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The Jewish Museum; 129-131 Albert Street, Camden Town, London
Design and Access Report

To Accompany Planning and Listed Building Applications
July 2006

Index

- 1.01 The Aims of the Project
- 1.02 The Jewish Museum in Camden Town
- 1.03 The Existing Buildings
 - 3.1 129-131 Albert Street
 - 3.2 79 Parkway
- 1.04 Design and Access Report
 - 4.1 General Configuration
 - 4.2 Access
 - 4.2.1 Pedestrian
 - 4.2.2 Vehicular
 - 4.3 Security
 - 4.4 Sustainability
- 1.05 Planning Issues: Amenity and Environment
 - 5.1 Visual Privacy and Overlooking
 - 5.2 Sunlight and Daylight
 - 5.3 Noise and Vibration
 - 5.4 Storage and Recycling of Waste
 - 5.5 Light Pollution
 - 5.6 Use of Energy and Resources
 - 5.7 Design in a Conservation Area
- 1.06 Listed Building Considerations
- 1.07 Consultations
- 1.08 Conclusions

Annexes

- A. Client's brief: net areas
- B. Gross floor areas: Proposed changes
- C. Stage D Access Audit
- D. Sustainability: Energy efficiency
- E. Daylight analysis of No 77 Parkway Windows
- F. Acoustic Report
- G. Letter from Hannah Walker, Senior Conservation Officer

Drawings and Illustrations: The following drawings are all at A1 size, although an A3 reduced set is attached to this report for quick reference.

JM(01)01	Location and Block Plans	1:1250, 1:500
JM(01)02	Aerial Photograph of the Existing Building	
JM(01)03	Photographs of 129-131 Albert Street as existing	
JM(01)04	Photographs of 79 Parkway as existing	
JM(02)01	Existing Basement Plan	1:100
JM(02)02	Existing Ground Floor Plan	1:100
JM(02)03	Existing First Floor Plan	1:100
JM(02)04	Existing Second Floor Plan	1:100
JM(02)05	Existing Third Floor Plan	1:100
JM(02)06	Existing Roof Plan	1:100
JM(02)07	Existing Ground Floor, 129-131 Albert Street	1:50
JM(02)10	Existing Section A-A	1:100
JM(02)11	Existing Section B-B, Rear Elevation Albert St.	1:50
JM(02)12	Existing Section C-C, NE Elevation, 79 Parkway	1:50
JM(02)13	Existing Front Elevation, 129-131 Albert Street	1:50
JM(02)14	Existing NW Elevation, 79 Parkway	1:50
JM(02)15	Existing SE Elevation, 79 Parkway	1:50
JM(02)16	Existing SW Elevation, 79 Parkway	1:50
JM(02)20	Existing Ground Floor Demolition Plan	1:100
JM(02)21	Existing First Floor Demolition Plan	1:100
JM(02)22	Existing Second Floor Demolition Plan	1:100
JM(03)01	Proposed Basement Plan	1:100
JM(03)02	Proposed Ground Floor Plan	1:100
JM(03)03	Proposed First Floor Plan	1:100
JM(03)04	Proposed Second Floor Plan	1:100
JM(03)05	Proposed Third Floor Plan	1:100
JM(03)06	Proposed Roof Plan	1:100
JM(03)07	Proposed Ground Floor Plan 129-131 Albert Street	1:50
JM(04)01	Proposed Section J-J	1:100
JM(04)02	Proposed Section D-D	1:100
JM(04)03	Proposed Section E-E, + SE elevation, new extension	1:50
JM(04)04	Proposed Section F-F, + rear elevation, Albert St.	1:50
JM(04)05	Proposed Section G-G +NW elevation, escape stair	1:50
JM(04)06	Proposed Section H-H +NE elevation, 79 Parkway	1:50
JM(04)07	Proposed Section J-J (part)	1:50
JM(05)01	Proposed Elevation, front 129-131 Albert Street	1:50
JM(05)02	Proposed NW Elevation, 79 Parkway	1:50
JM(05)03	Proposed SE Elevation, 79 Parkway (incl. escape st)	1:50
JM(05)04	Proposed SW Elevation, 79 Parkway	1:50
JM(05)05	Proposed Entrance Elevation, 129 Albert Street	1:10
JM(05)06	Proposed Plan at Entry, Albert Street	1:10
JM(05)07	Proposed Entrance Sections, Albert Street	1:10
JM(05)08	Photomontage of Albert Street Entrance (day)	
JM(05)09	Photomontage of Albert Street Entrance (evening)	
JM(05)10	Axonometric views of Parkway frontage	
JM(05)11	Photomontage of 79 Parkway frontage (with 77)	

2.0 The Jewish Museum in Camden Town

The location of the Jewish Museum in Camden Town is in line with clause 3B10 of the London Plan which says that the Mayor will “develop his tourism strategy to enhance London’s existing tourism offer and to create integrated and sustainable new products and destinations, especially outside the central London core, to disperse tourism benefits to the town centres and suburbs”.

Since it opened its doors in Albert Street in 1995, the Jewish Museum has played an important role in Camden Town. It has a very active schools programme and through its exhibitions, lectures and workshops plays an important role in promoting a positive recognition of cultural diversity and mutual respect and understanding between people of all faiths and backgrounds.

The Museum works closely with officers from Camden, including Education, Arts, Equalities and Diversity. Its recent exhibition **Closing the Door? Immigrants to Britain 1905-2005**, received support from Camden’s department of Equalities and Social Inclusion, and its development plans will make a positive contribution to the delivery of Camden’s Cultural, Community, Children and Young Persons Strategies.

While the Museum has a key role in relation to the Jewish community, it also serves people from varied backgrounds. 94% of its school visitors and 62% of individual visitors are not Jewish, while 11% are from Asian, Black or other minority groups.

The Jewish Museum represents a secure and committed long-term ownership for their two buildings in Camden Town, and will therefore perform an important role in conserving and maintaining them.

