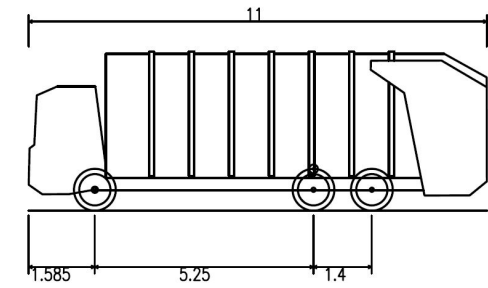


BISHOPSGATE GOODSYARD PLOT 1 RMA

5.46 WASTE CALCULATIONS

Waste

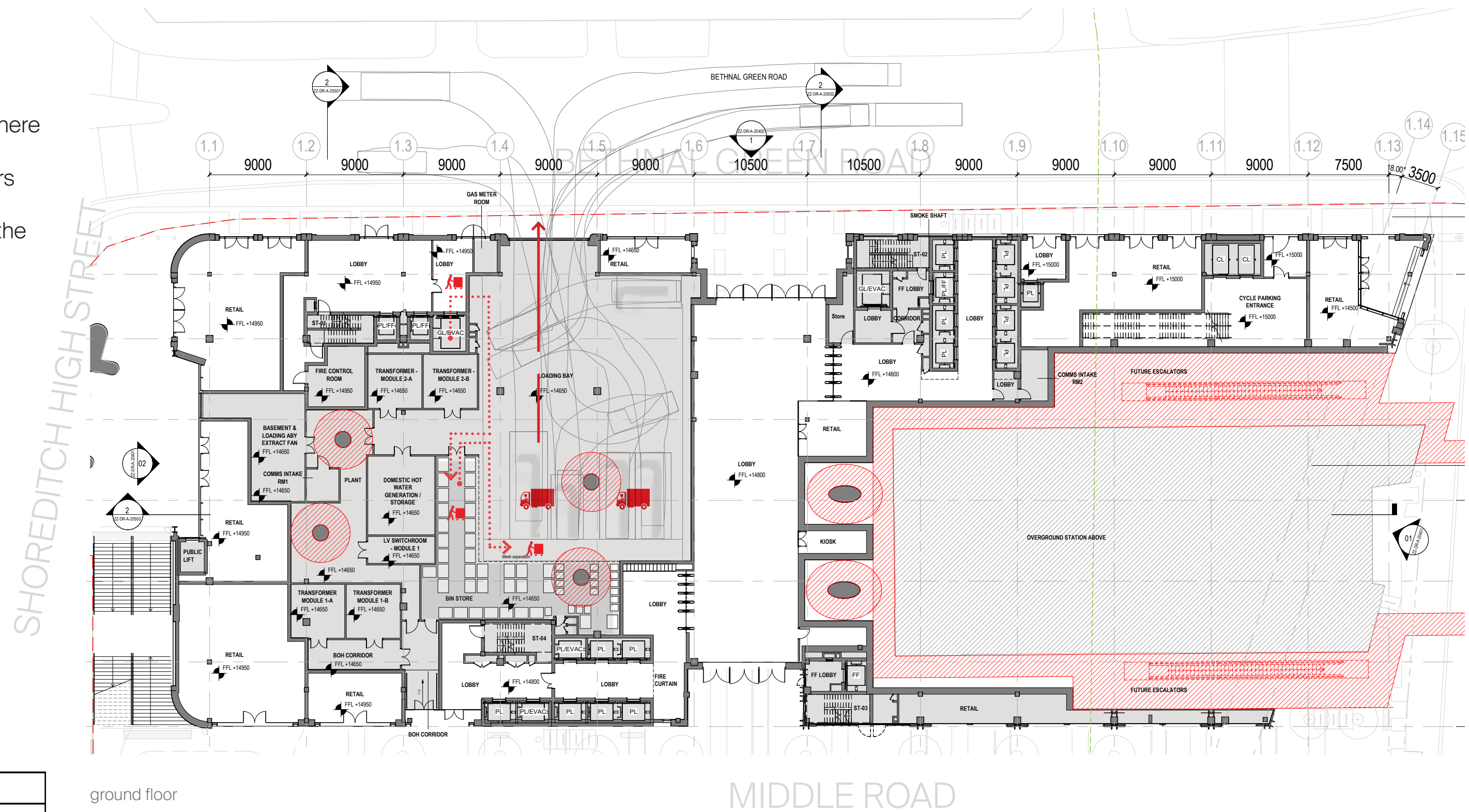
A central waste storage area has been located within the building on the ground floor next to the loading bay. From here waste will be collected by truck entering through the main gate from Bethnal Green Road. Waste from the office floors will be collected in rolling bins, transported to the ground floor via the goods lift. From there it will be transported to the communal waste storage facility.



Hackney Refuse Vehicle
 Overall Length 11.000m
 Overall Width 2.650m
 Overall Body Height 3.814m
 Min Body Ground Clearance 0.366m
 Track Width 2.450m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 11.500m



Daily Collections			
Total Waste	Refuse (50%)	Recycling (40%)	Food Waste (10%)
35,334	17,667	14,134	3,533
6,600	3,300	2,640	660
41,934	20,967	16,774	4,193
Bins Type	1,100 Litre Eurobin	1,100 Litre Eurobin	240 Litre Wheeled Bin
Bins	20	16	18



