

8.0 | Project Proposals

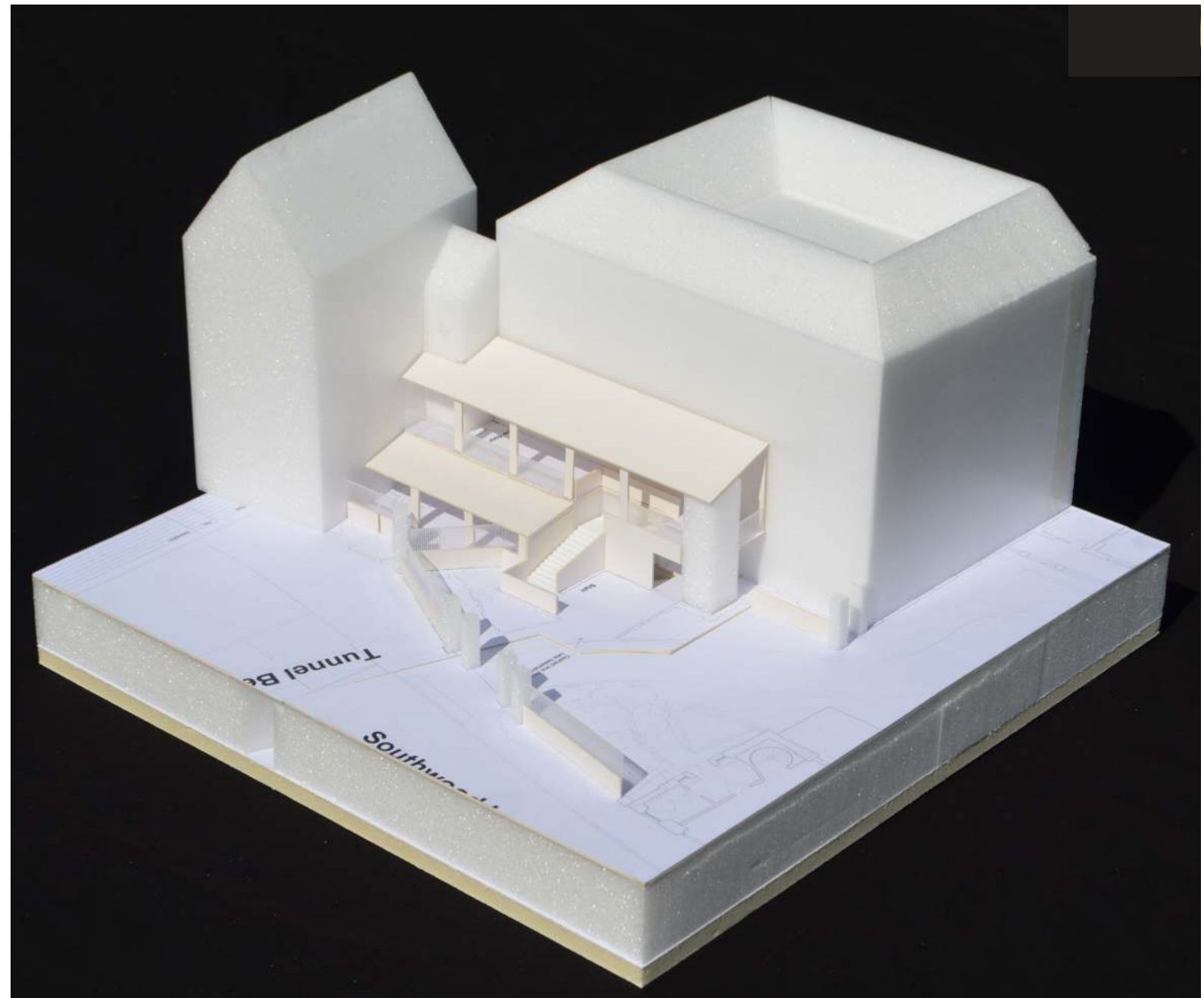
8.23 | Executive Summary

This proposal seeks to:

- Reduce the overall external massing of the existing WC annex and refuse bin storage which is detrimental to the setting of the school.
- Address the School's responsibilities under the Equality Act to provide full accessibility and improved circulation between several existing School buildings.
- Improve the WC facilities, and the current electrical supply which is currently at the upper usage limits.