3.0 The Existing Buildings

3.1 129-131 Albert Street

The Albert Street frontage is part of an 1840's terrace which, with the rest of the terrace, is Listed Grade II. It is a pleasing, well proportioned terrace, with rusticated rendered ground floor and London stock brick above.

The 1870 map shows that there was a passage to rear development through no. 129, and it is still there in the 1952 version. In fact, when the Jewish Museum bought the property in the 1990's, there was still a manufacturer of artificial limbs working in the single storey additions to the rear of the property.

The Jewish Museum added a new two storey building in the rear garden, designed to accommodate exhibition space on two levels. In order to solve problems of both access and means of escape, they used the previous vehicular passage to establish both an entry and a parallel escape route.

The only visible change to the Listed facade at that time was the reconfiguration of this passage way, and the addition around it of some neoclassical pilasters and an entablature. A small poster box was set within the railed enclosure at the front.

3.2 79 Parkway

It is well known that Camden Town was a centre for the manufacture of pianos from the latter part of the 19th century. In 1861, 76 of the 287 piano manufacturers in London were in Camden Town. After 1918, the industry gradually declined. The 1895 Ordnance Survey map identifies that part of the block (nos. 77 and 79 Parkway) as being a "Pianoforte manufacturer". Research confirms that 79 belonged to the Ajello family, (father and six sons) who made pianos. The building has more recently been used as offices, presently occupied by two firms of architects.

Together with the adjacent surviving factory buildings, no. 79 provides the Camden Town Conservation area with a pleasing recollection of Camden's industrial past, even though it is only glimpsed through the archway that separates the properties from Parkway.

Current photographs of both buildings are attached as.....

4.0 Design and Access Report

4.1 General configuration

The two buildings (129 Albert Street and 79 Parkway) abut each other along the rear wall of the Albert Street building. The existing building configurations are shown on drawings JM . The proposed uses are shown on the plans, and the client's brief of net areas is attached as Annexe A. In general, the public areas are on the lowest two floors of the Albert Street and the lowest three floors of the Parkway building. Staff and storage areas are located on the top floors of both.

Annexe B shows the proposed changes to the existing gross floor area. No change is proposed in the Albert Street building. In the case of the Parkway building, a total increase of square metres is proposed to accommodate an enclosed escape stair, a suite of education rooms, and an enclosed refuse and recycling area.

Most of the work involved in the building interior is designed to provide clear routes to all levels in both buildings. The long section (drawing JM) shows the relationship between these floor levels, and the configuration of the new lift and stairs that link them.

The two buildings which are to be united to form this museum are very different in character, and there will be no attempt to elide those differences. The intention is rather to enjoy the juxtaposition both inside and out.

Inside, the Albert Street building will be very little changed. The gallery housing their impressive designated collection of religious objects will stay very much as it is, as will the existing finishes with an emphasis on stone and hardwood.

In the Parkway loft building, the steel beams and columns will be left exposed, together with some of the industrial steel windows and timber floors. Here, the history galleries will include recreations of east end workshops, and the architecture of the piano factory will be an entirely appropriate setting for that sort of material. The fire separation between floors will be increased, and the insulation values increased to meet current standards. The lowest floor accommodates a multipurpose auditorium and café, the first and second floors are exhibition spaces,

4.2 Access

4.2.1 Pedestrian approach

Access for all is, of course, at the heart of the Museum's operations and central to its plans for the future. The Museum must be easy and clear to use and its contents intellectually accessible to a wide range of people. This is in line with London Plan clause 3D.4 which says that we should "*insure that facilities are accessible to all sections of the community including disabled people*".

The approach to the Museum will continue to be from Albert Street.

Research shows that most visitors currently arrive by public transport; 62% by tube .

and 12% by bus. Some school children are brought by bus to Albert Street, where there is space to set down and a dropped curb. Buses will drop off the children but will not park in Albert Street.

Numbers will increase to some extent with the new building. Current visitor figures are about 20,000 per year to Camden Town of which about 5000 are school visits. It is hoped that these figures will double.

There is plenty of capacity in the building to deal with these numbers. However, the existing entrance arrangement is very constricted, and a redesign of the entrance is an important part of the proposal. Linking the two buildings has made it possible to omit the current arrangement of parallel entrance and escape routes. A generous new entrance hall, large enough to easily absorb a coach load of school children, has been created, with new double automatic access doors with generous vision panels. The visual invitation and the physical ease of entry have been transformed.

Beyond that, an effort has been made to make the building as inviting as possible, and the route through the public areas clear and intelligible. At the heart of this is the measures taken to link the floor levels in the two buildings, both visually and physically. The lift stops on all levels, and the stair links them through a dramatic vertical stair hall.

Wheelchair accessible wcs are located at every floor.

The building, signage and exhibitions are being designed with the needs of sight and hearing impaired visitors in mind.

A Stage D Access Audit is attached as Annexe C.

4.2.2 Vehicular access

The Jewish Museum has limited access through the arch from Parkway, and a single parking space within their property boundaries on that frontage.

Access for refuse collection will be from that end of the Museum. A rubbish and recycling store has been allocated near the similar area used by the tenants of no. 77 Parkway.

This route from Parkway may be used in a limited way for deliveries. The café is at that end of the Museum, serving a limited range of food, such as bagels and coffee. Only a small transit vehicle which can park in the Museum's bay will be permitted here. Other deliveries (largely limited to exhibition material) will come, as currently, through the front door on Albert Street, and as stated in 4.2.1, coaches transporting school children will continue to set down in Albert Street, clear of Parkway, which is a Borough Distributor..

4.3 Security

The design team have taken advice from the security advisors to The Museums Libraries and Archives Council and to Jewish organizations, and have designed both the main entrance, and the rear facade towards Parkway to resist bomb blast.