ground floor

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5.47 BICYCLE & END OF TRIP

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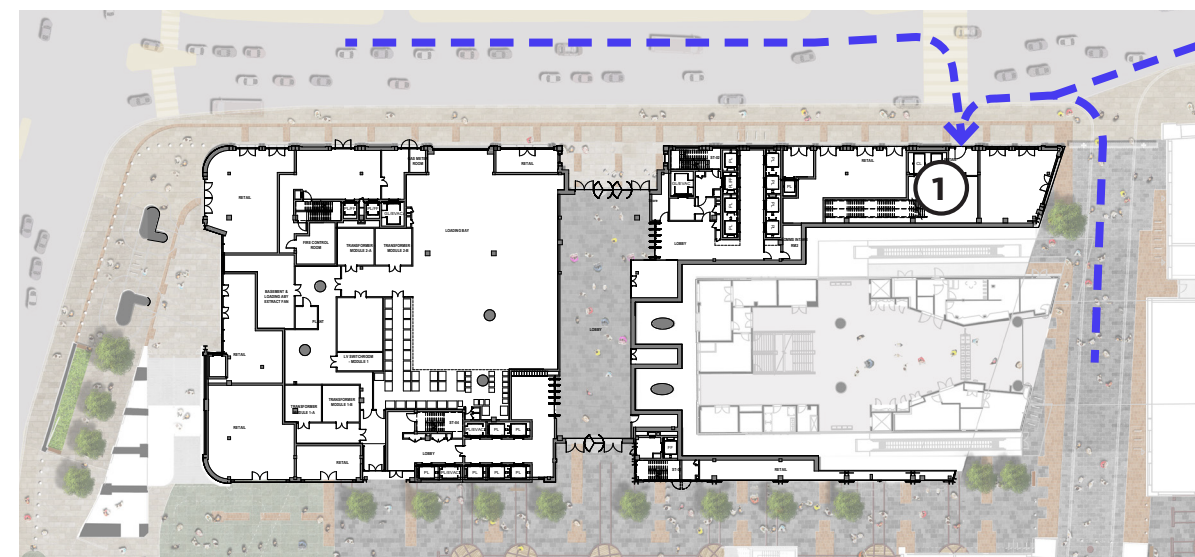
5.48 END OF TRIP

End Of Trip Access

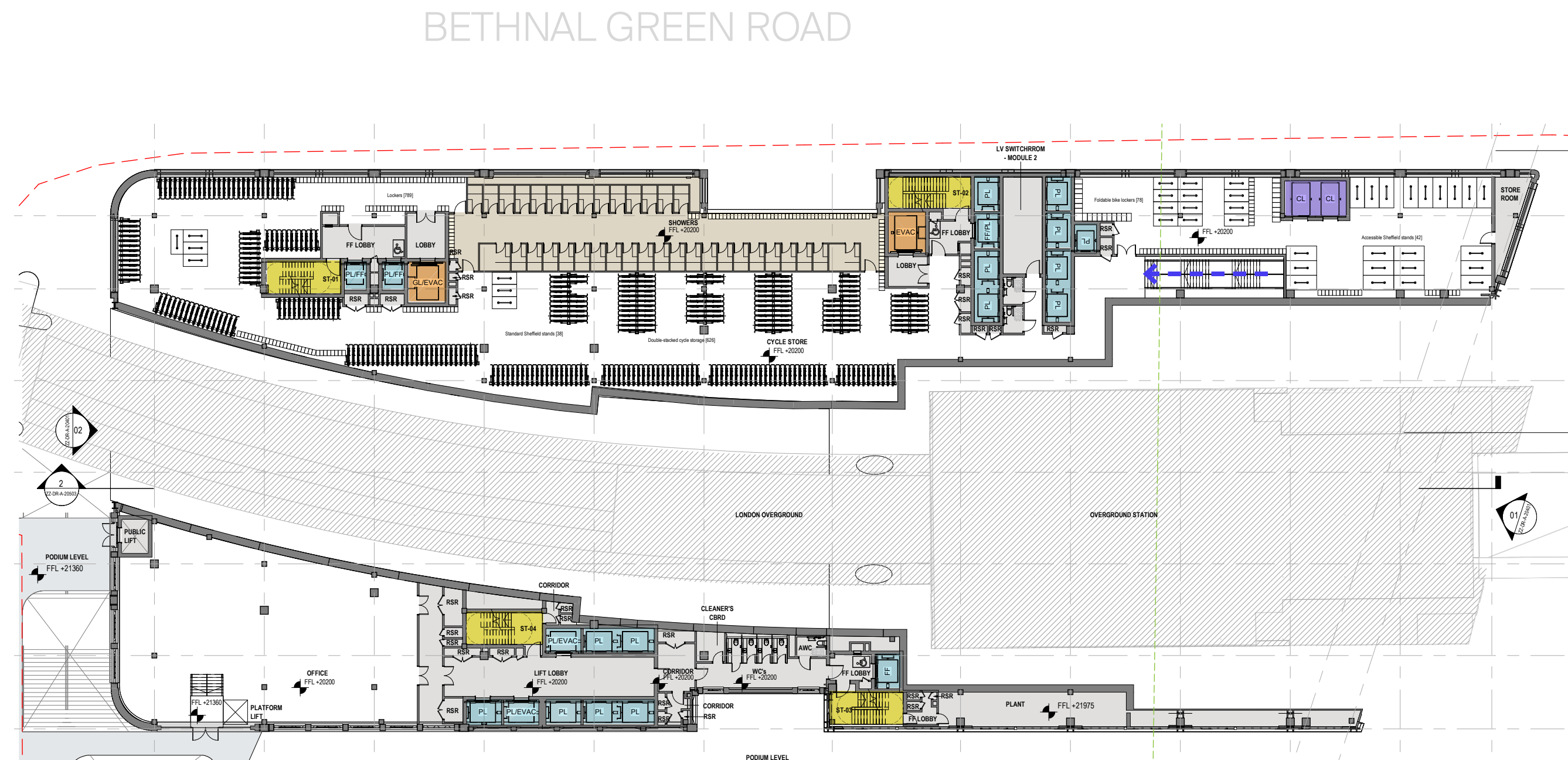
Access to the cycle store is via Bethnal Green Road.

Being located on the first floor with access to natural light and ventilation, bright and airy end of trip facility offers pleasant arrival experience for tenants.

once tenants have locked their bikes or used the shower and changing facilities access via the lift lobbies means all floors of the building can be reached



ground floor



first floor

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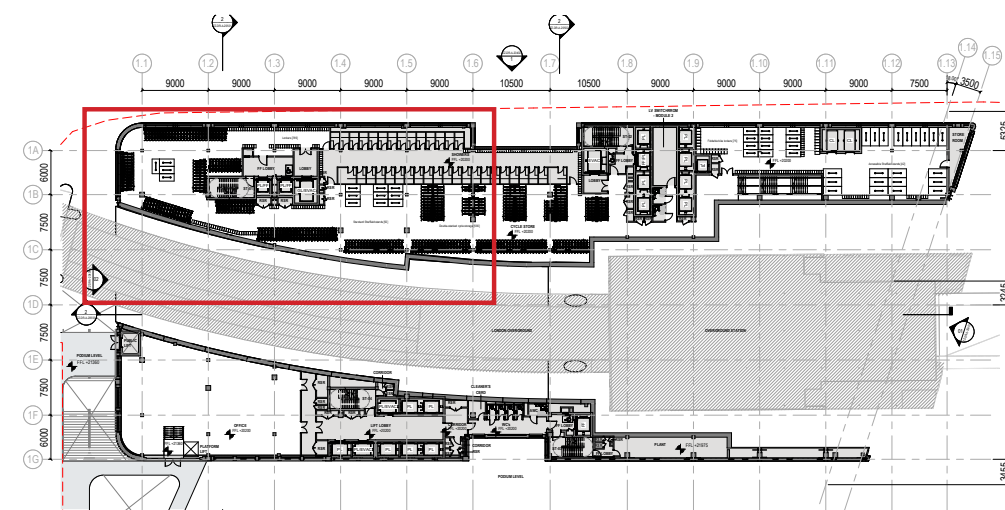
BISHOPSGATE GOODSYARD PLOT 1 RMA

