



A simple and elegant selection of hard landscape materials will create a timeless palette that respects the nearby Conservation Area and heritage context of the site.

The durability and robustness of the hard material palette will be carefully considered to ensure the quality of the public realm is maintained, this will also include street furniture and lighting.

All materials will be specified to deal with heavy use, wear

and tear. The following key elements are included within the proposals:

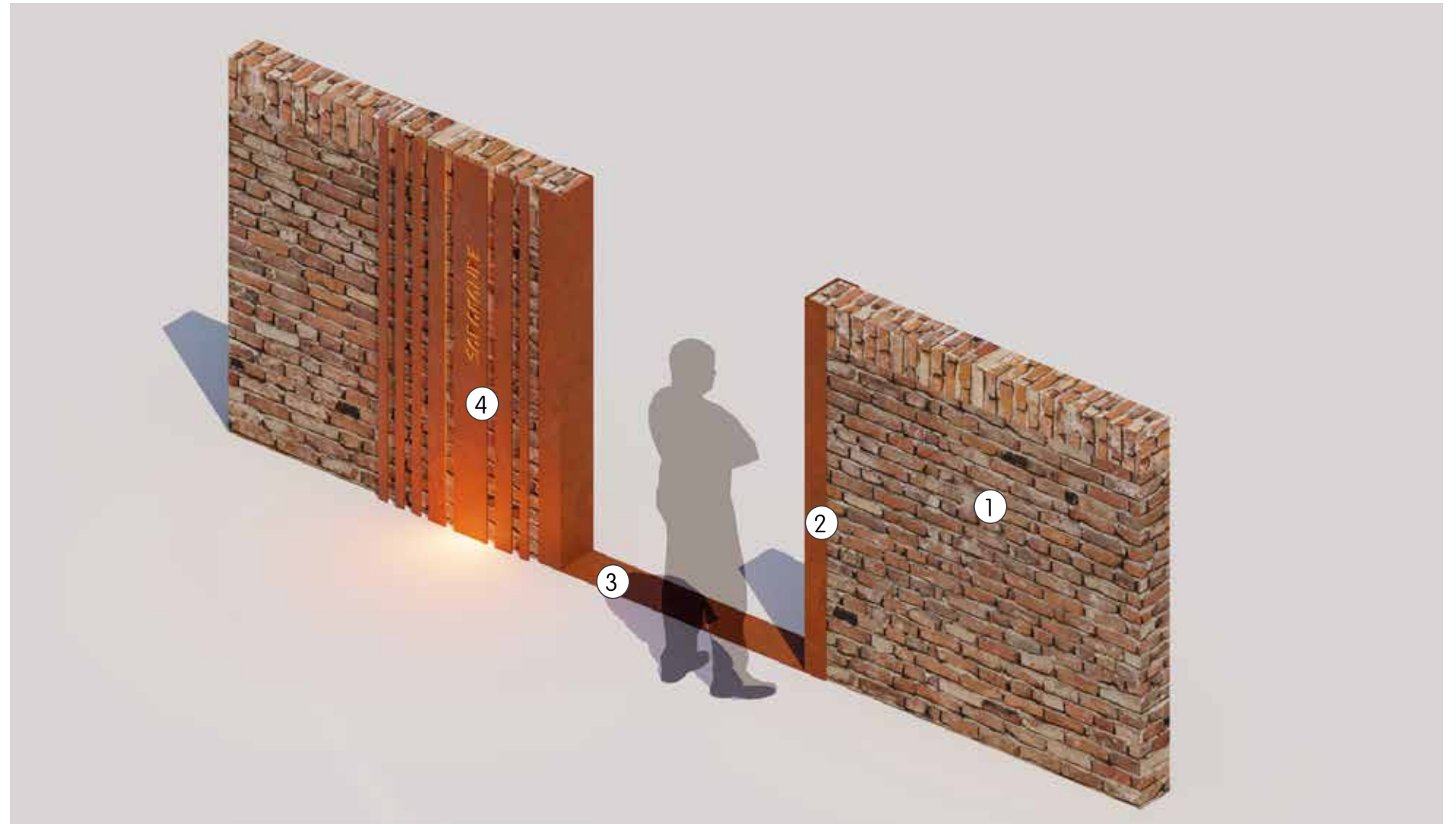
High quality surface materials run throughout the development. Variation and interest are provided in subtle changes in unit size and finish rather than overly ornate pattern making.

Seating elements are located throughout the scheme and will, at points include back rests and arm rests. Timber is used as a primary seating surface with durable stone bases.



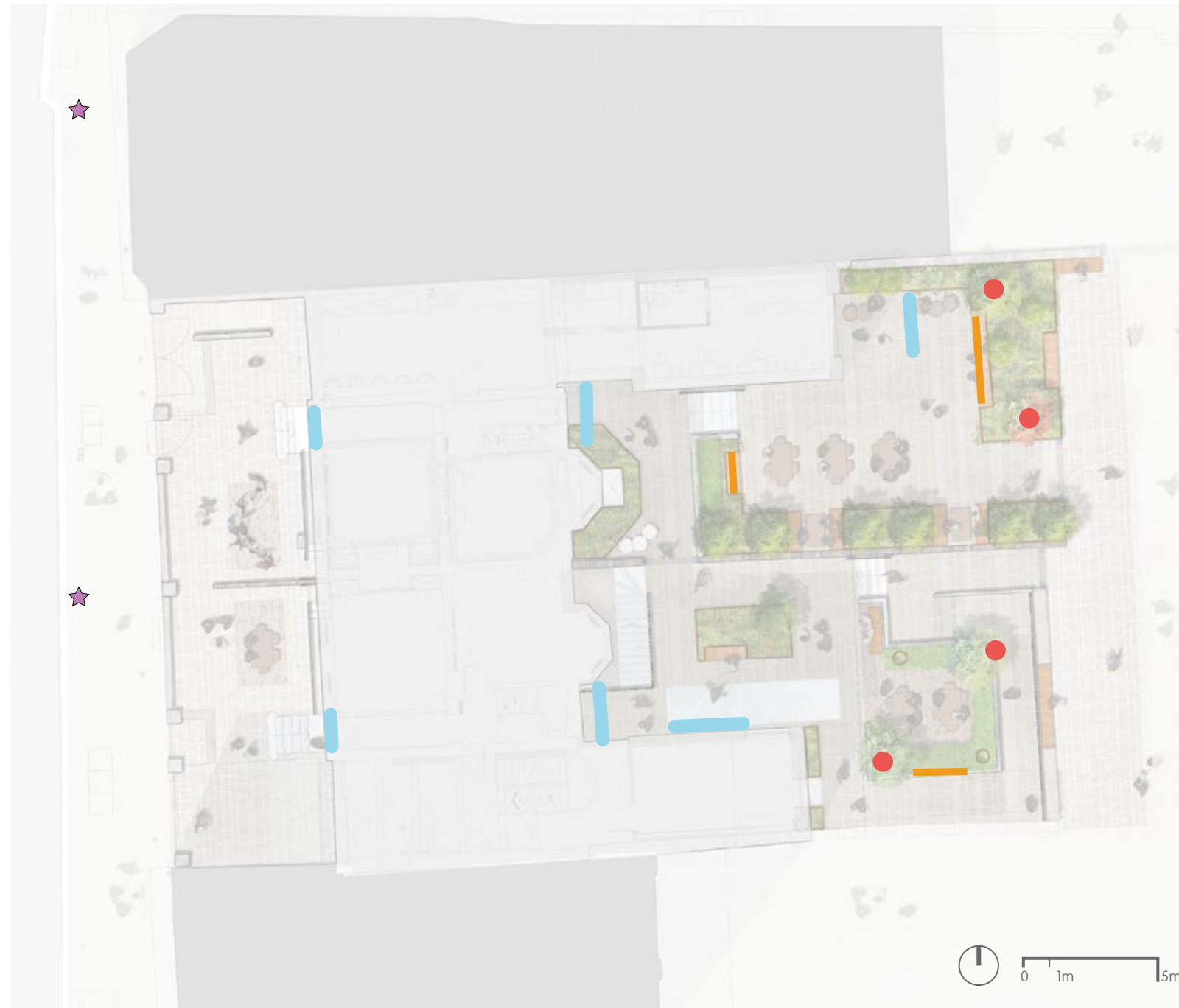
REINTERPRETING THE HISTORICAL FABRIC:

1. Existing brick wall with high historical significance
2. Proposed opening to be capped with contrasting contemporary material and language (ie corten steel);
3. Opportunity to enhance threshold via paving detail;
4. Opportunity for interpretation/branding/lighting to create a feature gateway.