4.4 Sustainability

One of the Museum's reasons for locating in Camden Town is the proximity to excellent public transport, and a recent survey of visitors makes it clear that the majority of visitors come to the Museum by tube, as do the members of staff.

Measures taken in the design of the building work to reduce energy consumption will be found in section 5.6 below.

5.0 Planning Issues: Amenity and Environment

The Jewish Museum lies within a vibrant mixed use neighbourhood of shops, offices, residences, and other cultural institutions.

There follows a description of the measures taken to make the Museum a good neighbour, in line with Camden's UDP. It is important that the building does not reduce the amenity of the area for its residents and other users.

5.1 Visual Privacy and overlooking (UDP 1.41) :

No change is proposed in the window configuration of the Albert Street building. In the case of the Parkway building, the Museum displays require much reduced levels of daylight in display and storage areas. The existing windows will be restored and retained, but many of them will be blocked from the inside, so that seen from the outside, they will look like windows with closed internal shutters. On the side facing Albert Street, all of the top floor and all but one of the first floor windows will be blocked in this way, and although the second floor windows will be used to admit natural light, the glazing will be etched to above head height to obscure views from the Museum. The one unblocked window on the First Floor will also be so etched.

On the southwest side, facing no. 77 Parkway, the second floor windows will be blocked, together with all but two of the first floor windows. The two storey addition over the courtyard on the Parkway side is designed with only a narrow strip window which faces the entrance to no. 77 and thus does not address the residential windows of the flats over the entrance from Parkway.

In general, therefore, there will be considerably less overlooking from the Museum than there is from the present office use, and none in the direction of residential properties.

5.2 Sunlight and Daylight (UDP 1.42)

Sunlight and Daylight to nearby buildings has been checked using the BRE Guide to Good Practice published in 1991.

The only changes to daylight and sunlight occur as a result of the proposed addition and reshaped stair on the southwest facade of no. 79 Parkway. These changes have no effect on the daylight and sunlight to any of the nearby residential properties along Parkway. They do, however, have a marginal effect on the windows of the office building at no. 77 Parkway, and this has been carefully analysed.

In the case of the two storey addition over the Parkway exit door, analysis shows that the only windows in 77 Parkway affected by the addition still retain 80% or more of their existing daylight, and this would therefore be considered by the BRE standards as unnoticeable.

The existing escape stair that lies between nos. 77 & 79 at their southern ends, has to be reconfigured to meet the requirements for means of escape from a public building. This includes enclosing the stair. We looked with the tenants of no. 77 at three possible stair configurations, and what is shown on the accompanying drawings is their preferred option, with the stair turned through 90 degrees and kept as close against no. 79 as possible. This version preserves at least 80% of existing daylight to all windows in no. 77.

Annexe E gives the detailed results of that study, showing the percentage of existing daylight which will reach each of the northeast facing windows of no. 77 Parkway..

5.3 Noise and vibration levels (SD 7 and PPG 24)

No change is proposed to the mechanical systems in the Albert Street building or the pattern of its use.

In the case of the Parkway building, some air conditioning and mechanical ventilation is required for the exhibition areas, the auditorium, and the café.

The principal elements of air handling plant are located within the curtilage of no. 79 Parkway on the top floor. Condensers are located on the roof in the same location as existing plant. The sound for this plant will be attenuated to meet the requirements of SD 7, Appendix 1, Table E, and the acoustic consultants are now taking the necessary measurements of existing ambient noise.

There is a small local plant area dealing with the auditorium in a new enclosure under the existing glass roof between nos. 77 and 79 Parkway. This will be dealt with in a similar manner to ensure no noise nuisance for the occupants of No. 77.

An acoustic report will be found in Annexe F.

The café servery has an extract in the same area, and this will be taken up the escape stair to discharge above roof level. Cooking will be minimal and will not include any deep frying.

It is worth pointing out that any noise generated by people and vehicles around the Parkway pass through and courtyard will, if anything, be reduced as a result of using the Albert Street entrance as the main approach to the Museum, and that as described in section 4.2.1 above, the redesign of the Albert Street entrance will enable visitors to be processed into the building more quickly and comfortably than at present..

It is also worth pointing out that there will be limited use of the building for evening events (exhibition openings, lectures, etc.) and that these will all take place well enclosed in the Parkway building. There are no windows or doors which open directly from the area of the café and auditorium into the courtyard behind the

Parkway residential accommodation.

5.4 Facilities for the storage, recycling, disposal of waste. (SD 12A)

An enclosed refuse area has been created at ground level on the Parkway frontage. Waste will be stored and processed to Camden's required standards. The location is immediately opposite the refuse area used by no. 77 Parkway.

5.5 Light Pollution (UDP 1.43)

No floodlighting of the buildings is contemplated.

On the Albert Street frontage, there will be small lights in the recessed areas adjacent to the main doors, which will be consistent in light level with the domestic nature of the street. Glass panels in the entrance doors will afford a glimpse of the lit interior of the Museum.

On the Parkway frontage, there will be down lights over the escape doors consistent with safety requirements.

No lights will be left on in the galleries out of hours.

5.6 Use of energy and resources (UDP 1.62)

The Parkway building will be insulated to current standards. Whenever possible, natural ventilation is proposed. In order to meet the environmental standards required for international loans, however, a form of air conditioning is required for the principal gallery spaces. This has been designed with energy efficiency in mind.

An extended technical note on sustainability is attached as Annexe D.

5.7 Design in a Conservation Area

The following guidance is relevant:

Policy B1: We have looked carefully at *"the height, bulk, and scale of neighbouring buildings"* and *"the design of neighbouring buildings"*.

Policy B3 states that extensions should be *"subordinate to the original building in terms of scale and situation"* and *"carefully sited and proportioned to respect the historic form of the area"*.

Policy B7: *"The Council will only grant consent for development in a conservation area that preserves or enhances the special character or appearance of the area"*.

