

GREATER
LONDON
AUTHORITY

639 High Road, Tottenham
Design & Access & Heritage Statement
Lift Replacement

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Application for lift replacement

This document has been prepared by Freehaus for and on behalf of our client, The GLA, for the purpose of a Listed building consent application to Haringey Council.

The document relates solely to the lift replacement works proposed at 639 High Road, Tottenham at the following address:

639 High Road, Tottenham

Haringey

London

N17 8AA

The information contained within this document is for the use of the aforementioned client only. This report is also to be read in conjunction with the drawings listed below. A Conservation Management Plan has been developed to support this application.

Please find contact details at the end of this document for arranging the site visit and conservation officer meeting and for any other queries or clarifications required.

639 High Road, Tottenham - Application drawings

234- 0100- Existing Location & Block Plan

234- 0599- Existing Basement Plan

234- 0600- Existing Ground Floor Plan

234- 0601- Existing First Floor Plan

234- 0602- Existing Second Floor Plan

234- 0603- Existing Roof Plan

234- 1200- Existing Elevations East and South

234- 1201- Existing Elevations North and West

324- 1202- Existing Elevations Rear

234- 3599- Proposed Basement Plan

234- 3600- Proposed Ground Floor Plan

234- 3601- Proposed First Floor Plan

234- 3602- Proposed Second Floor Plan

234- 3603- Proposed Roof Plan

234- 639 Remedial Work- Conservation Management Plan

Introduction

Freehaus have been commissioned by the GLA to assist in necessary remediation works at 639 High Road, Tottenham.

As part of a broader scheme of work to sustain and protect the heritage of 639 High Road, the GLA are proposing to undertake some targeted repairs and remediation work as part of a first phase.

Currently the building is serviced by a single modern 8-person passenger lift serving ground, first and second floors of the building, installed in the 1990s within a new brick lift tower. Following a lift condition survey undertaken by The Lift Consultancy in 2023, the condition was found to be poor, with many of the original components deemed to have surpassed their expected lifetime, and the equipment only partially compliant with current Health and Safety and Accessibility standards.

Proposals

This application pertains to the replacement of that lift, which is persistently faulty, and often out of action. An outline proposal and specification are submitted here - detailed lift proposals will follow in order to meet the GLA's programmatic targets.

Heritage Approach

639 High Road is a Grade II Listed building, within the North Tottenham Conservation Area D. It is on the Blue Ribbon Network, within Flood Zone 2 and is in a Critical Drainage area and Archaeological Priority Area.

A detailed Conservation Management Plan has been developed in consultation with Heritage specialists, Purcell, and has been provided to the Haringey Conservation Team. It contains a Planning History, Age of Construction Plans, Significance Assessment and associated Plans - please refer to this for supporting information in considering this application.

Pre-application advice has been sought with the Haringey Conservation team (meeting date 5th December 2023).



East Elevation at 639 High Road, Tottenham

Description of Proposals

Lift replacement

Description of Proposals

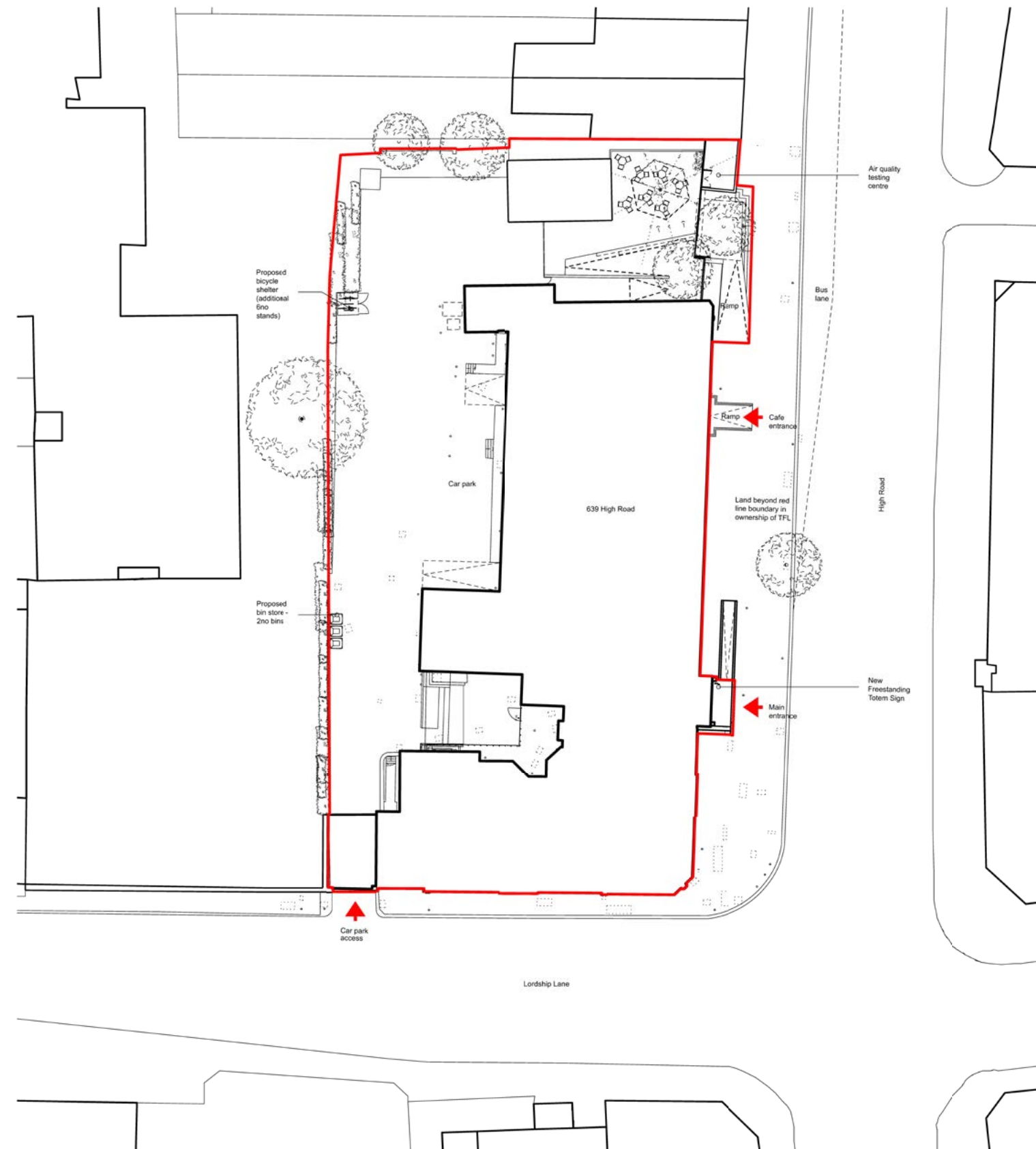
Site Location



Location Plan

Site Location

The building is situated within the Haringey (London Borough) district, to the north of London, within Greater London. Its position is at the junction of High Road and Lordship Lane, with its main public facing elevation towards the East of the building. High Road in Tottenham is a principle road in the borough leading north towards the north circular, and follows the route of a historic road leading to Cambridge.