5.49 BICYCLE PARKING CALCULATIONS

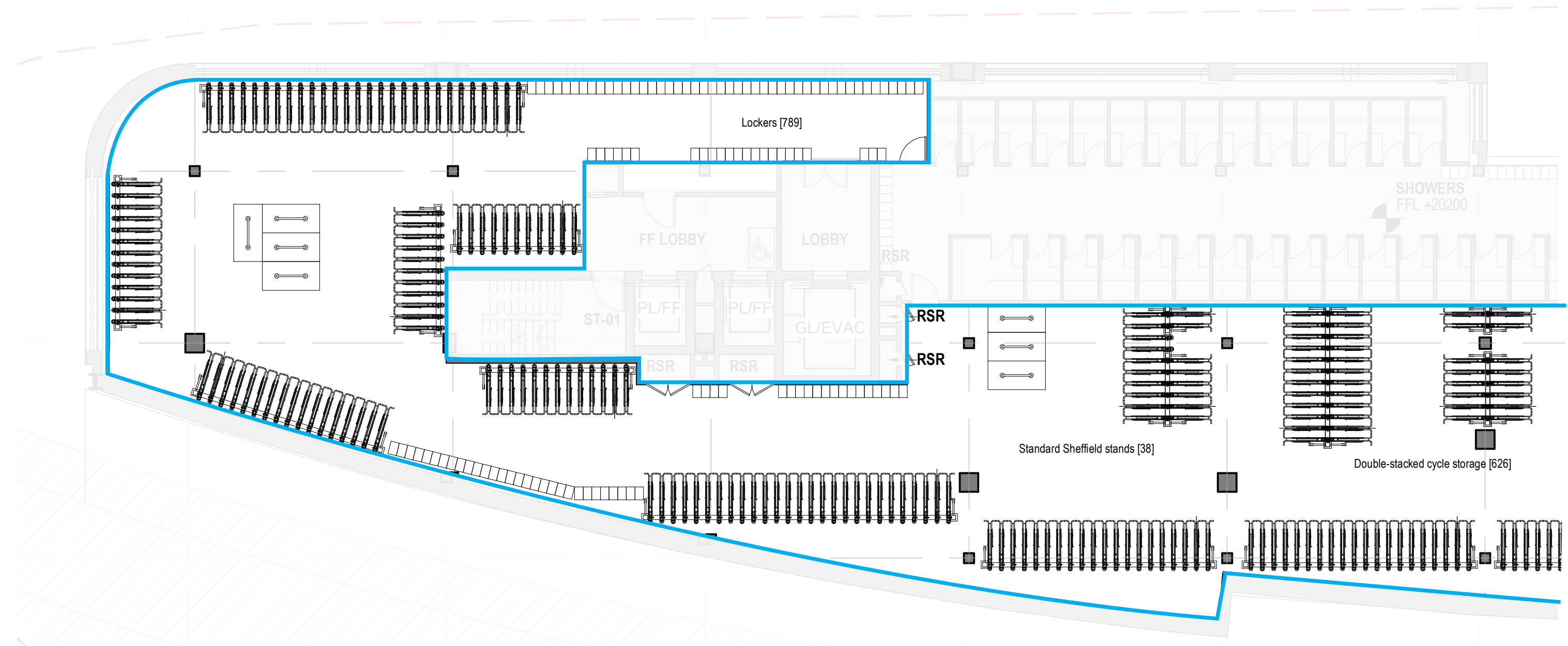
Cycle Parking Target Provision	
Plot 1 GEA	58,263 sqm

London Plan Cycle Parking Rate at 1 cycle space per 75sqm GEA	
Total number of cycle spaces required	777 spaces

Cycle Parking Actual Provision		
Two Tier Cycle Parking	80%	626
Folding Bike Lockers	10%	78
Sheffield Stand Cycle Parking	5%	38
Accessible Cycle Parking	5%	42
Total		784 spaces



first floor



first floor

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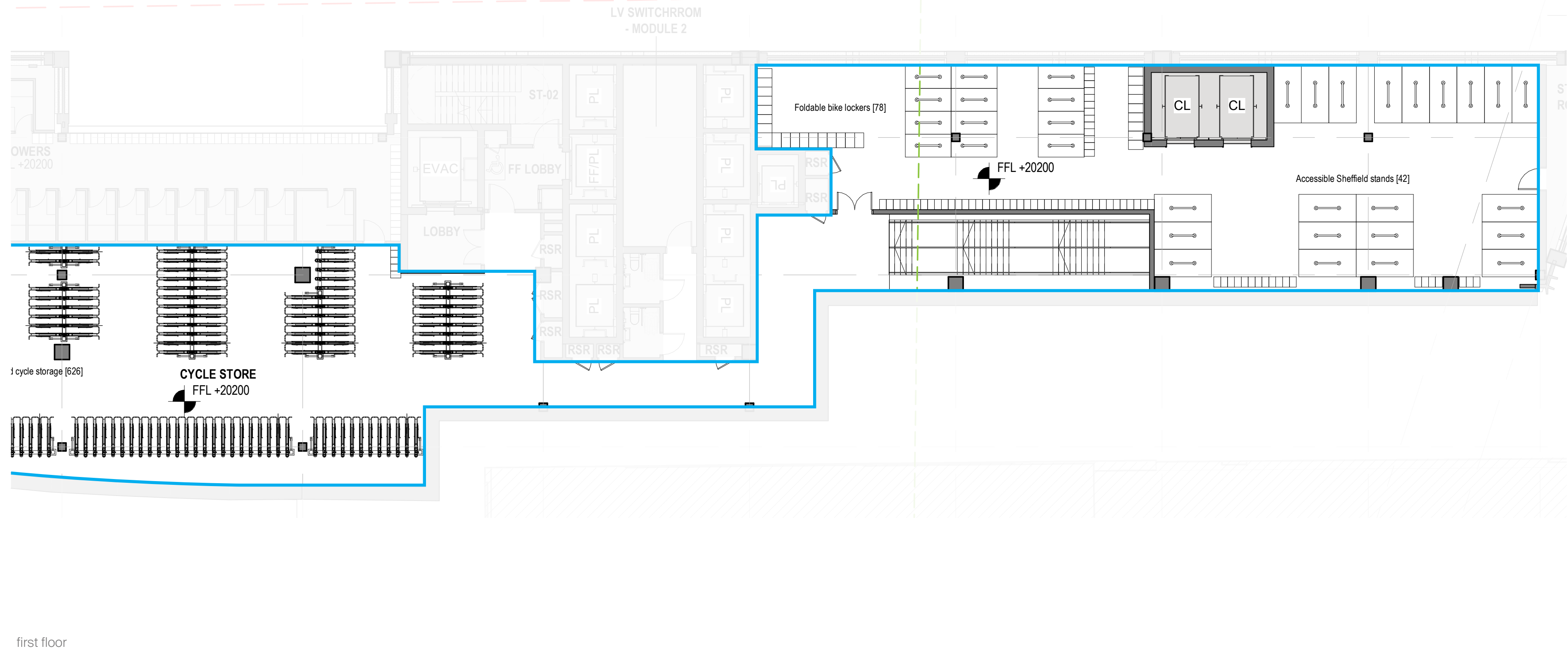
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5.49 BICYCLE PARKING CALCULATIONS