Precedent Images





KEY

- ★ Existing column along High Road
- Proposed uplighters to trees
- Proposed under seat feature lighting
- Proposed building-mounted lights to main entrances

The lighting strategy should achieve safe levels of lighting creating a sense of comfort after dark.

Minimal, warm low-level lighting is proposed across the site to highlight key features such as planting, benches or main building entrances.

Discreet under seat lighting is proposed in areas where tenants and visitors can interact and gather in small groups.

Tree uplighters are proposed in key orientation points in order to guide visitors through the footpaths.



● Tree uplighting



— Discreet under seat lighting



— Building-mounted lighting

NOS. 808-810/812 HIGH ROAD

SECTION SIX: ACCESS STATEMENT

DESIGN & ACCESS STATEMENT

PART K - PROTECTION FROM FALLING, COLLISION & IMPACT

Further to the notes included under Section 3, Stakeholder Consultation, where a summary of the discussions held with Haringey Building Control are included, the following pages set out the approach to building access in terms of how Building Control approval could be achieved.

It is worth re-stating the nature of the 'use' here as it directly informs the design development undertaken:

- Nos. 808 and 801/12 are to become a home for a group of 15no. artists who would each inhabit an individual room on the upper levels of the properties with the use of shared supporting facilities, WCs, and kitchens, etc.
- A café is proposed on the ground floor of No. 812, restricted to the existing carriage house and proposed extension beyond.
- On a 'once a week' basis, members of the public would be invited in to attend events – these would be held in the ground floor and basement rooms.
- 'By appointment' retail space is proposed in the principal front rooms of Nos. 808 and 810 at the raised ground floor.
- A small team of support staff would use ground floor office space.
- The existing basements, due to their restricted headroom and historic nature, are proposed as stores.

With the historic 'stoops' serving the High Road entrances of the majority of the Northumberland Terrace, a primary aim of the proposed Paxton17 landscaped yard behind the properties has always been to provide new 'front doors', with level access. This approach has been successfully delivered at Percy House, No. 796 High Road. The same approach is adopted here.

Furthermore, considering both No. 808 and 810/12 together, as a pair, provides a very good opportunity to improve these historic assets in terms of their accessibility for all. For example, with No. 810 focussing on public use via a café, this allows No. 808 to better deliver on the more private space, an accessible studio for instance.



FIGURE 34. Paxton17 Masterplan with Nos. 808 - 810/12 highlighted

PART K - PROTECTION FROM FALLING, COLLISION & IMPACT

1.3 EXISTING STAIRCASES - NOS. 810/812

The following section is based on the guidance provided by Approved Document K regarding the design of internal and external stairs and steps where part of the building. Additionally, access is supported by approved document M when external step access is also part of the principle entrances and alternative accessible entrances.

That to No. 810/12 is the original early 18th Century timber stair with traditional balustrade and handrail. The balustrade and handrail are too low to meet the Part K guidance. This is to be discussed with Building Control given the low occupancy of the upper floors, the fact that they will not be publicly accessible, and in the knowledge that building users will be familiar with the nature of the space.

However, designs and Listed Building Consent are in place to add an additional handrail on top of the existing to improve accessibility. This is a solution which was successfully delivered at Warmington House (a property with similar historic significance) by the same team, within the last three years, and therefore with Haringey Building Control approval.