Key elements of the proposal are:

- Connections, routes and movement is improved through a new lift that will provide full wheelchair access for the first time between multiple school sites and a new Part K-compliant stair with increased space for pupil circulation at a regularly congested 'pinch point'.
- The colonnade shelter is designed in brick and lead to fit the contextual material palette of the surrounding buildings, with open sides to minimise the visual impact on principle historically significant settings and views.
- New valuable views are created by removing the solid brick WC annex adjoining the north east corner, and setting the new electrical enclosures back from the boundary providing visual prominence to the listed Big School building.
- By placing the WC provision below ground, the proposal can be integrated into a new landscape setting



Massing Study Model; View from North-East

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8.24 | Site Demolition Plan

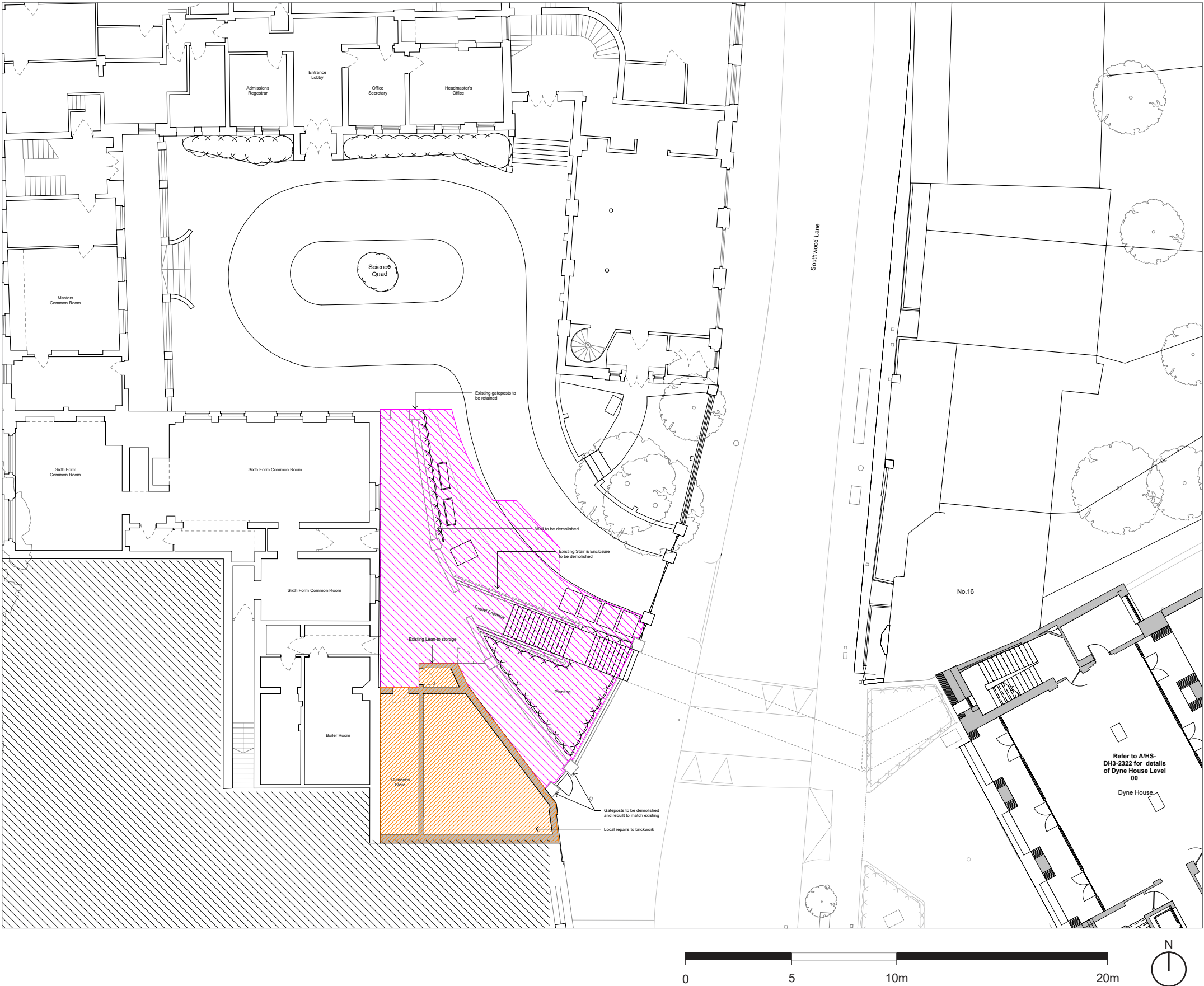
The drawing to the right indicates the built items to be demolished to facilitate the proposal. These include:

- The west exit stair from the pedestrian tunnel
- An external wall with intermediate gateposts, adjacent to the tunnel exit / stair
- The existing WC block
- Two southernmost gateposts and adjacent railings are to be demolished to facilitate excavation of the basement and then reinstated.

