that brings seasonal interest and year-round visual value. The planting scheme for the garden will support biodiversity and include species which have proven value to pollinators.

6.2.4.3 There is no access to the garden from the public realm or Estate, with the exception of occasional maintenance. Due to the restricted access, the garden will be entirely passive.

6.2.4.4 Existing railings will be cleaned and repainted.



Precedent images

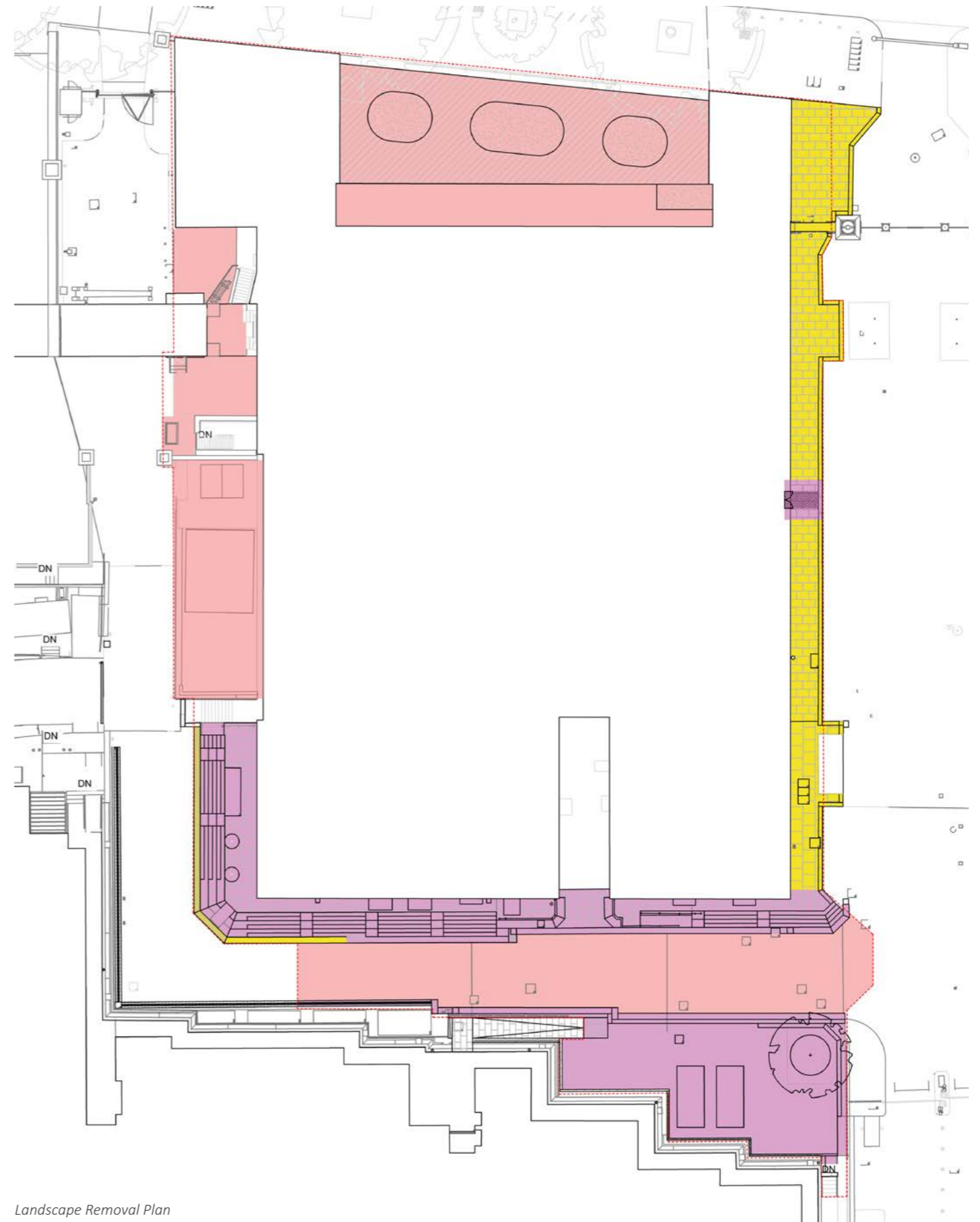
### 6.3 Landscape Strategies

6.3.1 A series of proposed landscape strategies in this section set out the principles for site landscape material removal, hard and soft landscape proposals, street furniture and levels and drainage design.

#### 6.3.2 Site Clearance Strategy

6.3.2.1 The existing landscape removals plan demonstrates the extent of the large and standard steps granite material to be removed (for re-use as far as possible) and the proposed rendered plan illustrate the design intent for the character and extent of new and recycled materials.

- Existing Materials Retained with localised grading
- Existing Materials Lifted and retained for re-use
- Existing Materials removed and disposed/recycled



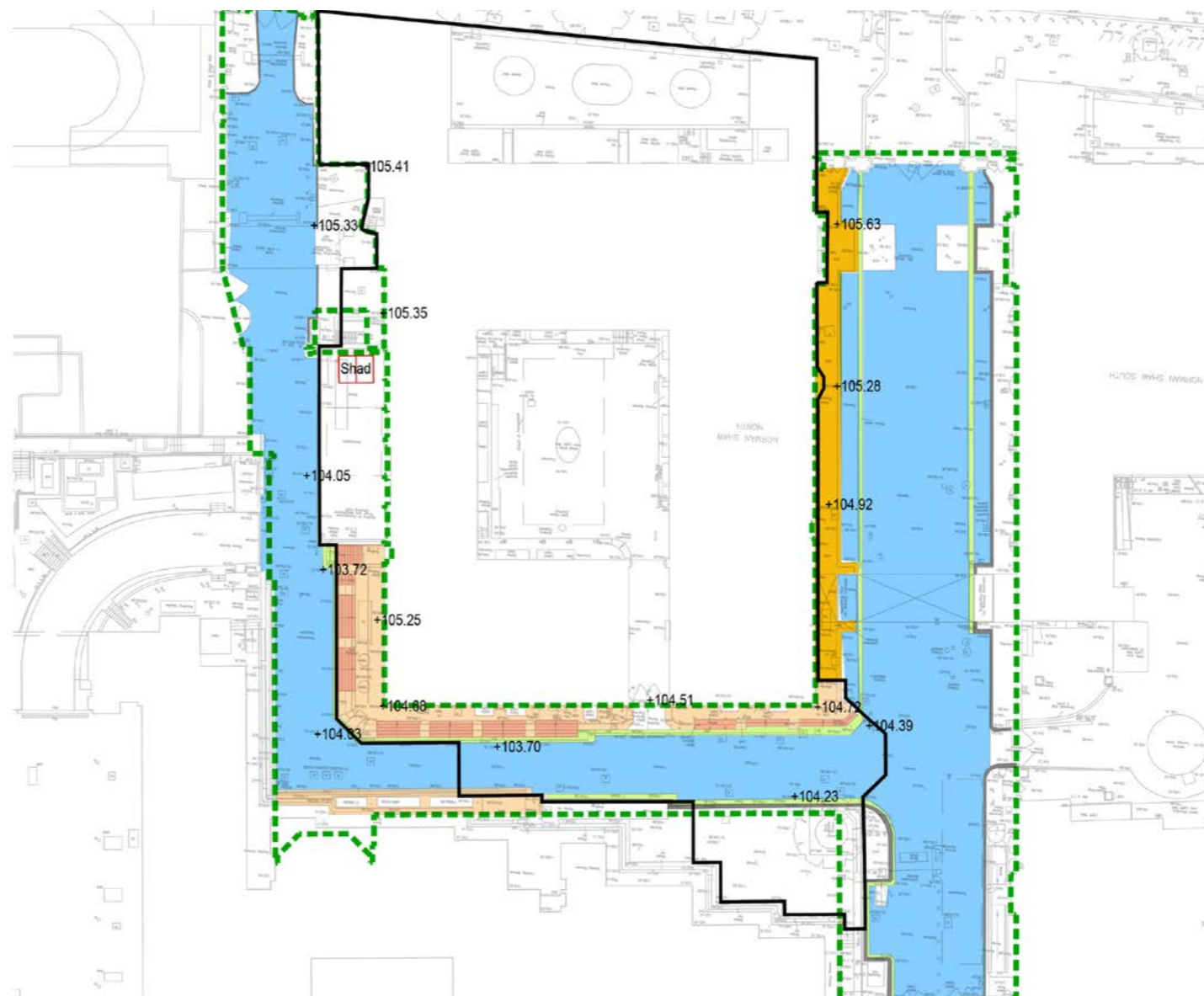
Landscape Removal Plan

### 6.3.3 Existing Hard Landscape Materials

6.3.3.1 The existing lower ground hard landscaping is characterised by predominantly Granite around NSN with paving around Richmond House in Yorkstone. Originally, granite and Purbeck sets finished Laundry Road (see below image). This has subsequently been removed and asphalt laid in its place, although the granite edging remains.

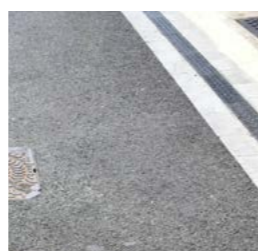


Whitfield paving design for Laundry Road, now removed and overlaid with asphalt



Existing lower ground hard landscape diagram

Paving type



Asphalt road



Concrete paver



Granite plinths



Granite steps



Historic granite sets.  
150mm x 150mm.