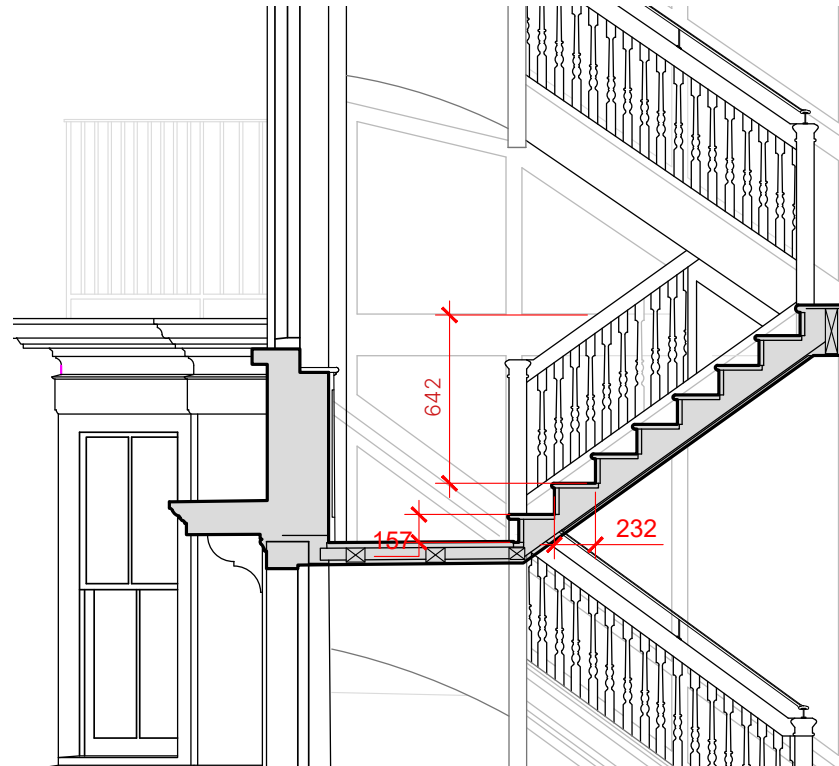


FIGURE 35. No. 810/12 existing first floor staircase

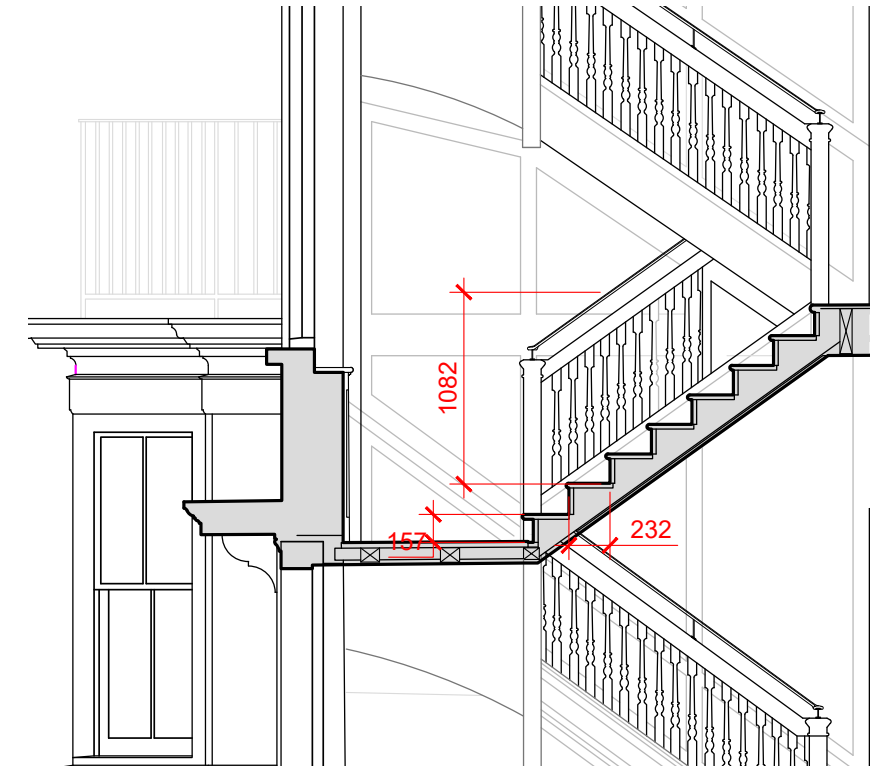
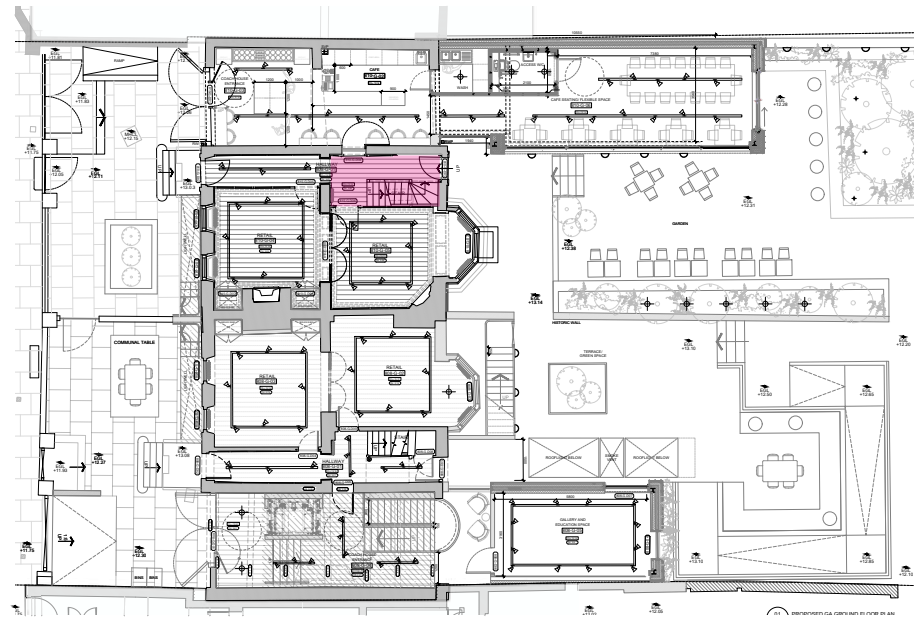


FIGURE 36. No. 810/12 proposed first floor staircase

KEY PLAN



Not to scale



FIGURE 37. No. 810/12 existing first floor staircase

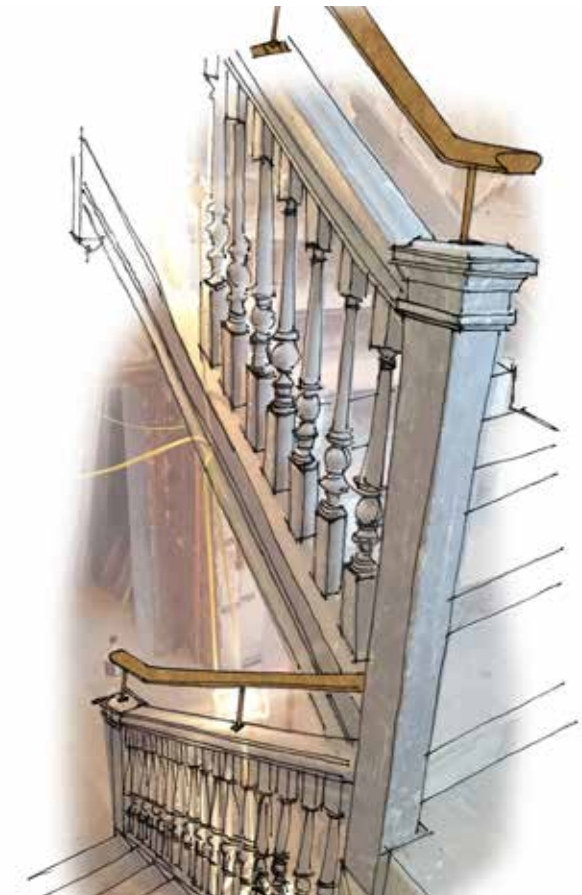


FIGURE 38. No. 810/12 proposed first floor staircase

PART K - PROTECTION FROM FALLING, COLLISION & IMPACT

1.4 EXISTING STAIRCASES - NO. 808

That to No. 808 is also original but, due to the dividing up of the property into a series of residential units, access to the stair has been negatively affected. The proposals see the original plan form of the building restored and this helps to make the stair more accessible. The same applies with regard to the height of the handrail and the suggested approach.

For both stairs, contrasting nosings should be added – again, this is to be discussed with Building Control and Haringey Conservation to understand how best to fulfil the necessary restoration and compliance ambitions. At Percy House, the main single stair is as it was originally with no contrasting nosings and this was agreed with Building Control given the relatively private use of the upper levels, albeit as office space. At Warmington House, Listed Building Consent was gained for new nosings as it was agreed with Building Control that the more public nature of the building meant that this intervention was required.

