
3.0 Constraints, Opportunities & Design Evolution

3.1 Vision

Spring Place Limited have acquired 3-6 Spring Place with the aim of redeveloping it to optimise the potential of the site, to create a high quality building for flexible office use.

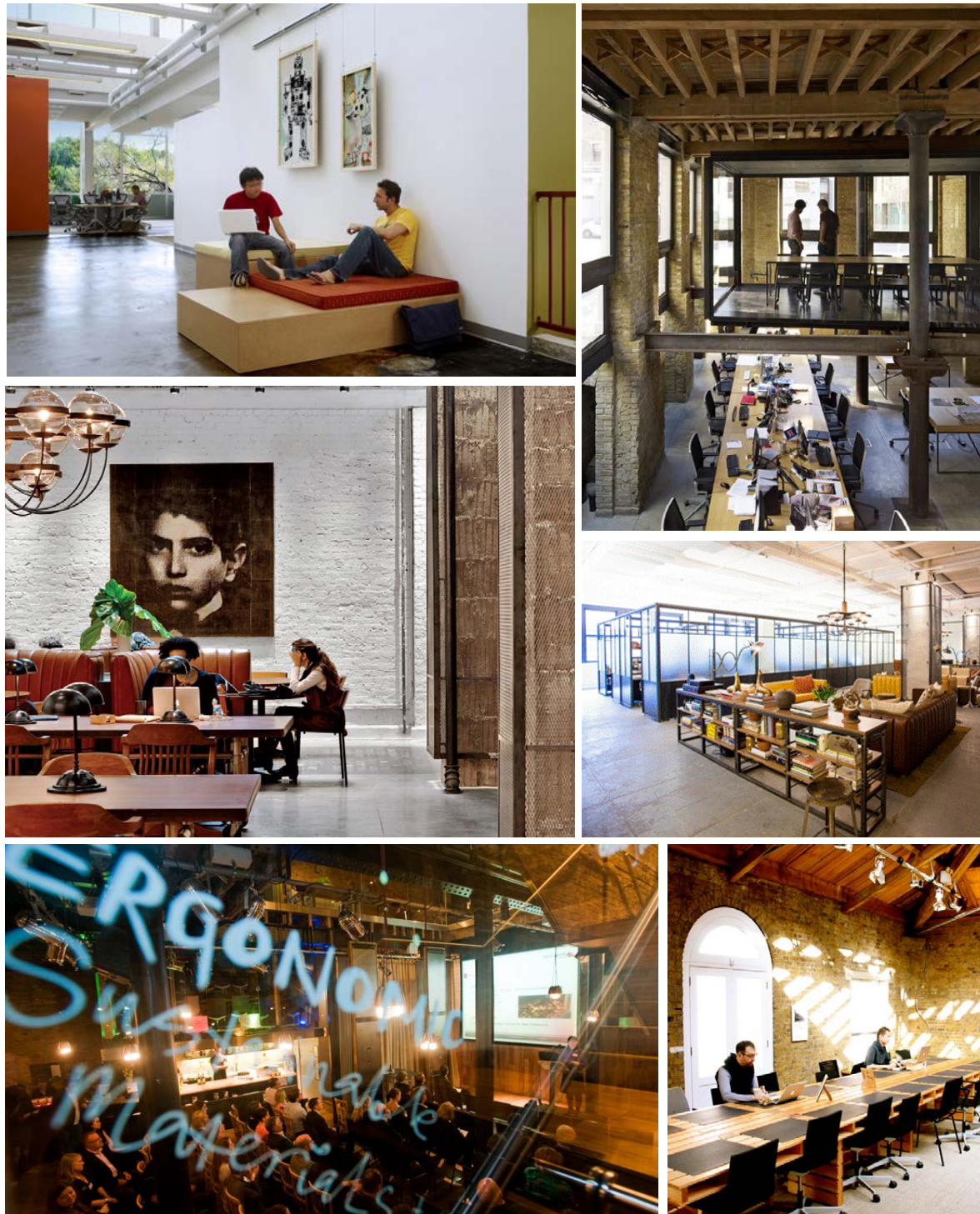
A potential use for the new building is Co-working office space. 'Co-working' is a concept focussed around the core principals of community, openness, collaboration and accessibility. Whilst no definitive definition of co-working exists, it has been broadly accepted as an alternative method in working, in comparison to conventional office occupation. 'Co-working spaces' are defined as spaces that provide a combination of workplace and supporting facilities at affordable rates with easy in-out contractual conditions (including short term leases). Co-working spaces can provide a cost effective, flexible, accessible and collaborative work environment as a true alternative to traditional office occupation.

The space will be developed up to planning to allow standard Cat A B1. The outline brief is to provide a B1 office environment for everyone from start-ups, to SMEs, to larger firms... but in a collaborative social working environment with short term leases, and a fit-out at 1:5 occupational density. Essential to this ethos is creation of central activity hubs, such as reception / Food & Beverage café / restaurant or event space / screening room... or a combination of all three.

Piercy&Co's approach has sought to provide a sophisticated and characterful working environment that exploits the industrial aesthetic of the site. We have focused on creating spaces that are flexible, engaging, inspiring and that offer different workplace environments that members can move between throughout their working day – from quiet cellular spaces through to open plan, lively and collaborative environments, and several in between. A flexible event space with adjacent café/restaurant forms a key part of each of the proposals enabling a public front to the scheme and great facility for the members. During the day this space could contribute to the co-working occupation, but can be cleared out and set up in various configurations for social or business events.

Co-working intends to provide multiple premium flexible work spaces, taking the best of the hotel experience and apply it to work environments. It just doesn't sell a desk, it sells an experience that allows tenants to put their businesses first, enabling brilliance whilst the Team looks after the hassle, such as broadband, bills and printing.

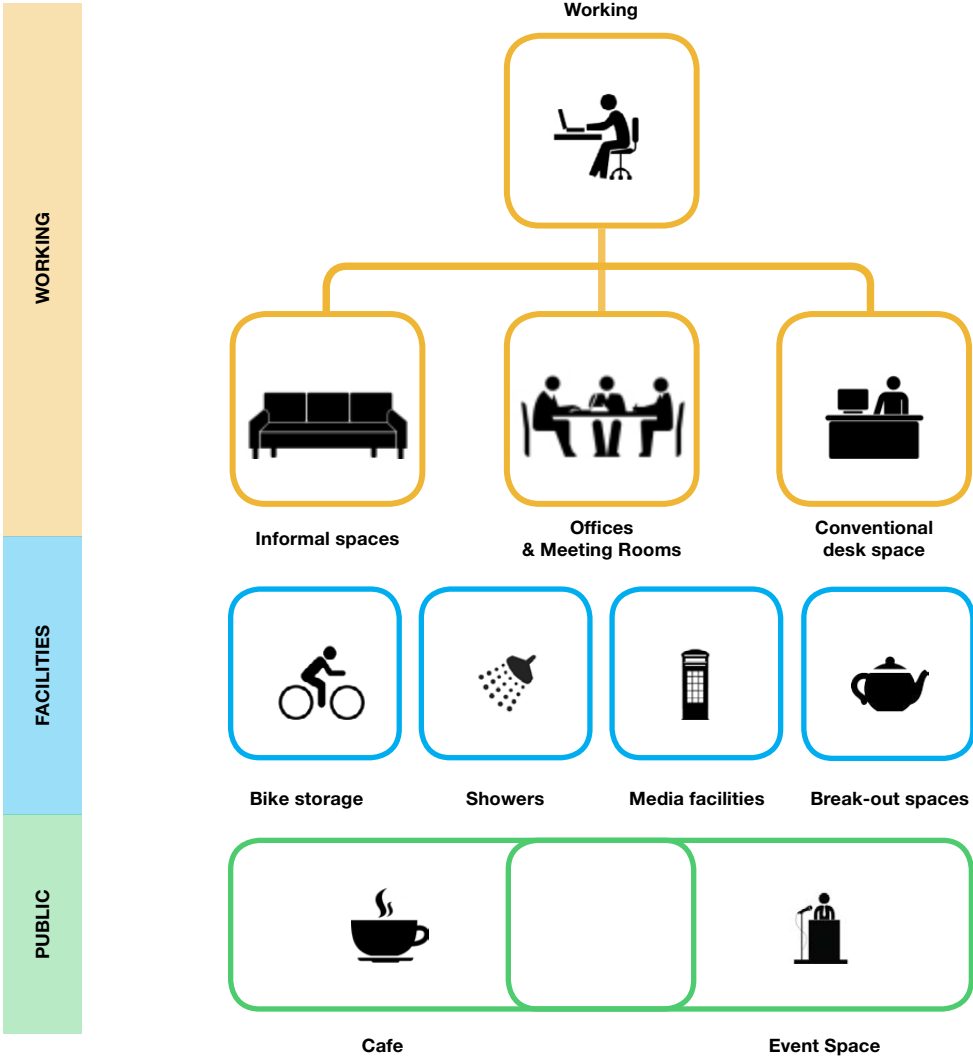
Flexible office space / co-working accommodation attracts SMEs, start-ups and creative industries, providing the perfect environment for them to be successful and grow.