Site Plan

Description of Proposals

Lift Replacement

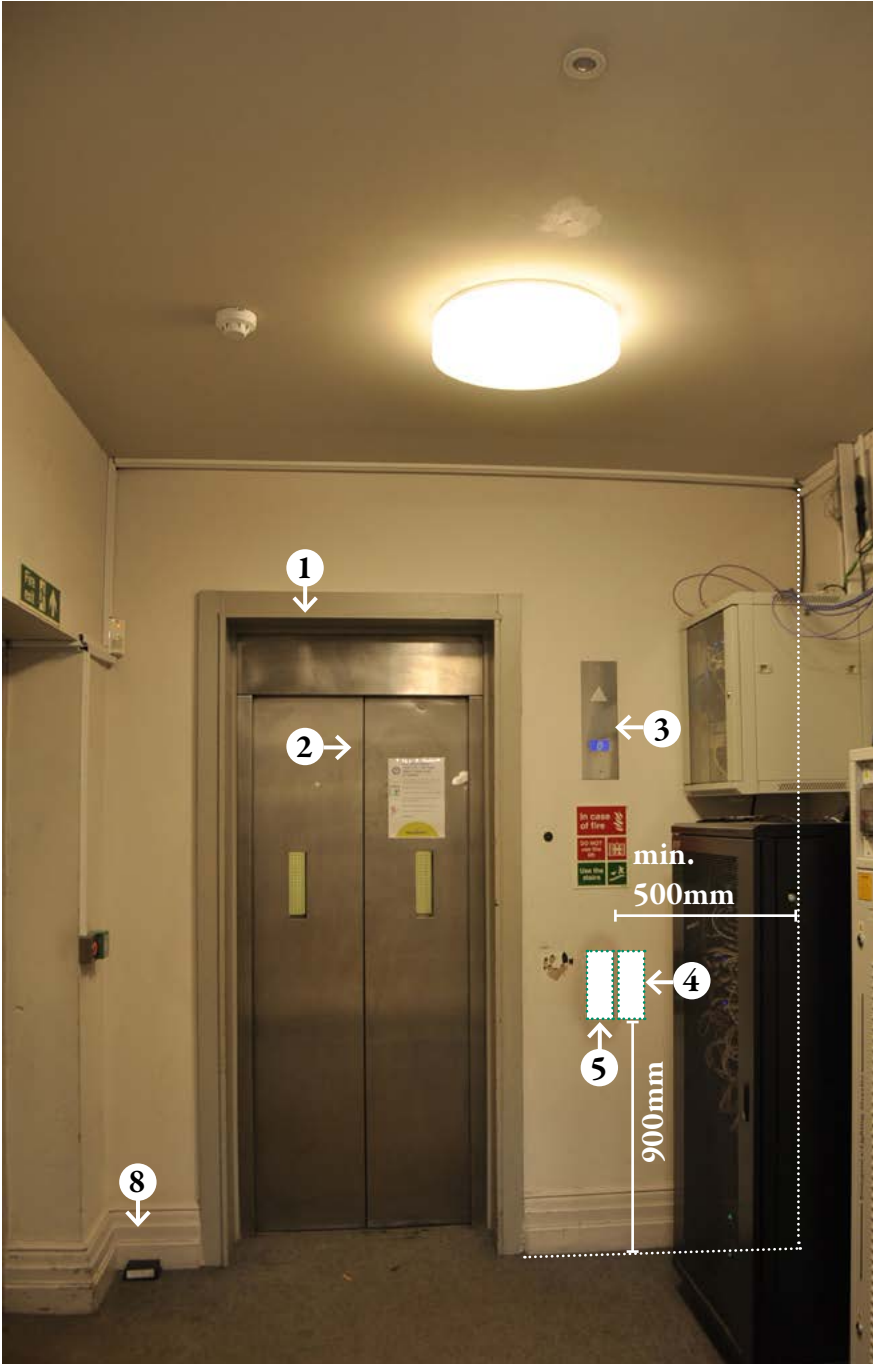
Existing modern
lift tower to remain
as existing. No
changes proposed
to exterior.