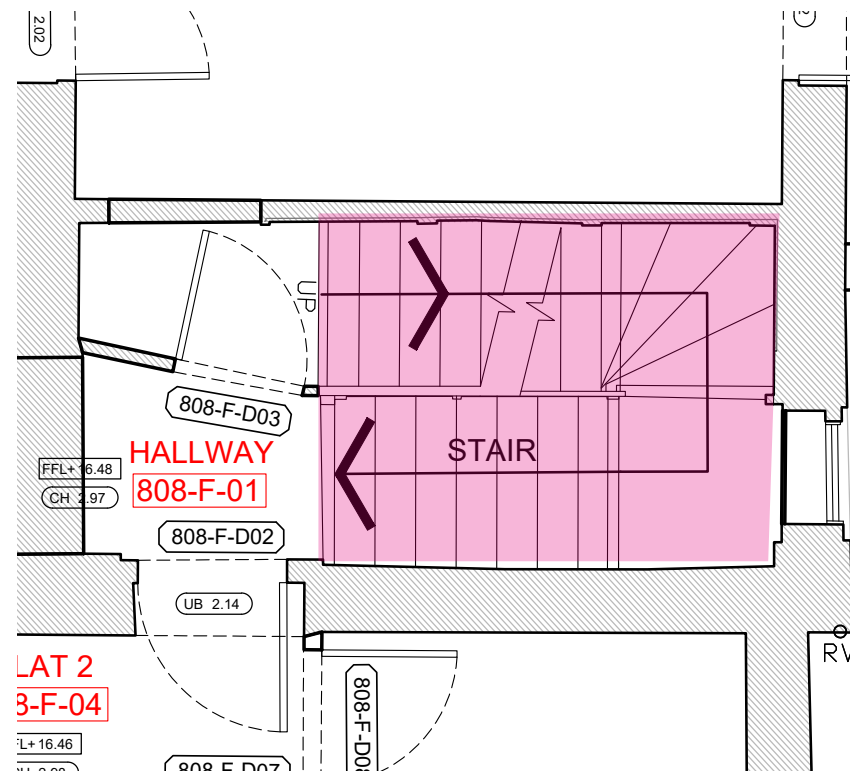


FIGURE 39. No. 808 existing first floor staircase

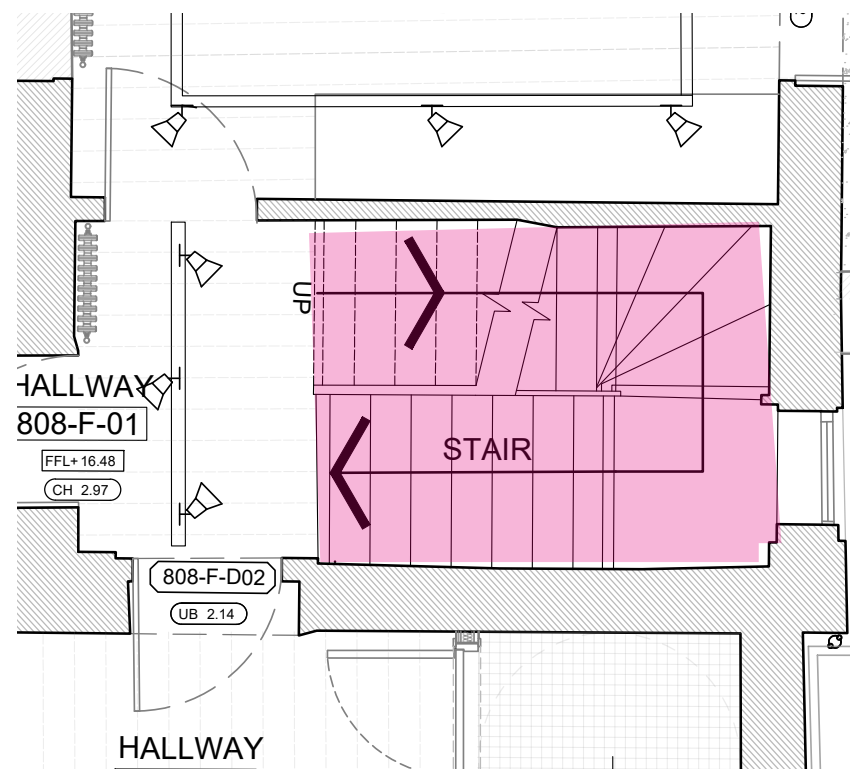


FIGURE 41. No. 808 proposed first floor staircase



FIGURE 40. No. 808 existing first floor staircase

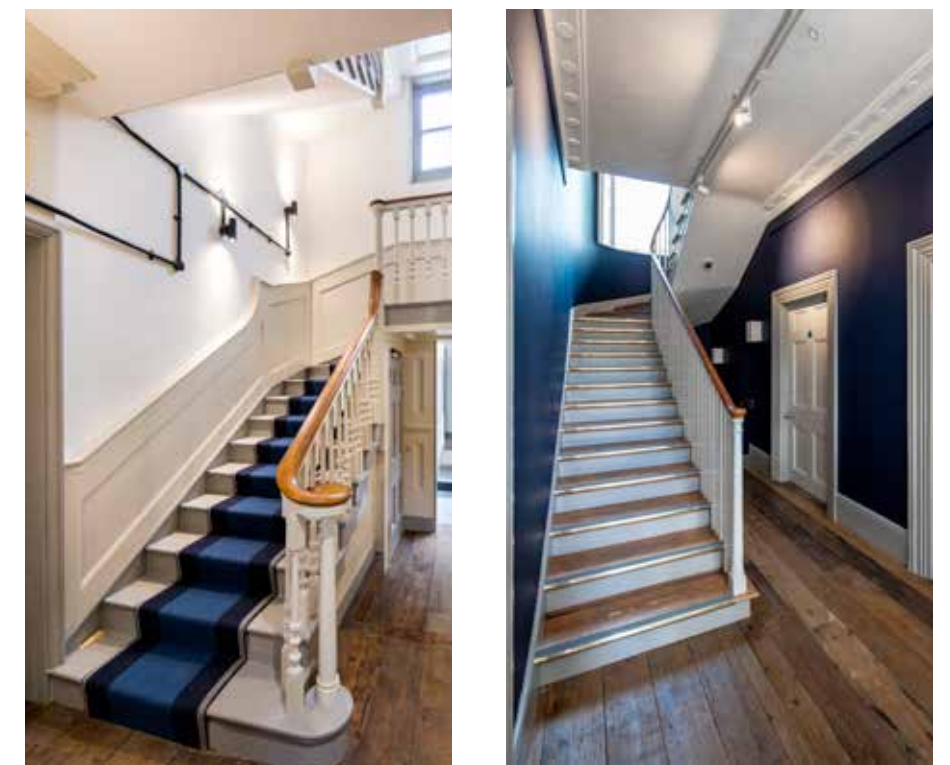
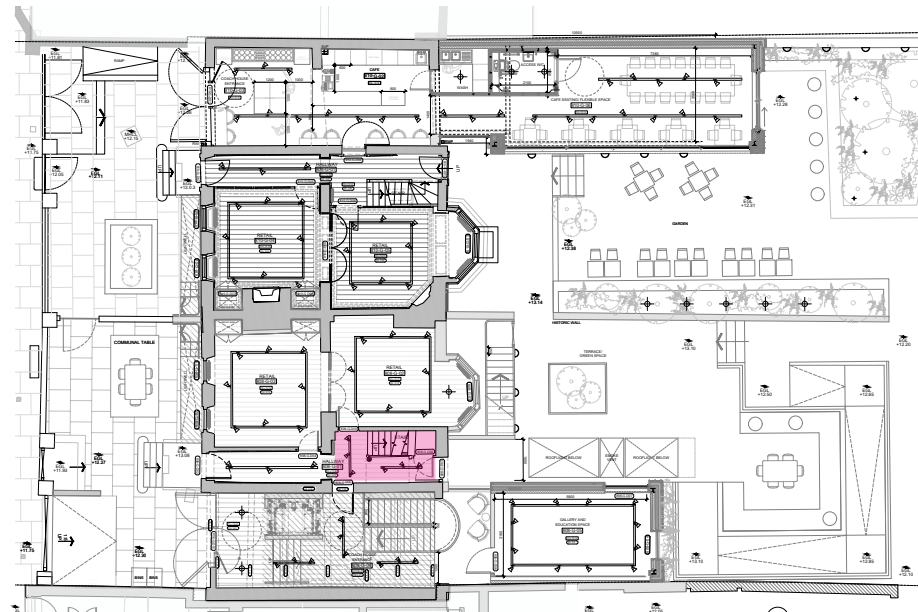