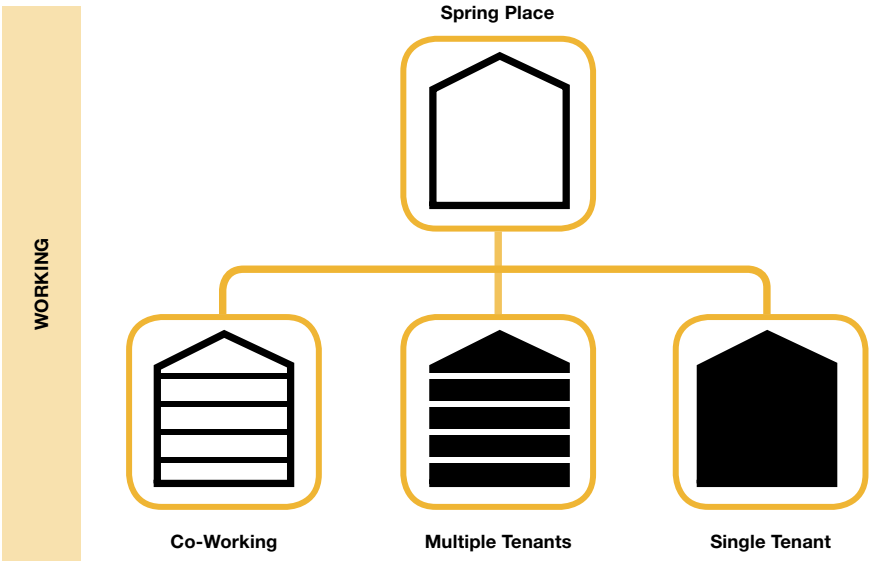
3.1 Creative Space for New Business

London has an increasing population of freelancers and small companies that require working space. An example of this need is highlighted in the Draft Neighbourhood Plan Policy SSP6 when defining the aspirations for the area: “retention of existing employment space by creating new work space for the creative sector to complement the creative businesses in nearby Spring Place”.

The proposals for 3-6 Spring Place could serve this need offering varied work environments on flexible terms. Likely to be offered on a “club” or “membership” basis, they include cafe and event spaces available for use by the wider local community.



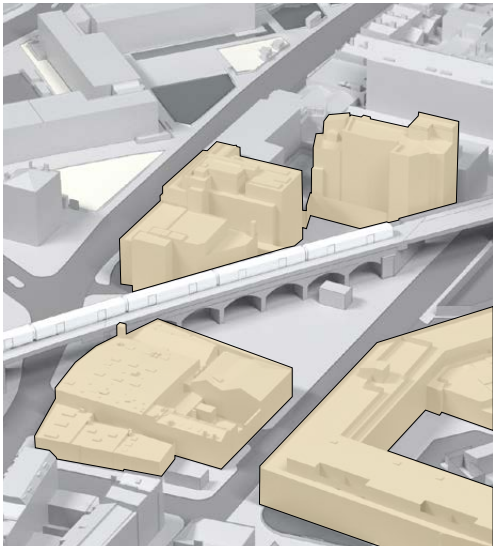
Spaces



Occupancy Types

3.3 Site Constraints

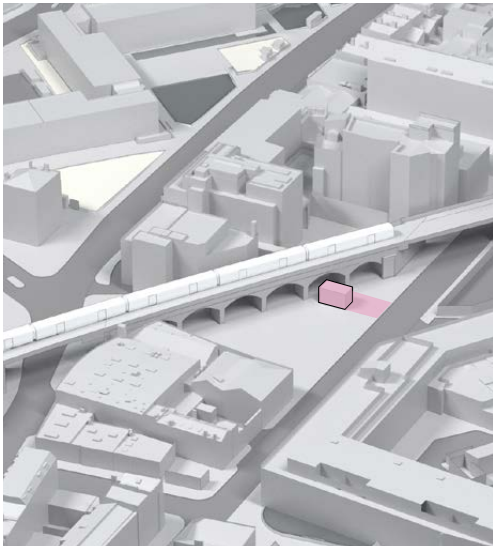
Summarised on the left, the following pages detail each of the constraints and how they have been incorporated or informed the design.



1 - Daylight & Sunlight

The site is surrounded by buildings of varying heights, which will have an impact on the final volume.

Lumina London has undertaken several studies that inform the final proposal.

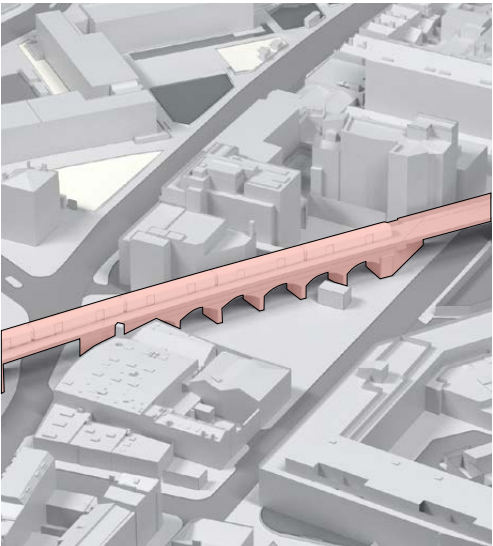


3 - Substation

There is an existing and functioning substation on the site.

The proposal assumes relocation of the substation and any necessary upgrades to the South West area of the plot.

The Team have liaised with UKPN to ensure the feasibility of the proposal.

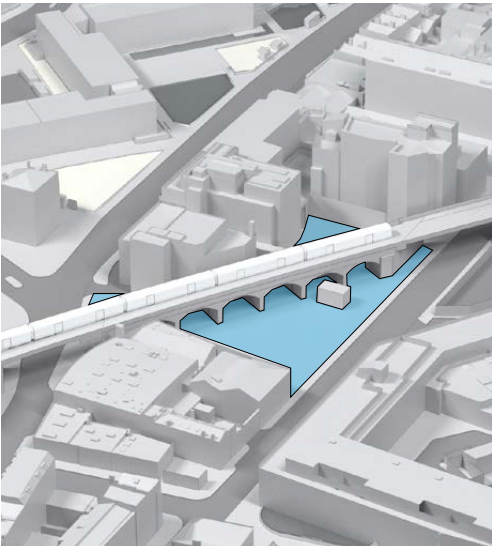


3 - Railway Structure

One of the main characteristics of the site is the North London Overground Line which bisects the site from North to South.

This divides the site into three different areas and has further implications on the design such as the proximity to the existing structure and fits foundations, right of access for Network Rail, and the current condition of the structure.

Network Rail have been involved in the process since the early days.



4 - Site Levels

The site, while predominantly level, slopes up towards the North West area.

3.3.1 Daylight & Sunlight

Specialist Daylight and Sunlight consultants, Lumina London Limited, have been retained throughout the design process to assess the performance and impact of the various options culminating in the present Planning Application. With their input, the resultant “massing” has been designed to ensure that the proposed development will adhere to the recommendations of the BRE Daylight and Sunlight Guidelines set out in the Council’s Amenity Policy so as to ensure that none of the habitable rooms in the existing neighbouring residential buildings will experience a material loss of daylight or sunlight that could reduce the quality and amenity presently enjoyed by those neighbouring residents.

Lumina London Limited have prepared a comprehensive Daylight and Sunlight analysis which is included in the Planning Application documentation and the results of their analysis clearly demonstrate that the performance of the proposed development satisfies the BRE Guidelines.

