Design and access statement

3- 6 Spring Place, Kentish Town, London NW5 3ER

Prepared for: SEGRO
Prepared by: Chris Baker BSc (Hons) MRICS
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Hollis, Workshop, 47 Southgate Street, Winchester SO23 9EH
T +44 1962 677180 **hollisglobal.com**

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Aerial view of site (highlighted)

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Contents

1. Introduction

1.1. Purpose of statement

1.1.1. This Design and Access Statement has been prepared by Hollis on behalf of SEGRO to accompany the full planning application which seeks permission for the internal and external refurbishment works at the property known as 3-6 Spring Place, Kentish Town, London NW5 3BA.

1.1.2. The description of the development is as follows:

Refurbishment of existing building including replacement roof; installation of PV panels; widening of loading bay doors; installation of wood cladding to parts of Grafton Road and Spring Place elevation; and installation of living wall and alteration to entrance on Grafton Road elevation.

1.2. Document overview

1.2.1. This Design and Access Statement should be read in conjunction with all documents submitted as part of this planning application.

1.3. Development aspirations

1.3.1. SEGRO is intending to refurbish the currently dilapidated 22,000 sq ft unit that has lay vacant for more than three and a half years and bring it back into economic use. Addison Lee were last to occupy the site, using it a fleet repair and maintenance depot. Without these proposed refurbishment works it is inevitable that the site will fall into further disrepair and be progressively unattractive for redevelopment.

1.3.2. Additionally, the refurbishment is intended to meet high sustainability standards and will be a benchmark for urban warehousing in London, exemplifying quality and longevity of construction. SEGRO intend for the unit to be carbon neutral and achieve a BREEAM 'excellent' rating. By doing so the unit itself will operate sustainably and its design will promote sustainable behaviours of future tenants by including design features such as vehicle charging points as well as sanitary facilities and bike stores to promote sustainable methods of transport.

General view of pitched roof areas with corrugated asbestos sheeting.

General view of primary warehouse area (zone 1).

General view of secondary warehouse area (zone 4).

1.4. Summary of key proposals

The key design proposals and associated rational are as follows:

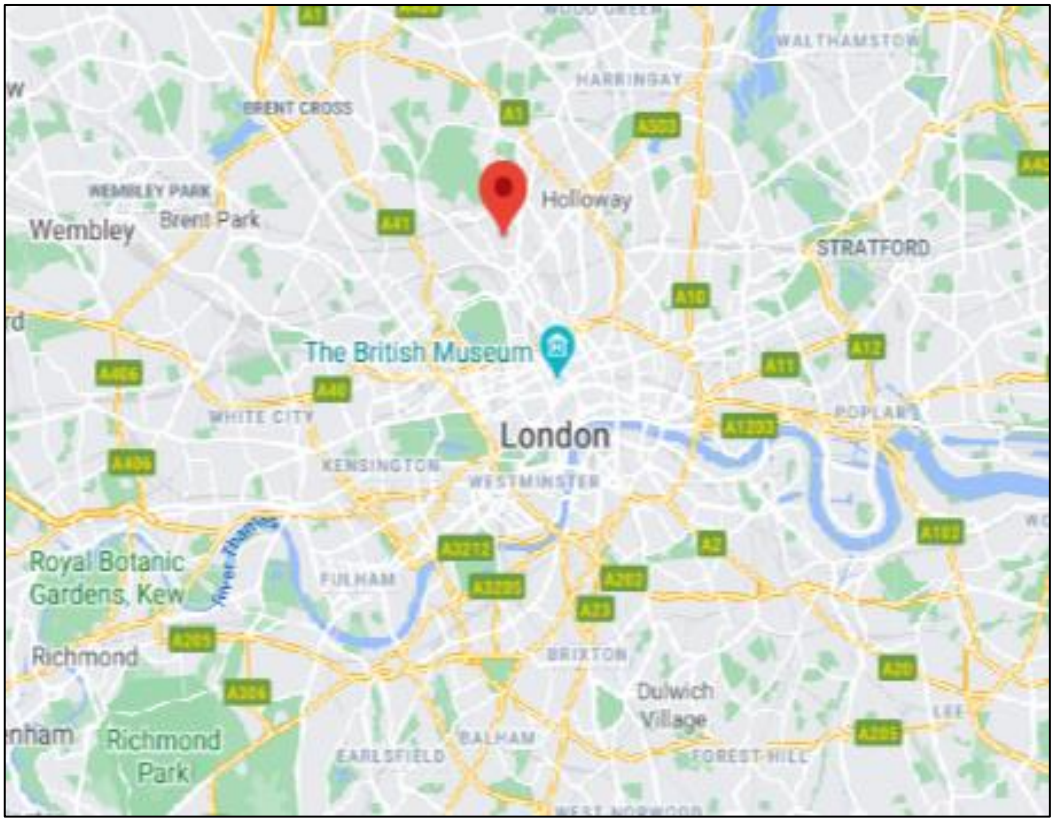
- Removal of the tenant installed mezzanine floor and partitions to create a more usable and flexible open space.
- Removal and replacement of the currently installed WC's with the installation of a shower block, changing rooms with associated locker storage and bike storage area. These additions will provide essential facilities and aid achieving a pleasant working environment for the employees of any prospective tenant.
- Levelling floors and installation of a break-out area comprised of a staff area and standard and accessible WC's. These facilities will be a benefit for the reasons stated above and also provide accessibility to wheelchair users through level accesses and ample circulation areas.
- Replacement of existing coverings and associated copings to the pitched and flat roof areas. A new built-up metal roof system is proposed to the pitched roof areas and installation of insulation to upgrade all flat roofs to warm roof systems. These works will increase the thermal performance of the roof structure and therefore reduce the unit's energy consumption.
- Installation of a photovoltaic system to the roof of the unit to maximise the production and use of sustainable energy.
- Replacement of existing single glazed crittal windows with like-for-like double glazed crittal style units as well as replacement of the entrance door sand fire exit doors. Replacement of these elements will serve to improve the buildings' thermal performance.
- Reconfigure the loading bay door arrangement to provide three doors with increased door opening widths.