KEY:

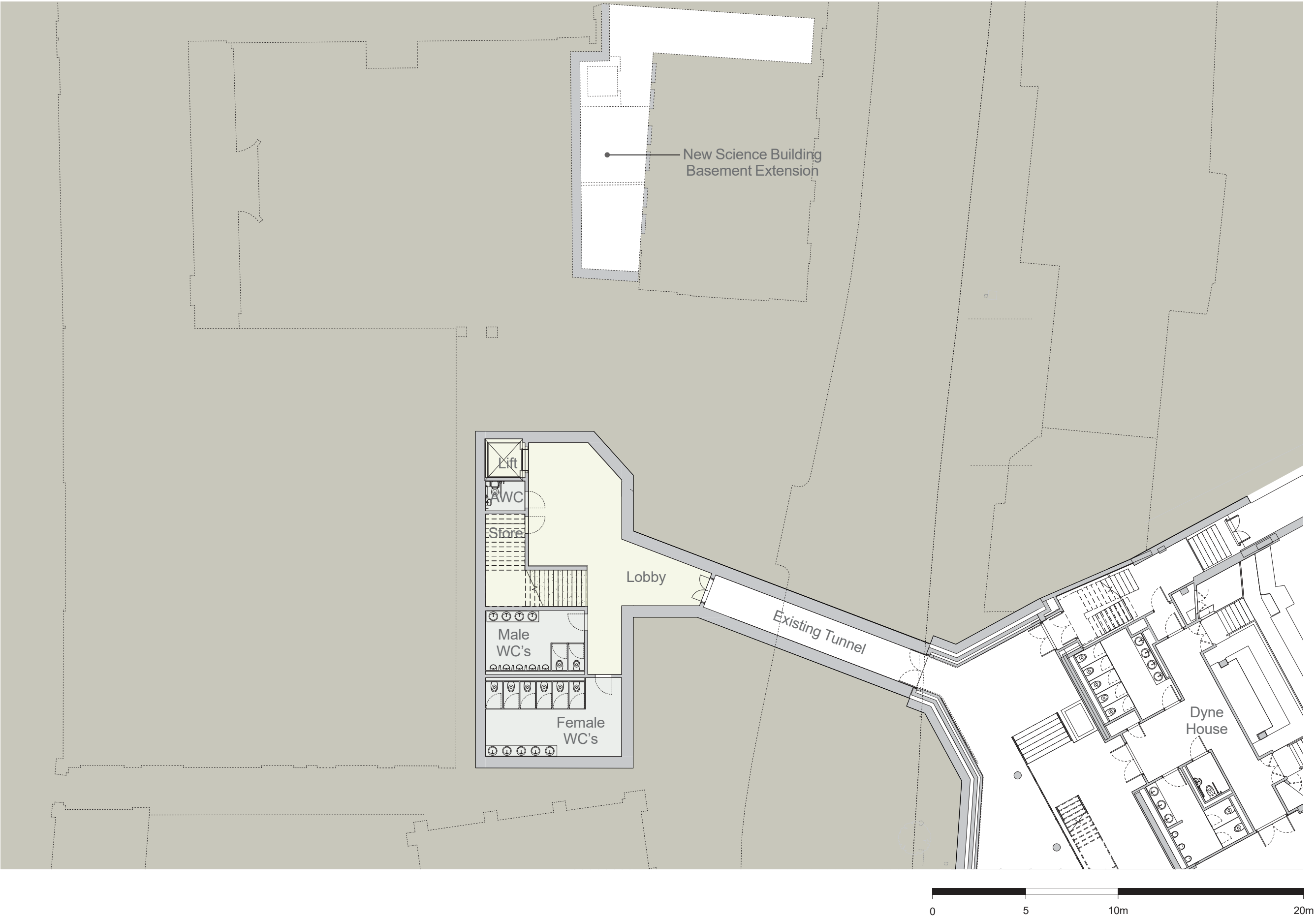
Existing structures, hard standings, scrub and vegetation removal

Existing buildings to be demolished













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8.30 | Proposed Landscaping Overview

The Island Site is connected to the wider Science Quadrangle which is being renovated in tandem with these proposals and the extension of the Science Building.