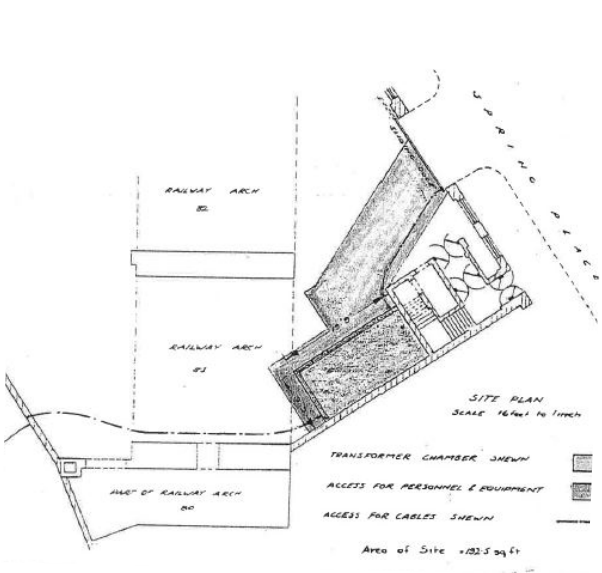
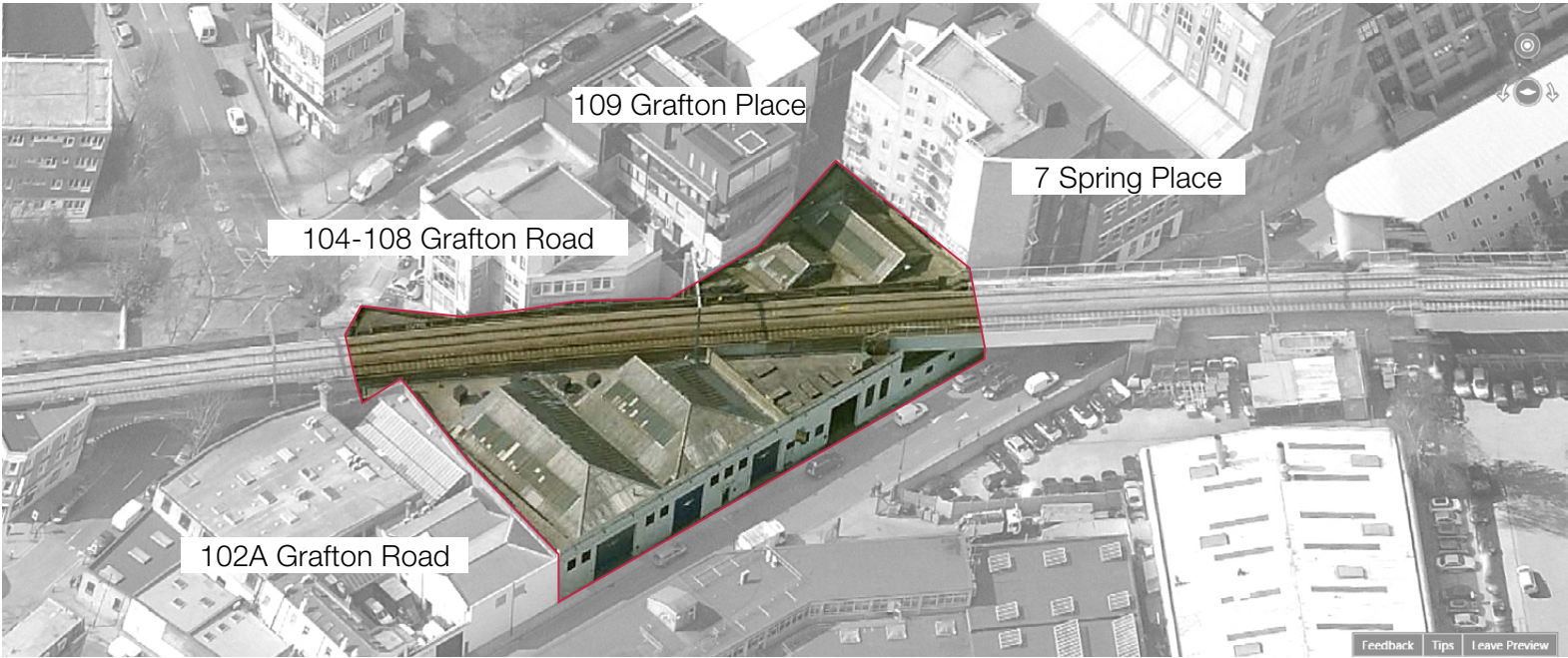
3.3.2 Site Constraints: Substation

There is an existing substation located between the two plots of land that constitute the Spring Place site.

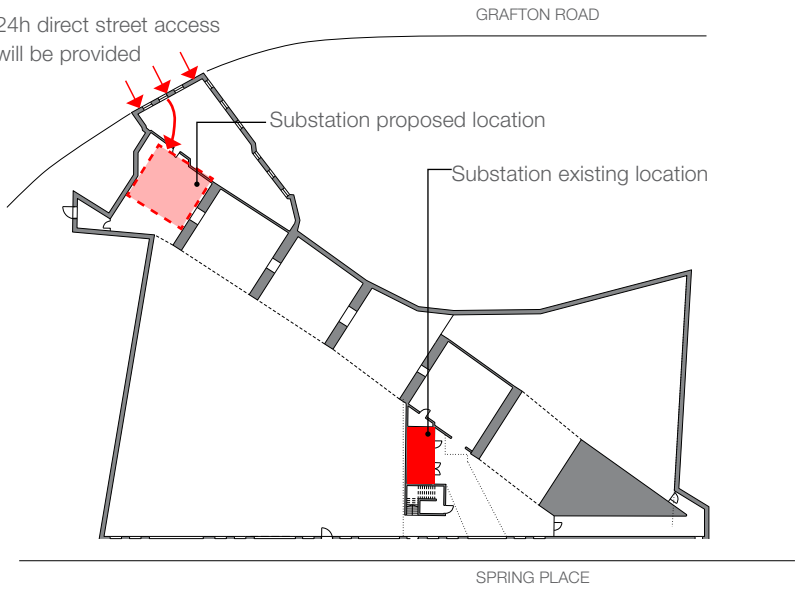
Relocating the substation will offer an improved connection between 3-5 and No.6 Spring Place. We have identified the adjacent area as being the main entrance/reception and public fronting café and as such this could work around the substation and it’s access requirements.

We propose to relocate the substation to the other side of the railway arches, which allows for direct street access from Grafton Road.

MTT have engaged with UKPN, to ensure the feasibility of this proposal.



Substation Title Plan showing Right of Access



Substation relocation

3.3.3 Railway Arches Structure

Structure & Offset

There is a structural constraint that limits construction adjacent to the railway arches. An indicative offset of 3 metres for new structural elements has been suggested. Engaging Network Rail through the process has been key and it has informed the design.

The main building volume is treated as a detached element from the railway, keeping the arches as an original feature and inhabiting them with independent structures. Two arches are left open, providing connectivity under the railway line and covered external amenity space.

Arches Existing Condition & Proposed Solution

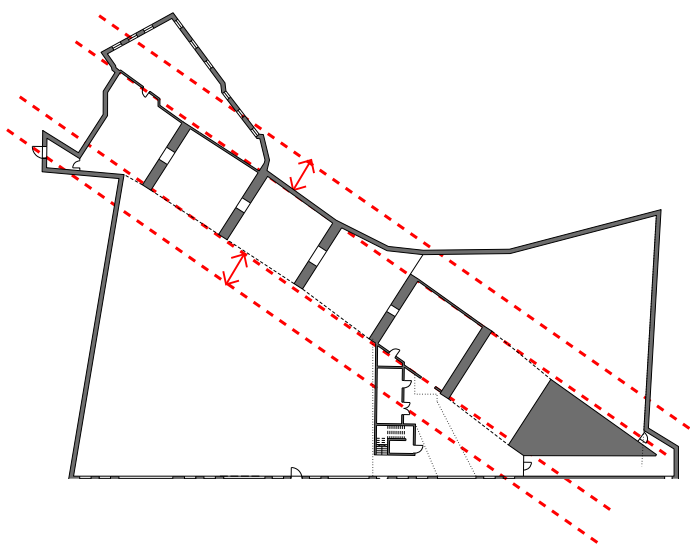
While the railway arches are probably the most characterful feature of the site, there are significant waterproofing issues that will need to be resolved.

The proposal assumes that waterproofing of the arches from above isn't possible and a drained cavity and internal lining would likely be required.

Further inspection and technical assessment will be necessary during the next stages of the project.

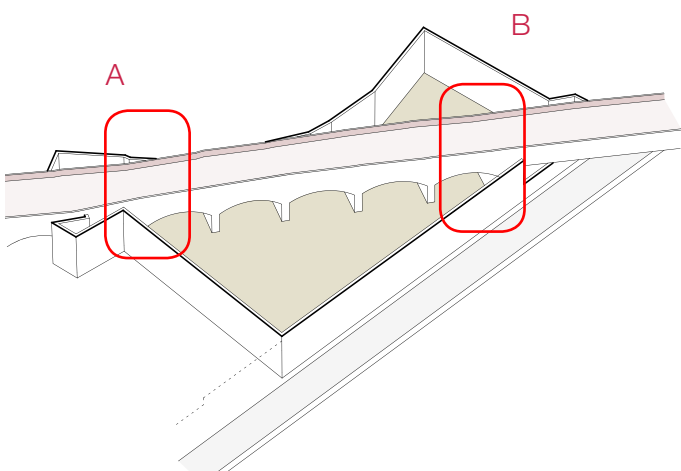
Redevelopment of railway arches is something that has been done in London successfully for many years. In cases where it's not possible to access the railway fabric, internal lining in the form of a cavity wall drainage system or similar is the typical solution. The main advantage of this solution is that is easy to install while keeping access to the structure if required and maintaining the original form of the arches. This option, while concealing the exposed brick, keeps the existing form of the arches, and can be treated in different and creative ways to create interesting spaces.

By setting the building away from the railway arches, their character can still be appreciated from the central courtyard space and from the office space.