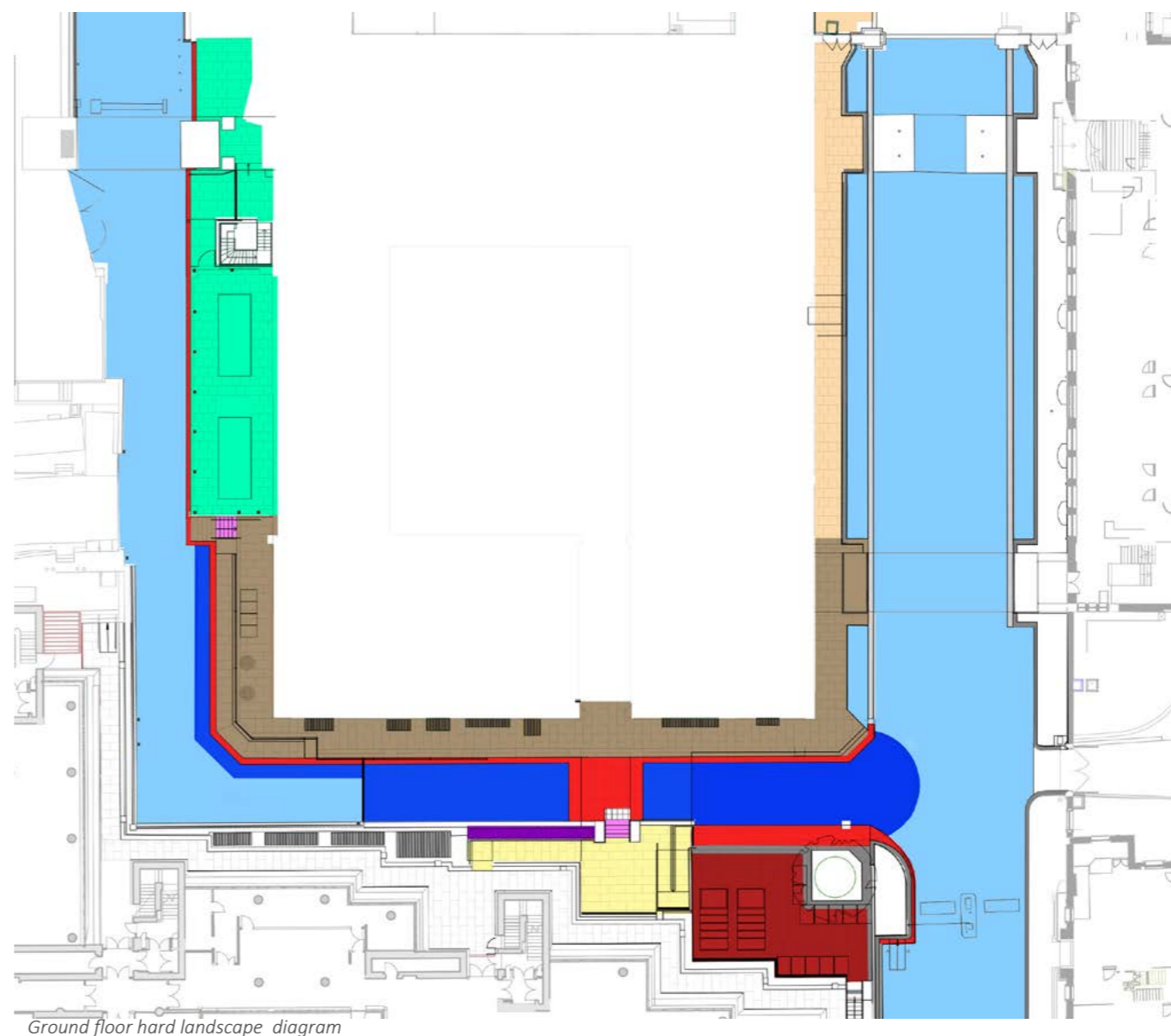
Granite kerb

**6.3.4 Proposed Hard Landscape Materials**

6.3.4.1 The strategy has a focus on reusing existing materials wherever possible to preserve the character of the existing scheme and provide a more sustainable approach to the materials resource.

6.3.4.2 Existing granite edging is to be repurposed to create a new plinth edge to NSN. Existing square granite setts to the refuse area are to be lifted and relaid to proposed levels and existing Yorkstone flags to the link with Richmond House are to be relaid to feather-in to both the existing and new ramp and step configuration.

6.3.4.3 Asphalt is retained as the finish to the carriageway, but is broken by the granite-finished table-top, which takes its design cue from the pre-existing Whitfield arrangement.



**Paving type**

								
								
Existing Asphalt	Proposed Asphalt	Proposed silver Granite paving slab 600x900mm	Silver grey Granite steps	Existing Granite setts cleaned and relaid 250x150mm (assumed size)	Existing Granite setts cleaned and relaid 100x100mm (assumed size)	Existing Concrete paver relaid to new levels where required 450x450mm (assumed size)	Existing Yorkstone paving cleaned and relaid	Proposed concrete pavers to match existing

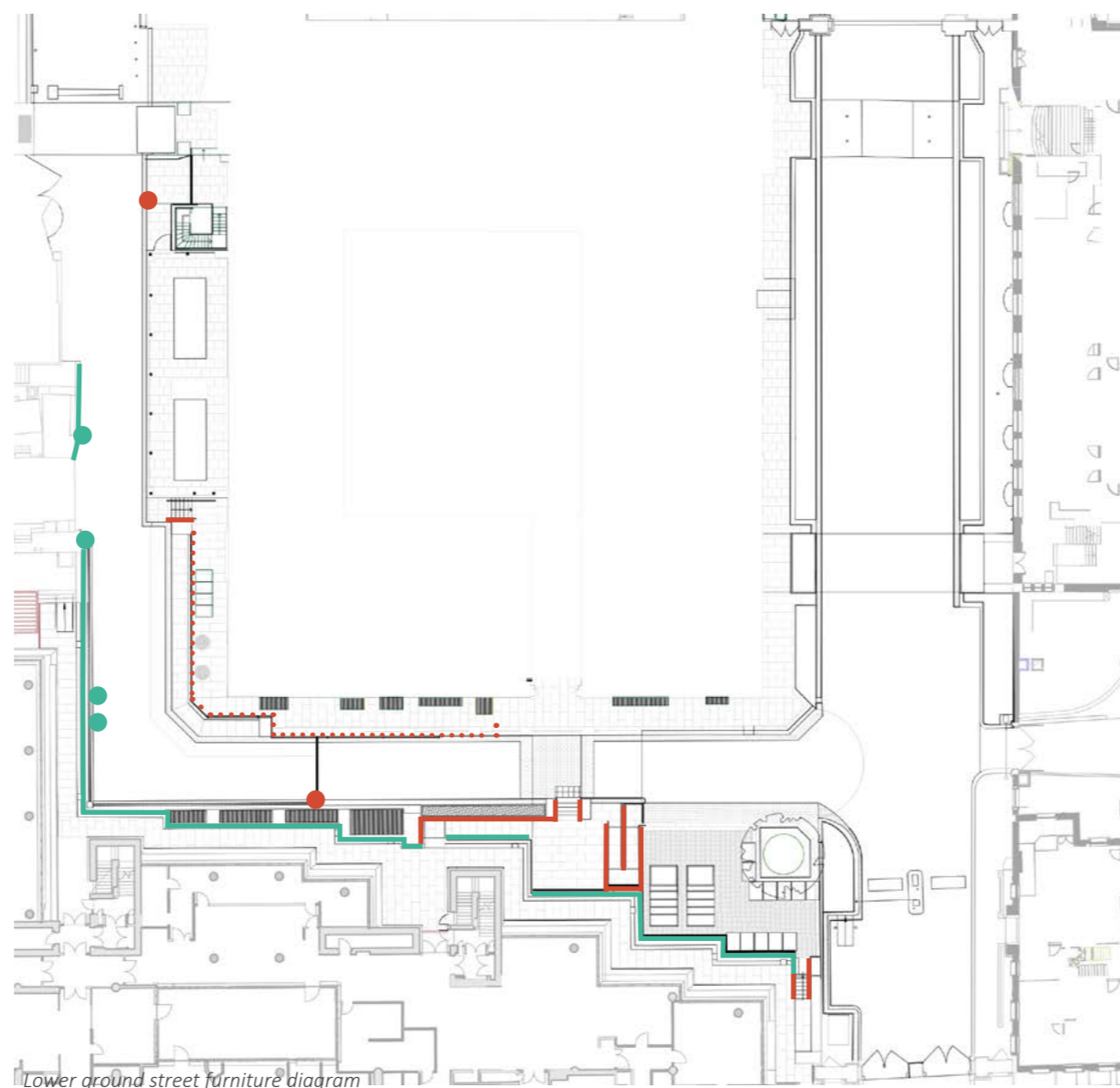
### 6.3.5 Street Furniture Strategy

6.3.5.1 Existing railings to RH are retained and consolidated / completed, where gaps exist.

6.3.5.2 New railings to steps / ramps are designed to be simple metal and not compete with the existing RH railings.

6.3.5.3 New post and chain barrier to NSN are to be bespoke painted architectural metalwork posts and chain; dark in tone to follow the character of existing metalwork attached to the building.

6.3.5.4 The use of the post and chain has precedent with the existing details maintaining the importance of the chain as an element that is discrete / minimal and does not register as a strong horizontal against the building.



Handrails

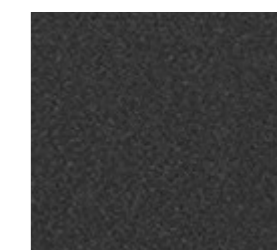


Bollards

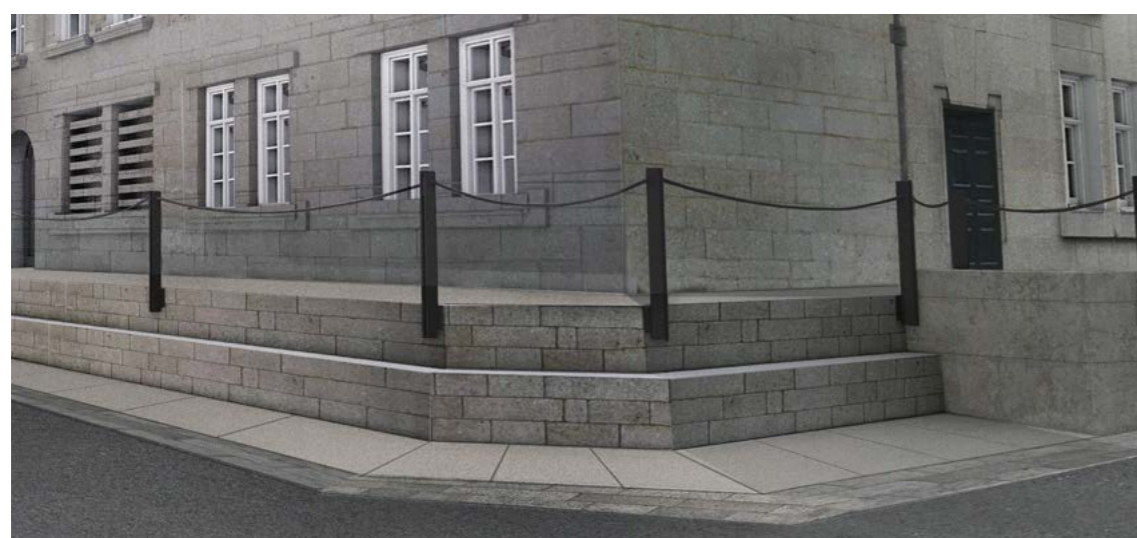
● B1



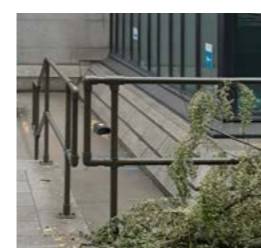
● B2



Paint finish



Mild steel, galvanised and powder coated to match existing



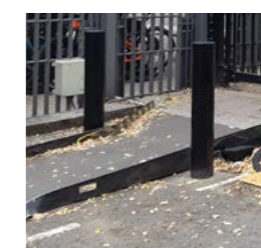
Mild steel, galvanised and powder coated to match existing