The proposed landscaping seeks to improve both the amenity setting for pupils and the Conservation Area. The new trees will be beneficial for wildlife.

Key features to the new landscape scheme are:

- A much more heavily planted space, catering for 'desire lines' but with more places to sit among the plants.
- An avenue of small trees framing the entrance into the courtyard and softening the entrance to the tunnel.
- Generous plant beds surrounding the quad, including textured layers of evergreen perennials and shrubs for year-round interest.
- Plant selections reflecting the science curriculum, including medicinal plants.
- The planting adjacent the tunnel entrance will function as a 'rain garden'.
- New gate next to the bin store to enable separate contractor access to and from the street.



Evergreen planting



Perennials and shrubs



Yorkstone setts



Crataegus prunifolia multistem



Indicative Landscaping Plan

Refer to separate landscaping report by Robert Myers Associates for further information

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8.31 | Artists Impression of Proposed Building from Southwood Lane



9.0 | Design & Access

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9.1 | Accessibility Statement

The designs for Dyne House and the Island Site Tunnel Building will provide opportunities for all to enjoy and use the buildings.

Outlined below is a brief description that demonstrates the strategies undertaken to achieve this and to meet the current regulations. This section deals with issues of relevance of the Planning Application Stage only. Detailed issues relevant to Building Control approval will be dealt with at the appropriate time.

Approach to the building

Visitors to both Dyne House and the Island site will arrive from Southwood Lane where level access will be provided into the principal entrances.

The existing pedestrian tunnel running between Dyne House and the Island Site will be improved through a new lift that will provide full wheelchair access and a new Part K compliant stair with increased space for pupil circulation. Further details can be found in chapter 7.9.

Public Transport

The nearest Underground station is Highgate, located approximately 0.8km to the north of both sites. The nearest Overground station is Upper Holloway, located approximately 1.7km to the southeast of the site.

The closest bus stops (C and S) are located on Highgate High Street, to the south of the site. Bus route 210 provides access through Highgate from Brent Cross to Finsbury Park and bus route 214 provides access from Brent Cross through Highgate to Archway.



Vehicular access and parking

The Dyne House development has a designated accessible car parking space accessed from Southwood Lane.

Emergency and maintenance access to Dyne House will be from either Southwood Lane (main access) or from Kingsley Place which is to the east (rear) of the building. Access from Southwood Lane will be at ground level while access from Kingsley Place is from level -4 due to the sloping site which Dyne House is located.

Emergency access is provided from Southwood Lane to the Island site and with an access route provided within the Science Quad.

External landscaping and surface treatments

The landscaping leading to the Island Site Tunnel Building will use Yorkstone paving, whilst the forecourt to Dyne House will be granite setts.

All new surfaces will be of known slip resistance in either dry or wet conditions; new drainage gullies will avoid ponding and areas where freezing water may create hazardous surfaces.

Night illumination around the building will be designed to minimise light pollution but also avoid creating areas of shadow, especially along access routes and at the building entrance.

Entrance into the building

There is a single principal entrance into Dyne House from Southwood Lane, serving both the Sixth Form Centre and the Music Department.

There is an additional entrance located at basement level from the pedestrian tunnel which provides direct access into the Informal Assembly Area. Fire escape exits are provided from the north and south stair core's within Dyne House and at the east end of the rear extension.

Visitors to Island Site Building will arrive at street level into the new lobby providing direct access into the Central Hall. The external staircase and lift provides first floor access to the Central Hall and Chapel Quad.

A new gate next to the Island Site bin store enables separate contractor access to and from the street.