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5.50 SHOWERS & CHANGING FACILITIES

Changing rooms

The shower and changing facilities are designed to allow either a gender neutral or gender segregated arrangement - a divider can be added in the middle of the space to divide the space into two halves for male/female users.

Note that the current provision of 36 showers is to be reviewed at the next design stage - whilst this is compliant with BCO recommendations, it does not take into account the additional time spent in showers with integrated changing areas.

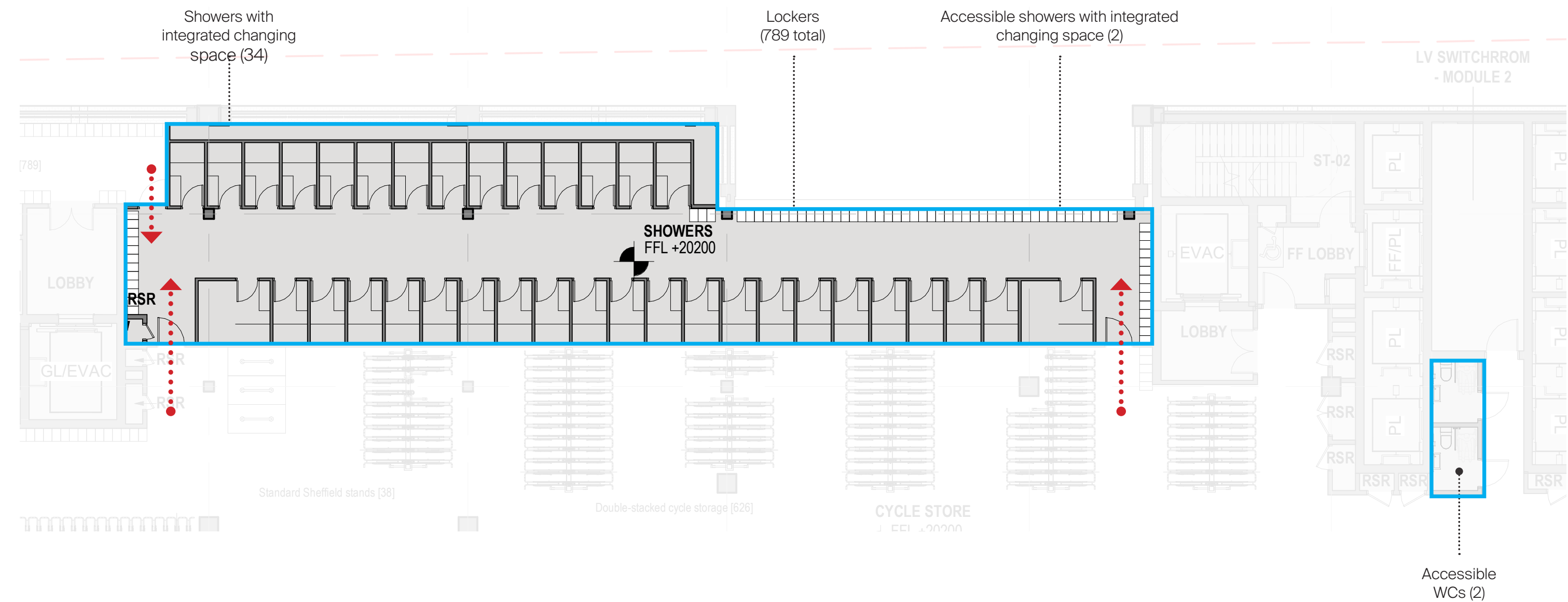
Each shower space is formed as a fully enclosed room, providing complete privacy for the occupants rather than a cubicle shower that would be more open.

Shower & Locker Target Provision	
Estimated occupancy based upon 1:10 occupants	3,600 occupants

BCO Shower requirement at 1 shower per 100 occupants	
Total number of showers required	36 showers

BCO Locker requirement at 1 locker per cycle space	
Total number of lockers required	777 Lockers

Shower & Locker Actual Provision	
Showers	36 Showers
Lockers	780 Lockers



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6.00 CONSULTANT REPORTS

6.01 PUBLIC REALM & LANDSCAPE

Introduction

The Landscape and Public Realm Strategy has been prepared by Spacehub on behalf of Bishopsgate Goodsyrd Regeneration Limited. It outlines the proposals for the landscape and public realm in Plot 1. These proposals have developed in line with the other consultants to progress the proposals from hybrid planning stage, and provide supporting information to the Reserved Matters Applications.

Masterplan Summary

Concept

The landscape and public realm concept for the Goodsyrd is defined by key principles:

- The contrast between the ground level 'city' layer and the 'wilderness' above.
- Repairing the lost perimeter of the Goodsyrd and expressing the rich layers of history.
- Stitching into the surrounding city through the creating of new streets and lanes.