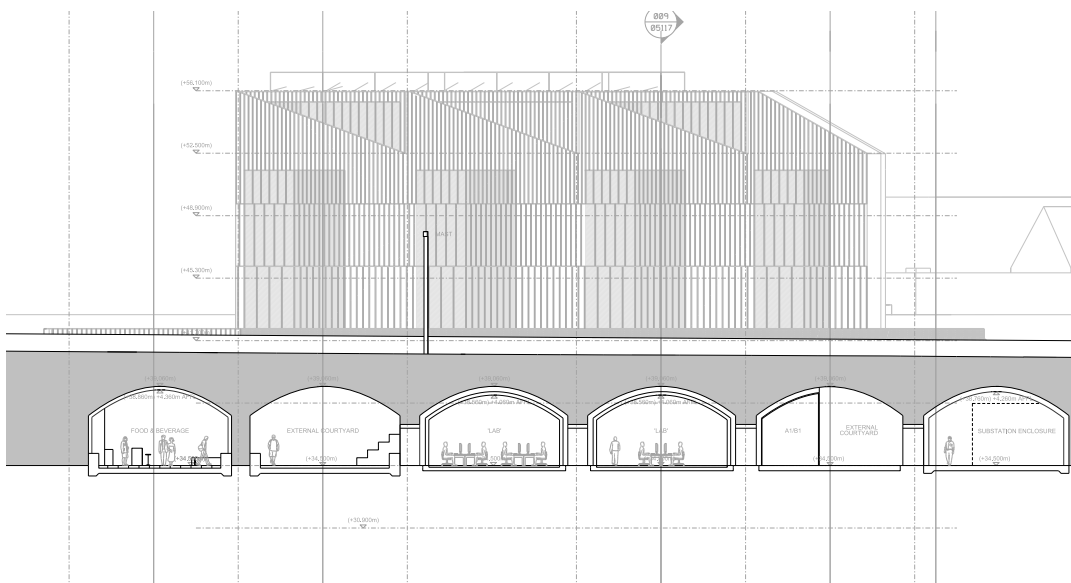
Suggested offset area

This diagram shows the indicative offset from the railway structure, plus the intention of the proposal to create external amenity space.

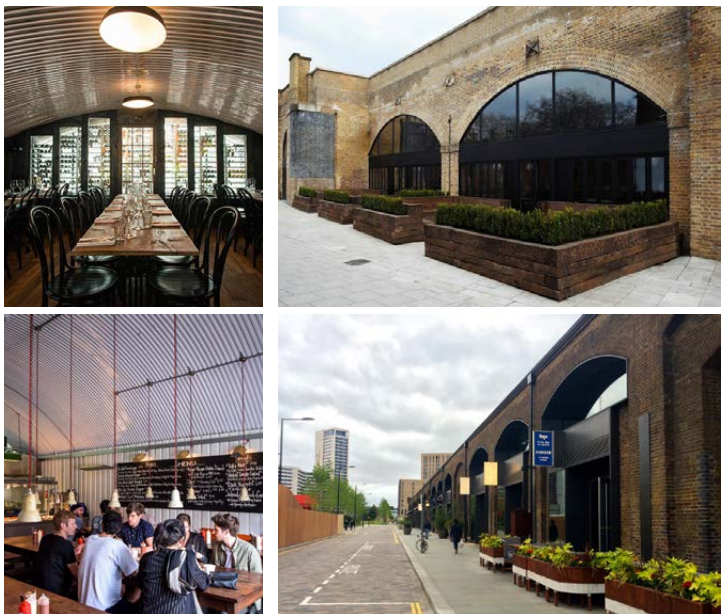


Identified Problematic Areas

Eye inspection shows that there are waterproofing issues at least in two of the arches.



Section through the railway arches indicating use



Precedents for internal and external treatment of the arches

3.3.4 Site levels

The site has a significant change of level throughout, sloping up from the entrance point towards the North West corner of the site.

Several options were studied, based on the design considerations outlined below. The selected option delivers a continuous floorplate across the site and minimises the impact within the arches area to avoid any structural disruption.

HTS have delivered an evolving solution and liaised with Network Rail, to ensure all possible options have been considered and the right solution is applied.

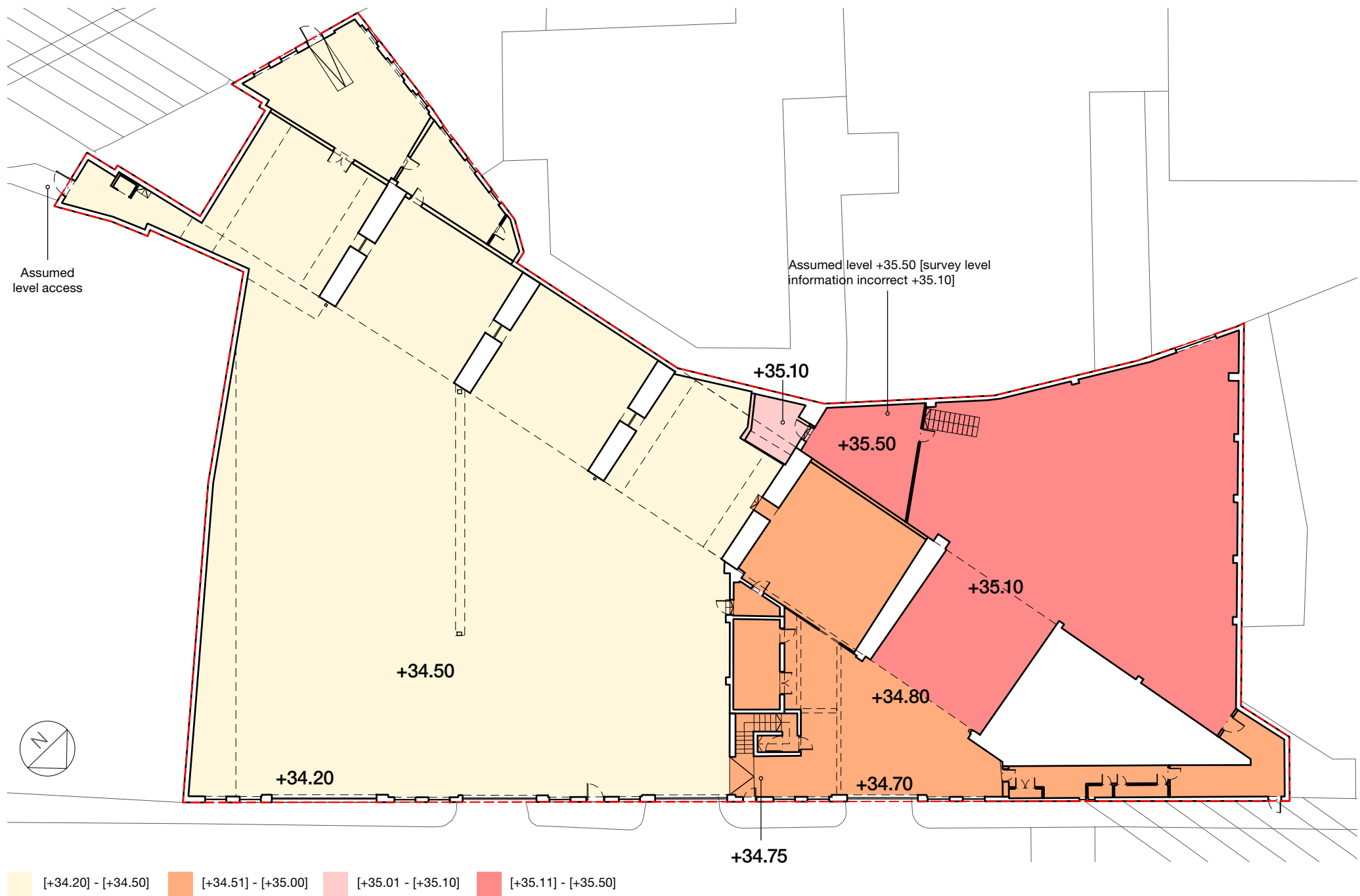
Design Considerations:

GENERAL

Existing slab to be excavated and replaced
Level access at existing entry points
Any excavation within the arches must be limited and the existing levels within these arches preserved to protect the existing foundations

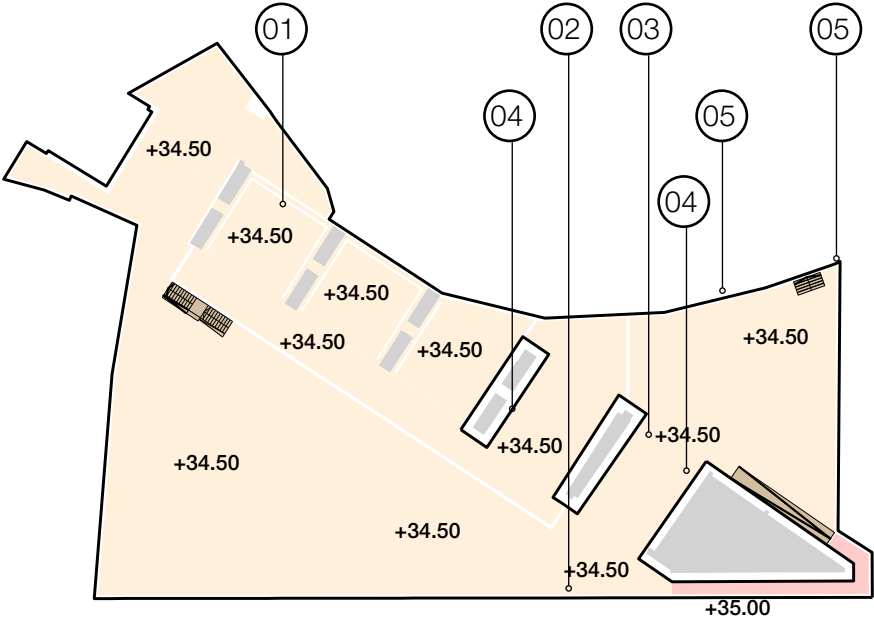
SOLUTION

Maximal potential level area at ground floor at a datum of +34.50
Plinth created around two arches to enable excavation within arches [Indicative 750mm offset]