Mild steel, galvanised and powder coated



Mild steel, galvanised and powder coated to match existing



Mild steel, galvanised and powder coated

6.3.6 Level and Drainage Strategy

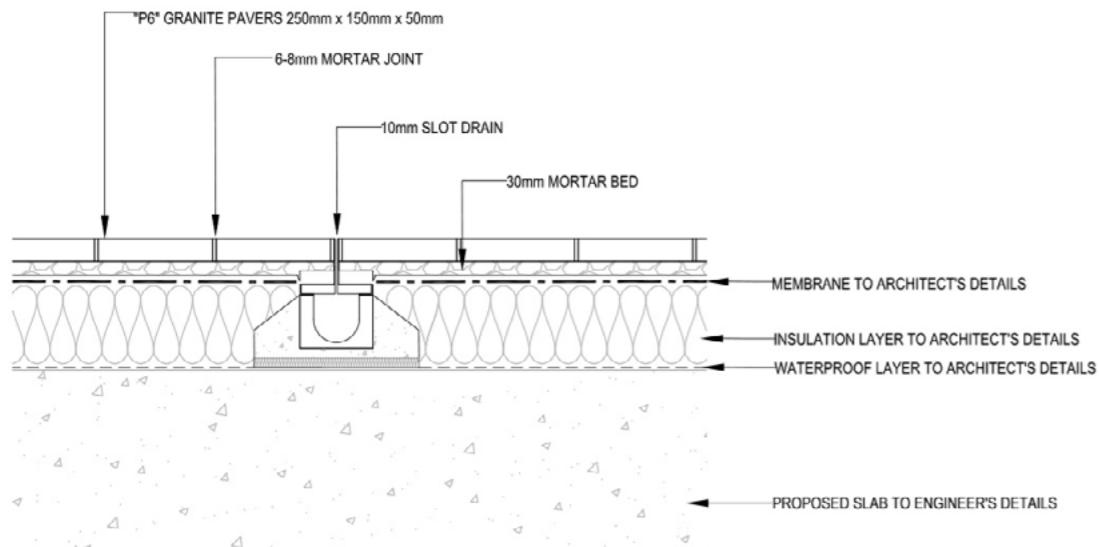
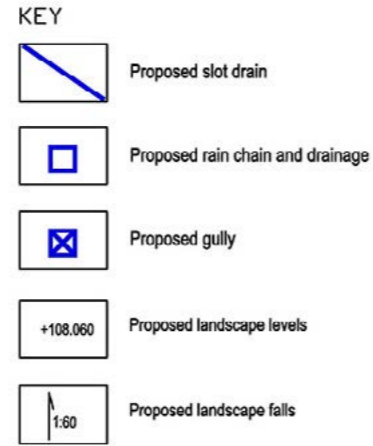
6.3.6.1 The finished external levels are proposed to drain towards existing gullies and a series of new slot drains required as a result of the new interventions.

6.3.6.2 The external drainage strategy has been coordinated with the drainage and servicing engineering, and has been developed with an understanding of the existing site drainage and the approach to flood risk mitigation and SUDs. Further surveying will be undertaken to refine the design.

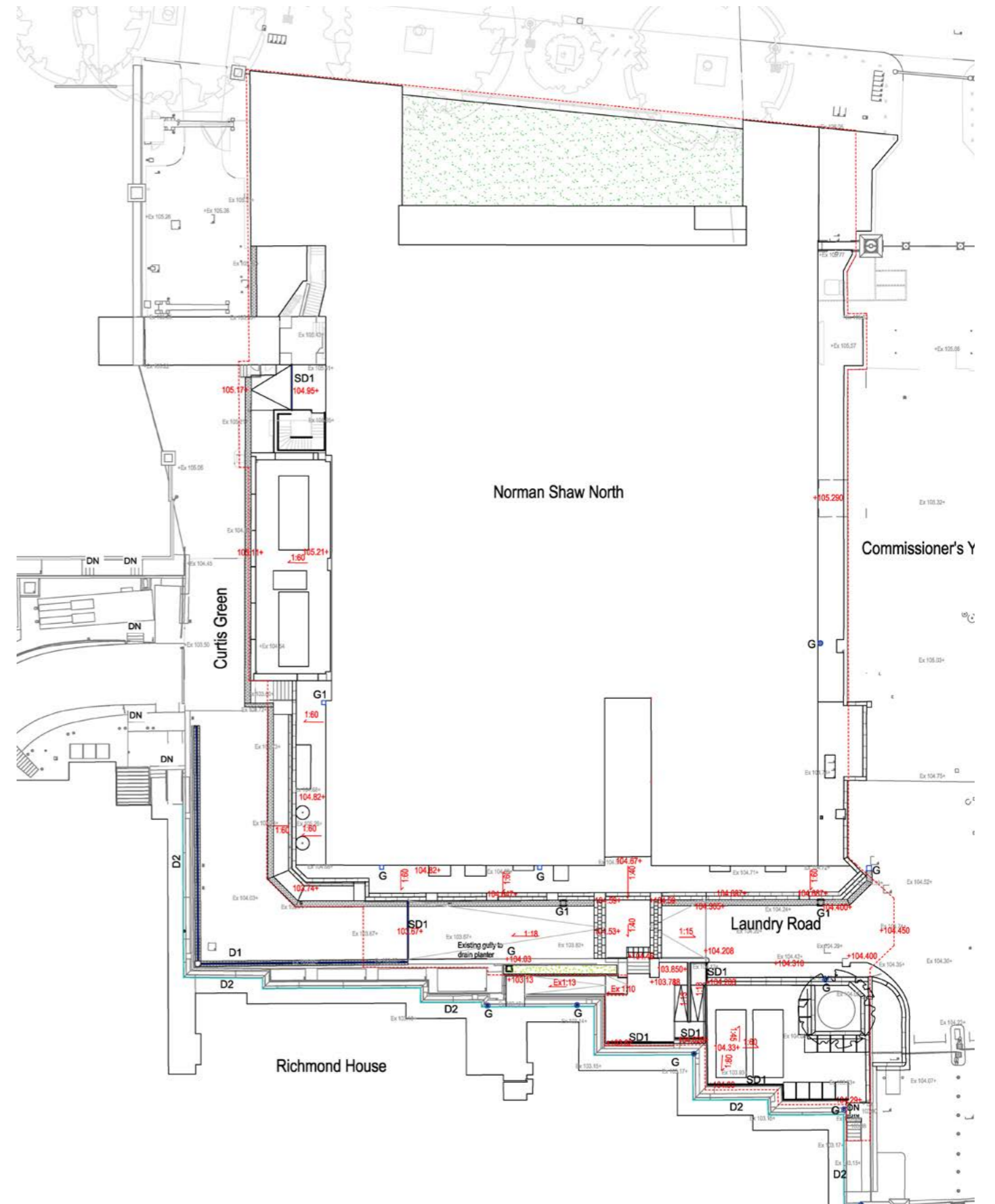
6.3.6.3 For the soft landscape, a drainage layer is located under the substrate which will retain rainwater and support growth.

6.3.6.4 Slot drains are proposed to manage heavy rainfall and prevent localised areas of flooding.

Lower ground floor level and drainage plan



Lower ground floor typical slot drain in paving section



Proposed levels and drainage strategy

### 6.3.7 Soft Landscape Strategy

6.3.7.1 Where possible, planting has been introduced to the external spaces to bring contrast, biodiversity, texture and aesthetic value to the otherwise hard spaces within the development and supplement the existing tree that is retained. The proposed planting palette includes species that are drought tolerant and low maintenance.

#### Proposed Planting Bed Palette



Anemone x japonica 'Honorine Jobert'



Dryopteris filix-mas



Blechnum spicant



Liriope muscari 'Monroe White'