FIGURE 42. Percy and Warmington House restored staircases

KEY PLAN



Not to scale

PART K - PROTECTION FROM FALLING, COLLISION & IMPACT

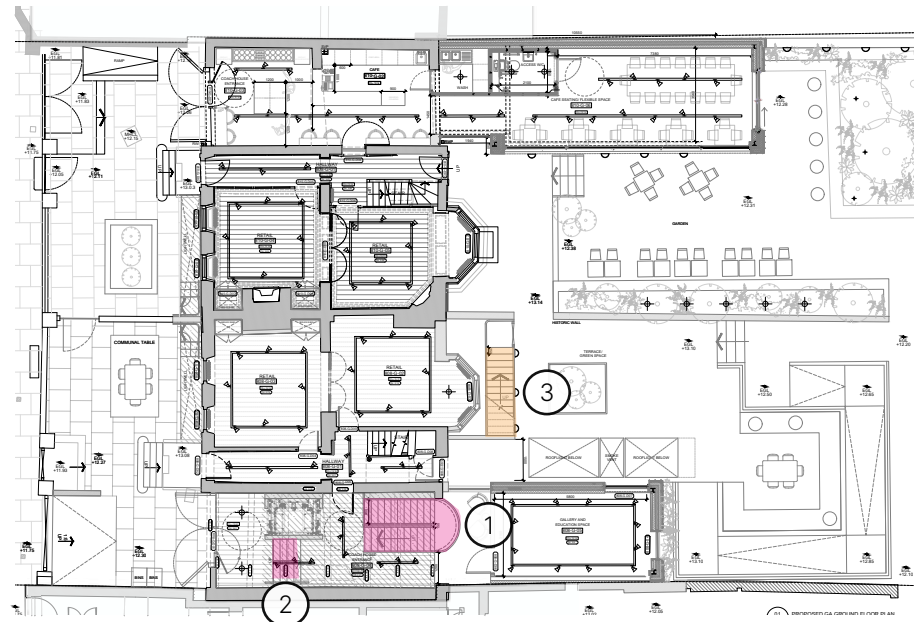
1.5 PROPOSED STAIRCASES - NO. 808

Three new staircases are proposed, all to No. 808. Please refer to the key plan included below:

1. Steps to the western, High Road, entrance end of the carriage house to convey users from grade to the raised ground floor. This stair is designed as a general access stair with compliant rise, going, pitch, handrails, nosings, landing depths, and number of risers per flight.
2. A new stair is proposed to link the raised ground floor and the new basement level. Again, this is designed as a general access stair.
3. To meet the occupancy levels anticipated in the proposed basement gallery space, a second means of escape is shown by way of an external stair. This is drawn as a utility stair. A compliant balustrade protects this lightwell stair at ground floor.

For each, a refuge is accommodated.

KEY PLAN



Not to scale

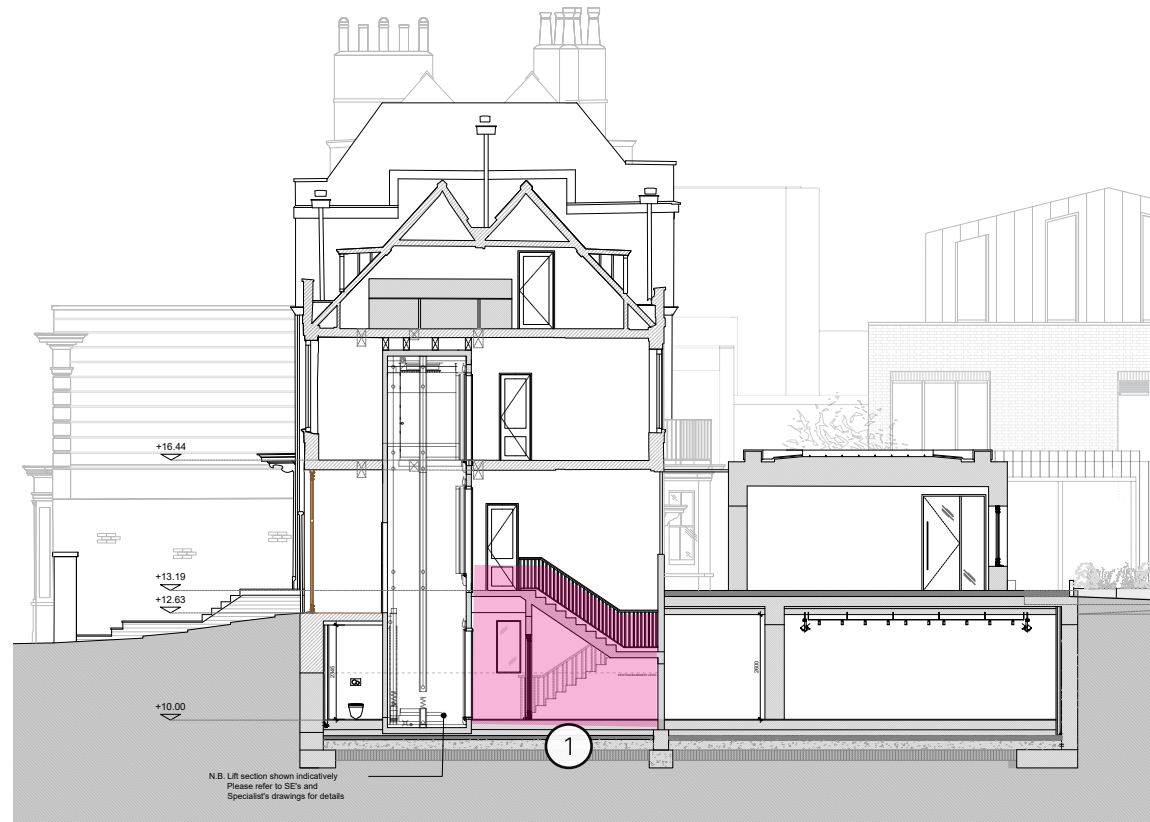


FIGURE 43. No. 808 Section, showing proposed staircase

KEY

- General Access Staircase
- Utility Staircase

	Rise*		Going*	
	Minimum (mm)	Maximum (mm)	Minimum (mm)	Maximum (mm)
Private stair ¹	150	220	220	300
Utility stair	150	190	250	400
General access stair ²	150	170	250	400

Notes:

[1] The maximum pitch for a private stair is 42°.

[2] For dwellings, for external tapered steps and stairs that are part of the building the going of each step should be a minimum of 280mm.

[3] For school buildings, the preferred going is 280mm and rise is 150mm.

* The normal relationship between the dimensions of the rise and going is twice the rise plus the going (2R + G) equals between 550mm and 700mm.

For existing buildings the dimensional requirements in Table 1.1 should be followed, unless due to dimensional constraints it is not possible. Any alternative proposal should be agreed with the relevant building control body and included in an access strategy (refer to Approved Document M).