EXISTING GROUND SLAB LEVELS

3.3.4 Site levels



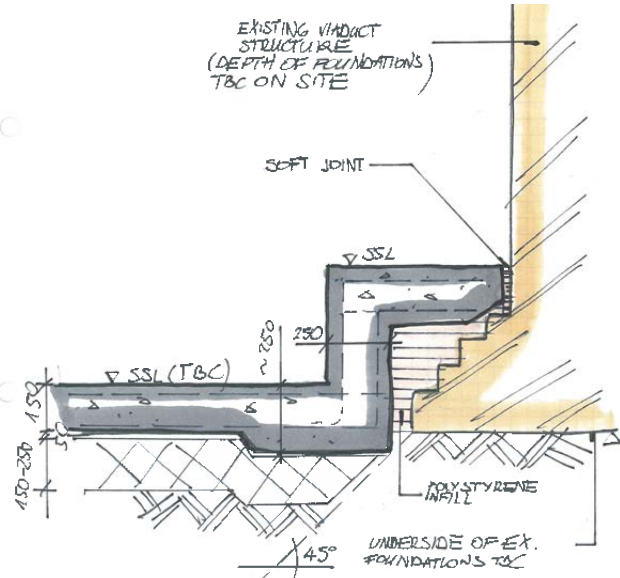
Proposed Level Plan

- 01 Majority of existing levels within arches preserved
- 02 Level access from street
- 03 Datum for new slab set to maximise potential level area at ground floor
- 04 Alteration to slab level within arch, plinth created around arch footings to create continuous level slab [indicative offset 750mm]
- 05 Underpinning may be required to party wall

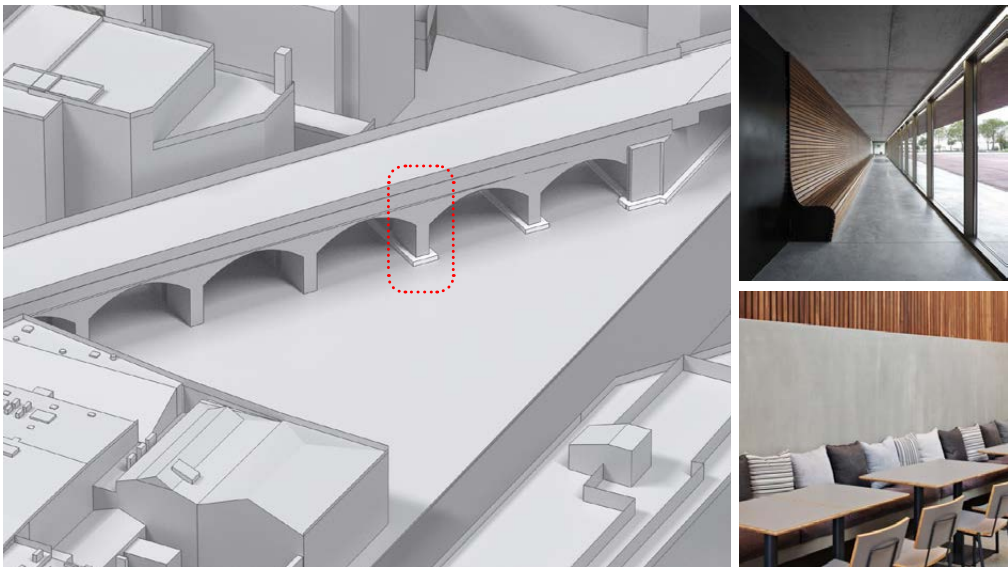
Lowering the slab within the railway arches areas might require including a step detail to guarantee the integrity of the viaduct foundations.

The solution developed by HTS presumes worse case scenario regarding the depth of the foundations and it has been presented to Network Rail. Detailed site investigations have taken place, and further detail is included within the basement impact assessment.

Architecturally, an upstand could be absorbed within the cafe seating area and the external extension of the event space within the arch.



HTS Indicative upstand detail



Wall benches examples which could absorb the upstand

3.4 Site Opportunities

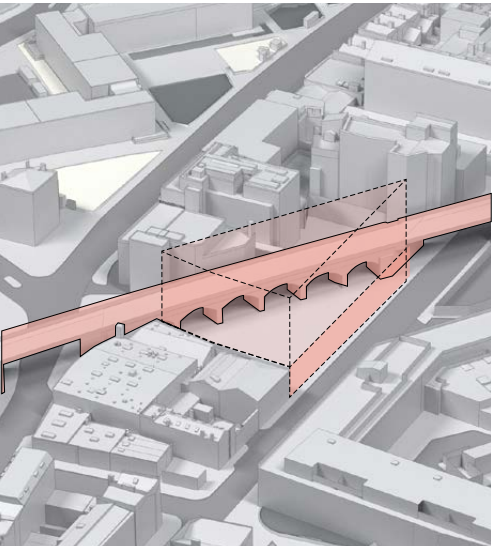
Summarised on the left, the following pages detail the identified opportunities and how they have been incorporated or informed the design.



1 - Introduce Active Frontages

Spring Place presents a lack of active frontage.

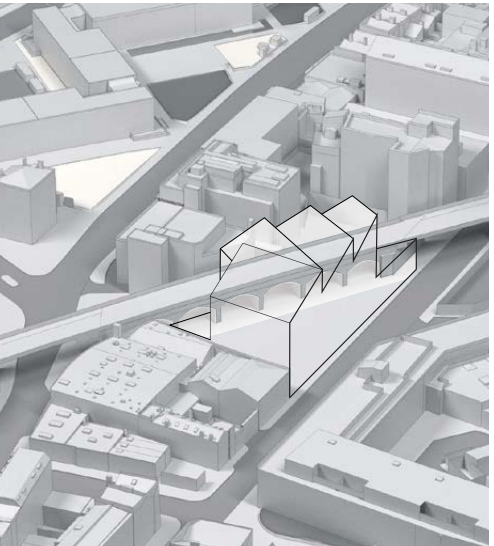
The proposal seeks to bring back activity to the street through the main facade on Spring Place and the area of the site opening onto Grafton Road.



2 - Combining Old & New

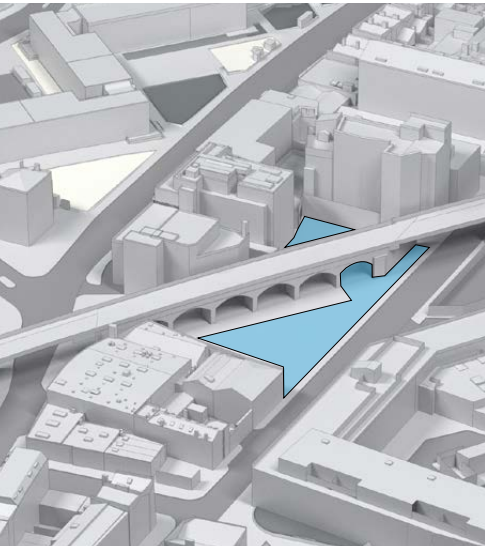
While the neighbouring buildings are of little architectural value, the area has a rich history and industrial past.

The proposal will honour the rich industrial heritage, present in many building in the area, while using modern materials and architectural language.



3 - Local Scale & Massing

The proposal responds to the surrounding context with an appropriate massing, which has been articulated and carved to provide a sensible response to the immediate and further away views.