2. Site context

2.1. Site location

2.1.1. 3- Spring Place is a circa 20,000 sq ft industrial unit located in Kentish Town, within the administrative boundary of the London Borough of Camden. The surrounding properties comprise of commercial and residential use.

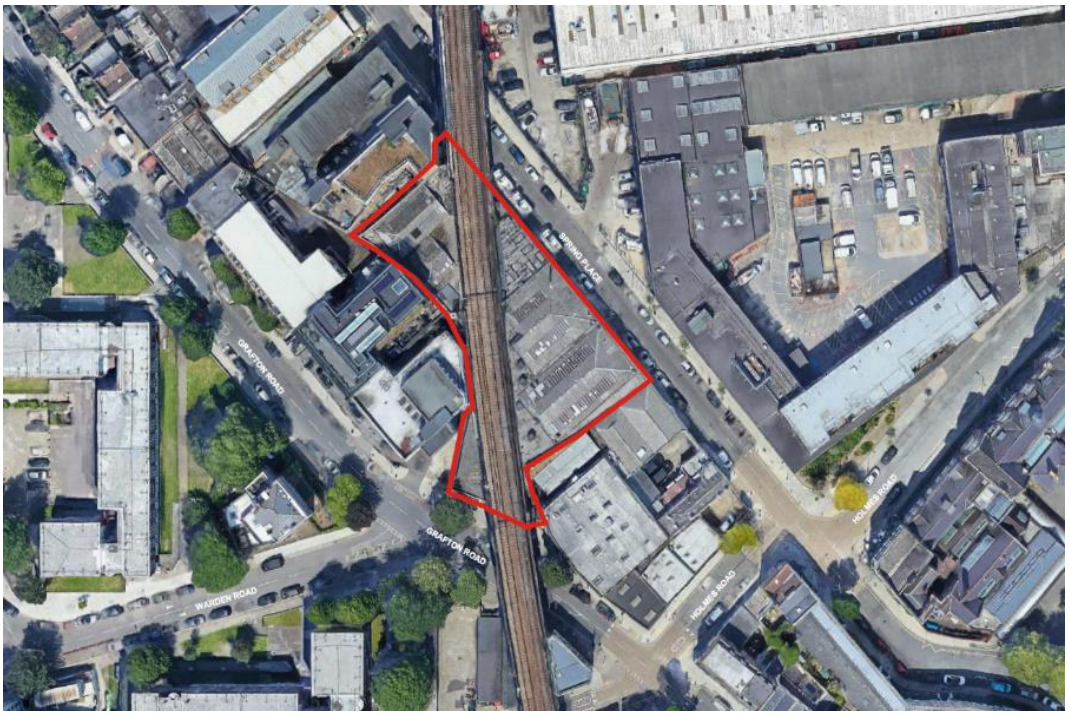
2.1.2. The site itself is accessed via Kentish Town Road, which has direct links to the A1. Kentish Town Railway Station is located within walking distance to the site which provides links to central London via the Northern line and Thameslink services operating on the Midlands Main Line. Bus stops are also located within walking distance that provide additional transport links within London.