FIGURE 44. Part K Table 1.1

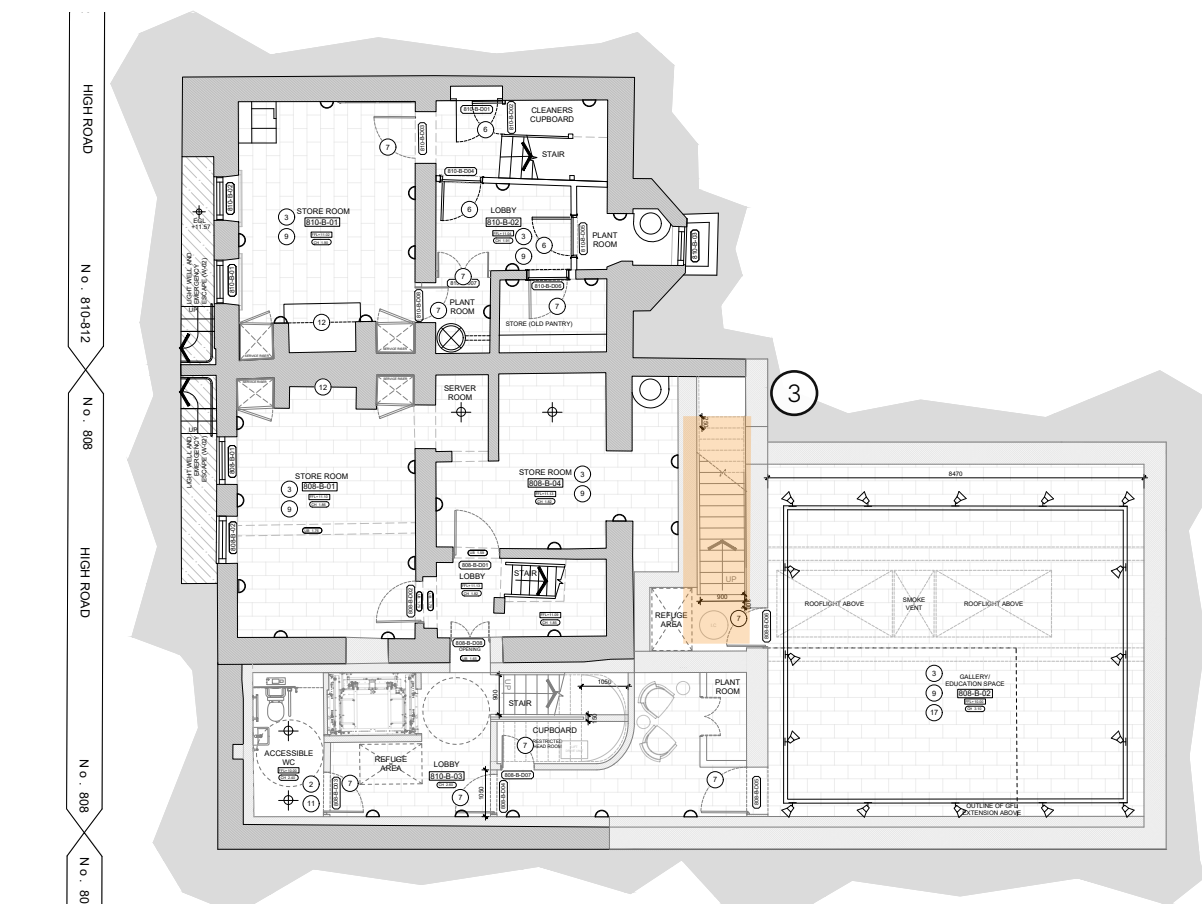


FIGURE 45. Proposed Basement Plan

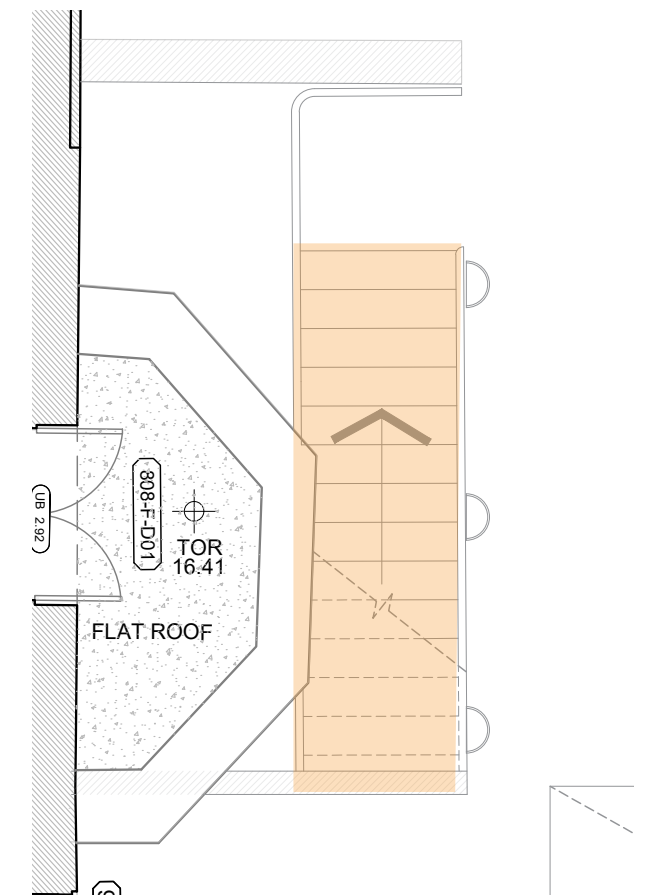


FIGURE 46. Highlighted Utility Stair

PART M - ACCESS TO & USE OF BUILDINGS

1.6 LEVEL ACCESS - ENTRANCE POINTS

The highlighted plan adjacent shows all of the entry/egress points to/from the scheme:

These are all designed as level thresholds with a maximum 15mm deviation such that the internal and external levels are aligned in these locations.

The highlighted turning circles are 1500mm in diameter as required, and all of the highlighted entrances have a 300mm space shown by the leading edge of the doors to aid them being opened by wheelchair users.

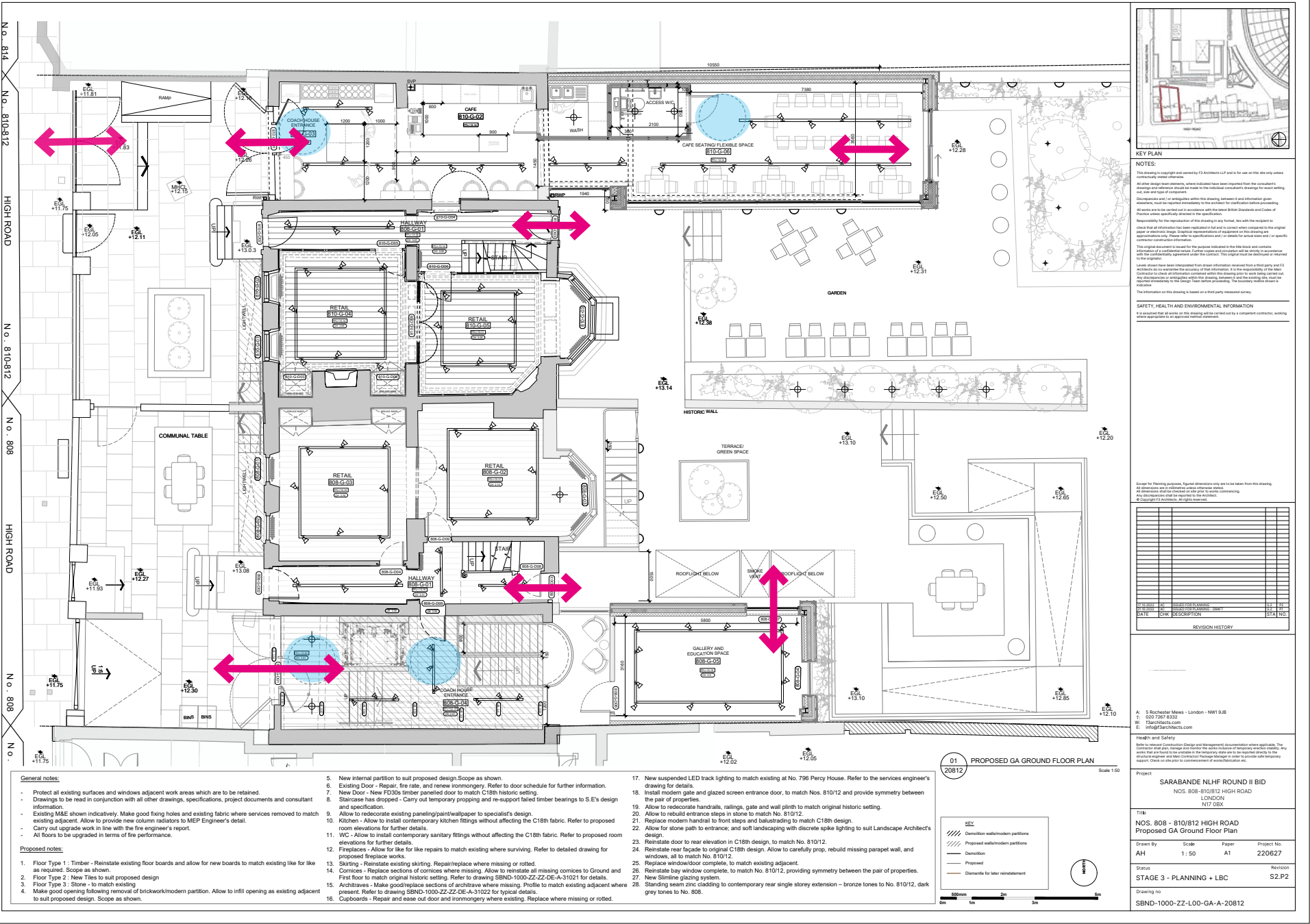


FIGURE 47. Ground Floor Plan highlighting entrances

KEY

- Entrance Points
- Turning Circle

PART M - ACCESS TO & USE OF BUILDINGS

1.7 LEVEL ACCESS - LANDSCAPE

To provide level access, various existing and new ramps/sloped sections of landscaping are designed to deal with the site's changes in level, both to the front and the rear.