4 - Layout Development

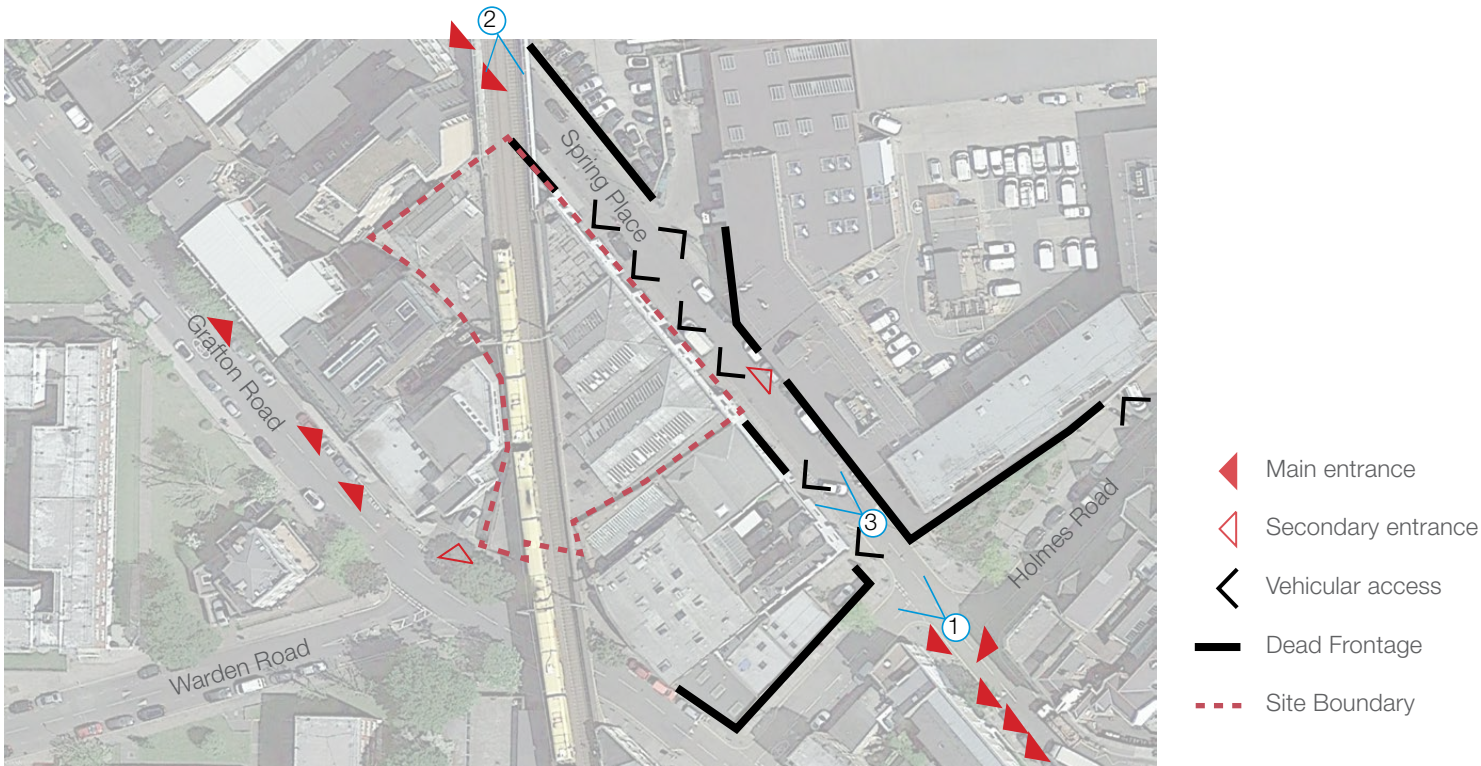
The internal layout of the building is informed by the existing railway viaduct, and articulates the proposal around them.

3.4.1 Introduce Active Frontages

The diagram on the left illustrates the activity and accessibility conditions of the ground floor perimeter.

Spring Place is predominantly residential with some buildings, like Spring Studios or the Veolia Council Depot, serving other purposes. This particular stretch of the street presents a significant lack of activation at ground floor and even first floor levels, with the only access to buildings being mainly shared with cars.

The proposal will provide a new animated street edge which will act as a catalyst to improving this part of Spring Place. Generous openings as well as a number of entry points into the site will greatly improve the permeability of the building at street level.



Ground floor diagram



01. Junction of Spring Place and Athlone St



02. View of the site Spring Place facade



03. View along Spring Place

3.4.2 Sensitively Combining Old & New

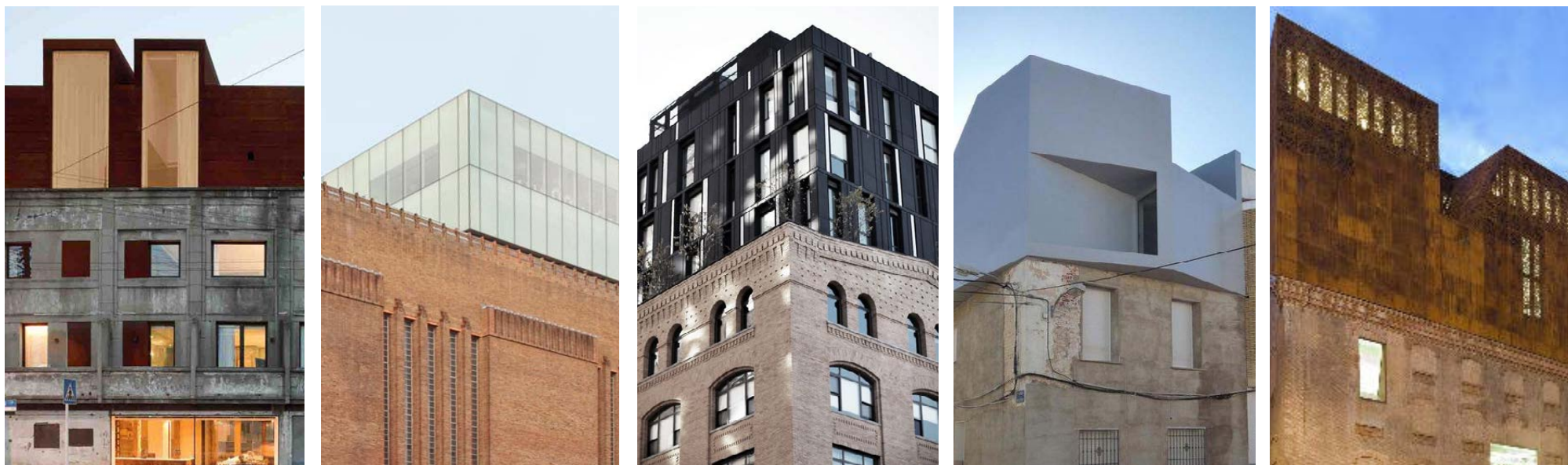
While the buildings in the immediate context are of little architectural value, the wider area features prominent buildings such as Holmes Road School, now home to the international French School as well as the former Claudius Ash Teeth factory on Anglers Lane.

The site also neighbours buildings with eye-catching roofscapes and high quality interior spaces, such as the former Colour Works, now known as Spring Studios, and the now disappeared Kentish Town Midland Coal stage and Engine Sheds.

In contrast to the existing flat parapets of the industrial shed, a sculptural roof form could help the building to fit contextually and create a dynamic new piece of architecture. This would also contribute to the quality of the internal spaces and working environments below.



Examples of textured roofscape within the nearby context



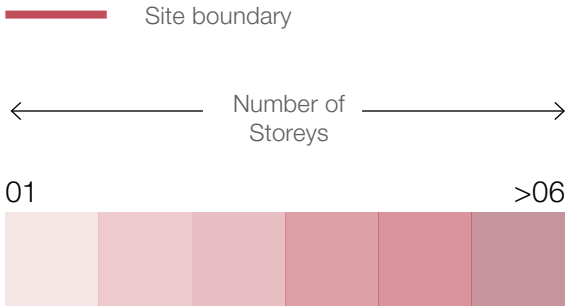
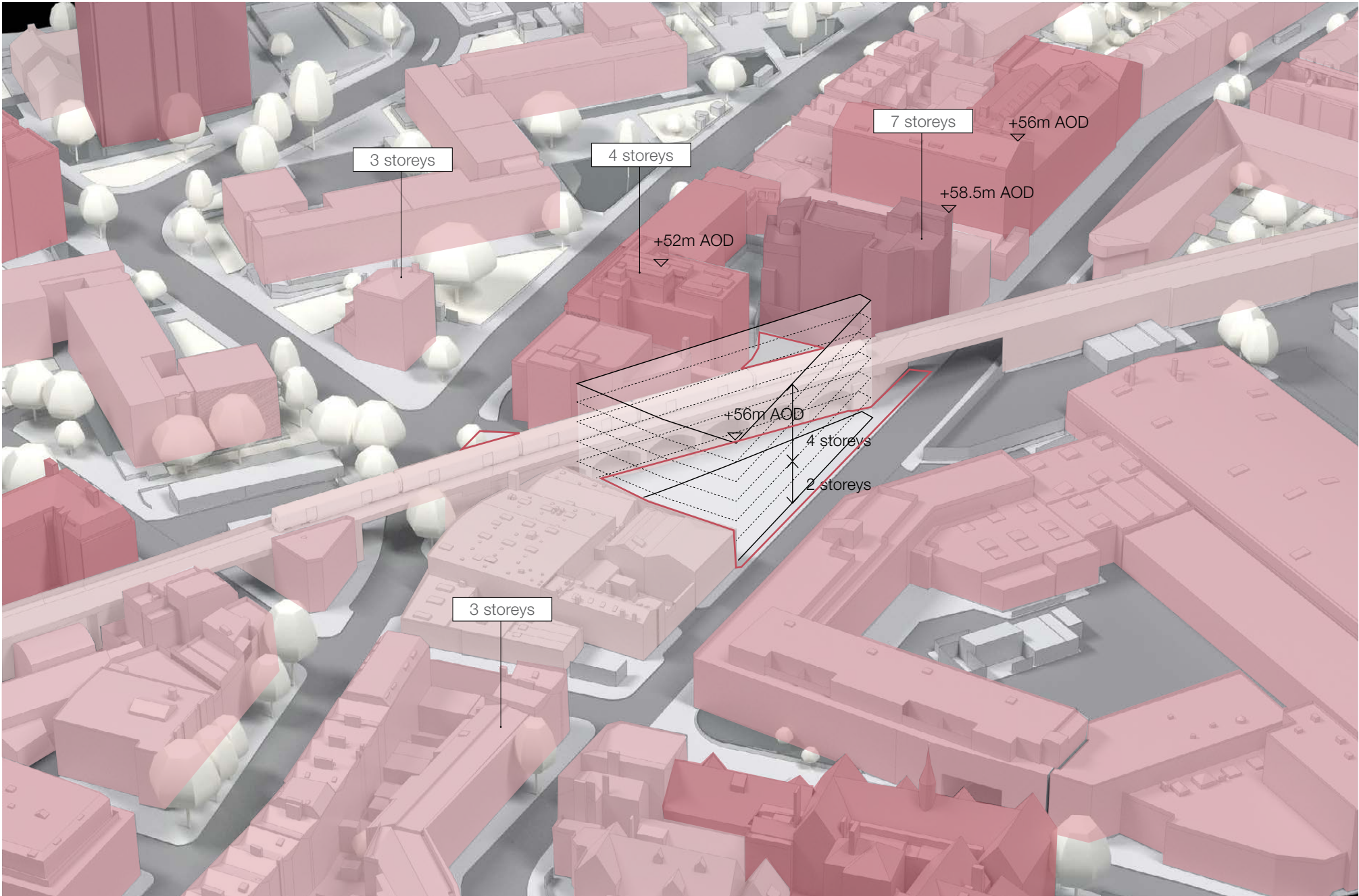
Contemporary examples of the use of volume and material to differentiate upper level extensions