2.2. Site access

2.2.1. The proposed means of vehicular access to and from the site will be via Kentish Town Road that grants access to Spring Place. A pedestrian pathway lines the front elevation that heads both southeast and northwest along Spring Place. As stated above close links to bus stops and train stations mean that sustainable transport methods are available to travelling site personnel for the duration of the works.

2.2.2. The current site access arrangements will be affected during the works. The contractor will use the existing personnel entrance door at the front elevation of the property. The roller shutter doors on the same elevation, which are being increased in width, will still be used for material deliveries, albeit on a sequential basis during the door widening operations.



Aerial view of site.

2.3. Site constraints

2.3.1. The biggest constraint to the site is the railway arches that dissect the unit. Hollis are currently in contact with Network Rail to gain consent for roof works to be undertaken as they are in close proximity to the railway line. To date no objections have been raised for the proposed roof works. Hollis will continue to consult with Network Rail to determine the measures that are required to be implemented to mitigate risks associated with the works.

2.3.2. The close proximity of neighbouring units of similar use type will need to be considered carefully to ensure minimal disturbance is caused during the works, particularly during roofing works. Comprehensive method statements will be obtained from the appointed contractor to ensure disruption is minimal.

3. The proposal

3.1. Brief

3.1.1. Hollis were commissioned by SEGRO to design the refurbishment works for the site that would meet the requirements and aspirations of Camden London Borough Council and provide a scheme that SEGRO would consider an exemplar in terms of sustainability, flexibility and good design.

3.2. Design concepts and principles

3.2.1. The scheme aligns with the design principles of a number of recent successful SEGRO developments.

3.2.2. Following consultation with SEGRO the scheme has been designed to encapsulate the following key design principles:

- A unit configuration that maximises the site space in terms of flexibility whilst offering a range of essential and additional amenities to promote sustainability of incoming tenants through design (bike storage areas, shower facilities, EV charge points etc).
- Use of high quality, robust and sustainable materials to create a modern aesthetic.
- Simple and clean elevations that offer a modern and premium appearance.
- A sense of security; design to reduce crime.

3.2.3. The proposed refurbishment aims to retain the site as a single unit to provide a principle warehouse area, with associated vehicle parking/EV charging points (under the railway arch structures) as well as ancillary offices, staff amenity area, bicycle storage and a high specification reception area.

3.3. Layout

3.3.1. The scheme involves internal reconfiguration along with reconfiguring and widening the loading bay doors.

3.3.2. For clarity, Hollis has produced a zoned floor plan to indicate where certain works are to be undertaken. Please refer to 'General Arrangement Plan' (85694-U3-6-Spring-GA-GF).

3.4. Zone 1 and 2

3.4.1. Zone 1 will provide the principle industrial space as it does in the existing floorplan, whilst Zone 2 (underside of railway arches) will see the installation of tanking to the archways. EV charging points will be installed to each of the arches. These vehicle parking/charge points will be accessed via the existing goods doors that grant access to the Zone 1 industrial area. Bike storage will also be provided in this area.

3.5. Zone 3

3.5.1. A high specification reception area will be installed in addition to both unisex and accessible WCs. This area will be accessed as it is currently from Grafton road and provide access to Zone 2 via the rear infill of one of the railway arches.

3.6. Zone 4

3.6.1. The mezzanine floor, associated staircase and undercroft is to be removed and disposed of in its entirety to increase the functional floorspace in this secondary warehouse area. All access/entrance routes to this area will remain unchanged.