The landscape Proposals can be described as follows:

Ground Level Public Realm

The ground level public realm comprises of a network of streets and lanes. Gateways mark the entrance to the site at the four cardinal points, and smaller thresholds mark the secondary entrances. At the eastern and western ends of the site, two squares create new civic spaces inspired by similar historical spaces.

Vertical Circulation

The success of the connection between ground and platform level will be critical to the success of the Goodsyrd as a place. Seven points of vertical circulation were set out at outline planning stage, each with a stair and an accompanying public lift. The key principles of these stairs is that they are legible, intuitive, accessible, and create connections which will reinforce the masterplan.

Platform Level Public Realm

The platform level park is one of the most exciting aspects of the proposals, and will create a significant open green space in an area of the city which is currently particularly urban in character. The platform level is both a linear connection between the City Fringe and Brick Lane and a consolidated piece of open space which creates opportunities for play, recreation, ecology and much more to thrive. The platform level will be open between the hours of 7am and 11pm, and will be closed to both the public and residents outside of these hours.

Roof Level

The various roof levels will provide a range of typologies defined by their uses. To the western end of the site, office terraces will provide amenity spaces of relaxation to building users. To the northeastern quarter, residential terraces will provide supplementary playspace to that provided in the platform level park. To higher and inaccessible terraces, biodiverse roof areas will be maximised for the benefit of ecology and to assist with compliance with the Urban Greening Factor policy.

Plot 1 RMA Summary

The Plot 1 RMA includes the developed proposals for the landscape and public realm in Plot 1, building on the principles set out in the outline application. The ground level will need to allow for the comfortable flow of pedestrians using the station, the office buildings, and visiting the site. Urban greening, in the form of street trees and planted areas, has been maximised. The station gateway, at the northern cardinal point, develops the key concept of defining the historic perimeter of the goodsyrd. The public access to the platform level has been developed with the enhancement of the Oriel Stair, with access from both Middle Road and Shoreditch High Street.

Key changes since outline planning:

- Oriel Stair: Design update to the Oriel stair to make it accessible from both the north and south, with an additional public lift within Plot 1.
- Plot 1 access to Platform level: Bridge connection from the southeastern corner of Plot 1 to the platform level.
- Station Gateway Gantry: The addition of a gantry structure to mark the northern gateway to the Goodsyrd. This proposal has received support from the Mayor's Design Advocates Panel and the Local Planning Authorities.
- Street trees: Illustrative proposed street trees on Bethnal Green Road and Sclater Street removed due to clash with Thames Water sewer main. Additional street trees proposed on Shoreditch High Street, Middle Road, and Braithwaite Street.



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6.02 SUSTAINABILITY

The following section provides a summary of the energy strategy for Bishopsgate Goods Yard Plot 01, in support of the reserved matters application. For further information, please refer to the energy Strategy by Hoare Lea.

Energy strategy summary.

- Passive design and energy efficiency measures will provide the cornerstone to the energy demand and CO2 emission reduction achieved for the Proposed Building.
- The baseline scenario, which each step of the energy hierarchy will be compared against, is established by the Part L Target Emission Rate for the notional building simulation as per GLA guidance.

Key drivers.

A policy review has been undertaken as a summary, planning policy applicable to the Proposed Building includes:

National drivers - Approved Document Part L of the Building Regulations.

- Part L of the Building Regulations is the mechanism by which

government is driving reductions in the regulated CO2 emissions from new buildings. The assessment of the Proposed Building against policy targets has been carried out using Building Regulations Part L 2021 methodology.

Regional drivers - Greater London Authority (GLA) London Plan (adopted March 2021).

- This Energy Strategy follows the Energy Hierarchy set out in the most recent publication of the London Plan. 'Be Lean, Be Clean, Be Green, Be Seen' has been adopted by the Greater London Authority (GLA) London Plan and calculations demonstrating the energy requirements and associated CO2 emissions for the building have been carried out using Building Regulations approved software in order to comply with Policy SI 2: Minimising Green House Gas Emissions.

Local drivers - London Borough of Hackney Local Plan 2033 (2020).

- The Hackney Local Plan Policy 2033 Policy LP55 aims to mitigate the impact of climate change and ensure buildings are resilient, as well as energy efficient. The energy strategy for Bishopsgate Good Yard seeks to respond to the Borough of Hackney's commitment to reducing carbon emissions by 80% by 2050.

Local drivers - London Borough of Tower Hamlets Local Plan 2031 (2020).

- The Tower Hamlets Local Plan Policy D.ES7 identifies that sustainable building is essential in good design and seeks to ensure that all new Buildings contribute towards reducing carbon emissions. The energy strategy for Bishopsgate Goods Yard Plot 01 seeks to respond to the climate emergency declared by Tower Hamlets.

Be Lean.

- The Proposed Building is anticipated to achieve up to 11.10% reduction in CO2 emissions beyond the baseline, prior to the consideration of any Low or Zero Carbon (LZC) technologies, i.e. via passive design and energy efficiency measures.

Be Clean.

- The feasibility of connection to an existing or proposed district heating network has been reviewed, but no current feasible opportunities have been identified in the vicinity of the building.

On-site CHP is also not proposed due to limited carbon reduction potential in light of recent grid decarbonisation and the adverse impact on air quality from flue emissions. Therefore, no additional carbon reductions are anticipated at the be clean stage.

Be Green

- A feasibility assessment of integrating Low or Zero Carbon (LZC) systems has been undertaken to determine a sustainable servicing strategy for the building. An ambient loop community network led by Air Source Heat Pumps (ASHP), has been deemed to be the most suitable option to support the generation of space heating and domestic hot water. In addition, all available roof space will incorporate PV panels to generate renewable electricity on-site. This has been modelled as a single building heat pump solution for the purposes of this energy strategy.
- The inclusion of these low-carbon technologies suggest that the Proposed Building will see a 12.80% reduction in regulated CO2, compared to the baseline.

Be Seen.