3.4.3 A Carefully Articulated Massing

The immediate context is of a heterogeneous fabric which consists of Victorian terraces to the South, part of the Inkerman Conservation Area, West Kentish Town Estate to the West, industrial buildings to the East and a group of new developments on the plots adjacent to the Site.

The adjacent context suggests an appropriate massing of between three and seven storeys proposals. The red outline indicates the site boundary.

The proposal aims to provide a transition from the new developments towards the smaller buildings to the south, while maximising the development potential of the site.



3.4.3 A Carefully Articulated Massing

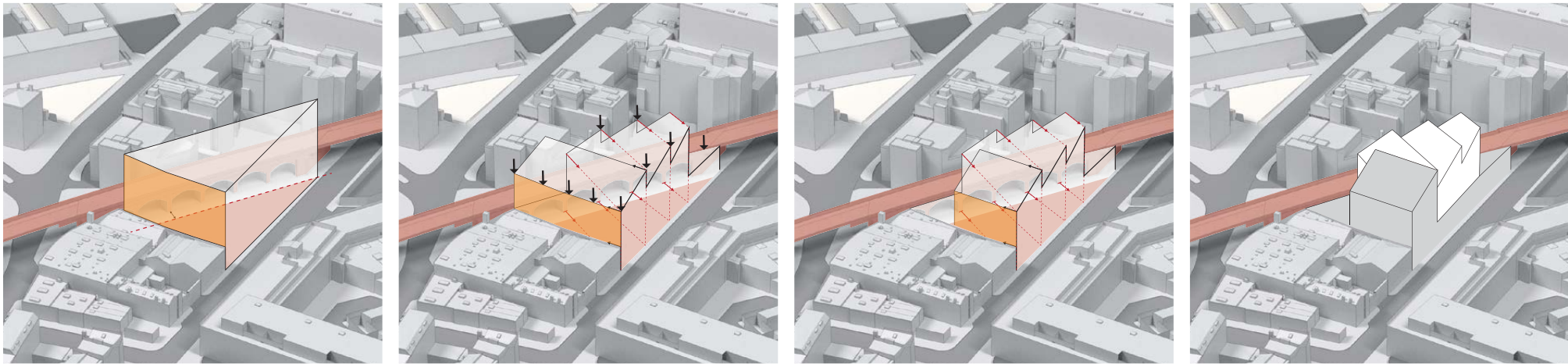
Given the surrounding development, a potential building height of G+5 storeys is appropriate.

The massing responds to the townscape, views and adjacent buildings through a number of moves highlighted in this page.

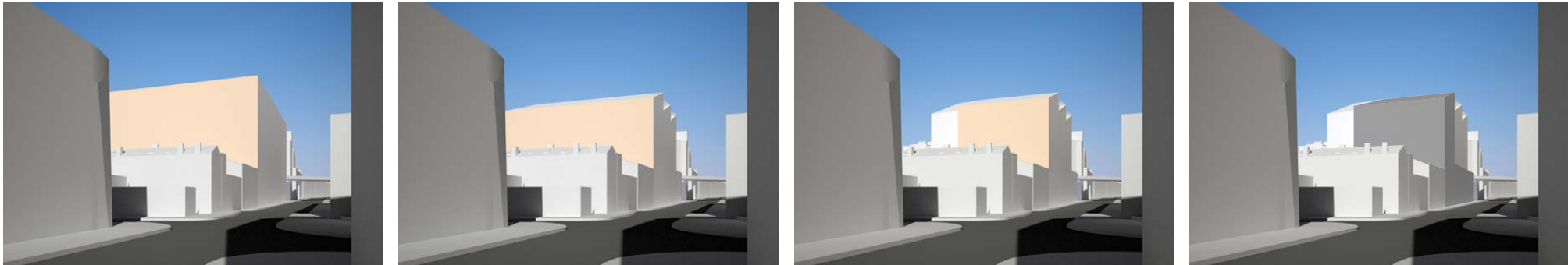
Special importance has been given to the way the massing is articulated towards the South, and how the bulk of the building will be perceived from the neighbouring areas.

The massing has been articulated and carved in response to the adjacent context and distant views. The proposal descends from six to five levels towards the South, with a further movement by pushing back the facade, creating an external terrace and breaking the building in two elements.

This articulation towards the South is enhanced by the change of materiality.



Aerial axonometric view



View from south along Spring Place

Pulling away from the Railway Arches

Setting back from the railway arches to expose the structure and create an external amenity space. The remaining area is extruded to what has been identified as the appropriate massing envelope.

Articulating the Form

Articulating the massing by expressing the scale and rhythm of the arches on the Spring Place facade and throughout the structure of the building. The volume transitions from six storeys on the north side of Spring Place to five on the south.

Carving the Massing

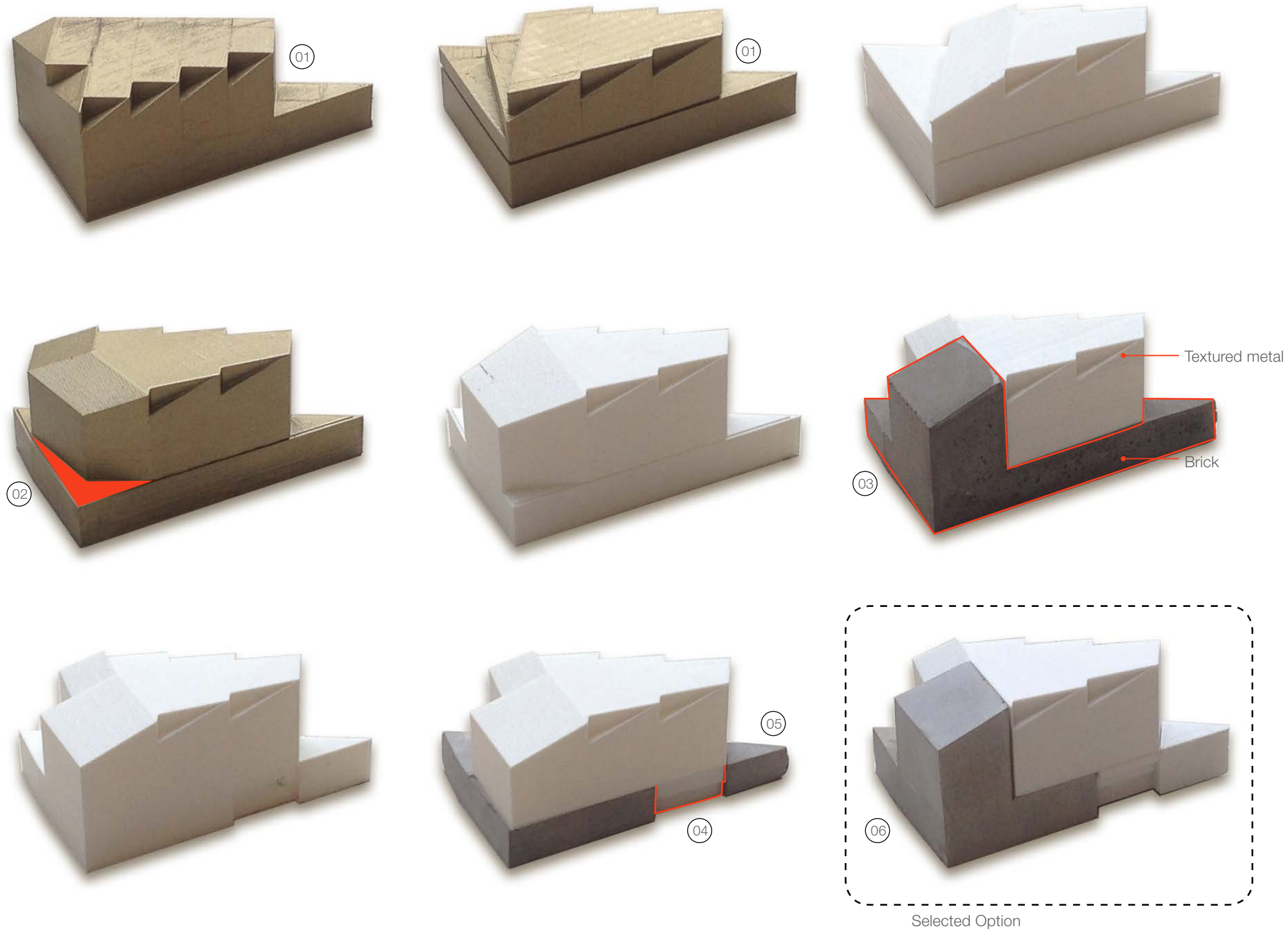
To improve the relationship to the neighbouring residential buildings, the massing is set back from the railway line on the upper levels, dividing the volume into two elements from the South view.