Please refer to the drawing adjacent:

1. The existing ramp to No. 812, off the High Road is retained.
2. A new sloped (less than or equal to 1:21 gradient) section of landscape is proposed to provide level access to the carriage house of No. 808.
3. As the proposed single storey rear extension to No.808 is at the raised ground floor, sloped sections of landscaping are shown to convey users from the Paxton17 yard level at grade.

All sloped sections are drawn a minimum of 1200mm wide, with the appropriate distribution of flat landings, and would be lit at low level at night.

Two sets of external steps are shown to the rear to provide access to the rear terrace level. These general access stairs are drawn with handrails to either side, their treads will need to meet the necessary slip rating once final material selections are considered.

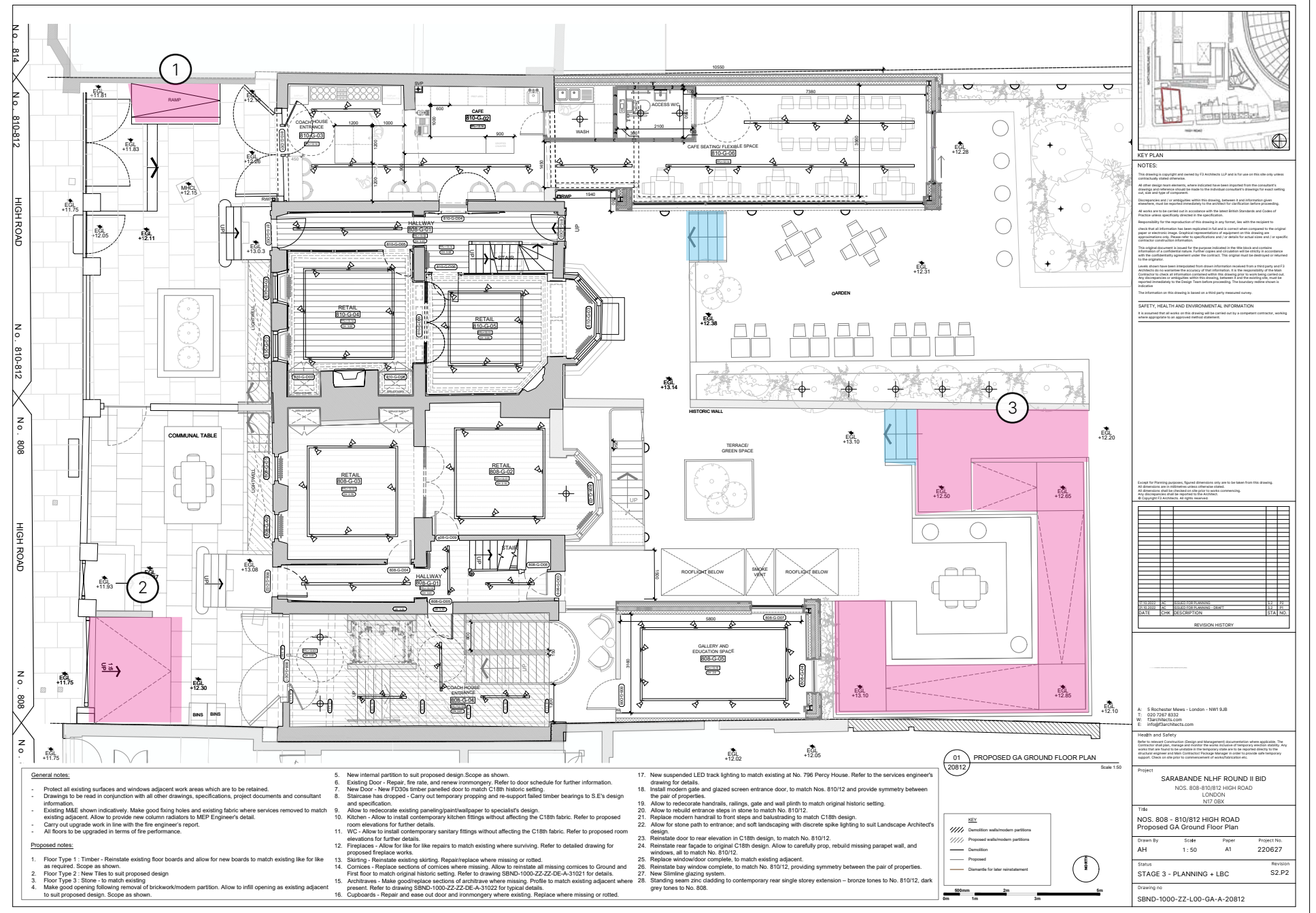


FIGURE 48. Ramped and Stepped access

KEY

Level Access

Stepped Access



Not to scale

PART M - ACCESS TO & USE OF BUILDINGS

1.8 PROPOSED LIFT

The adjacent plans highlight the proposed lift to No. 808 and the associated spaces served:

The hybrid passenger/platform lift is specifically designed to suit historic buildings and is sized to accommodate a wheelchair user.

The lift serves basement, ground floor, raised ground floor, and first floor levels. Approaching from the High Road, it specifically allows wheelchair users to access the areas of the buildings which are not at grade level. Approaching from the east or the west, it provides access to the first floor accessible studio and WC, and the basement gallery and WC.

Surface finishes within the car would be specified to promote visual contrast.