Most passers by only glimpse the buildings in the middle of the block through the arch of the Parkway pass through. However, anyone who comes in through the arch, and the neighbours who live above it, see a pleasing example of a part of Camden's industrial past. The buildings at numbers 77 and 79 Parkway were part of the thriving piano manufacturing industry found in Camden in the late nineteenth and early twentieth centuries.

The buildings are typical rectangular loft building, four storeys high, with London stock brick walls and steel and timber structures. Large window openings were essential for good daylight, and the openings are filled with typical steel factory windows.

Because of the dimensional constraints of the site, no. 77 is reduced in width as it comes to the narrow courtyard that marks its meeting with no. 79 and the approach from Parkway. Narrow brick towers and end pavilions give this courtyard a very different feel from most industrial approaches. It is characterized by a series of tall narrow planes in London stock brick. As a result of the proportions of these planes, the courtyard has more in common with an Italian hill town than a typical London industrial site, and the result is unexpectedly pleasing for pedestrians approaching the offices currently at nos. 77 and 79.

There are currently two parts to no 79 Parkway; the four storey industrial loft, and a glass roofed storey and a half element housing the entrance to the current offices in no. 79.

This glazed element requires significant modification if it is to work for the Jewish Museum.

The entrance to the Museum will not be from Parkway, but from Albert Street, and the Museum does not want to invite entry from the Parkway direction. In addition, the security requirements of the Museum (as outlined by security advisors to the Museum Libraries and Archives Council and to Jewish organizations) make some changes necessary. The existing glass front must be replaced with a blast proof frontage, and the glass roof coming to the public front of the building must also be changed.

For these reasons, we have designed a more enclosed ground floor frontage with limited glazing, all designed to rigorous blast resistance standards. We have also added a small two storey block over the existing entrance location. This will accommodate the Museum's Holocaust Education Gallery and its education suite. We have limited the height of this addition, because we wanted the bulk of the four storey factory to read over the top of the addition, and we also limited it to avoid reducing the daylight amenity to no. 77 Parkway.(see section 5.2 above).

The two upper storeys of the addition are to be clad in London stock brick to match its neighbours, and the face of the addition is broken into two vertical planes: one parallel with Parkway and one at right angles to number 79. By thus creating two brick planes with vertical proportions, we have made this composition very much a part of the existing play of vertical brick surfaces around the entry courtyard, as shown on drawing .

We feel convinced that this architectural proposal both answers the Museum's requirements for security on the Parkway frontage, and is sympathetic to the world of vertical brick planes already there. It not only respects them, but joins them as a player in an overall composition which supports the character of the Conservation Area.

6.0 Listed Building Considerations

Only the building at 129-131 is Listed Grade II. Its history is described in section 3 above. No changes are proposed to the Albert Street frontage except in the immediate area of the entrance doors. These changes are made in order to create a more generous and straightforward entrance hall inside, and to improve the clarity of the exterior.

The current plan arrangement is very constrained, because both entrance and escape routes have to share the space which originally was created to make a vehicular pass through to the industrial accommodation behind. With the link to the Parkway building, this dedicated escape route is no longer necessary, and a more generous entrance space has been created to accommodate all arriving visitors, including parties of school children, so that they can be processed into the building as quickly and comfortably as possible.

In looking at the detail of the facade of nos. 129-131, we have had very much in mind item 3.12 in PPG 15 which says that in judging a proposal *"it is essential to have assessed the elements that make up the special interest of the building in question"*.

The whole of the terrace represents an important period in London's urban scene, and it is essential to maintain the uniformity and continuity of the stock brick upper floors of the terrace, and the character of the rendered ground floor. However, there is a unique feature of the Jewish Museum's building which make it already in some ways an exception to the general rule of the ground level development. As can be seen as late as the 1954 Ordnance Survey, this building contained a pass through which provided vehicular access to the factory accommodation behind. It is this pass through which has been the basis for the creation of the existing Jewish Museum entrance, maintaining the general configuration and scale of that original way through, a feature which is exceptional in the terrace.

We are proposing further changes in the area of that old pass through, both to improve the quality and security of the internal environment, and the character and detail of the entrance as seen from Albert Street.

The changes proposed are as follows:

As presently configured, the entrance accommodates both entrance and exit routes, and is therefore quite contorted. The intention is now to create simple double entrance doors facing the street, through which, when the Museum is open, a visitor will get glimpses of the interior.

We have been asked to retain the current security door which is set just behind the facade of the building, but have placed the new entrance doors just outboard of the security door, leaving enough room between the two for emergency lights and the steel structure required for the new doors to resist bomb blast. Setting the new facade out to the line of the facade also reduces the recess available for drug dealers and the homeless – the neighbours in Albert Street see this as beneficial as they confirm that any recess is vulnerable in that way.

In order to recall more accurately the original vehicular pass through, we propose

taking away the neoclassical pilasters and entablature added in the 1990's and have proposed a continuation of the rusticated white painted render which is more appropriate for this building. The double door assembly is set within a border which sets back from the front of the terrace and allows the grooved ground floor render to be carried into the old opening to a depth of about 200mm. The recessed reveal around the entrance doors will be finished with render having integral colour to match the London Stock Brick above, and recall the brick lined tunnel which would have been there originally.

Detailed proposals are as follows:

The door assembly is made of hot rolled stainless steel to bomb blast specifications, with limited panes of laminated glass in the doors. The glass will be partly etched.

An effort has been made to tidy up some of the details which make the present entrance somewhat unclear architecturally. Aside from the removal of the neo-classical surround, we propose:

To remove the blue circles which are confused with the convention for historic markers. The information they give (the name and number of the building) will be covered by a vertical graphic in the recess surrounding the doors. The recess will be continuously lit with low brightness fibre optic lighting.

To move the burglar alarm onto the brick surface above rather than the rendered ground floor. This is in line with the location of neighbouring alarms

To replace the existing poster box in the middle of the front yard with a similarly sized poster box close to the railings. The base of the poster box has been designed as a fireproof post box, because the security advice is that post should not be put through a slot into the building itself. Steel detailing will be similar to the blast proof doors.