Materiality Transition

The brick materiality of the railway structure extends towards the street, creating a bookend towards the Conservation Area.

3.4.3 A Carefully Articulated Massing

The design has evolved through a variety of iterations, exploring the treatment of rooftops, the southern boundary and the impact in the context. The key design decisions are highlighted below.



- 01 Wider bay module (3 bays) more successful in street views
- 02 Set back to south would create awkward junction with neighbouring site, particularly if developed
- 03 Material differentiation helps articulate the building and respond to the residential area to the south
- 04 Bringing the metal element to ground level at the entrance helps ground the building
- 05 Additional brick element looks disconnected from building
- 06 Improved relationship of interlocking L-shaped volumes creates a number of different bays along the street

3.4.3 A Carefully Articulated Massing

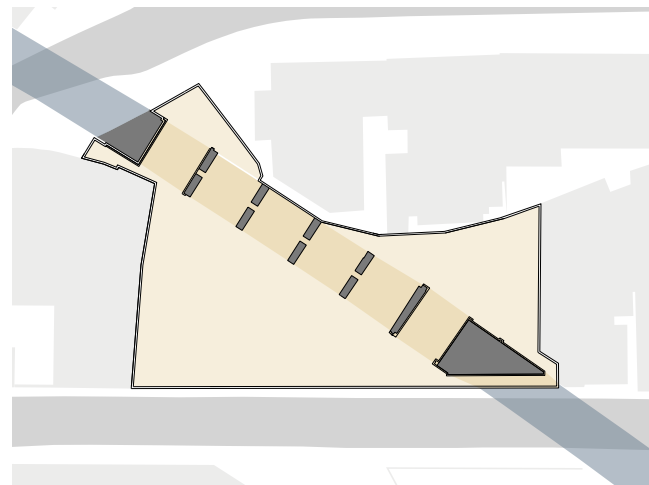
In the same way as the external moves articulate the massing of the proposal, a series of internal moves define the layout of the building.

The existing building currently occupies 100% of the site footprint. By setting the proposal away from the railway, the arches become the a prominent feature and a backdrop to an open 'mews street' amenity space within the site.

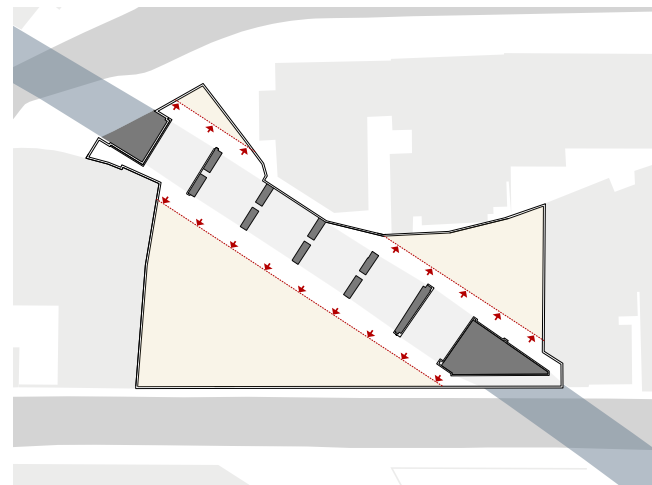
The rear section of the site is connected to the main building through the northern-most railway arch.

The external space created extends between Grafton Road and the West area of the development, creating an open air spine for the building.

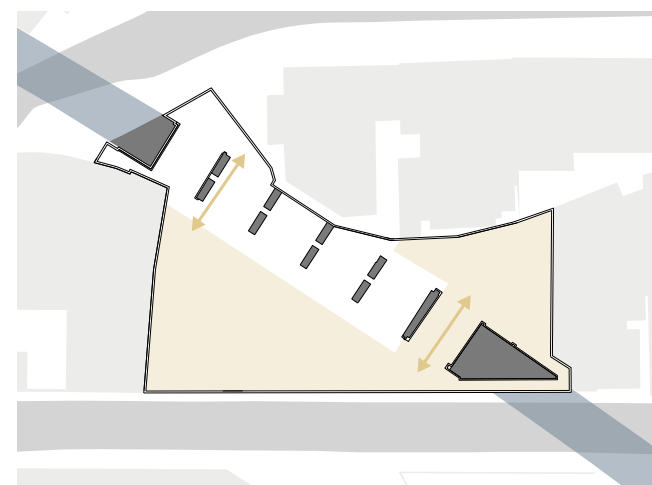
The geometry of the arches strongly informs the structure and internal arrangement of the building, as well as the proportions of the external roofscape and facade.



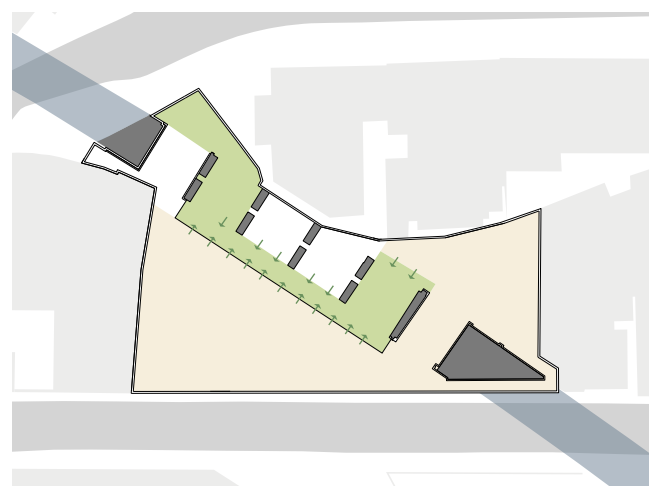
Existing Footprint



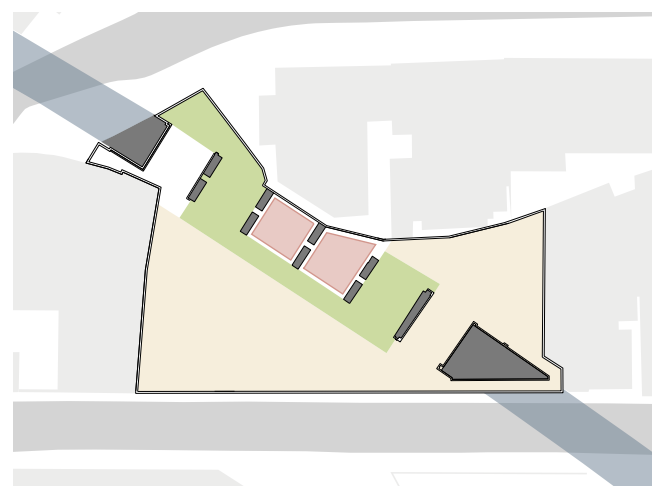
Pulling Away from the Arches



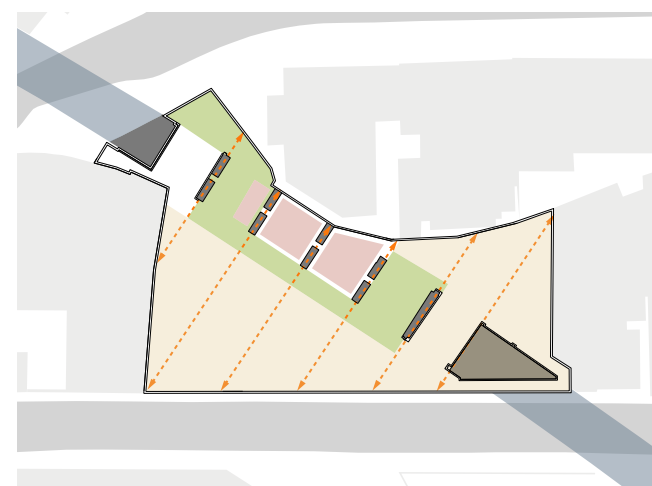
Connecting Through



External Space



Occupying the Arches



Geometry