West elevation - modern brick lift tower as existing

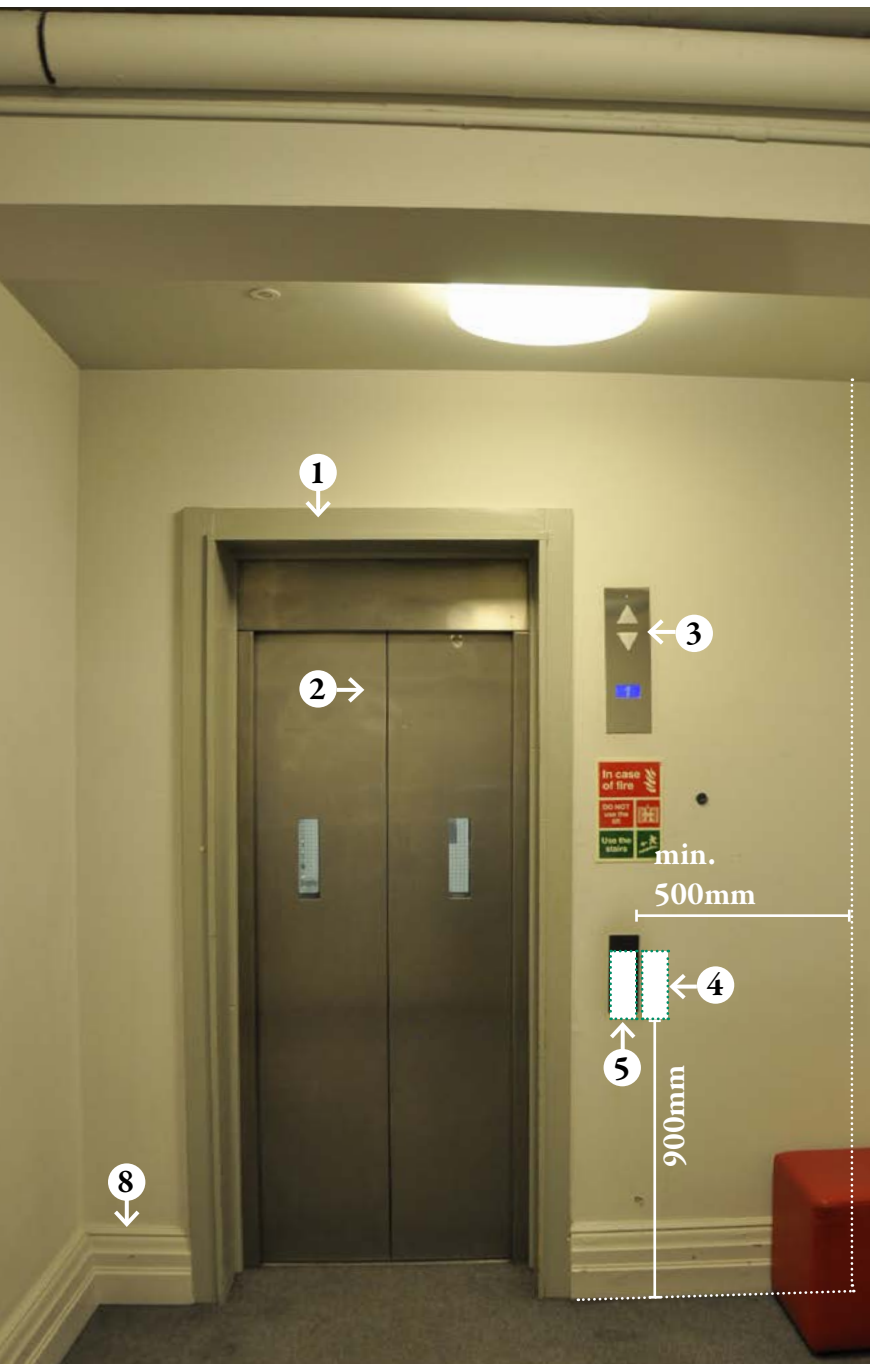
No changes to the external fabric of the existing lift tower are proposed. The proposal is to install a new lift car and controls within the existing shaft.

Description of Proposals Lift Replacement



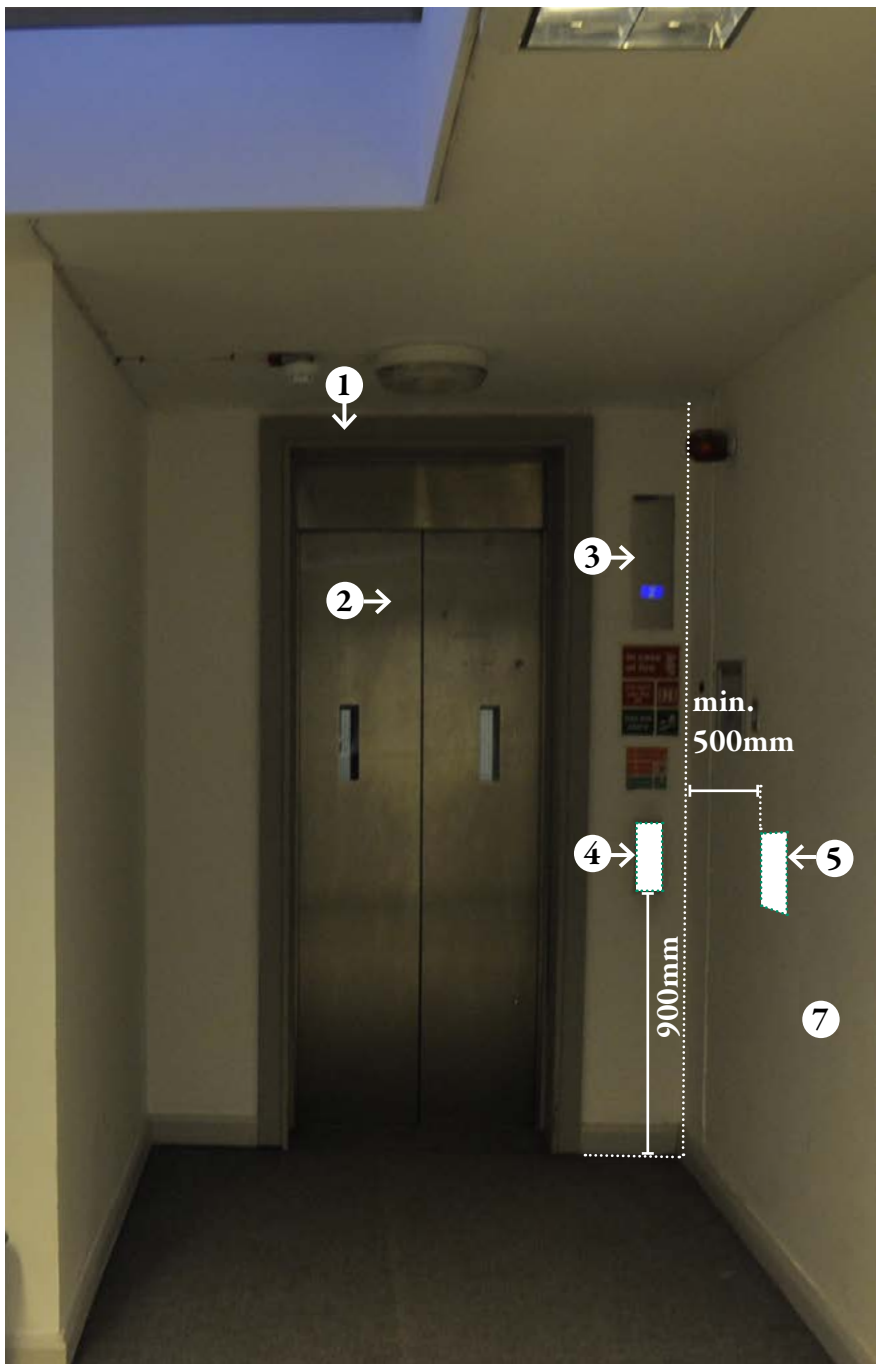
Ground floor lift lobby as existing

The building fabric to which changes are proposed (new controls, installation of new lift) is of neutral significance, having been built in the 1990s. To meet Part M requirements, the second floor lobby controls will be mounted on the return wall, which is of modern construction