7.0 Consultations

As tenants of no. 77, Sheppard Robson have been consulted, and their views taken on board. (See section 5.2 above).

The Albert Street Residents' Association has been kept informed, and their comments noted and acted upon as appropriate (see 5.1, 5.5, and 6.0 above).

Officers of the London Borough of Camden Council have also been consulted:

In February 2006, we submitted early proposals for the Albert Street facade to Leo Hammond, Conservation Officer. He let us have his comments. We took his advice not to suggest banners for the front of the building, and not to project the entrance doors beyond the face of the terrace houses.

On 16 May, we had a site meeting with Hannah Walker, another Conservation Officer. She subsequently responded with a letter date 19 June, which is attached as Annexe G.

We have made some changes in response to that letter, and where we have not made changes, we have now supplied the detailed reasoning behind our proposals.

In Albert Street, we have found a way of removing the proposed louvres. We have not fully retracted the entrance for the reasons given in Section 6 above, but we have put more work into the surrounding recessed reveal, which we think recalls the original through route. Because of the bomb blast specification with which we are working, we have also retained steel detailing for the entrance doors, which we intend to be clean and light.

In the case of the Parkway extension, we have described in detail our reasons for proposing changes to the existing glass structure between nos. 77 and 79 Parkway. (See section 5.7 above). We have also shown more accurately what is proposed, and its relationship to its context. We believe that the proposal will not only answer the Jewish Museum's needs, both functionally and in terms of security, but that it will sit comfortably in the context of this mid block industrial complex.

8.0 Conclusion

Clause 3.13 of PPG 15 says that *"the merit of some new alterations or additions, especially where they are generated within a secure and committed long term ownership should not be discounted"*.

We believe that the proposed changes to the two buildings of the Jewish Museum are important for their long term secure future on the site. We also think that the changes maintain the architectural character of both the Albert Street and the Parkway frontages, and retain all of the characteristics important to both the Conservation area and the Listed Terrace.

Jewish Museum Development Project

Net Areas

The following schedule of net usable areas in the Development Project are based on a detailed brief from the Jewish Museum.

Areas are square metres net.

Recep/shop	58
Café and kitchen	54
Auditorium	125
Temporary Exhib and prep	189 incl lobby
Permanent Exhib	535 incl. Circulation
Education suite	55
Meeting Room	35
Offices	150
Collections stor.	92
	1293

Areas for stairs, lifts, corridors, toilets, janitors' stores, mechanical, and electrical plant, etc. not included.

Jewish Museum Development Project

Gross Floor Area changes to the existing buildings in square metres

	Taken Away	Added
129 Albert Street	0	0
79 Parkway		
mezzanine	27.30	
rubbish, electrical intake		19.35
Holocaust Gallery		35.39
Education Suite		35.39
Escape Stair (enclosed)		53.34
Auditorium plant room		21.66
	Total increase	165.13
	Less reduction	27.30
		<hr/>
	Overall gross increase:	137.83 sq. m.

Access Review of Stage D drawings final report 05/07/06

This report is based on a review of the building design proposals at RIBA Stage D and exhibition design proposals at pre-Stage D.

Approaches

There are no disabled parking bays near the entrance, although there is ample set down space outside for taxis and minibuses, and dropped kerbs. The street itself is relatively quiet in traffic terms. The client should consider negotiating with the Highways Department to provide at least one on-street Blue Badge parking bay.

JM 70 Basement

This area is outwith the scope of the capital development. The following points are noted for future consideration.

1. The lift landing has tight circulation. The narrow stair down from ground floor is narrow. The stair would benefit from safety contrast nosings and a wider profile handrail that is easier to grip.
2. The male and female WCs would benefit from ambulant disabled cubicles to Approved Document M standard.
3. The accessible WC is undersized at only 2000mm long. The décor is primarily monotone, which is unhelpful to those with impaired vision. A coloured band of tiling could be added to provide some visual contrast against which the sanitary ware would be more visible.
4. The facility has left handed transfer. This has been acknowledged in consideration for the distribution of access WCs with alternative left and right handed transfer as you move up the building.
5. This WC has no privacy lobby, the door opening opposite the lift lobby, leaving those requiring assistance on and off the pan on

full view. It is agreed with the architect that this facility should be for use by staff only, for various reasons:-

- a) there is restricted access to the lift corridor at ground floor (although this could be partially improved)
- b) the cubicle is undersized and there is no scope for enlarging it given the already tight corridor space on the approach
- c) there is no area of safe refuge at basement level (again, this might be improved, by providing a fire rated cubicle door and assistance alarm, for instance, to be approved by Building Control).

JM 71 Ground Floor

Entrance

6. The double leaf doors into the building have an adequate 900mm clear opening each leaf and will be power assisted for ease of access. It is likely that the doors will be fully or partially glazed, with a view through into the museum and sound light spillage onto the pavement outside as an additional signal of the entrance. This is particularly welcomed given the lack of high visible signage that will be permitted in this predominantly domestic streetscape.
7. CCTV will be provided. This will also be useful to enable visitors with impaired speech or deafness who would be unable to communicate using an intercom, to gain admittance for appointments during non-public opening times.
8. The doors will be contained within the curtilage of railings. Beyond the line of the doors will be a poster box off to one side so as not to hinder access. This will contain highly legible graphic and pictorial information about opening times, admission and events, ideally within a zone of visibility of 1200-1500mm ffl. This is welcomed as the over door sign will be outside the field of vision of visually impaired people and those unable to crane their necks up.