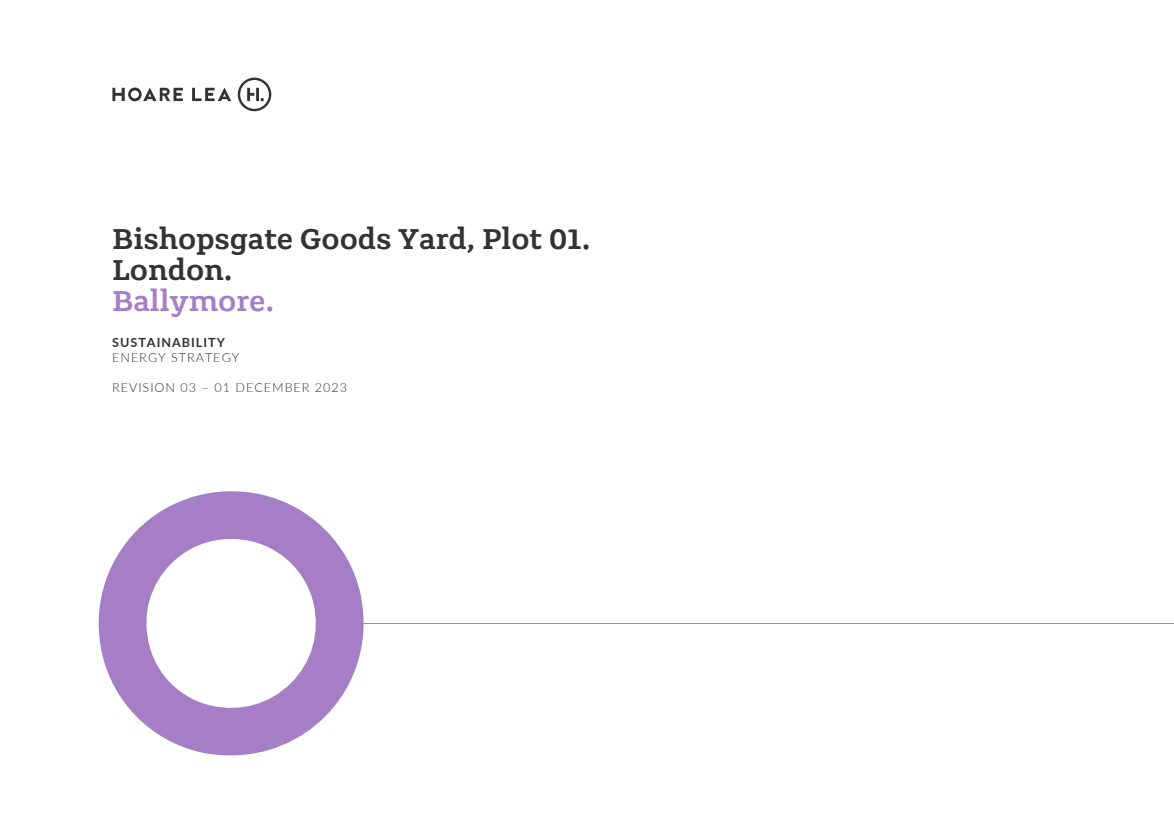
- The applicant is committed to monitoring and reporting sustainability performance and data every year in a transparent way. The Proposed Building will fall under the applicant's energy and carbon monitoring and reporting regime, which encourages engagement with staff to optimise operational performance. The reported data is committed to being recorded and will be reported appropriately through the GLA's energy reporting mechanisms.

Offsetting.

- Residual emissions amount to 171.50 tCO2 per year for the Proposed Building, this results in an offset fund cost of £488,798.

Building Regulation Compliance & Policy Overview.

- Overall, it is anticipated that the Proposed Building, with the inclusion of passive and active low carbon measures, will achieve a reduction in CO2 emissions beyond the notional building baseline meaning building regulation compliance is achieved. Carbon efficiency measures and carbon reductions have been maximised on site as required by the London Plan, and the remaining emissions will be offset to achieve net zero carbon. However, although the energy demand of the proposed building has been minimised as far as practically possible at this stage, the proposed building does not satisfy local planning policy requirements and conditions set out within the S106.



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6.03 WIND MICROCLIMATE ASSESSMENT

The Wind Microclimate Assessment assesses the massing of the proposed development within the existing and emerging context. It reviews wind flow patterns and proposes mitigation where focussed wind movement is identified. These mitigation factors have been taken on board by the design team in the proposed development.



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7.00 ACCESS STATEMENT

7.01 ACCESS STATEMENT

Design Philosophy

The design philosophy for this development is to achieve an inclusive environment throughout. Issues relating to access and inclusion have been and will continue to be, considered throughout the design process.

The Access Strategy is based on a social model of inclusion. The design philosophy seeks to achieve an inclusive design that maximises access for all people. This satisfies the General Duty placed upon the London Borough of Hackney and the London Borough of Tower Hamlets under the Equality Act 2010 and the London Plan to promote the interests of Disabled people.

One of the key aims is to create a clear, legible circulation pattern and a high quality public realm through the creation, of new streets, lanes, gateways and thresholds. This approach will not only improve the legibility and clarity of the on-site circulation, but also create a vibrant and welcoming physical environment.

Disability – Definition

The term “disability” has been viewed in its broadest sense and includes impaired mobility, sight, comprehension and hearing. This approach addresses not only the short-term compliance with the intent of the Equality Act together with the relevant planning policies but also the long-term implications of sustainability. The aim is therefore to provide an inclusive environment throughout.

The principles of an accessible environment contained within this document address the needs of the following user groups:

- individuals with mobility, sight, comprehension or hearing impairment
- the ageing population
- people with temporary injuries
- people whose movement may be impaired or encumbered in any way i.e. pregnant women, people with young children or people with baggage.

The Equality Act (2010) and ‘Disability’

The Equality Act has been in force since October 2010, and replaces, amongst other legislation, the Disability Discrimination Act (DDA). However, the same underlying philosophy regarding discrimination on the grounds of disability applies, and the duties placed on the physical design of the built environment remain unchanged.

In summary, the Equality Act 2010 aims to protect the nine identified ‘protected characteristics’, of which one includes ‘Disability’. With regards to Disability, the Equality Act provides legal rights for disabled people in the areas of:

- Employment;
- Education;
- Access to goods, services and facilities;
- Buying and renting land or property;
- Functions of public bodies.

The Equality Act, although not prescriptive, includes an intent to offer disabled people an accessible environment which does not discriminate against them because of their impairment. Statutory regulations and recommendations for the built environment provide parameters for how an accessible environment can be achieved. Compliance with these regulations and recommendations is not proof that Equality Act issues have been addressed. They do though go a long way to ensuring such issues are considered.

In the Act, the term ‘disability’ includes not only disabled people, but also people who have an association with a disabled person (e.g. carers and parents) and people who are perceived to be disabled.

Sources of Advice and Guidance

In order to maximise access for disabled people the following guidance has been used. If there is a departure from the adopted guidance, there will be a reference to this effect in the Access report.