Anemone sylvestris



Saxifraga x umbrinum



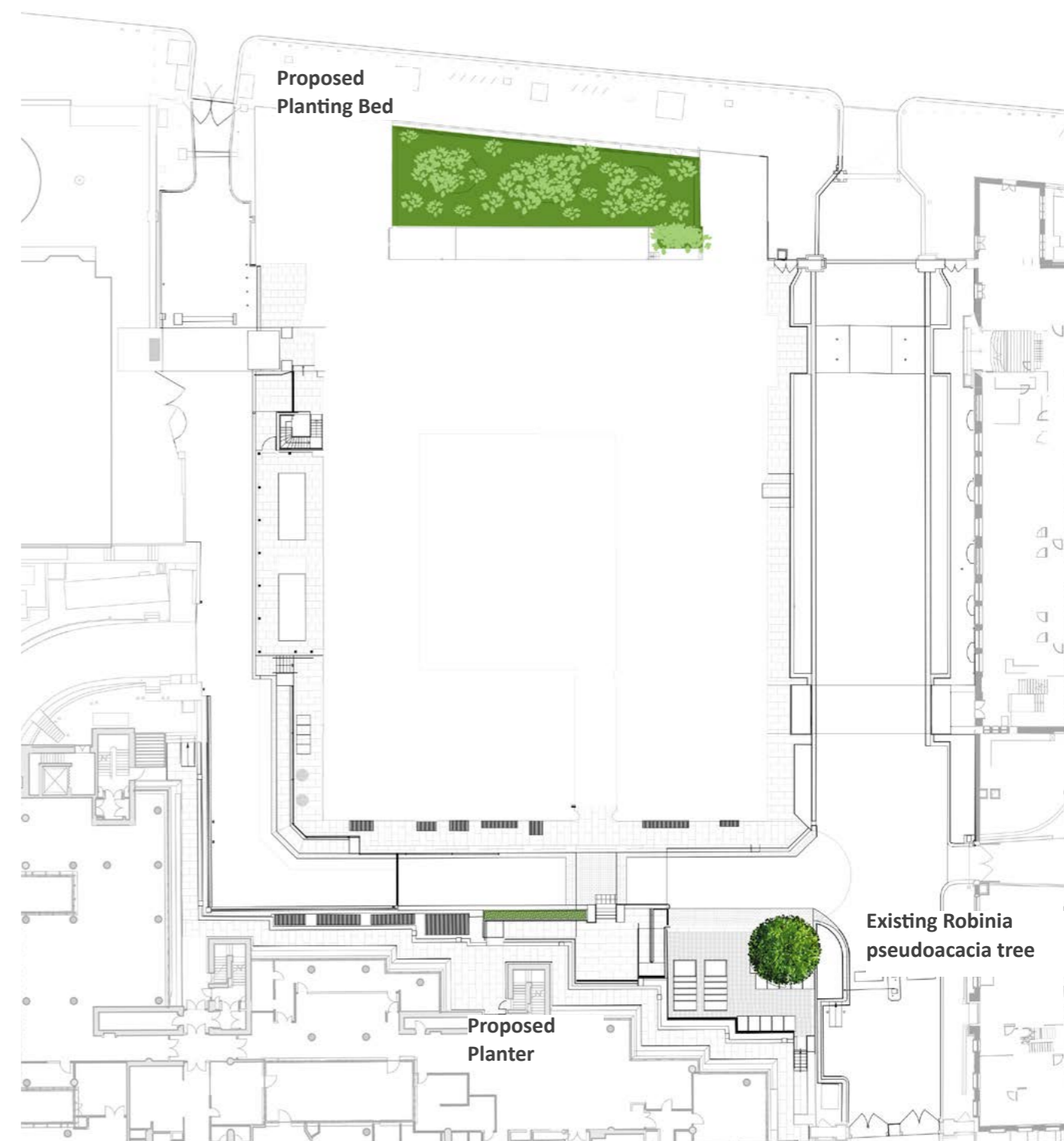
Anemanthele lessoniana



Knipofia 'Tawny King'



Luzula nivea



Proposed soft landscape strt diagram

#### Proposed Planter Palette



Viburnum tinus



Euonymus japonicus 'Paloma Blanca'



Polystichum setiferum



Liriope muscari 'Monroe White'





# 7. Access

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## 7.1 Access

### 7.1.1 Introduction

7.1.1.1 This chapter highlights the proposed entrances, pedestrian, vehicular and disabled access for users of the building and circulation routes within Norman Shaw North. The access strategies have been developed based on internal consultation to enable efficient pedestrian and vehicular flow within and around the building, and ensure compliance with Parliamentary standards and Estate activity.

### 7.1.2 Pedestrian access

7.1.2.1 The nearest entrance into the Northern Estate site to Norman Shaw North is via Commissioner's Yard Gate. Pedestrians using the existing circulation route from Portcullis House through Norman Shaw South and those entering via CYG can use the grand, stepped main entrance and the adjacent south passage level entrance, off Commissioner's Yard.

7.1.2.2 The grade-level entrance has been introduced, re-activating the historic 'passage' between Commissioner's Yard and the NSN courtyard. This location supports step free access into the building and is close to the blue badge vehicle parking. The scale of the existing door opening makes this a secondary entrance.

7.1.2.3 The primary pedestrian entry is via the more generous existing west entrance and passage at lower ground floor level, re-set to provide a level entry that leads in to the NSN courtyard, and new main entrance lobby.

7.1.2.4 Alternatively, the Second Floor level bridge link from Norman Shaw South will cater for pedestrians arriving from Portcullis House/Norman Shaw South.

7.1.2.5 The programme for the NSN works is such that no other construction activity will be concurrent within the Estate. Therefore, access is predicated upon maintaining the as existing BaU scenario for this building.

### 7.1.3 Public transport

7.1.3.1 The site is highly accessible for public transport with nearby bus stops and a direct access to Westminster underground Station from the Parliamentary Estate.

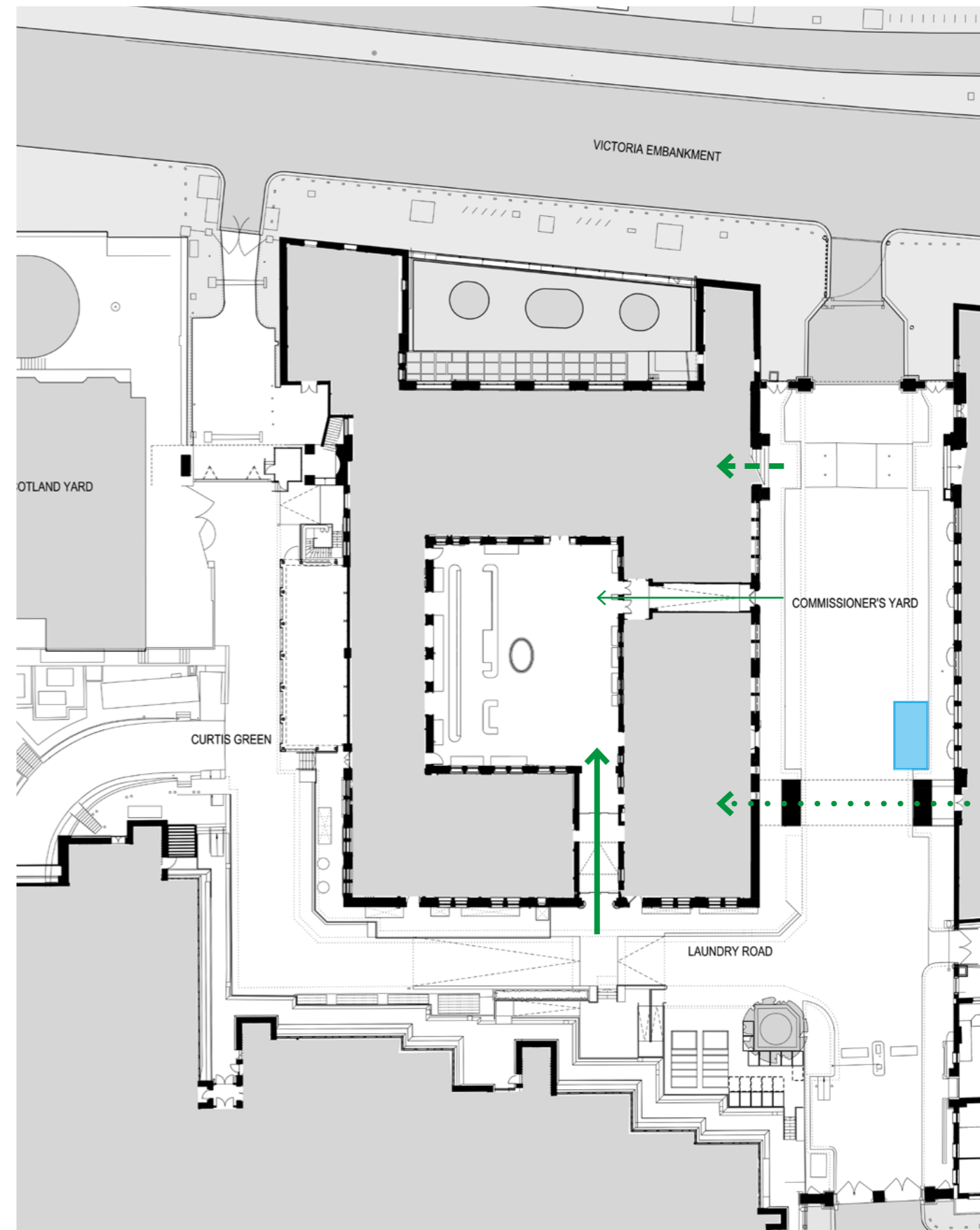
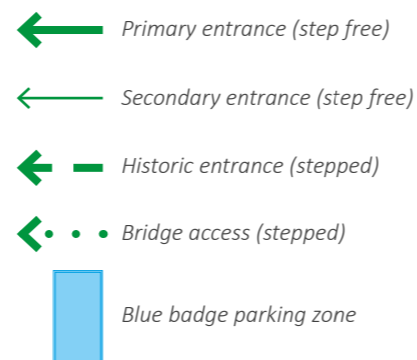
### 7.1.3.2 Step-free access

7.1.3.3 The access and Inclusion strategy for the building has been developed in consultation with CAE (Centre for Accessible Environments) and the Parliamentary access and inclusion stakeholder group.

7.1.3.4 The current site circulation is difficult and includes many routes which feature steps, making a substantial proportion of the site difficult to access for people in wheelchairs or with impaired movement. The proposals seek to substantially improve accessibility into and within the building, introducing new step-free routes, eliminating as far as possible steps and kerbs and introducing new step-free entrances. The ambition is to provide a fully accessible building and barrier-free approach and entry, via an improved external landscape.

### 7.1.4 Blue badge vehicle access

7.1.4.1 The entrance for blue badge holders is through Curtis Green Gate with exit via Derby Gate. 2 blue badge parking spaces are located within Commissioner's Yard.



Lower Ground Floor plan

### 7.1.5 Cycle access and storage

7.1.5.1 Cycle access to the site is reserved for Passholders. The cycle entrances are located at Derby Gate and Commissioner's Yard Gate. These will be through tubelocks which are also suitable for buggies and wheelchairs.

7.1.5.2 The preferred location for secure cycle storage for NSN building users is within the basement of Richmond House. Changing facilities and showers for cyclists are located within the basement of NSN. Cycle number provision is based on 56no, which is re-providing the existing cycle number. This approach is predicated upon a re-distribution of cycle facilities within the estate noting that NSN currently supports cyclists in other estate buildings.

7.1.5.3 Guidance and best practice advocated by Steer advises the following provision, based on 56 users, which will be provided:

- 1 shower per 10 spaces; 3 Male / 3 Female plus 1 accessible shower (showers can be shared with other users)
- Drying Room (shared)
- Lockers on a 1 to 1 ratio (assumed 50/50 gender split following showers rationale)
- Secure, covered cycle storage

7.1.5.4 Early options explored the possibility of cycle storage within the basement of NSN. However, current passenger lifts are not large enough and the incorporation of a new dedicated lift of adequate size was found to be disproportionately impactful on heritage, given requirements for pits and over-runs. The pressure on space for staff locker space is also high and therefore in combination with the above, cycle storage is preferred to be located within Richmond House.

## 7.2 Servicing and deliveries

7.2.1 The standalone scenario assumes is that vehicular movement will continue largely as existing, with vehicles entering the estate and passing around NSN on their way to deliver both to NSN and buildings beyond. The primary vehicular entry point is via control at Curtis Green Gate, off the Embankment, from which point vehicles proceed along the Estate carriageway routes.