Internal horizontal and vertical circulation

Generally the design of Dyne House and the Island Site buildings will be developed to ensure that:

- Decor will distinguish the walls to floors, and doors within walls to all circulation spaces and corridors.
- Any highly reflected surfaces will be carefully chosen so that they avoid causing confusion or might disturb people with sensory disabilities.
- All corridors allow ample width for disabled users and doors and corridors will be designed to standards to facilitate easy movement for wheelchair users. Doors on all circulation routes will either be on hold-open devices or designed with a minimum opening force of less than 30 Newtons.
- All new doorways on routes to be used by people in wheelchairs will have 300mm offsets and will be a minimum of 800mm wide per leaf unless power operated or held open.
- Corridors and lobbies will meet Building Regulations Part M standards and doors that open across corridors will be recessed.
- The stair and lift locations are in a consistent and logical position within each floor for ease of use.
- The building will be provided with four 1100mm protected stairs, two within Upper Dyne and two within the rear of Dyne House. The stairs will be a minimum of 1100mm, as per section 4.4.4 of BB100 to comply with the Mobility Impaired Person evacuation.
- All new stairs will be designed to meet AD Part M standards in respect of stair profile, number of risers and handrails etc. or defer to later design guidance in BS8300:2009 (amended 2010).
- All lifts will be designed to meet current standards of AD Part M as a minimum.

Provision for cycles

The Senior School operates on the principal of all staff, pupils and visitors arriving at the Reception in North Road for security and control reasons. Cycle parking is provided within the secure Chapel Quad for all staff pupils and visitors, and this is extended as demand dictates. Currently some secure cycle parking is provided on the rear car park of Dyne House but this will be removed as part of the construction works to become an amenity area and more secure cycle parking will be provided in Chapel Quad.

Facilities provided within the building

Standard single sex toilet facilities and wheelchair accessible toilets will be provided together in both Dyne House and Island Site Buildings.

Fire strategy

The principal objective of the fire strategy is to provide a design that demonstrates compliance with the functional requirements of the Building Regulations 2010 for part B, Fire Safety and that the building can be successfully managed once in operation under the Regulatory Reform Fire Safety Order 2005. The design will be subject to detailed discussions and formal approval with Building Control, and the Fire and rescue service.

AECOM have developed the fire strategy to comply with the recommendations of Building Bulletin 100 (BB100) and considers the requirements of the London Plan.

A strategy will be developed to demonstrate that adequate escape is available at all reasonable times for all occupants, including those with disabilities. The building will be designed for simultaneous evacuation. Therefore a confirmed fire anywhere in the building will result in complete evacuation. There will be a dedicated refuge space or evacuation lift in every protected stair lobby at every level.

The fire service will have adequate vehicular access around the site as shown on the following page and the building will be provided with internal fire fighting stairs incorporating dry fire mains.

The strategy is being developed in close consultation with the client and their advisors to make sure that they can manage the building from a fire safety perspective when it is operational and to ultimately execute their responsibilities under the Regulatory Reform (Fire safety) Order 2005.

A comprehensive fire strategy report will be developed in close consultation with the approving bodies for

9.0 | Design & Access

9.2 | Servicing and Fire Tender Access

Stationary, books, furniture and musical instruments will be delivered by foot or small goods van and will use the access door off Southwood Lane or the doors adjacent the Parade Ground for access to the lower levels.