3.7. Zone 5

3.7.1. This area is to be reconfigured entirely to provide a new staff amenities area which will include standard and accessible WCs as well as a break-out area. The new floorplan will provide larger circulation areas and level floor finishes to ensure it is fully accessible to wheelchair users.

3.8. Zone 6

3.8.1. This area that currently houses the warehouse WC's will be reconfigured to provide a shower block and changing facilities.

3.9. Zone 7

3.9.1. No reconfiguration of this area is to be undertaken with the space providing secondary storage as well as providing an area for bicycle storage.

3.10. Zone 8

3.10.1. Zone 8 provides first floor ancillary accommodation which is to be retained and refurbished throughout.

4. Appearance

4.1.1. From feasibility stage, SEGRO stressed that achieving a BREEAM 'Excellent' rating was paramount to ensuring the unit was successful in achieving their mission statement; to create a unit that sets the benchmark for urban warehousing in London with regards to stainability, quality and longevity of construction.

4.2. Elevations

Green walls

4.2.1. Hollis is currently investigating green wall systems that may be employed to soften the internal elevation of the main reception area. These systems can also offer sound insulation and improve the unit's thermal performance. Moss wall systems are also being considered as these provide all the benefits of a conventional green wall but require no irrigation delivery system, further reducing the system's embodied carbon.

CGI: proposed high spec main reception area with green wall installation.

4.2.2. Currently the brickwork elevations are finished in white paint and decorative areas of render exist at parapet wall level. To provide a finish that will offer longevity and is sympathetic with the local built environment, the existing defective render will be removed and renewed, brickwork repointed as necessary and the entire elevation decorated white to provide a clean aesthetic.

Loading Bay Doors

4.2.3. The existing front elevation of the building has four loading bays doors of varying widths. The door arrangement will be amended to provide three loading bay doors with increased opening widths. Two10m wide doors will be provided into zone 1, replacing the existing three doors. The single loading bay door into Zone 7 will be increased in width to 6.4m. The colour of the new door will be sympathetic to the existing.

General view of existing elevation showcasing begrimed painted masonry and spalling areas of render.

CGI: proposed front elevation.

4.2.4. The thermal performance as well as appearance of the unit will be significantly improved upon with the installation of insulated sectional doors to the enlarged openings at the front elevation. Additionally, crittal style double glazed windows will be installed throughout as well as a double leafed door in the same style to the rear reception entrance. SEGRO have stressed the importance of specifying these units to ensure that these additions are in keeping with the building's 1920s styling. All fire exit doors will be replaced with aluminium powder coated doorsets, whilst the existing pedestrian entrance doors will be replaced, but will aluminium glazed units.

5. External works

5.1. Roof works

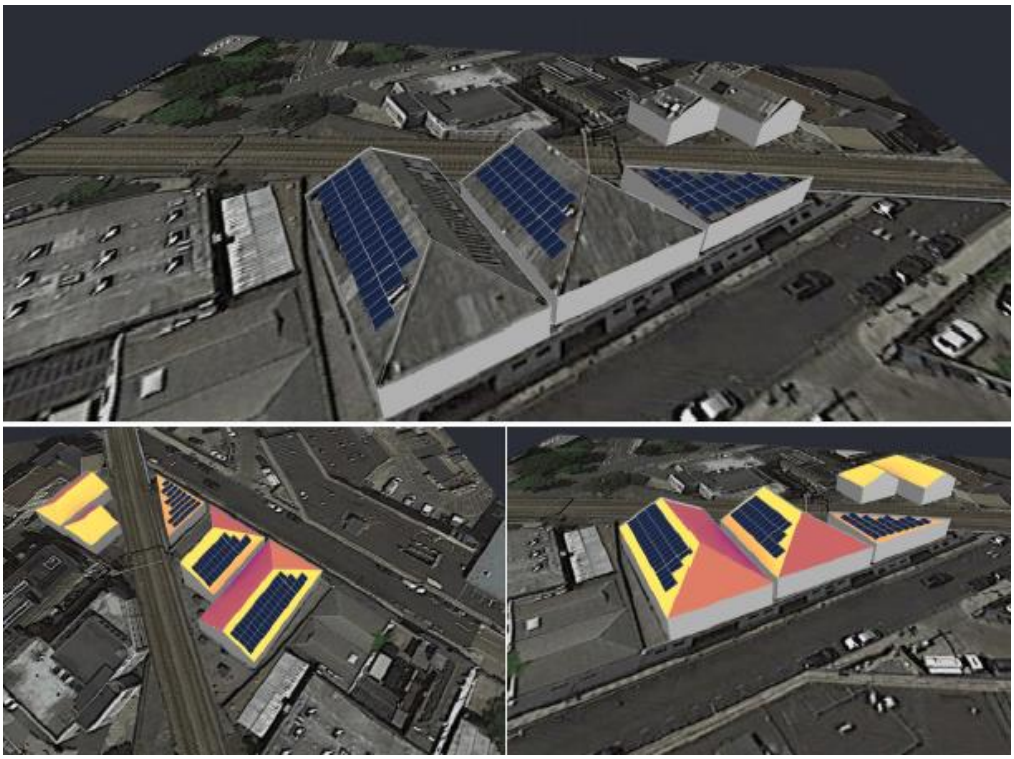
5.1.1. A number of roof works have been proposed as part of the scheme to increase the thermal performance, ensure longevity of the building's envelope and provide additional natural light internally which will serve to contribute to the wellbeing of future tenant employees who occupy the site.

