3-6 Spring Place

Spring Place Ltd

Design & Access Statement Update

June 2018

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Content

This document sets the proposed amendments for 3-6 Spring Place and should be read in conjunction with the following documents:

Included within this document
- Townscape Assessment, *Peter Stewart Consultancy*

Appendix
- Architectural Drawings, *Piercy & Company*
- Noise Impact Assessment Note, *Scotch and Partners*
- Transport Assessment Note, *TPP*
- Basement Impact Assessment Note, *HTS*
- Facade requirements email, *Network Rail*

Report Summary

Physycal model (indicative)

Piercy&Co's proposals for 3-6 Spring Place were presented to LB Camden Planning Committee on 15th December 2016 where it was resolved to grant permission subject to s106 which has now been agreed and planning permission granted in December 2017 LBC REF: 2016/5181/P.

Since that time Piercy&Co have been leading the design team throughout RIBA Stages 3 and 4, developing and refining the design in order to produce a detailed pack of information for the construction of the building. This package of information contains over 400 architectural drawings and a detailed specification to ensure the quality of the final building.

During this period the design of parts of the scheme have been developed to ensure the buildability and best operation of the new building. These proposed updates to the consented scheme - initiated variously by the client, design team and third parties (ie Network Rail) - are detailed over the following pages. Piercy&Co have developed these changes to be consistent with the spirit of the consented scheme.

The proposed amendments have been issued to Camden Planning and Design officers for comment as part of a formal pre-application engagement, and those comments addressed within this updated document. A detailed assessment of the townscape and heritage impact of the proposed changes has been carried out by Peter Stewart Consultancy and is also included. This is alongside technical inputs from the Design Team.

FORA at Spring Place

FORA SPACE & SPRING PLACE

Brockton Capital was established in 2006 and is an investment advisor to real estate funds, solely focused on the UK property market.

In 2016 Brockton funds launched Fora Space, a co-working operator. Through their experience and research, Brockton are alive to the evolution of office environments and attitudes, and have developed a deep understanding of what employers and employees alike are looking for in the next generation of working spaces. Fora's vision of the workshop of the future includes certain key beliefs and principles that allow their tenants (also known as 'residents') to grow and thrive:

- Brockton believe in the evolution of the working environment; a move away from the typical, hierarchical office space towards a flexible and contemporary model.

- Brockton are seeking to create spaces that appeal to all shapes and sizes from start-ups to micro businesses, to SMEs and larger companies – the perfect environment and ecosystem to nurture and cater for growing businesses without the need for multiple costly moves during this initial growth phase.

- Brockton believe that by providing residents with professional, proactive and comprehensive support services, they enable them to focus on what they do best; and that by facilitating a careful programme of events not only builds the Fora community internally, but engages and learns from the wider local community outwardly as well.

- Brockton want to deliver thoughtfully designed spaces; enabling customers to simply turn up, plug and play. Brockton co-working solution allows start-ups and SMEs to efficiently outsource complicated and time intensive elements of the office occupation from lease negotiations and fit-out, to the payment of rent, rates, service charge and security; as well as reinstatement costs at the end of their tenancy. Residents will have much better access to amenities, facilities and general value for money than they would in a conventional office tenancy.

BRIEF UPDATE

Fora opened its first building in January 2017 at Central Street in Clerkenwell. Further Fora sites have recently opened in Clerkenwell (Dallington Street) and Southwark (Borough) due at the end of May 2018, with more locations planned across the capital in 2019-2020. As Fora's network grows, its management team has learnt from their experiences which is influencing the building layouts and detailed architectural designs, whilst taking great care to maintain the design-led ethos of the brand.

Specifically in relation to Spring Place the brief has evolved to explore the reduction in size of the basement which will enable the kitchen to be at the same level as the restaurant and the cycle parking to be at ground level for ease of access. It will also simplify the build process, reduce the amount of digging / spoil removal required, reduce the build time and save costs assisting the deliverability of the project. We are seeking to balance the loss of usable office / café / event space with additional desks with small additions of office floor space in two areas: at the second floor Southern terrace and the roof top plant area.