First floor lift lobby as existing

- ❶ Architraves and reveals to be removed to enable lift removal, and replaced to match existing/with heritage appropriate alternative.
- ❷ Lift - doors, enclosure and car to be removed and replaced with new. Finishes as existing (stainless steel).
- ❸ Indicators - location non compliant (Part M)



Second floor lift lobby as existing

- ❹ New indicator, located to meet statutory requirements
- ❺ Controls - to be replaced with new, located to meet statutory requirements (min 500mm from return walls)
- ❻ In all instances, asbestos removal is proposed, if found
- ❼ Existing modern wall construction
- ❽ Existing reproduction skirting on modern wall construction

Description of Proposals

Indicative Typical Outline Specification

Detailed lift proposals will be submitted by a specialist lift contractor. Indicative outline schedules are shown here for information. New lift to comply with all relevant Codes and Standards. The scope of work is proposed to include:

- Checks to ensure condition and capacity of existing electrics is satisfactory to accommodate new lift
- Replace lift car and controls with new hydraulic lift within same shaft
- New GSM, moved from basement to a more suitable internal location with improved signal and reprogrammed autodialler
- SAFed inspection on critical safety components (safety gear, OSG, chains etc)
- Replace shaft lighting with suitable LED alternative
- Full shaft/pit clean down and re-lubricate where necessary

Lift Model	SL633 Impact
Type of lift	Passenger
Where applicable Compliance to	BS EN81-20/50 ; EN81-70 ; EN81-28 ; EN81-73
Type of drive	Gearless VVVF MRL
Contract load	630 Kg 8 Person
Contract speed	1.0 m/s
Travel	Up to 9000mm (TBC on site by Builder)
Number of stops/floor designations	3 Stops
Number of landing entrances	3 Entrances Front @ Level G, 1 & 2
Inside car dimensions	1100mm (w) x 1400mm (d) x 2100mm (h)
Lift shaft size	1650mm (w) x 1800mm (d)
Lift shaft pit depth	1100mm
Lift shaft head room	3400mm to the underside of the lifting facility
Lift shaft construction	Brick / Block TBC on site by Builder
Machine room location	N/A MRL Solution motor positioned top of lift shaft
Position of controller	Adjacent to top floor architraves
Number of motor starts per hour	180
Control system	Simplex Full Collective
Car and landing door configuration	2 Panel Side Opening Doors
Lift car and landing clear openings	800mm Wide x 2000mm High

Indicative technical specification

	Existing	Proposed (indicative)
Car width	1100mm	1100mm
Car depth	1400mm	1400
Car height	2160mm	2100mm
Door width	800mm	800mm
Door height	2000mm	2000mm

New car to fit within existing shaft

Entrance Equipment		
Car and Landing Doors	441 Brushed Stainless Steel Klefer/Fermator 50/11 Doors with Aluminium Sills	
Entrance Protection	Weco Safe edge (Standard)	
Architraves Type	Standard Box Frame type	
Landing Indicators	KMPC 4.3" TFT	
Landing Push Stations	B37R Buttons with raised tactile markings	
Firefighting & Evac Intercoms	N/A	
Car Preference Key Switch	Included	
Shaft Equipment		
Motor	Torin Machine Providing 180 starts per hour operating at an optimum speed of 1.0 m/s	
Drive	VVVF Drive	
Regenerative Drive	N/A	
Control Equipment	Genius 20 including standard labelled wiring identification	
Shaft Wiring	Traditional PVC Coated Tri-core wiring Housed in Heavy Duty PVC Trunking and Flexible conduit No specialist programming tools required.	
Full Automatic Rescue Devices (ARD)	Included	
Door Nudging Feature	Not Included	
Advanced Door Opening	Not Included	
BMS Interface	N/A	
Access Control	N/A	
Guide Shoes	Sliding Guides	
Shaft Lighting	LED Strip Lights	
RCD Sockets	RCD Socket Outlet Fitted in lift pit	
Car Sling	Galvanised Unpainted Factory Finish	
Balance Weight	Steel Fillers with a counterweight screen erected from pit base as required according to EN81-20	
Lift Car		
Car Interior	Front Wall Side Walls Rear Walls Ceiling Flooring Skirting Handrails Bumper Rails Operating Panel	Laminate to selection Laminate to selection. Lower - Laminate to selection. Upper Mirror – Full width single piece clear safety LED Spots 07, Emergency lighting above COP Non Slip rubber Satin Stainless-Steel Curved type to 1 side wall in accordance with EN81-70 N/A 1 Full Height COP Including 4.3" TFT Digital indicator with Kleemann B37R Round Push Buttons with LED Halo
Emergency Communication	Open Protocol hands free GSM Autodialler in accordance with EN81-28	
Mechanical Ventilation fan within lift car	Not included	

Indicative equipment schedule

Description of Proposals

Indicative Typical Outline Finishes Schedule

Lift car finishes, fixtures and fittings

Indicative finishes are shown here. Contractor proposals to be confirmed.

Fixtures and Finishes

Car Operating Panel (COP)



- COP Features:**
- 4.32 TFT Indicator with stainless-steel finish
- No. of car operating panels: 1
- Buttons are Round with tactile marking
- Button mount type: Tactile
- Green marked main floor button
- Audible feedback
- Car operation panel with Sheridan logo
- Car light operation - Automatic
- Door close button
- Door open button with extended door time

Landing Operating Panel (LOP)



- LOP Features:**
- Mounted in the door frame
- Buttons are Round with tactile marking
- Button mount type: Tactile
- Brushed stainless steel finish

Landing Indicator Panel (LIP)



- LIP Features:**
- 4.3" TFT display with a brushed stainless-steel finish
- Illuminated bi-directional arrows

Car and Landing Entrances



Stainless Steel

- Car & Landing Entrance Features:**
- 441 Stainless Steel Landing indicators at all floors
- Display type at landing: Red Dot matrix display
- Landing Signals position: Mounted on door frame

Ceiling



- Ceiling Features: Type O7**
- Material: Stainless steel satin frame with Spots
- Light Type: low energy lighting (LED)

Proposed Lift Car Layout



Phoenix Laminate

* Images provided are purely for illustrative purposes. Minor variations may apply. Physical samples are available upon request.