5.1.2. It is proposed that the existing pitched, asbestos covered roof is to be removed in its entirety and a new twin skin profiled metal roofing system with triple glazed rooflights is to be installed. To flat roofed areas it is proposed that these are upgraded to warm roofs and finished with a liquid applied roofing system.

5.1.3. A number of sustainable technologies have been considered to help the scheme achieve its BREEAM 'excellent' accreditation and improve the site's general sustainability. These have included green and blue roofs to further improve the thermal performance of the building envelope and provide SUDS's so that the site has minimal impact on local surface water drainage systems. Further to extensive feasibility studies these technologies are not deemed viable options for the site due to the considerable engineering needed to reinforce or completely replace the roof these systems would be mounted to. This in turn would increase the embodied carbon of these installations dramatically. Additionally, due to the relatively low occupancy density of the premises, this system would not operate efficiently as it is designed for buildings with far greater water usage. After consultation with Network Rail it was also apparent that this system would have significant negative implications on the scheme financially due to the need to finance partial railway line closures.

5.1.4. Rainwater harvesting will be utilised within the design with the installation of a above ground combined filter rainwater harvesting system. This system act as a SUDS and provide grey water to the WC's. This system is deemed more viable than a green/blue roof installation as roof works will be minimal meaning rail line closures will not be necessary. Additionally, the system can be designed to serve the anticipated occupancy levels to ensure it operates efficiently in terms of power usage for filtration and delivery.

5.1.5. In addition to carrying out roof works, SEGRO are considering installing photovoltaic units to capitalise on the considerable roof area the site offers. Oxford Solar PV were instructed to carry out an installation design and associated simulation. The report issued indicated up to 40.24 MWh could be produced annually by the system if installed, which would reduce the unit's use of non-renewable energy sources considerably.



CGI: Photovoltaic system simulation – Oxford Solar PV.

6. Access statement

6.1.1. Whilst designing the works to ensure SEGRO's brief is achieved with regards to quality, sustainability, longevity and promoting wellbeing for future occupants through design, access remains paramount. Therefore, the proposed works ensure that all types of user are provided with safe access to the unit and throughout all internal areas.

6.1.2. It should be noted that this statement does not relieve future occupiers of their duties under the Equality Act, the disability equality duty under the Disability Discrimination Act or Approved Document Part M of the Building Regulations.

6.2. External access

6.2.1. The vehicle and pedestrian access will be modified to suit the new arrangement.

6.2.2. Vehicular access is granted via level service doors at the front elevation located on Spring Place. The existing arrangement of four loading bay doors will be replaced with three doors with increased opening widths. Two 10m wide sectional doors will provide access to the principle service area (Zone 1), whilst an additional sectional door, 6.4m wide, grants access to the secondary service area (zone 7). The door widths will be increased to accommodate the anticipated size of vehicles which will access the unit. The internal areas allow ample room for vehicle manoeuvring.