7.2.2 Existing vehicle modelling data by Steer including the pre-existing type, frequency and timing of regular vehicle movements, has been reviewed and updated to reflect the NSN Standalone scenario, and integrate with other building logistics requirements, including those of Richmond House.

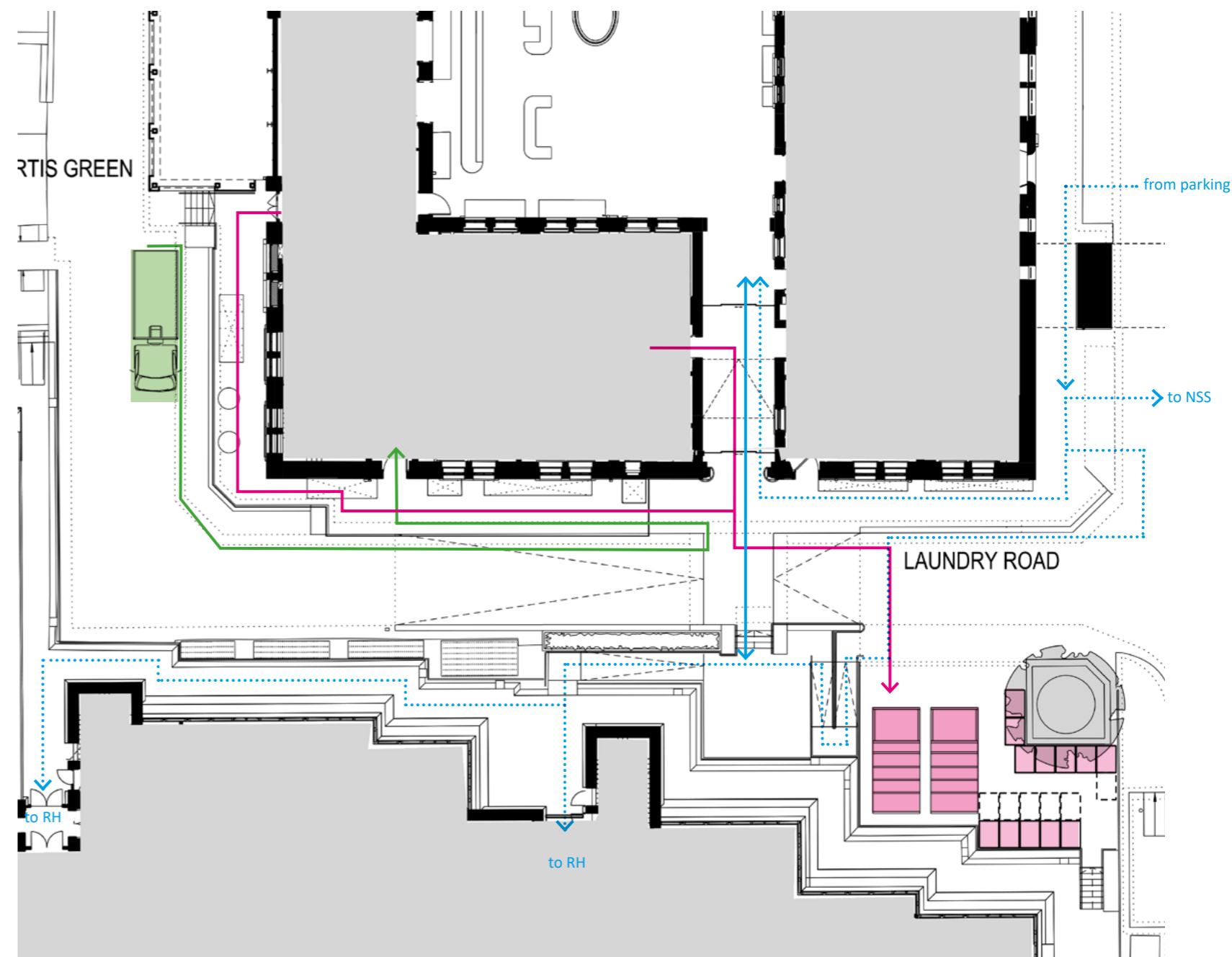
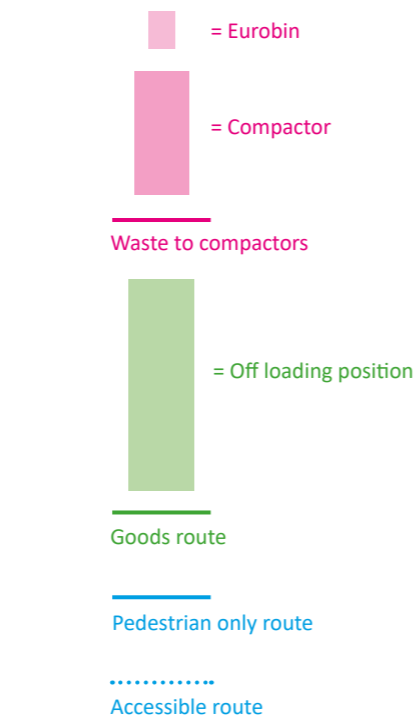
7.2.3 In summary, approx. 18 vehicles a day (largely in the morning) will pass by the NSN west entrance. These include catering, waste collection, Royal Mail, amongst others. Some of these will be static for a period as they deliver.

7.2.4 The NSN landscape improvements and internal planning has been developed hand-in-hand with the operational and logistics requirements of catering deliveries and waste management movement, employing services entry and exit points around the north west corner of the building, discrete from the main west entrance and mitigating cross-over with pedestrian movement.

7.2.5 The waste away solution builds on the existing Estate arrangement and location of the compactors, with a limited number of bins consolidated in the same location.

### 7.2.6 Emergency access

7.2.6.1 The Northern Estate allows for emergency vehicle access through all gates to the site, these include Curtis Green, Commissioner's Yard Gate, Canon Row Gate, Derby Gate and the gates into the Ministry of Defence carpark. The revisions to the landscape in the immediate vicinity of NSN has no adverse effect on



emergency vehicle movement. The vehicle tracking demonstrating this has been carried out by Steer and is included within an appendix to the Planning Statement, included within this application.

## 7.3 Building circulation

### 7.3.1 Vertical circulation

7.3.1.1 There are two new lift cores with two passenger lifts each inserted into the building in areas of existing lift cores. The cores are located in the west and east wing of the building, directly adjacent to the main circulation corridors.

7.3.1.2 The lift cores serve all office levels and the basement. The west core lift serves the existing office area at level 06 west wing.

7.3.1.3 The remaining original accommodation stairs designed by Norman Shaw are retained and refurbished for vertical circulation.

7.3.1.4 The plant spaces on level 06 and 07 (east) and level 07 (west) are accessed via stairs and access hatches for plant replacement only.

7.3.1.5 All lift cars will be sized for a minimum of 8 persons each in order to be fully Part M compliant. The number of lifts is calculated to BCO standards.

### 7.3.2 Horizontal circulation

7.3.2.1 All building wings are connected by a central corridor, single aspect on north and south wings and double aspect on east and west wings. Shaw's original design allowed for functional separations within the corridor spaces to give privacy to separate departments. The design has been altered during previous building works to instate a single continuous route to all wings, stairs and lifts.

7.3.2.2 In order to provide fire separation lobbies this continuous corridor has been divided by timber, mostly double doors as part of past building works. The doors will be removed as part of the building works and new doors, to achieve a compliant fire rating will be put on hold open devices to facilitate circulation through the main routes and guarantee accessible standards for all users.

## 7.4 Access statement

### 7.4.1 Introduction

7.4.1.1 This Access Statement, compiled by the Centre for Accessible Environments, supports the refurbishment proposals at Norman Shaw North.

7.4.1.2 The principles of inclusive design have been adopted and integrated throughout the development and steps taken to ensure the development meets a range of needs, including the specific needs of deaf, disabled and older people. The proposals for Norman Shaw North will improve access substantially within the constraints of the existing building.

7.4.1.3 The statement describes how principles of access and inclusivity have been incorporated in the design and how current access standards are addressed, taking account of legislation, regulations and guidance. This statement also explains the measures adopted within the scheme to ensure a good standard of accessibility and inclusive design. The areas considered include entrances, circulation areas and internal accommodation.

7.4.1.4 It is noted that the building is Grade I listed and the opportunity to achieve best practice standards of access and inclusive design may be limited by conservation and/or other constraints. Where limitations occur the statement gives an explanation of the proposed reasonable adjustment. Where proposed alterations vary in detail from the recommended standard solution the design has been discussed and agreed with the access consultant as being the best possible solution given all the constraints of the historic building.

### 7.4.2 Centre for Accessible Environments

7.4.2.1 Access consultancy services are provided by the Centre for Accessible Environments (CAE) who have proven knowledge in the requirements of disabled people and in advising on and implementing practical access solutions. CAE has appraised elements of the

design and advised the designers to ensure that the best possible level of access is achieved and that proposals meet relevant legislation and recognised good practice guidance as outlined below. CAE will continue to be involved as the scheme progresses.

### 7.4.3 Design guidance and standards

7.4.3.1 The following design guidance, regulations and standards have been considered in the development of the design:

- The requirements and implications of the Equality Act 2010 including guidance in the Equality Act Codes of Practice.
- Building Regulations; Approved Document M, Volume 2 – Buildings other than dwellings, 2015 edition.
- Building Regulations; Approved Document K, Protection from falling, collision and impact, 2013 edition.
- Centre for Accessible Environments: Designing for Accessibility, 2012 edition.
- British Standards Institute: BS 8300:2018 Design of an accessible and inclusive built environment.
- English Heritage, Easy access to historic buildings, revised edition, 2014.
- Westminster City Council; Inclusive Design and Access – supplementary planning guidance, 2007.

### 7.4.4 Stakeholder engagement

7.4.4.1 The Stakeholder Steering Group on Inclusion and Accessibility has provided positive feedback on the proposals. The objective of this group is to help ensure that accessibility and inclusion issues are central to the design of the strategic programmes and their terms of reference explain that the aspiration for the Parliamentary Estate is:

- To be an inclusive Parliament for all.
- To become this by providing an exemplary level of accessibility and inclusion considerably in excess of minimum statutory requirements.
- To ensure that, so far as is reasonably practicable, people with disabilities can enjoy the physical environment to the same extent and standard as people without disabilities.
- To ensure that the aspirations of Parliament, expressed in legislation and in the policies of both Houses, are effectively realised in the physical environment of the Palace of Westminster and the wider Parliamentary Estate.