Lift Car fixtures and Fittings

Item:	Description	Visual
Wall Finishes:	Laminate	 AB383
Handrails:	K3 stainless steel mirror finish - fitted to side wall COP side	
Car Flooring:	Rubber covering from our 'Tread master' series	 Black Griffon MX
Ceiling and Lighting:	Material: Stainless steel satin and Spot lights Low energy lighting (LED)	 O7
Emergency Lighting:	Located on the COP to meet requirements of EN81-20 & EN81-70	
Ventilation:	None required, natural ventilation	
Voice Synthesiser:	Speech announcer mounted in COP	
Telephone System:	Open protocol auto dialler with connection to Sheridan 24/7 Contact Centre in accordance with EN81-28	

Heritage Statement

Heritage Statement

Lift Replacement

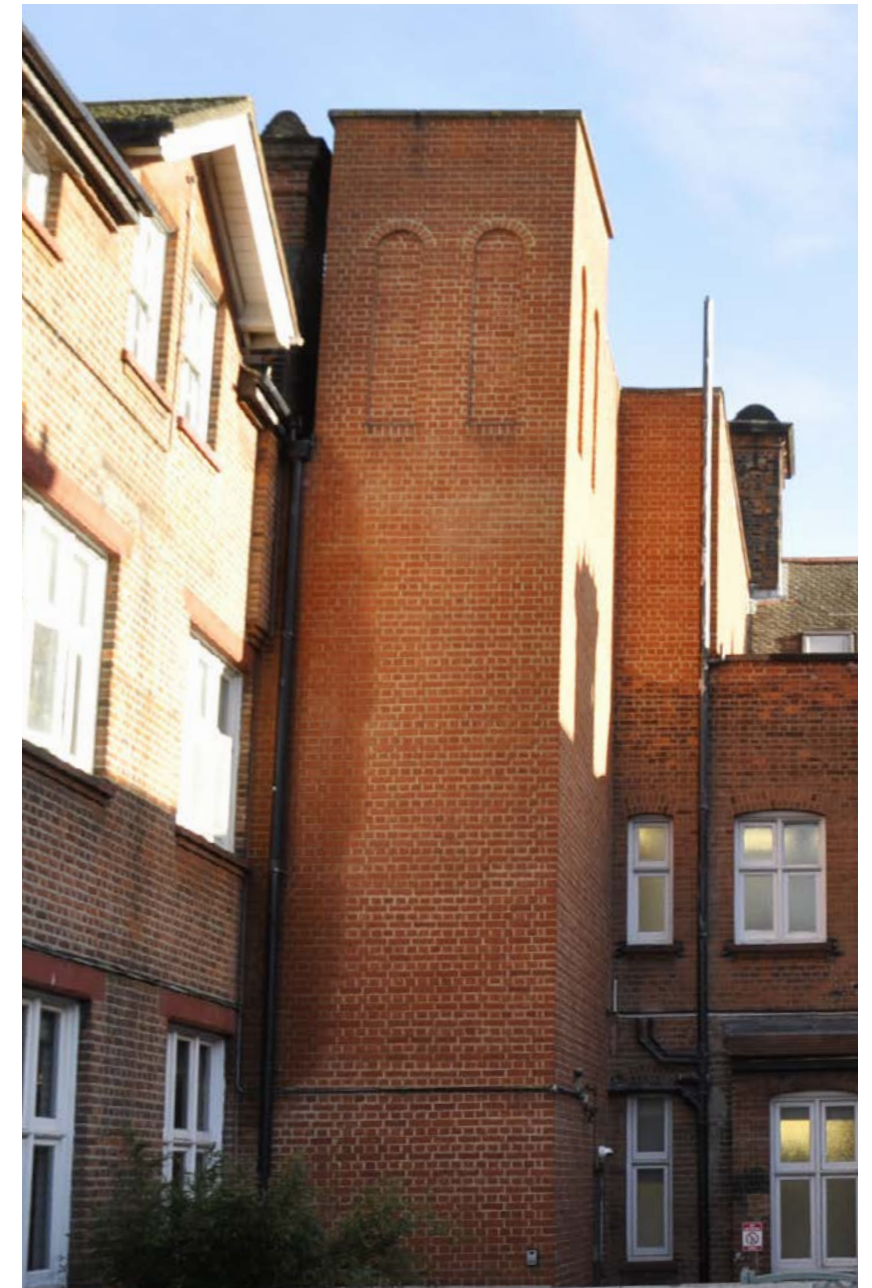
This application pertains to the replacement of a faulty modern lift that serves ground, first and second floors of the building with a new hydraulic lift within the existing shaft. Currently the building is serviced by a single modern lift, installed in the 1990s within a new brick lift tower built to accommodate it. It repeatedly breaks down creating accessibility issues for staff and users, and causing ongoing cost for maintenance to the GLA. It is in need of replacement as identified in the Planned Preventative Maintenance schedule produced for the GLA by Avison Young in 2023, which was informed by a survey undertaken by The Lift Consultancy.

A detailed Conservation Management Plan has been developed in consultation with Heritage specialists, Purcell, and has been provided to the Haringey Conservation Team. It contains a Planning History, Age of Construction Plans, Significance Assessment and Plans - please refer to this for supporting information in considering this application.

The proposals respond directly to policy HSA02 - to improve level access and circulation throughout the building, and HSA03 - Act to ensure a safe building for users that works towards best practice principles for Listed settings.

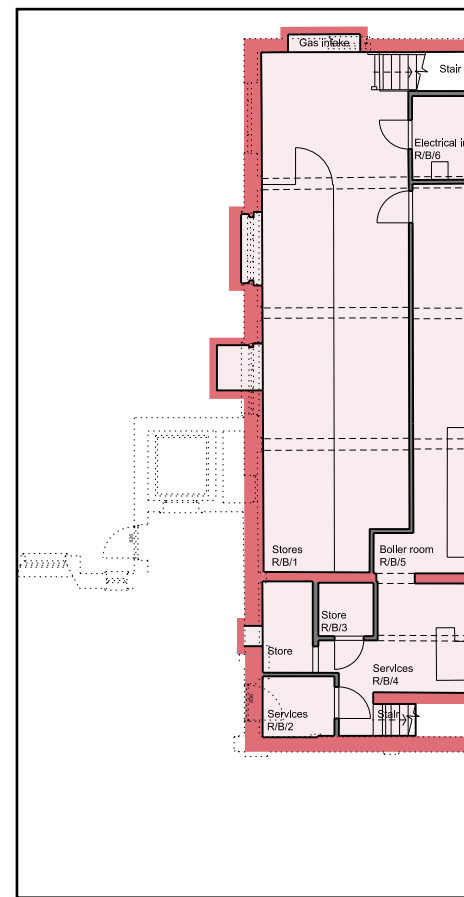
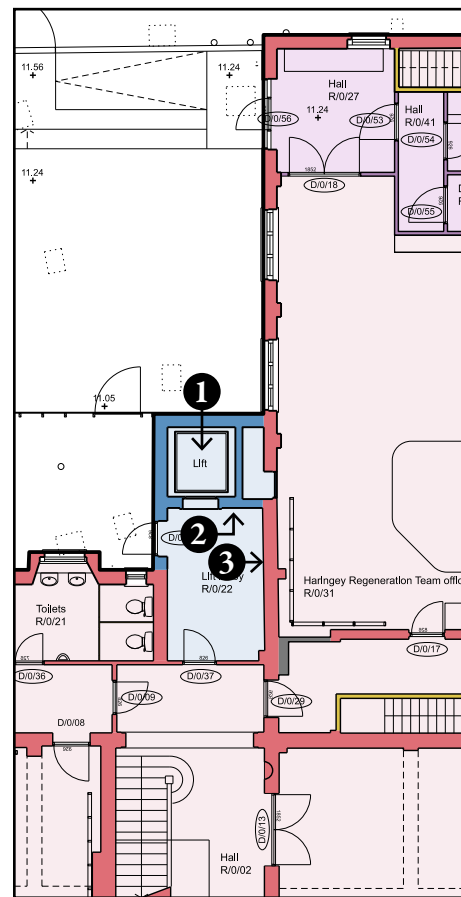