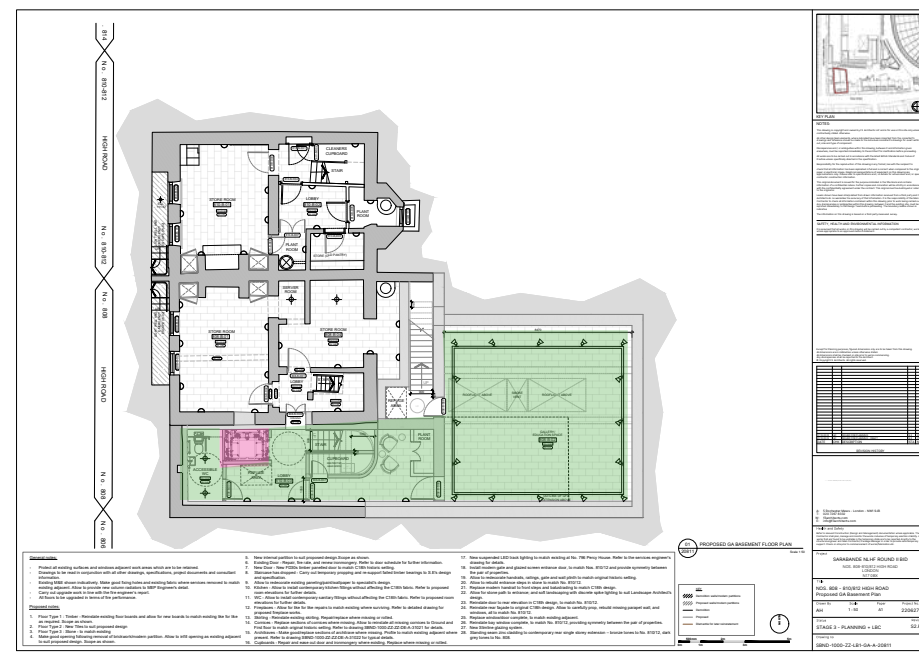


FIGURE 50. Basement Plan showing spaces accessible by lift

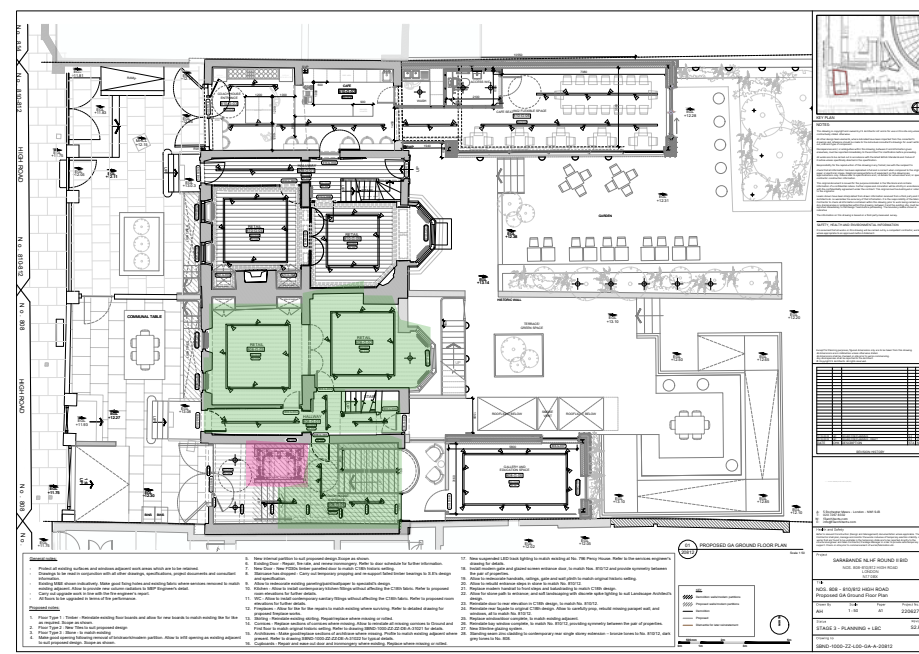


FIGURE 49. Raised Floor Plan showing spaces accessible by lift

KEY

- Lift
- Accessible by Lift



Not to scale

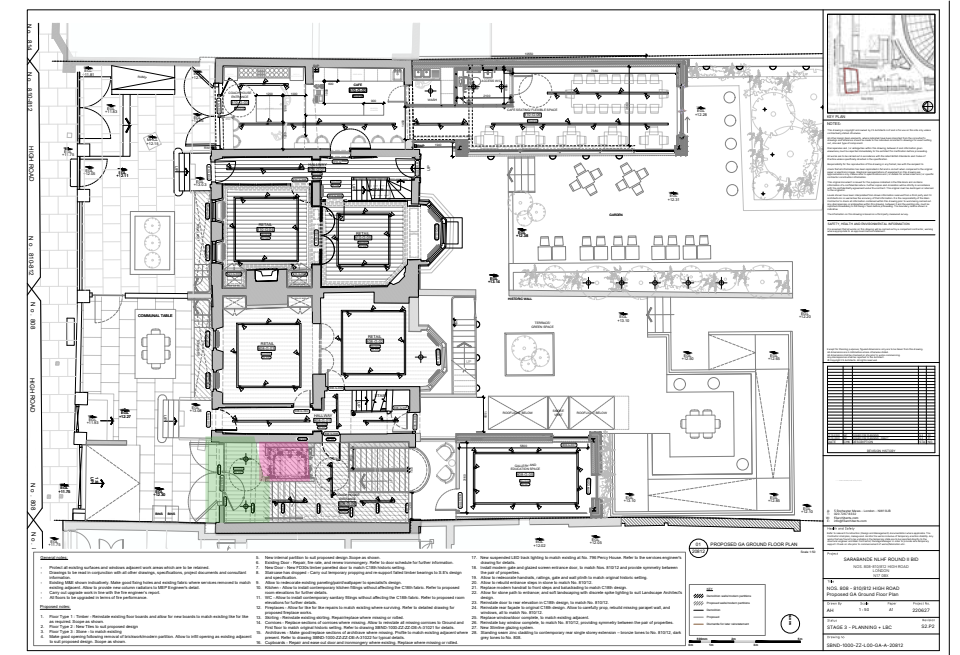


FIGURE 51. Ground Floor Plan showing spaces accessible by lift

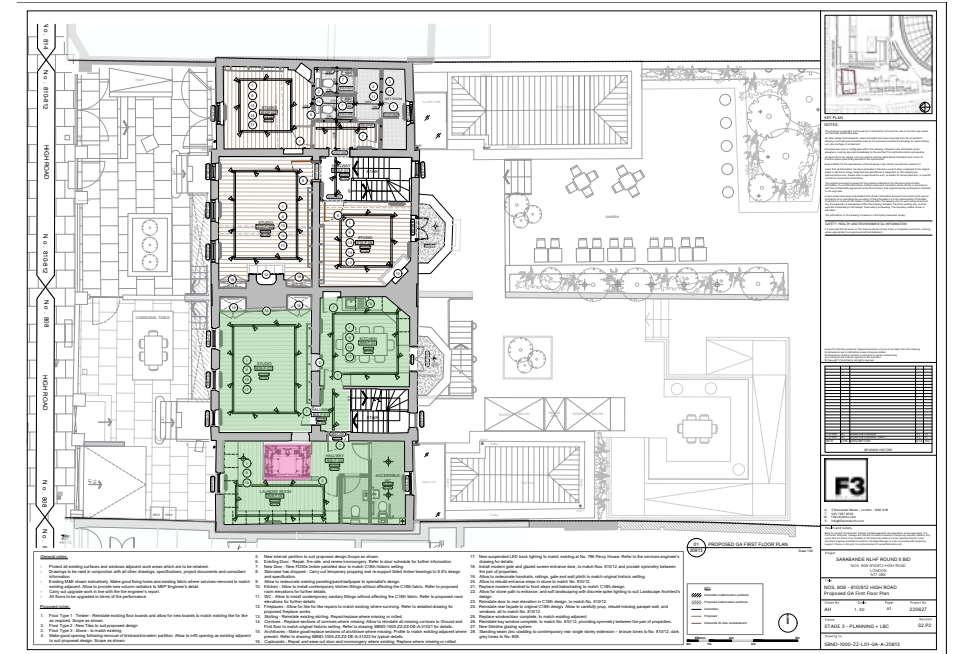


FIGURE 52. First Floor Plans Showing spaces accessible by lift

PART M - ACCESS TO & USE OF BUILDINGS

1.9 PROPOSED LIFT

The lift shown adjacent serves four different levels:

- Basement - +10.00 FFL
- Ground Floor - +12.63 FFL
- Raised Ground Floor - +13.19 FFL
- First Floor - +16.44 FFL

We are proposing a lift with a through door, car size 1100×1400mm. This is a Part M compliant lift size.

Finishes for the lift are as follows:

- Vinyl Skin Plate: Light Grey
- Wallboard: Grey 001
- Other Finishes: Stainless Steel
- Flooring: Dark Grey Vinyl STud