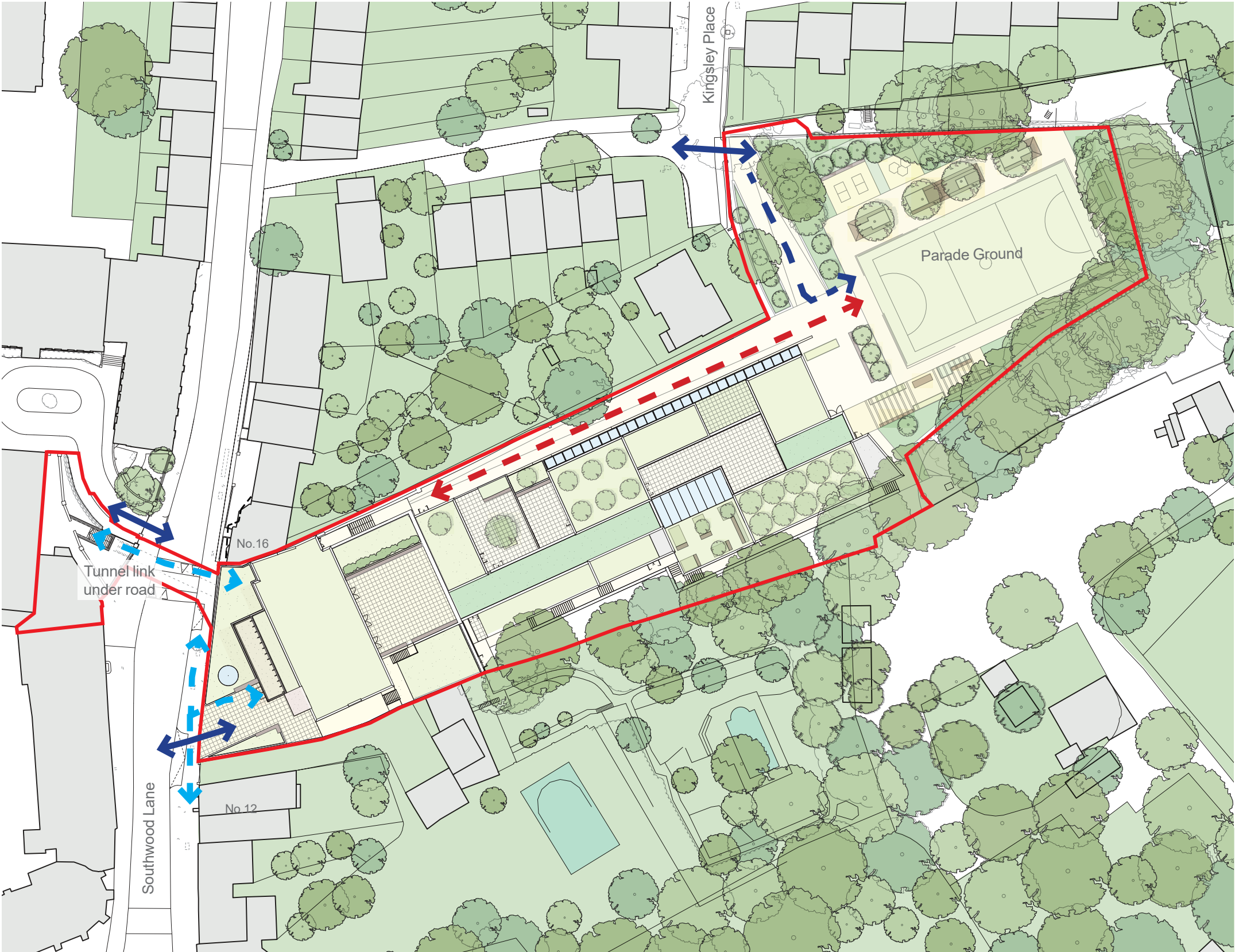
Due to the low frequency of deliveries, there is no need for a designated deliveries yard, and traffic will need to be managed accordingly to make sure there is sufficient segregation from pedestrian movement who would have day-to-day priority in such areas.

In accordance to Approved Document B of the Building Regulations, provision of the necessary access for the fire service has been ensured. Sufficient space for turning has been provided in each instance. The diagram to the right shows the fire tender access via the east approach off Kingsley Place. Vehicular access during normal hours will be controlled to restrict unauthorised access.

As stipulated in the guidance, dry riser inlets are located in the eastern and western stair cores. In each case, there is parking for the fire vehicle less than 18m from the dry riser inlet location at the base of the stair cores.

Key:

- Application Boundary
- Vehicle Access to School Sites
- General School Pupil Routes
- Fire Access Route