Ground floor lift lobby as existing

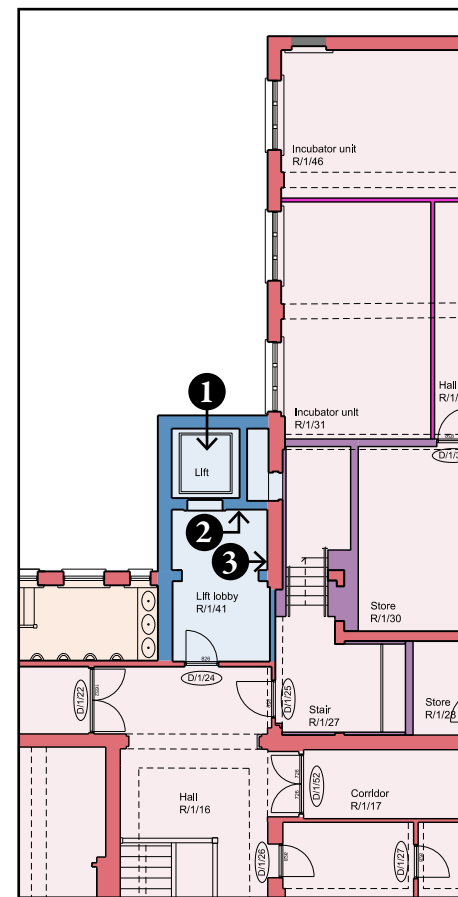


West elevation - modern brick lift tower as existing

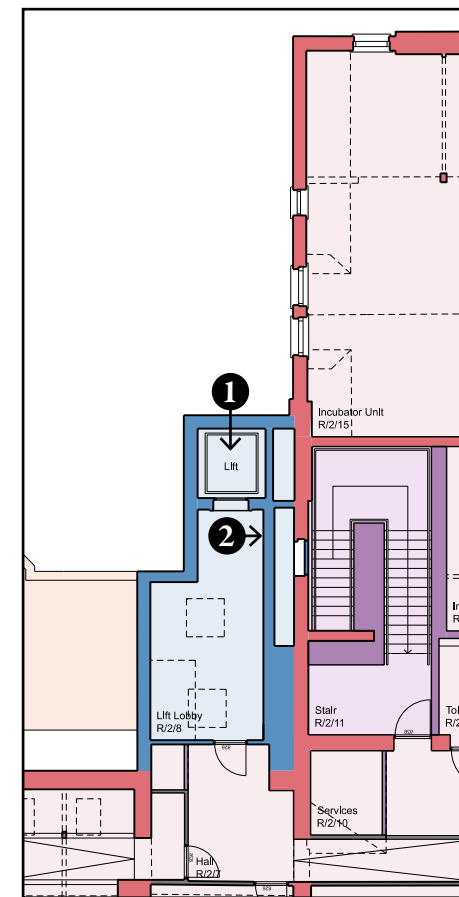
Heritage Statement
Historic Development

**basement**

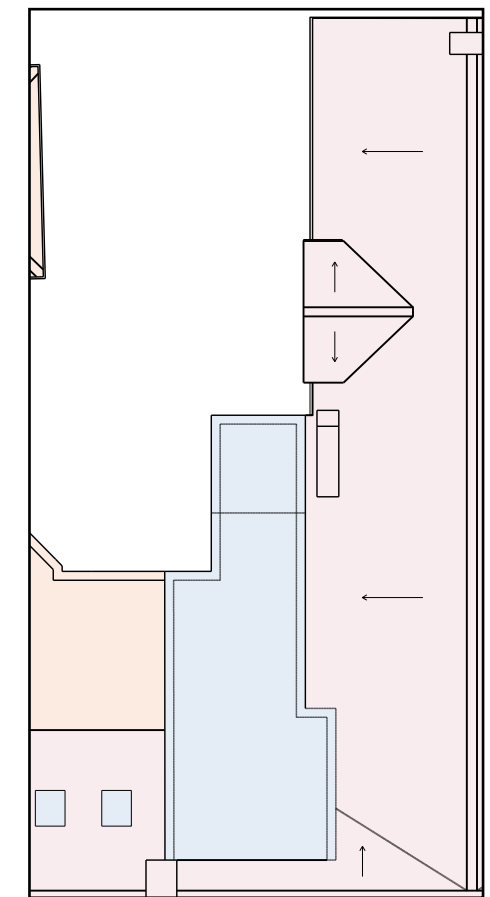
ground floor



first floor



second floor



roof

Historic Development

Extracts from the age of construction plans are shown here, indicating the lift location to be replaced within the existing shaft, and the controls and indicators to be located on fabric from the 1990s. (Full construction age plan set included within the Conservation Management Plan).