NETWORK RAIL

Because of the nature of the site, the Design Team has been liaising with Network Rail from the early stages of the project in 2016 with an ongoing series of meetings and workshops. The main purpose of those meetings is to make sure all Network Rail concerns are addressed and requirements fulfilled by the proposal. Architecturally, ensuring maximum buildability and minimising any potential impact by the development on the railway structure have been the key drivers for the updates on the design. Some changes included as part of the submission relate to Network Rail comments made in 2017/2018.

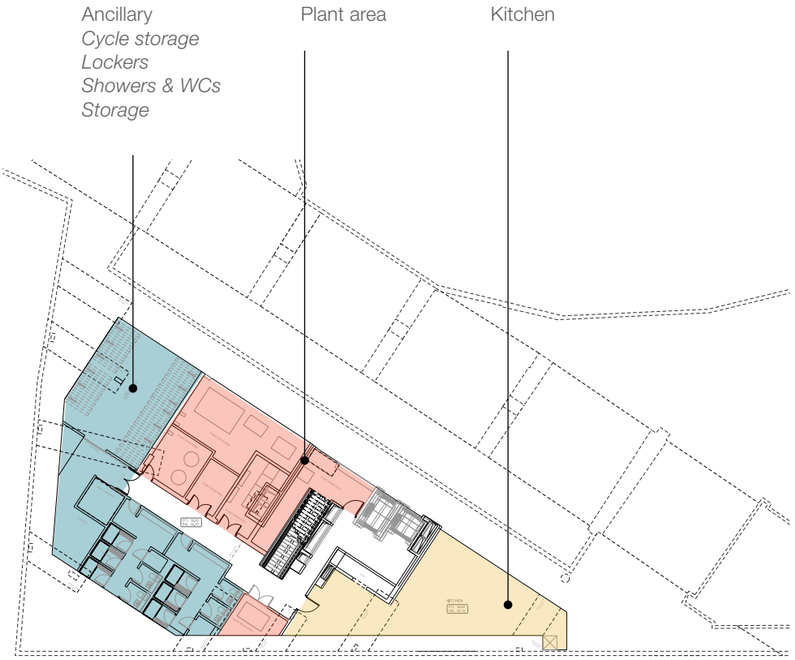
DESIGN UPDATE SUMMARY

This report presents the design update for the proposal at 3-6 Spring Place. Including:

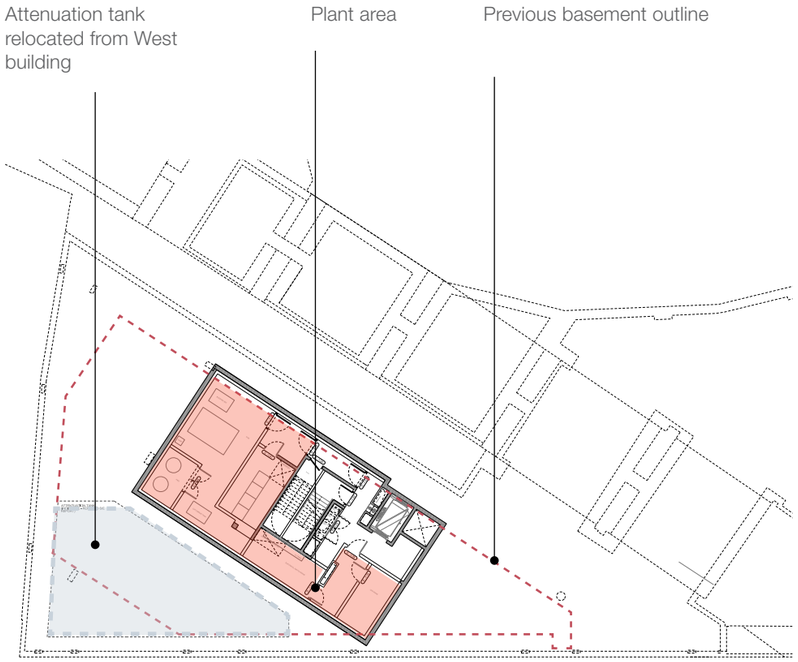
- Basement rationalisation and reduction
- Ground floor layout changes
- Facade changes and other external alterations

The proposed changes retain the focus on quality materials and striking composition of the consented scheme while seeking to insure that this exemplar regeneration scheme will be delivered to meet the aspirations of Brockton Capital, Piercy&Co and the rest of the project team.