6.3. Car parking

6.3.1. Car parking on the site Is non-existent and on-road parking within the vicinity is predominantly reserved for permit holders only. A 'JustPark' facility is available on Regis Road, just a 12-minute walk from the unit.

6.3.2. The limited availability of parking is considered an asset to the site rather than a hinderance as future occupants will be more inclined to use public transport links such as Kentish Town Railway Station (10-minute walk) and local bus stops that are located in numerous locations proximal to the unit.

6.4. Cycle parking

6.4.1. A total of 10 secure bicycle parking spaces will be provided in two locations, with half in zone 1 and zone 7. Cycling will be further promoted by secure lockers as well as shower and changing facilities.

6.5. Pedestrian access

6.5.1. The principle pedestrian entrance at the front elevation will be accessed via a single leaf, glazed aluminium door that will grant access to the principle service area (Zone 1). A second single leaf aluminium door will provide a secondary pedestrian entrance at the same elevation, providing access to the secondary service area (zone 7). The main reception entrance off of Grafton Road will offer a level pedestrian entrance via a double leaf glazed crital style doorset with associated automatic opening system for wheelchair users.

6.5.2. All door openings will provide a minimum clear opening width of 800mm. All lever furniture will be specified to contrast with all doorsets installed and will be 1000mm above floor level. Approved Document M will be adhered to by ensuring door surrounds and general decoration have sufficient decorative contrast and door opening pressures are as close to 20 Newtons as practically possible.

Internal access

6.6. Horizontal circulation

6.6.1. All door openings will provide a minimum clear opening width of 800mm. All lever furniture will be specified to contrast with all doorsets installed and will be 1000mm above floor level. Approved Document M will be adhered to by ensuring door surrounds and general decoration have sufficient decorative contrast and door opening pressures are as close to 20 Newtons as practically possible.

6.6.2. Level access will be provided between all areas as well as sufficient circulation areas to ensure wheelchair use throughout the demise.

6.7. Vertical circulation

6.7.1. The currently stair case to the first-floor ancillary offices will be refurbished to aid accessibility. Suitable vertically contrasting nosings and handrails are proposed.

6.8. Sanitary facilities

6.8.1. Unisex and accessible WCs will be installed to both the reception and break-out areas (zones 3 & 5). Shower and changing facilities will be provided to disabled users in the form of a wet room to the ground floor break-out area also.

6.8.2. Unisex shower facilities will be provided in zone 6. These facilities will also have shower seats to cater for ambulant disabled users.

6.8.3. All accessible installations will be installed in accordance with Approved Document M recommendations.

6.9. Means of escape

6.9.1. All fire exits have a small to intermediate step down. This will have to be taken into consideration when the tenant undertakes a Fire Precautions Workplace Risk Assessment.

6.10. Crime prevention

6.10.1. The DCLG's "Safer Places – The Planning System and Crime Protection" guidance document provides insight as to how effective planning can be used to 'design out' opportunities for crime and as a tool for 'designing in' community safety.

6.10.2. The project designs have been influenced by the ODPM document and fulfil the seven key principles for 'designing out' crime in the following ways:

6.11. Access and movement

6.11.1. Clearly defined access routes with recognisable entrances have been incorporated into the design with defined pedestrian and vehicular entrances to the front elevation and a clear main reception area to the rear of the unit off Grafton Road.

6.12. Structure

6.12.1. The internal reconfiguration of the unit ensures there are clearly defined usage zones that will not conflict with each other. Usage zones include industrial space, ancillary offices, staff amenities and a clearly defined main reception area.

6.13. Surveillance

6.13.1. External surface mounted lighting with associated PIR sensors installed to the main reception area, all facades and above the roller shutter doors at the front elevation will minimise poorly lit areas around the site.

6.13.2. A full CCTV surveillance system will be designed and installed to all internal and external areas along with associated signage to discourage criminal activity.

6.14. Ownership

6.14.1. By providing a unit with a sense of wellbeing through design by ensuring ample daylight, high quality and plentiful amenities as well as making sure the unit can be used by a complete range of users, this will create a sense of ownership for future occupants and promote respect with regards to its use.

6.15. Physical protection

6.15.1. The building envelope is to remain largely unchained with regards to physical protection. Security shutters to all ground level windows of the rear reception area will be retained.