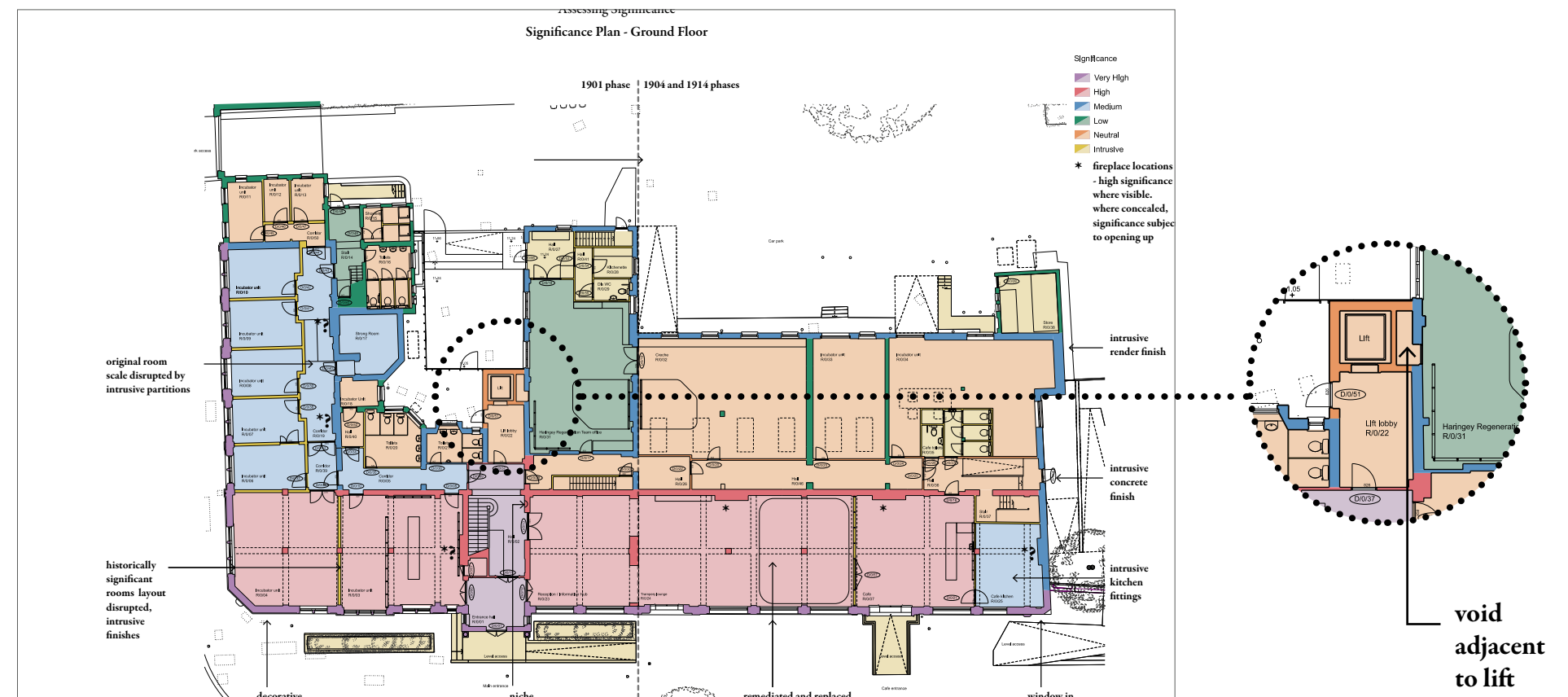
- 1** existing lift shaft (lift to be replaced)
- 2** proposed location of lobby controls/indicators
- 3** internal finishes where visible appear modern on these walls that are understood to be historic. (while historic plans are not available, this walls area likely external walls that were enclosed during the installation of the modern lift tower.

key - age of construction

-  Circa 1901
 1904
 By circa 1910
 By circa 1914
 By circa 1937
 Circa 1980s
 1990s
 pre-2012 assumed non-historic
 2012
 post 2012
- 13

Heritage Statement

Significance



Extract from Conservation Management Plan - Ground floor Significance Plan showing neutral significance of lift tower

Significance

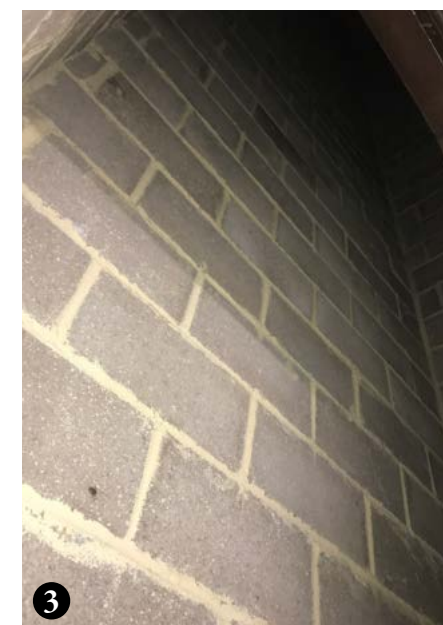
The proposal to replace the lift is not envisaged to impact the significance of the asset as it pertains to replacement of the lift car and controls only.

Impact Assessment

Any intervention required is limited to building fabric of neutral significance (e.g. location of lift controls in lift lobbies). No historic or significant finishes are present on those walls. Material methodologies are not included in this instance as we are dealing with modern construction. The proposals will have no visual impact therefore there is no impact on the aesthetic or architectural significance of the building as a result of the changes.

Archaeology

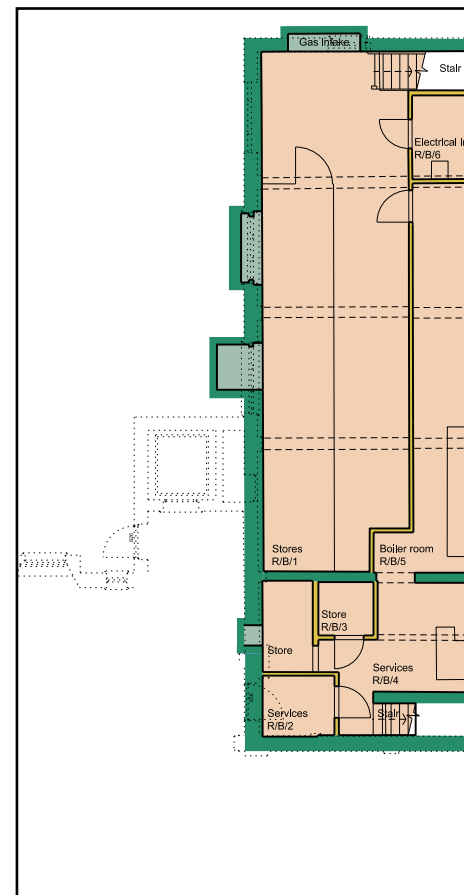
No excavation is proposed, so it is therefore not envisaged to have any impact on the Archaeological significance of the asset.