Basement reduction



Consented scheme basement extent and configuration



Reduced basement proposal

The design development of the proposal has been focused on optimising the building's efficiency, as well as minimising the impact on the Network Rail viaduct. A key component of this is to reduce the size of the basement.

Positive outcomes of a reduced basement are:

1 - Reduced ground works required and decreased building programme time

2 - Reduced piling and beam transfers decreasing build time and disturbance

3 - Reduced number of HVG trips to the site

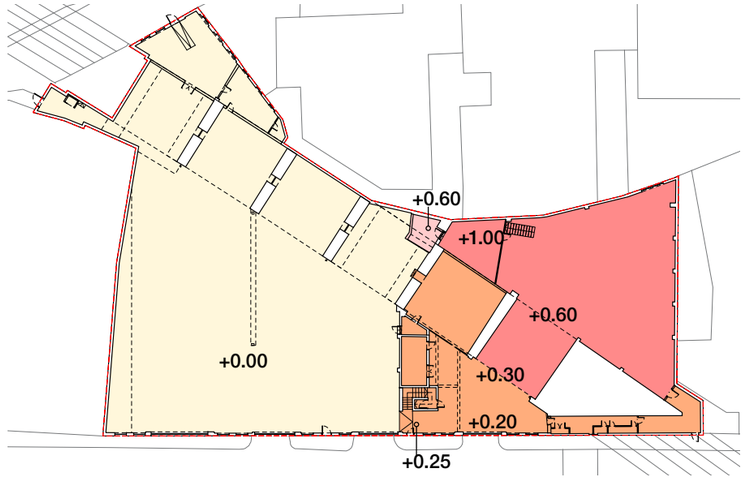
4 - Simplified interfaces with the railway structure (and the associated Network Rail agreements needed)

5 - Optimised use of space on eastern side of the viaduct to relocate the attenuation tank, further reducing Network Rail impact as located further from the viaduct

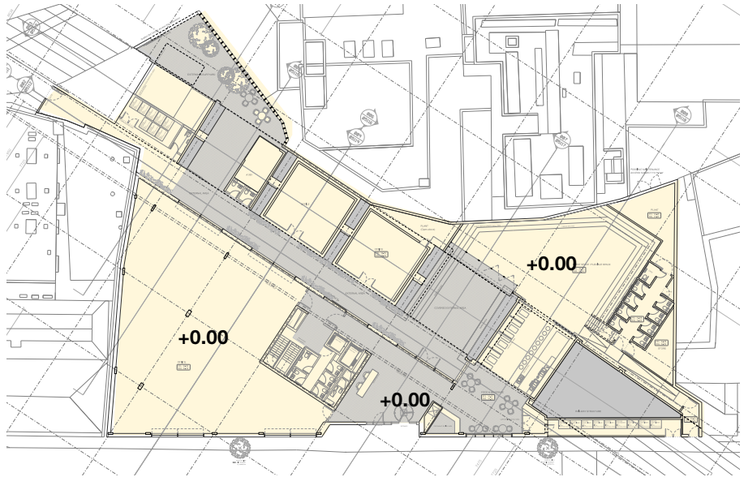
6 - The kitchen, showers, bike storage and ancillary areas associated are relocated from basement to the western side of the viaduct, securing ease of access and optimised activation

The reduced basement proposal presents a GIA of 178 sqm.
This is 346 sqm smaller than the consented scheme basement, which was 524 sqm.

An updated note prepared by Heyne Tillett Steel regarding the BIA is appended to demostrate the positive impact of the reduction in size.



Existing



Consented Scheme +34.50

Updated Scheme

Ground Floor Update
Levels

The existing site presents a change in levels throughout.

The Consented Scheme shows a continuous level of +34.50, which require slab excavations on the entrance and western side of the viaduct.

Updated Scheme

With a reduced basement footprint, the structural works required to the existing ground floor slab and the perimeter walls can be significantly reduced.

The updated scheme absorbs the level variation between different areas, instead of creating a continuous datum as per the consented scheme.

This reduces the underpinning required, decreases build time and disturbance, and makes for easier interfaces with the neighbouring properties, the railway viaduct and the Thames Water sewer.

Step-free access is still provided throughout the ground floor as in the consented scheme.

KEY:

- [+34.20] - [+34.50]
- [+34.51] - [+35.00]
- [+35.01 - [+35.10]
- [+35.11] - [+35.50]