9. The entrance lobby is spacious and will be well lit. A staffing post (security desk) will be visible upon entering the building.
10. The secure cloak and bag store and security staff area as currently drawn has restricted access, and would be difficult to accommodate a wheelchair using member of staff. However, they could be employed elsewhere in the building. Buggy storage is made easier by the provision of a door and lobby off the entrance reception linked to the back of house security area.
11. The public side of the counter will have a section at 760mm high with a suitable knee recess to be accessible to wheelchair users. An induction loop will be provided here and clearly advertised, for the benefit of hearing aid wearers, as the entrance lobby could be noisy at times, and this area is for information gathering/orientation.
12. It is anticipated that the wall opposite the cloak counter will have orientational information displayed on it, possibly in the form of a large floor plan. Hand held versions of this plan could be available in dispensers beneath this, as few of us retain such information upon arrival when we are acclimatizing to a new space.
13. Some form of seating would be beneficial here, out of the main circulation space, to enable people to rest and wait for companions. Some people may have had exhausting journeys getting to the museum and need to rest before continuing their journey through the museum.
14. The exhibition proposals currently suggest tasters of the museum in the form of random objects or plaster reliefs representing objects, playfully arranged on walls and ceiling, and gobos and other projection along the floor. These would be augmented by three sound pools through the area where visitors could catch snippets of sounds and music evocative of the museum collection. This may overwhelm visitors, particularly those with sensory or learning disability, as this arrival point will already be busy if the anticipated groups of 30-40 people at a single point in

time is a realistic estimate, and it is desirable to give visitors space and time to arrive into the building.

15. The average age of volunteer front line staff should also be acknowledged as this means there is likely to be a high incidence of deafness. An environment in which both staff and visitor can hear each other is highly desirable.
16. Access to first aid room has tight access for disabled staff/public, with no wheelchair turning space, with only a 950mm wide recess for the sink, and beside the bed. Use of a tip-up first aid bed would alleviate congestion in this area.
17. Access to the existing staff lift lobby is now eased, with a 750mm wide door (sufficient for an existing building and for a straight approach) with a 300mm offset to the door to enable wheelchair users to open the door clear of its swing. The clear landing of 1500mm² is off-centre of the door but nevertheless offers turning space.
18. The security desk has ample circulation in front, but with no disabled access behind, although the nature of the job, which could entail running after terrorist suspects and bag searches, may in any case practically preclude the employment of wheelchair users. The height of this desk could be intimidating to visitors, in addition to that created by the presence of uniformed staff. A lower level desk is suggested for this and access reasons.

Welcome Gallery

19. The idea behind this gallery is to excite and entice visitors into the museum and café by offering a free taster, and to offer a vista through the triple depth building towards the Mikvah (ritual bath) in the café.
20. The proposed door and a third arrangement from the entrance area is useful for access, avoiding one heavy wide door. Ideally the doors would be sliding semi-automatic with push pad

operation for ease of access.

21. The exhibition design proposals show five staggered large screens of 1400mm wide x 2000mm high, onto which images of Jewish identity will be projected, both front and back. It is understood that the resolution on the reverse will be approximately 20% reduced and this may be an issue for visually impaired people. How will visitors know that one side offers a higher degree of legibility? There will also be additional free standing showcases. Aisle widths of at least 1200mm should be maintained between display furniture or access, as well as ample 1500mm² wheelchair turning circles.
22. It is understood that approximately 200mm will be lost off the bottom of the screens by standing close to them. Again, for those with long sight viewing distances should be adequate to enable people to stand back to view.
23. In addition to the visual material will be clusters of audio ports with localised continuous loop output. It will be important to minimise sound spillage from these into the immediate area as well as further afield, for instance into the shop, where it would be distracting to those serving or being served. Subtle base lighting will be used to help define the screens and make them appear to glow. The intention is not to provide subtitles for audio output as the gallery is more experiential than educational. However, in order to communicate this to deaf visitors, alternative provision should be made, for instance, by providing notices for everyone that describe the nature and design intent of the space.
24. It is anticipated that light levels in this predominantly audio visual experience will be lower than in circulation areas. The combination of noise and lower light levels, whilst creating a sense of drama, may also be a barrier to many disabled people. In order to create a "welcome" to visitors, it is important to make them feel safe and comfortable. It is critical that the proposed brighter pathway through this area is maintained, offering clear navigation to key destinations including the lift, stair and café. This pathway will also help to distinguish the shop from the

Welcome Gallery.

- 25. The initial proposal was for perspex screens. However, it is agreed that these can cause reflection, which would be particularly problematic to visually impaired people. An alternatively material will be sought.
- 26. Seating will be provided.
- 27. The approach to the lift, which requires a minimum 1500mm² clear landing space, will need to be maintained, and be both physically as well as visibly accessible between the displays.
- 28. The ticketing desk/reception has ample circulation on the approach, with limited access behind for disabled staff, albeit with 1500mm width at the maximum point. It is desirable to widen the opening to the rear desk area from 750mm to 900mm.
- 29. An induction loop will be required here. This desk will also double as a shop sales point.

Shop

- 30. The shop opens onto welcome gallery, with aisle widths of 1m. Ideally these should be increased to 1200mm minimum. Turning space is available at the top rear, although the furniture layout is currently indicative only.
- 31. The shop displays and till point will need to be well lit to enable visitors to examine merchandise and prices. The increasingly ageing population with its significant incidence of visual impairment (with at least 2m people registered blind) should be acknowledged, as well as the ageing profile of volunteer staff. Provision for staff to sit down to serve should also be made.

Vertical Access

- 32. There is stair access to the Permanent Gallery at First Floor. Safety contrast nosings will be required for the safety of visually impaired people particularly.

33. Access to the new lift that addresses half levels appears on plan is through an opening of 900mm which is adequate. It is understood that the headroom available in the lift lobby is only 2100mm, just meeting ADM requirements, but feeling rather hemmed in. Good lighting will help to open up the space and render it less oppressive.
34. The lift car measures 1100mm wide x 2000mm long and therefore exceeds minimum Part M lift dimensions. The lift is double ended, which is good for wheelchair egress, but potentially confusing to visually impaired people and those with learning disability, and ultimately reliant on high visibility signage.