### 7.4.5 Overview

7.4.5.1 Norman Shaw North is a Grade I listed building which houses offices for staff and other Parliamentary services. The building is currently entered at Ground Floor level via a stepped entrance at the south of the building. The only level access entry route is provided by a bridge link at Second Floor linking the building to Norman Shaw South.

7.4.5.2 There are changes of level within the floor plans with no step-free access to certain areas. The lifts do not meet current standards and are unevenly spread around the building giving long travel distances. The building lacks adequate wheelchair accessible WCs and other accessible facilities.

7.4.5.3 The proposals provide a new main entrance with step-free access off Laundry Road and another new primary entrance with step-free access off Commissioner's Yard. The new main entrance allows everyone to enter at the same location and links to a pedestrian route providing step-free access throughout the site, connecting all the buildings and providing an inclusive, accessible and legible circulation route for everyone to use.

7.4.5.4 The proposals provide level routes throughout the floor plans and provide improved lift access with lifts located on either side of the building serving all floors and minimising travel distances.

7.4.5.5 There is also improved accessible WC provision which will include unisex wheelchair accessible WCs, male, female and non-gendered accommodation including facilities for ambulant disabled people. In addition wheelchair accessible print hubs and tea-making facilities will be provided throughout the building.

### 7.4.6 Arrival and entrance

7.4.6.1 The existing main entrance to the south of the building has steps and does not provide level access into the building. It is not possible to provide a level entrance in this location due to the change of level and the available space both outside and inside the building.

7.4.6.2 The proposals address this by providing a new approach route and level entrance from Laundry Road. This proposal gives a much improved approach and entrance and links to the main pedestrian routes across the Northern Estate and to Richmond House.

7.4.6.3 The entrance, lobby and courtyard doors will give adequate opening width meeting best practice guidance and will have level thresholds. Automatic sliding doors are proposed at the entrance. Access controls will follow best practice guidance on design and location. There is a short shallow sloping section of corridor, with a gradient of less than 1 in 20, immediately inside the entrance doors to accommodate the slight change of level between the external and internal floor levels.

7.4.6.4 The proposed main entrance gives step-free access to the covered central courtyard, to the arrival area which is in the east wing, and to two sets of lifts serving all floors.

7.4.6.5 In addition it is proposed to reintroduce a historic access route from Commissioner's Yard by providing a new primary entrance to the south. There

are existing historic doors at this entrance which will be retained. The doors will be powered if the opening force exceeds 30N to meet AD M guidance. There is a 1200mm level landing internally clear of the doors and a ramp with a gradient of 1 in 17 leading to the central courtyard. The ramp will have handrails meeting AD M guidance.

#### **7.4.7 Secondary entrances**

7.4.7.1 There are secondary entrances from Laundry Road and Derby Gate. These both have level thresholds at the entrance doors and give step-free routes into the building. The entrance from Derby Gate has a gentle slope internally which is less than 1 in 20. There is a service entrance from the north wing with step-free access and a fire exit leading to Commissioner's Yard which has steps externally.

#### **7.4.8 Route to Richmond House**

7.4.8.1 The proposed route to Richmond House links to the new NSN main entrance at lower ground floor level. The landscape proposals include a raised road crossing to provide step-free access across Laundry Road. The vehicle route will be gently sloped up to each side to the new pedestrian crossing and the crossing will be demarcated with a different surface to the vehicle route to indicate pedestrian priority. The provision of tactile paving will be considered to both sides of the road crossing to provide the most appropriate solution.

7.4.8.2 There is an existing change of level on the approach to Richmond House and an existing ramp running parallel to Laundry Road. New steps are proposed leading from the pedestrian crossing down to a lower-level landing where the existing ramp provides step-free access to the rear entrance to Richmond House. The new steps will meet guidance in AD M for external steps with suitable rise and going dimensions, visually contrasting step nosings and handrails to both sides.

7.4.8.3 A new ramp is also provided adjacent to the steps to give a step-free access route to the lower-level landing. The ramp is in two sections with an

intermediate landing and will meet AD M guidance on gradient and width and have handrails to both sides.

7.4.8.4 The existing ramp from the lower-level landing to Richmond House is adapted to suit the levels and provide the minimum possible gradient along its length. Due to the restricted space it is not possible to provide an intermediate landing along the longer stretch of ramp as doing so would increase the gradient beyond the recommended maximum.

#### **7.4.9 Logistics / Service route**

7.4.9.1 There is a logistics/service route around the NW corner and along the north side of NSN. This route is at a higher level than the adjacent vehicle route and will have a suitable guarding. There are new steps to the Curtis Green Service Yard, replacing the existing steps. Use of this route is limited to logistics, service and kitchen deliveries.

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# 8. Sustainability

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## 8.1 Sustainability

### 8.1.1 Sustainability strategy

8.1.1.1 A sustainability strategy for the Northern Estate site was developed as part of the strategic brief for the Northern Estate Programme. This aimed to communicate the environmental expectations as well as the economic and social drivers for the programme and design teams. The following three priority areas were identified, under which 11 objectives were developed.

#### Building a positive economic legacy:

- Sharing of benefits.
- Exemplar procurement models.
- Efficient delivery and operation.

#### Improving people's quality of life:

- Increasing access and engagement.
- Optimising accessibility and inclusivity for everyone.
- Inspiring and upskilling people and addressing sector skills gaps.
- Responsible recruitment and employment.
- Improving wellbeing and quality of life.

#### Protecting and enhancing the natural and historic environment:

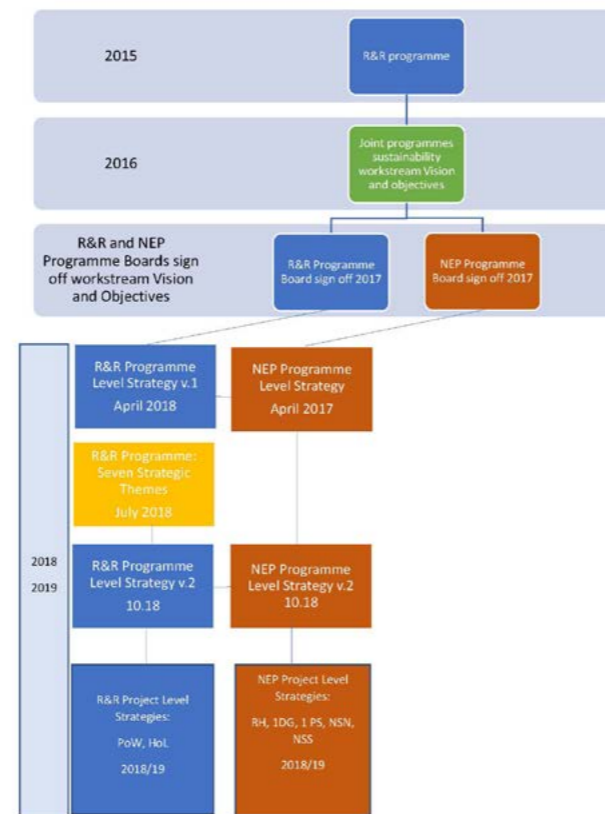
- Resource and emission management.
- Enhancing ecological value.
- Conservation and adaptive re-use.

8.1.1.2 A project-level sustainability strategy for Norman Shaw North was further developed to apply the programme-level vision and objectives at the individual

building level. Project indicators were proposed to monitor progress against each objective, with targets set to assess performance against each indicator. The project strategy applies to the design, construction, and operation of the building.

8.1.1.3 The mechanism for tracking the performance of the design against the sustainability objectives is through BDP's design monitoring toolkit. The toolkit is a live document used to implement the strategy and is reviewed and populated at various gateways throughout the design.

8.1.1.4 An online sustainability reporting platform is being used throughout construction and occupancy to collect data and report progress at the end of the project. This tool will align and complement the design monitoring toolkit, with the former measuring the outputs and the latter measuring the inputs. This includes consideration of the following sustainable design elements: operational energy targets, low and zero carbon technologies, passive design strategies, resilience and adaptability to climate change, and water conservation.



Strategies diagram

### 8.1.2 Energy and carbon consumption

8.1.2.1 The design of the building will be optimised, in accordance with the energy hierarchy, by first considering passive solutions. Second, energy will be supplied efficiently, and finally low and zero carbon solutions are considered.

#### 8.1.2.2 Be Lean

8.1.2.3 Passive solutions to reduce energy usage and carbon being applied to Norman Shaw North include:

- Improvements to the thermal performance of existing walls and roof.
- Reduction of air leakage.
- Improvements to the thermal performance of external glazing.

8.1.2.4 Whilst passive design measures are limited by the form, massing and orientation of the existing building, the following passive and hybrid design measures can be incorporated:

- Building fabric improvements.
- Daylight controlled dimming.
- Atrium roof ventilators.
- Atrium roof shading.
- Ventilation system heat recovery.
- Thermal mass.
- Building user and occupier training.

8.1.2.5 The building is constructed from solid masonry (brick and stone) construction with cement mortar and concealed, embedded ironwork. Internal partitions are similarly solid brick. Windows are timber or iron casements and roofs are of timber rafter and purlin construction with slated finish.

8.1.2.6 Active heating is required to maintain an acceptable internal temperature in the colder winter months. The proposals include improvements to the thermal performance of the building fabric by increasing levels of insulation within the roof and improving air tightness through joinery fixes and the introduction of secondary double glazing.

8.1.2.7 The introduction of the new atrium roof also leads to a reduction in the overall surface area of the thermal envelope. This reduces overall heating demand, whilst only marginally increasing overall cooling demand.

8.1.2.8 The new atrium space will incorporate roof ventilators for emergency smoke ventilation. These are also to be used for mixed mode operation in summer and inter-seasonal months to allow heat to discharge, via the stack effect thus aiding air distribution and circulation within the occupied space. Ventilation grilles will also be provided within the occupied space for mechanical ventilation.

#### 8.1.2.9 Be Clean

8.1.2.10 Space heating and water heating within Norman Shaw North will be provided via existing gas consuming boiler plant located within Norman Shaw South.

8.1.2.11 Norman Shaw North will require cooling plant to provide adequate indoor comfort throughout. Air-cooled and water-cooled technologies have been considered. Due to the heritage impacts and space uptake for water cooled chillers and their associated cooling tower equipment, air cooled chillers are the most appropriate for this site and are proposed. A high efficiency option has been selected.

8.1.2.12 There is an ambition to connect Norman Shaw North to a low carbon energy network (to provide heating and cooling) when one becomes available. At present, there are no suitable networks near the estate. A facility will therefore be provided in the services

design to enable connection to potential future energy networks. When these become available, there is potential to progressively reduce the CO<sub>2</sub> emissions associated with heating and cooling at Norman Shaw North as energy will be supplied more cleanly.