- The Building Regulations Approved Document Part M 2015 Edition incorporating 2016 amendments “Access to and Use of Buildings”;
- The Building Regulations Approved Document Part K 2013 Edition “Protection from Falling, Collision and Impact”;
- BS 8300: 2018 (Design of an accessible and inclusive built environment);
- Department for Transport (DfT), 2013, “Inclusive Mobility” (A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure);
- London Borough of Hackney, Local Plan;
- London Borough of Tower Hamlets, Local Plan;
- The London Plan (and London Plan SPG), Mayor of London, 2021;
- Consideration of Equality Act issues.

Overview

Issues that have had an impact on access in the design of the development to date form part of this Access Statement. Also included are the reasons for the constraint and any alternative solution adopted or proposed including any authority, research or advice that has influenced the decision.

The initial results of the Design review indicate that detriment to disabled people is unlikely or insignificant.

The arrangements for access described in this report reflect the current design. The descriptions in this report have been based on the Approved Drawings dated December 2023.

This statement will demonstrate the intent of the Equality Act and compliance with the statutory regulations, in particular, Approved document Part M.

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General Aspects

Site

The Masterplanning for the site has been based on the provision of access for all with the intention to submit an outline application with 'detailed' elements.

It is proposed to divide the site into sub-plots with this application being the subject of Plot 1.

Plot 1

It is proposed that Plot 1 will consist of a ground + 16 storey office building. The building spans Shoreditch High Street Station between levels 1 and 4.

Level 5 is the first full floor plate of the building, lying directly above the station and is analogous to the ground level of a standard office building.

Building Entrances

There are two main office entrances to the building located at ground level on Bethnal Green Road and Middle Road.

A vehicular access to the service yard is also provided from Bethnal Green Road.

Shoreditch High Street Station is currently accessed off Braithwaite Street, however, with the anticipated increase in footfall, a second entrance, accessed off Middle Road will be provided into the Station. The station provides step free access to and from the street level and train platform levels.

The current design proposes there will be seven one storey retail units located around the building. The units will be accessible from Bethnal Green Road, Shoreditch High Street and Middle Road.

All entrances are weather protected, level and step free and will be developed in accordance with the recommendations set out in Approved Document Part M and BS8300.

Transport Links and Pedestrian Access

The plot is bound by Bethnal Green Road to the North, Shoreditch High Street to the West and Braithwaite Street to the East. The south boundary borders onto a new pedestrianised route, established as part of the overall masterplan.

The existing pavements on Bethnal Green Road and Shoreditch High Street provide dropped kerbs, tactile paving and traffic lights to assist access, whilst Braithwaite Street and Middle Road will be pedestrianised areas.

Taxis and private hire vehicles with dispensation can stop on red routes to drop off and pick up. It is proposed that taxis and private hire vehicles will pick up and drop off in the bus lane on Bethnal Green Road at the junction of Braithwaite Street.

The area is well served by the London transport system and is easily accessible from in and around London.

Internal Access

It is proposed the ground floor will contain the entrance lobby and reception for the offices. Direct access to the upper levels will be by means of wheelchair accessible lifts and stairs. The wheelchair accessible lifts and stairs will be protected by security pass gates.

Any security pass gates will include for a designated gate for inclusive access, which will have a minimum clear width of 1000 mm, as recommended in Approved Document M and BS 8300.

The reception area will take account of BS 8300 Section 11 which sets out requirements for assembly and reception areas.

Each floor within the building will be level and step free. Access between floors will be achieved by means of the accessible lifts and stairs. These will be designed to the recommendations set out in Approved Document M and BS 8300.

Sanitary facilities, including wheelchair accessible cubicles and facilities for the ambulant disabled will be located on each floor and will be designed to the recommendations set out in Approved Document M and BS 8300.

Access to the first floor end of journey facilities is via a dedicated cycle store lobbies at ground floor and is proposed to contain cycle storage, showers, lockers and changing facilities. Access to the first floor will be achieved by means of the accessible lifts and stairs.

The cycle storage will be designed to accommodate adapted cycles as and when they are required.

The changing facilities will be designed to the recommendation set out in Approved Document Part M and BS8300 and will accommodate people with mobility impairments.

Retail Units

All retail units are step free throughout. Each entrance is accessed directly from the public realm. Each entrance will be designed as step free and will be determined by the tenant at fit out.

Any glazed fronts will be required to have either low level applied manifestations or will be located on an upstand of between 200 mm and 400 mm high, dependant on the external ground condition. This distinct upstand or manifestation will provide a visible and physical indication of the spatial location of the glazing plane. The glazing can otherwise be generally left clear to suit the requirements of the retail tenants.

Service Yard and Plant Rooms

The ground level contains a service yard and plant rooms. Although step free, these areas will be for maintenance purposes only and will therefore not be designed specifically for use by disabled people.

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Public Realm and Landscaping

The current design proposes the public realm will encompass the ground level and the Platform level and connect all buildings.

Drainage gratings will be set flush with the surrounding surface. Slots in gratings will not be more than 13 mm wide and will be set at right angles to the dominant line of travel. The diameter of circular holes in gratings will be not more than 18 mm.

Access to the platform level is provided from ground level via a stair and accompanying lift.

Platform level access stairs will have a minimum width of 1200mm and will be designed to the recommendations set out in Approved Document M and BS 8300.

Risers will be closed and set uniformly. All treads will be 250mm or greater with a rise of between 150 mm and 170 mm. Each stair will have no more than 12 risers in each flight.

A slip resistant, tactile nosing is proposed to the nose of each tread. The material will be 50mm to 65mm wide on the tread and 30mm to 55mm on the riser, and will contrast visually with the remainder of the tread and riser.

The top and bottom of flights and landings will have a similar slip resistant, tactile finish to denote the top and bottom of flights.

Handrails will be placed along both sides of all stairs and have a 300mm overhang at the top and bottom of flights and landings. Where a stair has a width that exceeds 2.0m, the stair will be divided into two or more channels with a distance between handrails of not less than 1m, or not more than 2m, to ensure that all users have access to a handrail. A second, lower handrail will also be provided for children and people of restricted growth will be provided between 550 mm and 650 mm.

The public lifts will be covered providing weather protection and security. A 1500mm x 1500mm clear space will be provided in front of the doors of each lift to assist access and egress.