Toilets

35. The door from the stair lobby has an adequate 800mm clear opening width and a corridor of 1200mm, but has restricted turning. Greater turning space into the toilet lobby could be provided for wheelchair users by pulling the door to the toilet block further into the approach corridor, as has been done on Level 3, offering more circulation space clear of the door swing.
36. The landing outside the accessible WC cubicle is adequate.
37. The accessible cubicle has ample dimensions at 2200mm long x 1800mm wide, with left hand transfer.
38. The male and female toilet blocks are now separate offering more space. Each can now offer an ambulant disabled cubicle 1500mm l x 800mm w sufficient to accommodate grab rails in line with Approved Document M requirements.
39. In the female block the ambulant disabled cubicle should ideally be located on the end of the row furthest from the WC block door to facilitate outward opening door without compromising safety.
40. Baby change facilities will be provided within the access WCs which is an acceptable compromise given the generous distribution of these on each floor of the building.

41. A child height vanity unit and pan will be provided in the toilets nearest the education suite on the Second Floor.

Café

42. Circulation between tables is adequate at 1500mm, with moveable chairs to accommodate approximately 16 covers. The approach to the servery has been improved to ensure adequate circulation with ample wheelchair turning space. Circulation around the Mikvah (which will have a barrier around it), has also been improved to ensure 1500mm² turning circles are maintained.
43. The counter height will be approximately 850mm with a 700mm knee recess to be accessible to wheelchair users and standing customers. A continuous tray slide will be provided from servery counter to till. An induction loop could be provided here in the future if warranted. It is unlikely with the small number of covers that this will be a noisy area, however.
44. The potential sensitivity of the location of the Mikvah so close to a refreshment area will be tackled by limiting interpretation to historical, with additional interpretation about function on the first floor. This assumes visitors will not wish to use the café after they have visited the exhibitions.

Auditorium

45. This will have a flat floor and demountable stage for occasional use. The client will be advised that the stage should not be used when disabled people are active participants in an event. A height adjustable lectern (BS8300 figure 40) could be considered.
46. Although only two wheelchair positions are indicated on the drawings, a large number of wheelchair positions will be possible given the absence of fixed seating. There will also be space for assistance dogs and extra leg room in front row and side aisles if

seating layouts are carefully planned.

- 47. The rear aisle depth of 1100mm meets the minimum requirement.
- 48. The space will be hardwired for induction loop for the benefit of hearing aid wearers. The client should acknowledge the need to include sign interpreted events as part of its regular events programme to meet DDA requirements and the expectations of the deaf community. A sound lobby between this space and the café is not considered necessary by the client given the programming proposals and limited scope of the café.

JM 72 First Floor

- 49. There is access to the Permanent Gallery at this level via the new lift and stair. Visitors exit into a Welcome/Introduction area, although are not encouraged to loiter here for long to maintain clear circulation.
- 50. The displays cover the history, Holocaust and contemporary exhibits. The proposals for the history elements are laid out in a linear form following a chronological narrative, with large screens forming partitions. This offers little opportunity to experience the full scale of this space, or to be enticed further into the displays. It would be desirable if more vistas could be introduced, and opportunities to break away from the linear route if the subject matter is not of interest.
- 51. It is understood that the design concept is to have an even distribution of interactive, audio, handling and passive exhibits. Handling items or listening devices should be located away from main circulation routes and where there is room for visitors to concentrate. Bench seating could incorporate audio handsets and folder dispensers with large print captions, tactile and Braille information, for instance, as has become the model for refurbished galleries of the V&A. This solution makes even more sense where there is limited space.

52. Circulation around the displays appears adequate, although cul-de-sacs where wheelchair users would need to reverse out of a space should be avoided, and 1500mm² turning space provided between cases where exhibits are to be viewed from various angles.
53. The Holocaust exhibition is personalized by the story of a survivor Leon and his personal effects and memories. This makes it more celebratory and reflective than shocking, which is welcomed. The everyday objects are also a useful way to access the displays for adults with learning disability as they often respond to familiar objects and experiences more readily than objects in unfamiliar contexts.
54. The reserve collection should be examined to identify touch and handling objects, in consultation with visually impaired people.
55. Seating is distributed throughout the galleries. Post War Migration at the end of the Permanent Galleries is well located as a natural conclusion whilst also looking forward. The amount of seating around the investigative/research displays allows time to contemplate and study.
56. As with other display furniture, angled touch screen monitors will be set back 200mm so they do not project into the pathway of visually impaired people and become hazardous.
57. The positioning of objects at high or very low level should be avoided as far as is practicable, and restricted to objects which are not of prime importance to the narrative or where other examples are available. Where this is unavoidable, for instance for large objects that would naturally be hung at high level, alternative interpretation should be available, for instance illustrated captions. The optimum viewing zone is 700mm to 1700mm ffl.
58. Captions will be lit where light levels have to be low (circa 50 lux) for conservation reasons. Hand held torches or other personal lighting and enlargement aids should also be provided by the museum, particularly for the benefit of visually impaired people.

Notices explaining why lighting is low not only acknowledge that some people may find them unhelpful but also help educate the public about the work of museums to conserve. The museum should adopt a flexible policy to increase light levels temporarily for very short periods on request, as is common practice in other museums.

- 59. The Religion Gallery is not being refurbished as part of the capital project, although the central display case will be replaced by less cumbersome and overwhelming furniture. Furthermore, new doors will offer ease of access into this space, with a door and a third arrangement.
- 60. Staff access to the Meeting Room would be via the existing lift and stair, although the clear landing space is compromised by outward opening doors to the room. There is a non-disabled toilet at this location. Disabled people will travel down only one storey to use the new accessible WC, well within the recommended 40m combined vertical and horizontal travel distance.
- 61. Again, the new accessible WC has a restricted access approach which could be remedied by pulling the lobby door further back towards the stair lobby, as for Level 3. The cubicle itself has generous dimensions at 2200mm l x 1800mm w, with right handed transfer (as opposed to the left handed Ground Floor facility) thus offering a choice of transfer positions as you move up through the building.