### 8.1.2.13 Be Green

8.1.2.14 At a building level, the only suitable renewable energy technology is one that could generate electricity, due to the ambition to connect to a low carbon heating and cooling network in the future. Accordingly, the potential for solar photovoltaics (PV) was considered. Two forms were considered to be feasible opportunities - thin film PV for the roof of the new atrium, and roof slate PV to roofs. However, neither technology is proposed. The roof slate PV has been ruled out after consultation with heritage building adviser, whilst the complex curvature of the atrium roof and an estimated payback period of more than 90 years have ruled out the use of thin film PV in this location.

8.1.2.15 In the future, there is opportunity to increase maximise carbon savings by connecting to a low-carbon energy centre or network.

### 8.1.2.16 Unregulated operational energy

8.1.2.17 The design team will undertake operational energy calculations in accordance with CIBSE Technical Memorandum TM54, "Evaluating operational energy performance of buildings at the design stage".

8.1.2.18 Applying the CIBSE TM54 methodology for evaluating the operational energy performance of buildings, will allow for consideration of:

- Unregulated power sources (small power, plug in process loads, ICT loads)
- Activity profiles representing proposed building use, particularly if this is non-standard
- Internal heat gains, set-points, occupancy densities and ventilation rates as per building design brief.

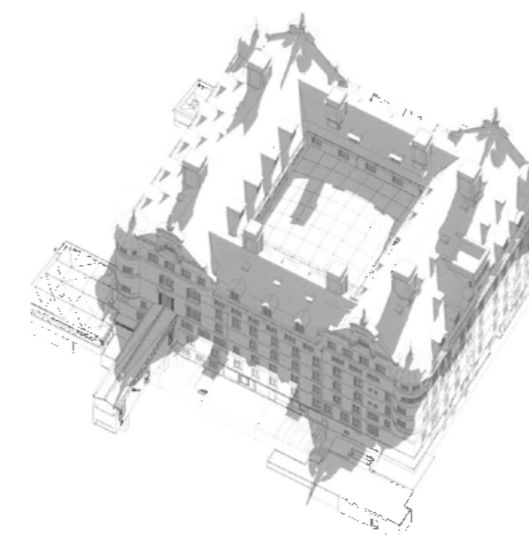
### 8.1.3 Water management

8.1.3.1 Low water consuming sanitary fittings will be specified throughout to reduce water demand.

8.1.3.2 Automatic shut-off valves will be installed in all WC areas to regulate the supply of water when spaces are unoccupied. Water metering will be provided in accordance with BREEAM compliance and CIBSE TM39.



Thermal imaging highlighting opportunities for improvement at existing windows and the main roof that will be addressed in the proposals



Solar study for midday in March demonstrating exposure to sunlight at the main roof and proposed courtyard roof

#### 8.1.4 Impact of materials

8.1.4.1 The existing building materials will be substantially retained and reused, with some modification. Historic facades will be retained, cleaned and repaired as necessary. The design team shall aim to specify materials that have minimal impact upon the environment, prioritising the following factors:

- Embodied carbon of materials, determined through a life cycle assessment.
- Durability of materials in order to minimise repair and maintenance.
- Re-use and reclamation of existing materials including shuttering for poured concrete and brickwork around the windows being replaced.
- Materials that are responsibly sourced (for example, timber from sustainably managed temperate forests only).
- Material/product life cycle and potential for recycling.
- Local sourcing of materials to minimise transport energy consumption.
- Potential for off-site prefabrication.
- Materials with low VOCs (Volatile Organic Compounds, zero ODP (Ozone Depleting Potential) and very low GWP (Global Warming Potential).
- Avoidance of environmentally detrimental materials.
- Avoidance of materials that are harmful to human health.

8.1.4.2 A review of circular economy measures was has been undertaken as part of the design process. This is used to highlight how materials and parts associated

with the project will be kept at their highest value. This will be reviewed further with the design team and contractor during the next design stage.

#### 8.1.5 Operational waste and servicing

8.1.5.1 Waste storage will be provided in two locations, one on the Lower Ground (LG) Floor and in another within the Basement.

8.1.5.2 The LG will cater for kitchen and restaurant waste and hold eight 120 litre wheelie bins. These bins will be on rotation throughout the day and will be taken to the compactors via the west door on the north façade. This avoids the need to cross through the internal corridor and food area. Also included within the LG waste will be one 240 litre glass recycling bin and COSSH waste for chemical waste.

8.1.5.3 The Basement will cater for building compostable waste and glass, located in proximity to the west lifts. Compostable waste requires two 660 litres bins and glass waste requires two 660 litre bins and one 240 litre bin.

#### 8.1.6 Ecological protection, enhancement and open space

8.1.6.1 A preliminary ecological assessment has been prepared for the entire Northern Estate site. The habitats currently present comprise of buildings, hard standing, amenity grassland, and introduced and scattered trees, with relatively low ecological value.

8.1.6.2 Ecological enhancement at the building-level is limited by space constraints and heritage considerations.

#### 8.1.7 Travel and transport

8.1.7.1 The preferred location for cycle spaces is within the adjacent Richmond House building.

8.1.7.2 An adequate quantum of facilities such as changing rooms, showers, lockers and drying space will be provided within Norman Shaw North.

8.1.7.3 There is a Parliamentary Green Travel Plan which is implemented for the entire Parliamentary Estate with the aim to encourage and help employees and visitors to use alternatives to single-occupancy car-use for a better environment and a healthier lifestyle.

8.1.7.4 The plan includes a range of incentives and measures which are designed to reduce carbon footprint.

#### 8.1.8 Pollution

##### 8.1.8.1 Local Air Quality

8.1.8.2 Existing gas boilers located within Norman Shaw South will provide the space and water heating. Local air quality as a result of Nitrogen Oxide (NOx) emissions, however, is not expected to be negatively impacted due to the proposed development.

##### 8.1.8.3 Noise

8.1.8.4 Plant noise emissions will be designed and controlled in line with the requirements of WCC and BS 4142. Further detail on this is outlined within the Acoustic Report.

#### 8.1.9 Responding to climate change

8.1.9.1 Window blinds, secondary glazing and improved building insulation will help protect the building and maintain more stable temperature conditions during periods of extreme weather. A climate change adaptation strategy appraisal has been undertaken to assess the structural and fabric resilience against extreme weather conditions. The results of this appraisal were used to inform the design.

#### 8.1.10 Physical health

8.1.10.1 The future occupants of the building will have access to a local gym on the Northern Estate site.

#### 8.1.11 Diversity, equality and accessibility

8.1.11.1 The project provides an opportunity to build upon and improve existing practice, ensuring the reach of Parliament goes 'beyond Westminster' and that the value of engagement is realised.

8.1.11.2 The Skills and Employment plan was a document jointly produced by Wates and Lendlease for the NEP. It sets out a framework for the delivery of the employment and skills opportunities arising from the project. This Employment and Skills Strategy identifies the activity that will be undertaken to comply with the relevant parts of the Westminster City Council Code of Construction Practice.

8.1.11.3 As part of the Skills and Employment Plan and Sustainability Strategy, the main works contract for Norman Shaw North includes providing apprenticeships, working with skills academies to upskill people and engaging with Small and Medium-sized Enterprises (SMEs). The Principal Contractor will be required to report on these and meet agreed KPIs and targets included in the Norman Shaw North project-level sustainability strategy.

8.1.11.4 Diversity monitoring will be undertaken to clarify the project demographics and report on the benefits that the project is generating.

#### 8.1.12 Economic benefits

8.1.12.1 The NEP was required to ensure that all regions of the UK will have the opportunity to benefit from business and employment contracts generated by the programme. This will now be applied at the project-level.

8.1.12.2 The proposed development will achieve value for money by establishing whole-life cost and evaluating long-term savings over capital cost.

## 8.2 BREEAM

8.2.12.1 The Norman Shaw North refurbishment will target a BREEAM rating of at least 'Very Good.' Due to the Northern Estate site constraints including the inclusion of historically important buildings, a bespoke strategy scheme is being pursued for Norman Shaw North. This strategy can be applied to any further development works on the estate, for example, redevelopment of Norman Shaw South, 1 Parliament Street and Richmond House.

8.2.12.2 A set of tailored bespoke assessment criteria has been developed by the BRE, in liaison with the design team. The aim of this is to include:

- Updated and latest criteria requirements from the BREEAM UK New Construction 2018 scheme.
- Criteria requirements from the BREEAM UK Refurbishment and Fit-out 2014 scheme, where relevant.
- Adjusted criteria requirements taking into account building specific performance and/or design brief requirements, such as added security and resilience and building fabric improvement limitations.

8.2.12.3 Although Norman Shaw North is predominantly refurbishment, the tailored criteria is being applied to ensure consistency across the Northern Estate site should future redevelopment occur.

8.2.12.4 A pre-assessment has been undertaken and a score of 72.46% has been targeted which is subject to change as the project progresses from planning through to construction and may require further liaison with the BRE.

## 8.3 WELL Standard

8.3.12.1 BDP was commissioned to conduct a WELL feasibility study on the masterplan design of the refurbishment of Norman Shaw North, assessing how 'WELL ready' the development is at the end of RIBA Stage 4.