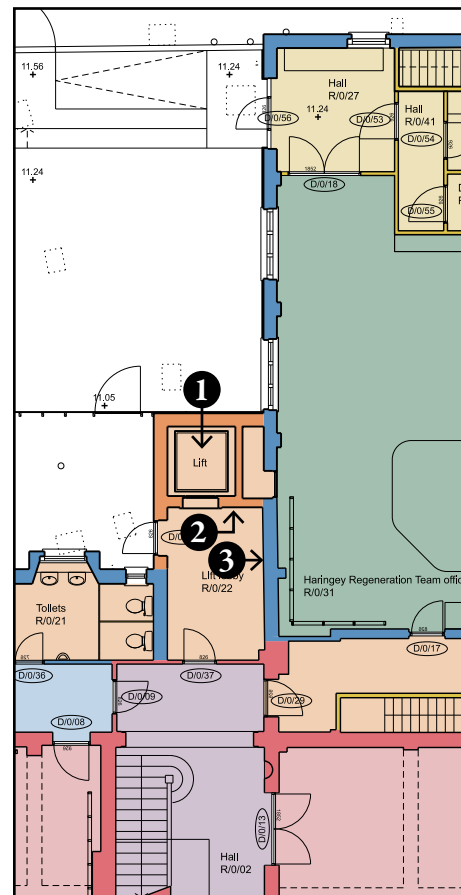
- 1 view into void adjacent to lift - modern blockwork construction
- 2 view into void - looking down to basement
- 3 view into void - looking up, showing reproduction skirting on modern building fabric at ground and first floors
- 4 view into void - looking up, showing reproduction skirting on modern building fabric at ground and first floors

Heritage Statement

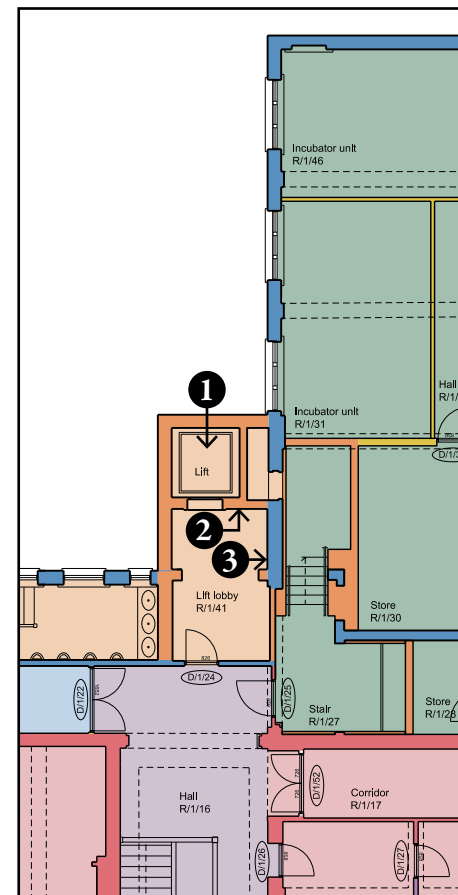
Significance



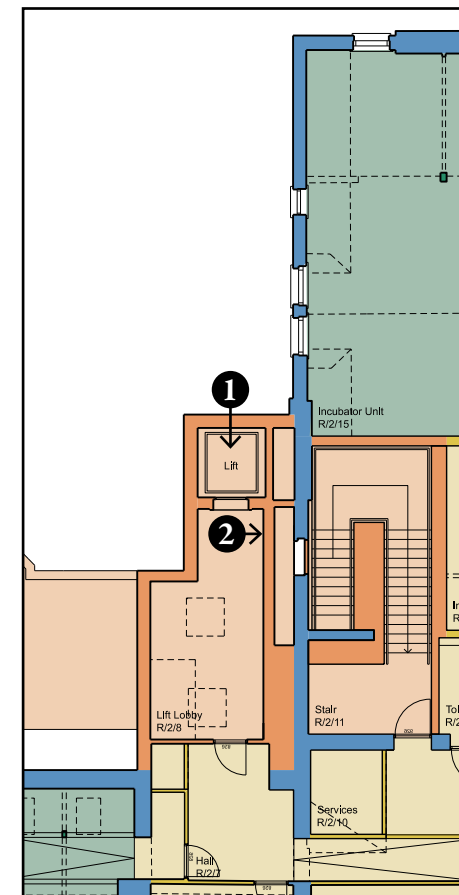
basement



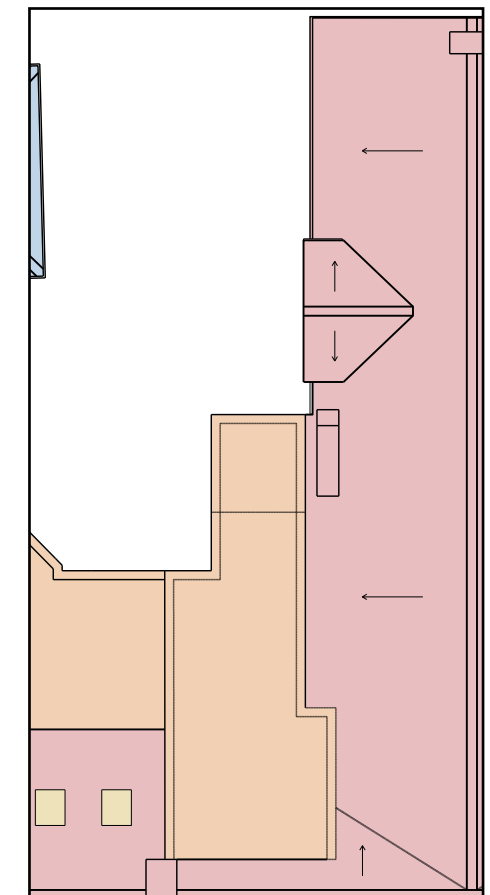
ground floor



first floor



second floor



roof

Extracts from the Significance plans are shown here, indicating the lift location to be replaced within the existing shaft, and the controls and indicators to be located on fabric of neutral significance. (Full significance plan set included within the Conservation Management Plan).

- ① existing lift shaft (lift to be replaced)
- ② proposed location of lobby controls/indicators
- ③ internal finishes where visible appear modern on these walls that are understood to be historic. (while historic plans are not available, this walls area likely external walls that were enclosed during the installation of the modern lift tower.

key - significance

- Very High
- High
- Medium
- Low
- Neutral
- Intrusive

Thank you.

+44 (0) 208 5100 500

studio@freehausdesign.com

77 Leonard Street,

London EC2A 4QS

United Kingdom

freehausdesign.com