JM 73 Second Floor

- 62. Access to the staff accommodation is via the existing lift which at this level has an adequate clear landing space and accessible routes.
- 63. The door opening widths at 850mm offer reasonable access, with adequate offsets.
- 64. Circulation appears adequate.

- 65. The new lift exits into the Temporary Exhibition lobby.
- 66. Access into the temporary exhibition gallery will be via two 900mm wide openings, offering ease of access.
- 67. The double leaf doors into the education suite have ample 900mm clear openings each leaf. Induction loop is to be hardwired here. One lowered sink with lever tap giving access to children and wheelchair users will be required in the wet room.
- 68. The accessible WC again has generous dimensions at 2200mm l x 1800mm w, with left handed transfer. As with other accessible WCs in the building, the toilet lobby door could be moved back towards the stair lobby to ease access into this facility. The travel distance from staff accommodation on this floor is under 40m.

JM 74 Third Floor

- 69. Access to storage via the existing lift and stair.
- 70. The new lift will provide access to new staff accommodation and collections storage. The staff offices are open plan, with the exception of the director's office and staff room. Adequate circulation is shown throughout (dependent on final furniture layout), with ample wheelchair turning space. The main corridor has an adequate 1200mm width.
- 71. Blind and solar control measures will ensure that staff are not bothered by glare from natural daylight entering into the space.
- 72. The kitchen counter in the staff room should be at 850mm ffl, to be accessible to both wheelchair users and ambulant staff. Ideally the kettle point would have a knee recess 700mm high, approximately 900mm wide.
- 73. The accessible WC has generous dimensions of 2200mm l x 1800mm wide, with a right handed transfer. The approach is acceptable.

Fire Safety

74. Areas of safe refuge identified on upper floors in escape stair and WC lobbies. The architect will investigate the feasibility of providing a safe refuge in the accessible WC at basement level. Communication call points will be required in each of the access WCs throughout the building, linked to a permanent staff point.
75. Xenon beacon flashing light alarms will be required in all public toilets and in the new lift lobby. Deaf members of staff could be issued with vibrating pocket alarms to ensure safety in all areas of the building.

Energy and Sustainability

Materials:

By re-using the existing factory building, the stored energy in the existing materials is conserved. Existing materials have been retained in all but very small areas around the existing entrance to 79 Parkway.

Wherever possible, new materials incorporated into the buildings will be sustainably produced and sourced as locally as feasible. Timber will be from FSE certified sources. External timber is proposed to be English green oak or Tatajuba which is recommended by TRADA as a sustainable hardwood and is FSE certified.

Energy Saving Measures:

The building fabric of 79 Parkway will be refurbished to meet the requirements of Part L of the Building Regulations. The roof will be insulated, windows will be double glazed or fitted with secondary glazing, and methods for increasing ground floor insulation will be investigated. A key factor in the cost of running air conditioning is the performance of the building fabric and this has been the starting point for our environmental design. Air infiltration increases the heating energy requirement and also adds to air conditioning loads in that dehumidification loads can be increased; therefore the detailing of the building fabric will be such that air infiltration rates are minimal. Prior to completion, testing will be undertaken to establish actual infiltration rates and smoke will be used to identify leakage paths so that remedial work can be undertaken prior to completing construction. While detailed computer calculations are still to be undertaken, we expect the building to exceed the requirements of the new April 2006 Part L2 building regulations for refurbished buildings.

Good thermal performance of the building fabric is vital and in this respect the existing thermal mass of the masonry is useful in moderating solar gain. In order to reduce heat loss, all internal walls are to be dry lined with high performance board. This will be continued over windows that are not required. Additional insulation will be inserted in these window reveals so as to improve thermal performance while still maintaining the appearance of windows externally.

While the building needs to be mechanically ventilated where close control is required, natural ventilation will be employed wherever possible. It is being used in the education centre and the offices. In other areas, all fans are provided with a variable speed drive so that fans will only operate at required volumes to meet actual occupancy requirements.

Natural daylight is used wherever appropriate. Lighting is a big energy consumer in any display environment and energy efficient sources will be used wherever possible. Many exhibits are sensitive to light and absolute levels will be kept as low as possible. In order to reduce exposure of artefacts to light and to reduce energy requirements, all display lighting will normally be turned off outside public opening

hours.

Energy costs in maintaining an internal environment within close tolerances for temperature and relative humidity can be significant. In order to reduce energy consumption only galleries that need close control are provided with such facilities. The ground floor Welcome Gallery is not provided with humidity control and it provides an environmental buffer for the first floor History Gallery, which is provided with facilities for close control of temperature and humidity. The Second Floor Temporary Exhibition Gallery has facilities for close control, but when the exhibits do not require this treatment, the control band will be widened, thereby reducing energy consumption.

The computerized energy management system will ensure the efficient use of energy and that heating and cooling do not work against each other to waste gas and electricity.

Consideration has been given to the use of sustainable energy sources such as solar and wind power, but in a confined built environment the new Jewish Museum is not suited to these energy sources. Minimising consumption at point of use is the principle method of management and reducing the impact of the new building on the wider environment

Water saving:

It is proposed that dual-flush water saving wcs are included.

Waste recycling:

Provision has been made for recycling bins within the refuse store. The specification will ensure that waste is minimised and recycling of materials is maximised during construction.

Transport:

The advantages of sustainable travel derived from a central location near to public transport tube and bus routes will continue to be supported by the Museum.

Jewish Museum Development Project

Daylight

The following drawing shows the daylight reaching the windows of no. 77 Parkway following the completion of the proposed work to no 79. The numbers represent the percentage of the present daylight which will reach each window following development. The BRE recommendations are based on the assumption that over 80%, the change will be seen as negligible.