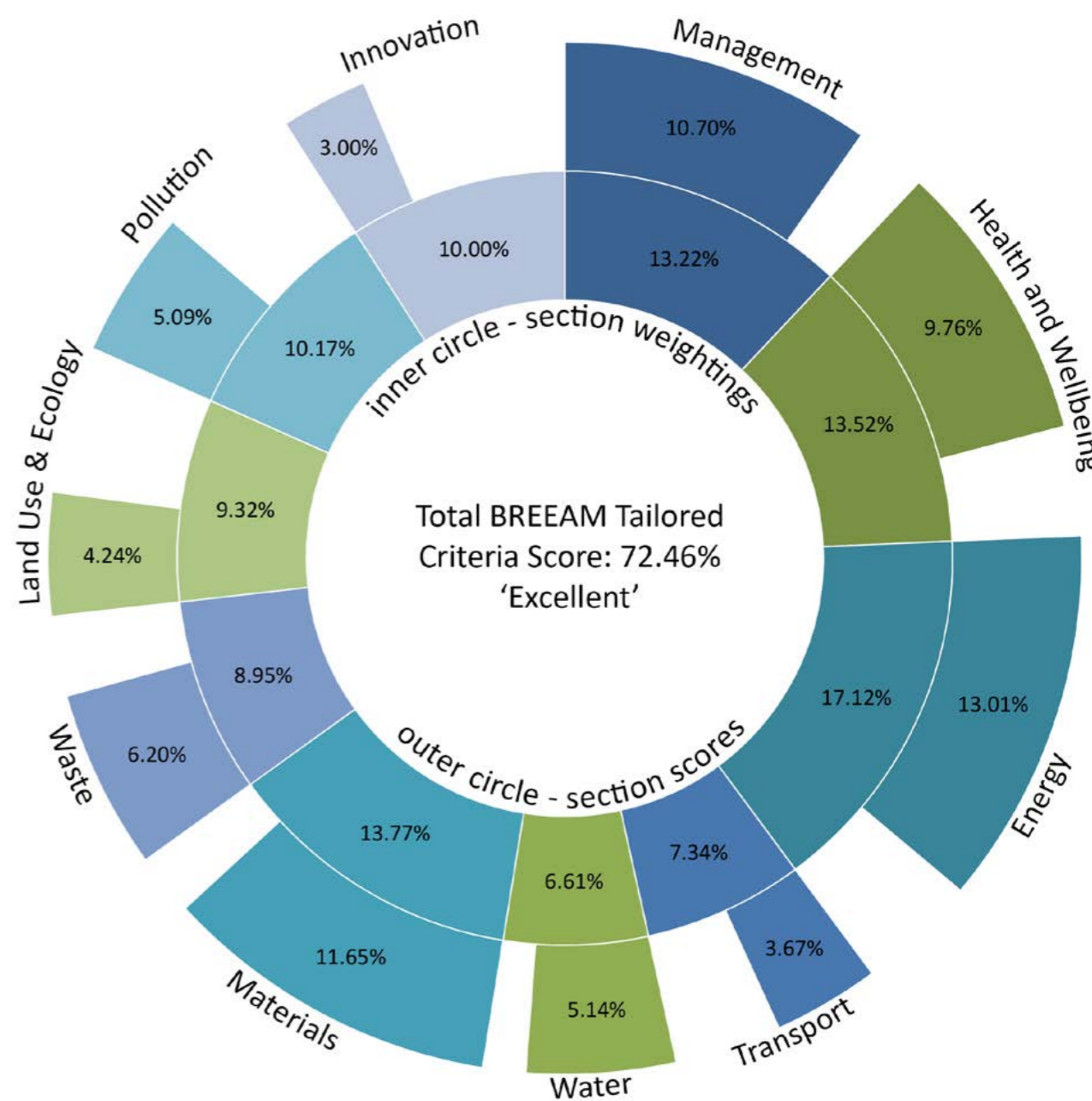
8.3.12.2 The study included a precedent analysis, a review of all preconditions (a minimum requirement for any level of WELL certification), a baseline score based on the current design, and the potential enhanced score and level of certification that could be achieved through targeted optimisation points.

8.3.12.3 The WELL standard increases focus on operational management as well as building design, requiring commitment from client teams to implement new policies and monitor procedures once the building becomes operational, and as such have no impact on the design specification.

8.3.12.4 At this stage there are no preconditions deemed unachievable, though some require further review, studies, or client input. An assessment of the design and construction optimisations shows 50 points could be achieved, which would just achieves a Silver rating (50 points required). However, there is significant scope to increase this score through the implementation of various operational optimisations

8.3.12.5 A review of the current proposals has been undertaken against the feasibility study and associated WELL Standard issues within this scheme.

8.3.12.6 The feasibility of achieving the desired WELL Standard rating remains and aspects relating to this will be incorporated into the RIBA Stage 4 design.



BREEAM scoring doughnut

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# 9. Public benefits

9.1 Public benefits

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## 9.1 Public benefits

9.1.1 Norman Shaw North is an integral building within the Parliamentary Northern Estate. The proposals for the building will provide accessible, secure and fit for purpose accommodation for their staff.

9.1.2 The specific benefits associated with this planning and listed building consent application for Norman Shaw North are listed below:

- Cleaning and repair of the principal elevations and the roofs.
  - Removal of later louvres and rooflights from the roof and replacement with well-designed louvres on the inner-facing slopes, also providing safe access.
  - The reconstruction of the five chimneys to support necessary modern building services contributing to Parliament's 2050 zero carbon target
  - Improvements to the north elevation where the single-storey buildings have been removed leaving an unfinished elevation at lower ground floor level, which was never intended to be exposed.
  - Removal of portacabin and shed from the north elevation, providing space for new chiller plant and associated enclosure
  - New interior design which is sympathetic in approach to the historic character of the building, to be determined in further detail in later design stages.
  - Repair and redecoration/refurbishment of special features internally, for example, the war memorial lamp, chimney pieces, doors, joinery and staircases, details to be determined in further detail in later design stages.
  - Removal of 1970s suspended ceilings to reveal original ceiling heights and cornices.
  - Removal of carpets to reveal historic floor surfaces [tbc – dependant on investigations with details to be determined in further detail in later design stages].
  - In the areas of greatest historic significance, removal of unsightly modern fire-doors and screens and replacement with more sympathetic, modern glazed alternatives to recover the concept of Shaw's original design.
  - Removal of later alterations to the floor plan.
  - Reinstatement of the oculus and railings in the courtyard, which restores natural light to the basement areas.
  - A well-designed floor finish within the courtyard.
  - Improvements to the fenestration and the roof of the single-storey structure within the courtyard.
  - Removal of portacabins, bins, bikes, plant and services from the courtyard.
  - Creation of a new communal space in the courtyard allowing more people to enjoy and appreciate the historic building.
  - Rationalisation of mechanical, electrical and plumbing services, removing unsightly service runs and plant areas and replacing these with better designed modern alternatives.
  - Rationalisation of the secondary glazing and replacement with better designed modern alternatives.
  - Improvements to the setting of the building, by rationalising the granite stepped plinth added in the 1980s, and introducing landscaping to define a new, fully accessible building entrance.
- 9.1.3 A conservation-led approach has informed the proposals for Norman Shaw North. This approach is rooted in a profound understanding of the building's significance developed through detailed desk top research and on site surveys. The conservation led approach will be followed in post-planning design and construction stages and will generate a number of heritage benefits including:
- Restoring the individual character and identity of Norman Shaw North as an individual building in the Northern Estate.
  - The repair of historic joinery, including the repair of casement windows and apron panels, doors, architraves, handrails and benches.
  - Reinstatement of original interior decorative schemes, informed by archive research and on site analysis.
  - The repair of historic plaster work, including dados, skirting, architraves and cornices.
  - The repair of historic metalwork including metal casement windows and stair balustrade.
  - The repair and conservation of stonework, including historic mullioned and transomed windows, door surrounds and two original stone staircases in the east wing.
  - Removal of existing carpets which will reveal any remaining historic floor surfaces, which will be repaired.
  - New secondary glazing will be designed to minimise physical and visual impact on historic fabric. The internal spaces will benefit from more natural light through the removal of the existing heavy net curtains and allow the spaces to be read more coherently.
- Special interior features will be repaired, for example the sensitive refurbishment of the memorial lamp located in the principal staircase and marble and timber chimney pieces.
  - Removal of 1970s suspended timber ceilings, potentially exposing original cornices and ceilings, which will be repaired.
  - Rationalisation of mechanical, electrical and plumbing services, removing unsightly service runs, trunking and ad hoc plant areas.
  - The removal and replacement of the 1970s joinery, provides the opportunity to introduce lightweight doors and partitions. This will provide a fire-break but reduce the visual impact and allow these spaces to read more coherently as one space, as originally intended.
  - Removal of existing detracting modern light fittings and replacement with a carefully considered lighting scheme.
  - Removal of existing detracting modern signage and way finding to be replaced with an appropriate design to be determined in further detail in later design stages.

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# 10. Glossary

'The Applicant'	Corporate Officer of the House of Commons
'CAZ'	Central Activities Zone
Construction Phase	Period during which the NEP development is under construction – anticipated to be 2020 to 2025
Decant Phase	Period during which the Northern Estate accommodates the HoC decant, including the temporary Chamber – anticipated from 2025 to 2031
'Draft WCP'	Draft Westminster City Plan
'EA'	Environment Agency
'EIA'	Environmental Impact Assessment
'Existing Use'	The existing lawful use of the Northern Estate is sui generis.
'GLA'	Greater London Authority
'GLAAS'	Greater London Archaeology Advisory Service
'HE'	Historic England
'HoC'	House of Commons
'HoL'	House of Lords
'LBC'	Listed Building Consent
'LUL'	London Underground Limited
'LVMF'	London View Management Framework
'NEP'	Northern Estate Programme
'PoW'	Palace of Westminster
'Proposed Development'	The applications will be applied for the description of development, which forms the 'Proposed Development'. Exact description of development to be confirmed.
'Proposed Use'	The proposed use of all new floorspace will be sui generis.
'Parliamentary Estate'	Parliament of the United Kingdom, comprising the Palace of Westminster the Northern Estate, and other Parliamentary landholdings.
'PSD'	Parliamentary Security Department
'PSE'	Parliamentary Strategic Estates
'QEII Conference Centre'	Queen Elizabeth II Conference Centre

'R&R'	Restoration and Renewal
Residual Operational Phase	Phase of development following the decant phase, once the HoC has returned to the Palace – anticipated to be 2031
'The Northern Estate Site'	The Parliamentary Northern Estate
'The NEP1 Site'	The area within the NEP1 Richmond House application boundary
'The NEP2 Site'	The area within the NEP2 Norman Shaw North application boundary
'The NEP3 Site'	The area within the NEP3 Norman Shaw South application boundary
'The NEP4 Site'	The area within the NEP4 Parliament Street Buildings application boundary
'The NEP5 Site'	The area within the NEP5 Estate Landscape application boundary
'The NEP6 Site'	The area within the NEP6 Public Urban Realm application boundary
'The NEP7 Site'	The area within the NEP7 Site Infrastructure application boundary
'WCC'	Westminster City Council
'WCP'	Westminster City Plan
'WHS'	World Heritage Site
'Zoi'	Zone of Influence
'ZVI'	Zone of Visual Influence
'NSN'	Norman Shaw North
'NSS'	Norman Shaw South
'PSB'	Parliament Street buildings
'1CR'	1 Canon Row building
'RH'	Richmond House
'PCH'	Portcullis House
'PS'	Parliament Street
'DG'	Derby Gate
'CR'	Canon Row