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9.3 | Refuse Collection

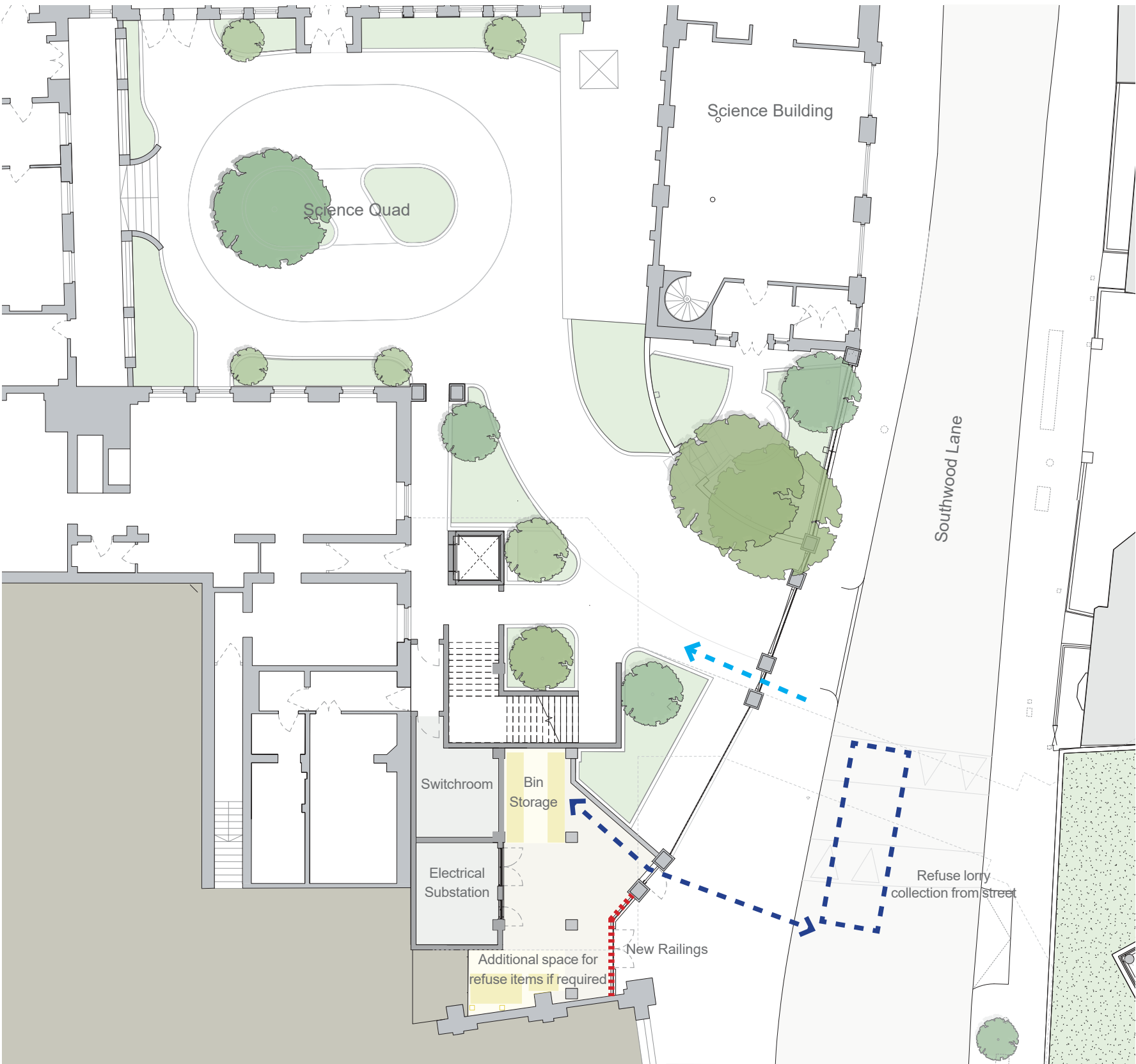
The existing refuse provision is directly adjacent to the main pedestrian thoroughfare into the Science Quad. We propose to move these waste and recycling bins to a dedicated bin store with separated gated access off Southwood Lane as per the diagram to the right.

The existing facility is not covered but we are proposing the provision of a roof over this to protect the waste from the weather, whilst also ensuring the store remains well ventilated. For hygiene purposes, we would also be looking to provide a bib tap within the store providing bin wash-down facilities. The bin compound will house 1100L Euro containers, segregating general waste and other recyclable waste. Adequate space is available adjacent to the bins for the short term storage of bulky waste. The Euro bins will provide the necessary protection against animal scavenging.

Although discreetly located and screened from the primary pedestrian route, the store will be accessible for building users, as well as other users at the Senior School site. The Euro containers are located less than 10m from the refuse collection point on the side of the highway. A hard surface is provided for the wheeling of these bins ensuring an easy and safe access for collectors and collection vehicles. Adequate lighting will also be provided on site for the transit of waste.



The current bin storage is extremely visible from the Science Quad



Proposed Ground Floor Level showing segregation of pupils and refuse collection

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9.4 | Crime Prevention

We have been conversing with the Metropolitan Police Service’s Designing Out Crime Officer Lee Warwick, who is part of the Crime Prevention, Inclusion and Engagement (CPIE) team. Lee has provided advice on the incorporation of ‘Secured By Design - New Schools, 2014’ (SBD) standards into the design of the buildings. Due to Dyne House and neighbouring buildings currently being in operation, it is unlikely that an increased number of people will be moving through the site. In which case, anti-social behaviour and crime should not be more frequent.

Due to the condition of the proposed routes, external lighting and landscaping, Lee Warwick did not have any significant concerns regarding the occurrence of crime and antisocial behaviour in and around the site. Careful consideration has been given to any features both on the envelope and externally, such as benches, maximising natural surveillance.