6.15.2. With masonry elevations and high quality new doors and windows to be fitted throughout, the unit will be secure.

6.16. Activity

6.16.1. The site is well defined with respect to usage zones and will therefore ensure users are aware of the change in risk and use when moving throughout the demise between these zones.

6.17. Lighting

6.17.1. Surface mounted lighting to all elevations will ensure that the unit can be accessed safely at all hours. Lighting levels have been designed to ensure operational requirements are met whilst minimalizing light pollution to the surrounding environment.

7. Sustainability statement

7.1. SEGRO's sustainability priorities

7.1.1. As a developer, SEGRO understand that they are responsible for creating sustainable buildings which conserve the interests of the environment. Their technical approach is what sets them apart from many of their peers.

7.1.2. The following methods are used to achieve this:

- Reducing the energy used by, and in, the refurbishment and construction of buildings.
- Reviewing and improving the materials used in construction and refurbishment of buildings.
- Ensuring that that the use of resources is minimalised in all stages of a building's lifecycle.

7.1.3. A full breakdown of SEGRO's sustainable priorities can be seen in in the below figure

7.2. The sustainability strategy

7.2.1. SEGRO's sustainability priorities will be met by adhering to the guidance set-out within relevant policies of the Camden Local Plan. In addition, a BREEAM Pre-Assessment has been carried out by Harley Haddow to accompany this application. The Pre-Assessment shows that the proposed development has the potential to achieve a BREEAM rating of 'Excellent', based on the 2014 Refurbishment and Fit Out methodology, with an anticipated BREEAM score of 78.91%.

7.2.2. The sustainability features of the proposed development are as follows:

- Making effective use of land; The proposed scheme will re-use the existing building at 3 – 6 Spring Place, making efficient use of land and existing structures, minimising the need to construct new buildings to meet local business needs. Additionally, the design of the development incorporates storage and accommodation beneath the railway line which bisects the site, effectively utilising this piece of land twice.
- Reducing floor risk and surface water run-off; the scheme involves redevelopment without increasing the building footprint. Therefore, development will not increase the risk of flooding from surface water sources either on the site, or in the surrounding area.
- Reducing water consumption; it is intended that water-efficient fittings, such as low volume dual flush toilets and taps with restricted flow rates will be utilized.
- Materials and waste; by refurbishing the existing building envelope this will minimise the schemes embodied carbon compared to that of a complete redevelopment. Additionally, sustainability of construction materials will be carefully considered with timber construction elements being sourced from FSC and/or PEFC sources. Waste will be minimised by diverting non-hazardous waste away from landfill and ensuring a robust Site Waste Management Plan is adhered. This will in turn ensure waste production and management is carefully monitored.

7.3. Energy strategy

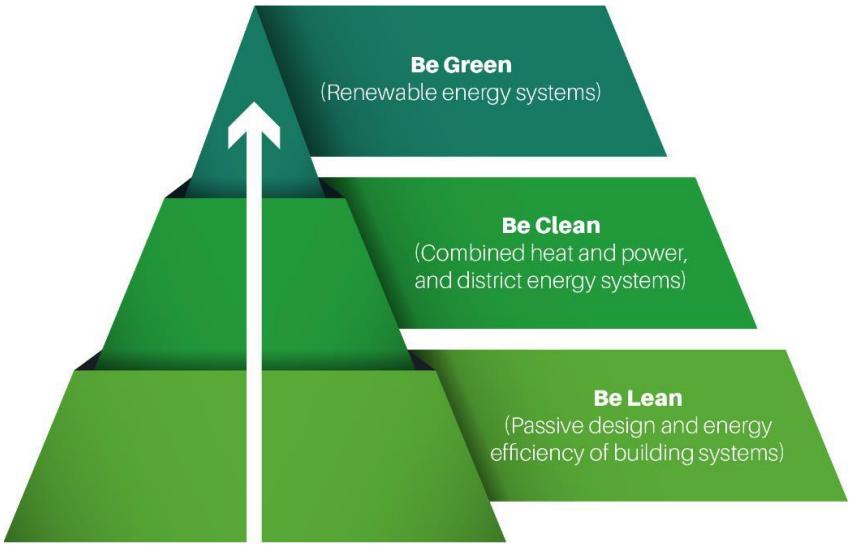
7.3.1. The proposed energy performance of the scheme has been analysed and evaluated to target a high level of CO2 emissions performance when assessed against Part L:2013 of the Building Regulations and associated policies, accounting for economic, technical and functional feasibility.

7.3.2. In order to meet and exceed the national standards set out in the Building Regulations on carbon and energy performance, as required by the London Borough of Camden, the measures outlined below describe the proposed means of achieving a reduction in carbon dioxide emissions over the Part L2A:2013 baseline for new non-domestic buildings, despite this being a refurbishment project.

7.3.3. The proposed strategy is based upon the principles of the Energy Hierarchy on the basis that it is preferable to reduce carbon dioxide emissions through reduced energy consumption above decarbonisation through alternative energy sources.

7.3.4. The tiers of the Energy Hierarchy are:

- Be Lean; use less energy.
- Be Clean; supply energy efficiently.
- Be Green; use renewable energy.



7.3.5. The proposed refurbishment works will achieve the above hierarchy through the proposal of the following design implications:

- Improve the fabric U-Values and air tightness with installation of insulated sectional doors, double glazed windows throughout and upgrading the roofing systems to include warm flat roofs.
- Reduce energy consumption through installation of LED lighting fixtures throughout with associated PIR sensors and management system to ensure lighting is used only to supplement natural lighting levels.
- Reduced water use sanitary fixtures will be employed in WC and shower facilities.
- Energy usage will be separately sub-metered to ensure that energy usage can be appropriately measured and managed based on the end use category.
- Variable speed pumps will be employed to modulate flow rates as required by demand.
- Natural ventilation systems will be installed to the ancillary office areas to reduce energy expenditure from mechanical ventilation. Extract ventilation in the WC's will have a specific fan power no greater than 0.3 W/l/s.
- A photovoltaic system to the flat and new built-up roof will provide up to 40kw annually to reduce the use of non-sustainable energy sources.

7.4. BREEAM

7.4.1. The proposed scheme has been subject to a BREEAM Pre-Assessment to ensure sustainability is incorporated into the design from the initial design stage.

7.4.2. The scheme will ensure that a BREEAM 'Excellent' rating is achieved in line with SEGRO's brief and sustainability objectives.

7.5. Materials and construction

7.5.1. In line with SEGRO's environmental priorities, careful consideration will be taken with regards to the embodied carbon, environmental impact, recyclability and ongoing maintenance of all materials used.

8. Corporate social responsibility

8.1.1. SEGRO recognises that as a long-term investor in assets and markets they should be responsible for taking a long term strategic approach to supporting local communities. By ensuring that the specific needs of the local communities they can deliver long-term economic and social benefits.

8.2. Training and education

8.2.1. By forming partnerships with contractors and customers, SEGRO focus on investment for the provision of education, training and employment. Job opportunities and onsite training are encouraged with partnering contractors to provide job opportunities in the construction stage whilst customers who occupy SEGRO's assets are encouraged to carry out local recruitment.

8.3. Community investment

8.3.1. In addition to improving local job prospects, SEGRO invests considerably in Grass-roots community groups to help local residents who find entering the job market particularly challenging and may need intensive support to help them achieve employment. The SEGRO community Fund in 2019 alone contributed £110,000 to 23 local charities to help achieve this.

9. Conclusion

9.1.1. SEGRO are seeking permission for internal and external refurbishment works at the property known as 3-6 Spring Place, Kentish Town, London NW5 3BA.

9.1.2. The scheme principally involves the upgrading of the existing building envelope with installation of a new 'warm' flat roof, double glazed windows and installation of new and additional welfare facilities including shower and changing rooms and a break-out area. The loading bay doors will also be reconfigured to provide three doors with increased opening widths. Slight internal reconfiguration to create larger circulation areas and level floor finishes throughout will ensure the building can be accessed by disabled employees and visitors.

9.1.3. The refurbishment is intended to meet high sustainability standards and will be a benchmark for urban warehousing in London, exemplifying quality and longevity of construction. SEGRO intend for the unit to be carbon neutral and achieve a BREEAM 'excellent' rating. This will be achieved by improving the performance of the building envelope as previously stated to reduce energy consumption through technologies such as rainwater harvesting and increase the use of renewable energy sources through PV installation.