The lifts will have an internal dimension of 2000mm by 1400mm, which will accommodate wheelchair users (in addition to several other passengers) and family groups. These dimensions also allow a wheelchair user to complete an unobstructed turn through 180° while within the lift.

Internally the lift cars will be designed to the recommendations set out in Approved Document Part M, and to BS EN 81-70 and BS EN 81-1.

All lift call buttons will have tactile relief selectors and be made distinct by illumination, which surrounds each button. It is proposed the lifts will have audible announcements at each level.

The external public lifts and stairs will be designed to be inclusive, and to the recommendations set out in Approved Document M and BS 8300.

Guardrails and barriers will be provided throughout.

Guardrails will be clearly colour contrasted from their surroundings and be 1100mm high measured from ground level.

Guardrails will be designed to prevent a 100mm ball from passing between vertical members to ensure small children cannot pass through and that wheelchair users can see and be seen through the railings.

The main pedestrian route through the platform level also connects to the lifts and stairs along Middle Road.

The gradient of the main pedestrian route varies along its course but at no time will have a gradient steeper than 1:21.

The main circulation route will be a smooth material that will provide good slip resistance and be a durable surface.

Secondary pathways will be mown grass and will include a defined edge detail. The gradient of the secondary pathways will vary in gradient but will endeavour to be as accessible as possible. All pedestrian routes at park level will have a minimum width of 2000mm and maintain a cross fall of no greater than 1:50.

Rest points and seating will be provided throughout the platform level at intervals of no more than 50 meters. Rest points will be located on level areas adjacent to pedestrian routes. Additional rest points will be provided along steeper gradients.

The rest points are a minimum 1500mm in length and 1200mm deep and will increase to 4000mm in length and 1500mm deep where a bench is installed.

Benches throughout the park will offer sturdy and robust seating whilst remaining in keeping with the surroundings.

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General Outline Considerations

Finishes

All floor and wall colour schemes should be considered with recourse to “Colour, contrast and perception – Design guidance for internal built environments” Reading University and BS8300.

All floor finishes both internally and externally should be slip resistant and designed with recourse to BS 8300.

Tactile and visual circulation route signage should be provided in accordance with the recommendations set out in BS 8300.

There should be an audible and visual alarm system within buildings.

Fluorescent lighting should be kept to a minimum where possible.

Detail Components

Internal Doors

All internal doors have been designed in accordance with Approved Document Part M Volume 2. Doors will have a clear opening width of 850mm or wider, dependant on approach.

Doors provided for the use of the public will have an unobstructed 300mm on the pull side of the door and 200mm on the push side of the door, adjacent to the leading edge.

The pushing force required for opening doors will not exceed 30N from 0° (the door in the closed position) to 30° open, and not more than 22.5N from 30° to 60° of the opening cycle, as recommended in BS 8300. 7.1.72

Communal Corridors

Communal corridors will have a minimum clear width of 1500mm with, where necessary, a passing place of 1800mm width with a minimum length of 2000mm and comply with Approved Document Part M Volume 1. 7.1.73

Staircases

Access stairs will have a minimum width of 1200mm and will be designed to the recommendations set out in Approved Document M and BS 8300.

Risers will be set uniformly throughout the building. All treads will be 250 mm or greater and will have a rise of between 150 mm and 170 mm. Each stair will have no more than 12 risers in each flight. Fire escapes are classed as utility stairs and can therefore have a rise of between 150 and 190mm

- Handrails will be placed along both sides of all stairs and have a 300 mm overhang at landings. Where a stair has two or more flights the handrail will be continuous around the half landings.
- A slip resistant, tactile nosing is proposed to the nose of each tread, which will also provide colour contrast. The landings will have a similar slip resistant, tactile finish to denote the bottom of flights.
- It is proposed that wall mounted visual and tactile level indicators and circulation route signage will be provided on stair landings, in accordance with the recommendations set out in section 9.2 of BS 8300.

Escape stairs / Fire-fighting stairs have a minimum width of 1200mm and will be designed to the parameters set out in Approved Documents B and K. The width of the stair is determined by the expected occupancy of the building and flow rate of escape.

Escape stairs / Fire-fighting stairs will, however, include Document M features where possible, to assist ambulant disabled people - i.e.

- Handrails will be placed along both sides of all stairs and will have a 300mm overhang at landings. Where a stair has two or more flights the handrail will be continuous around the half landings.
- A slip resistant, tactile nosing is proposed to the nose of each stair to the recommendations set out in Approved Document Part M, which will also provide colour contrast. The landings will have a similar slip resistant, tactile finish to denote the bottom of flights.
- Stair landings will have visual and tactile level indicators (in the form of an embossed or sunken sign on the wall adjacent to the stair) and circulation route signage in accordance with the recommendations set out in Approved Document M and BS 8300.

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8.00 CRIME REDUCTION STATEMENT

8.01 CRIME REDUCTION STATEMENT

Purpose of a Crime Reduction Statement (CRS)

The crime reduction statement should set out which measures have been taken to address reduction in crime and the fear of crime in the revised proposals as set out in the Safer Places-the Planning System and Crime Prevention (ODPM/Home office, 2003).

Structure

The following section has been structured as follows:

- Overview
- Secured By Design
- Existing crime reduction initiatives
- Stakeholder engagement outcomes
- Public consultation feedback relating to security and crime reduction
- Crime statistics
- Security principles
- Attributes from Safer Places used to highlight how crime reduction has been incorporated into the proposals

Overview

BGYRL is committed to ongoing engagement with key external stakeholders, such as the Met Police's Designing out Crime officers and Counter Terrorism officers to ensure that the approach taken to security is both appropriate and considers the impact on the wider community as well as the needs of BGYRL.

Security and crime reduction relates to the security strategy and the intention to design the Goodsyrd site to minimise criminal opportunity, to protect the sites buildings and personnel assets, to maintain operational activities and to create a safe and secure environment for staff and visitors.

The Plot 1 security strategy, security operations and mitigation measures, have been developed through discussions with the Met police. These are designed to be proportional to the potential threats and risks identified for the site, and security activity is integrated within site operations to create a safe and secure environment.

The level of security within the illustrative and detailed proposals has been identified by carrying out a crime risk assessment and by analysing historical crime data, open source material, local knowledge and information provided by the security services. This information has then been used to inform the design process.

Security measures will be in place from an early stage and throughout construction to protect the site from theft of equipment, plant and criminal damage.

BGYRL and its consultant teams will continue with its commitment to work with key external stakeholders throughout each of the construction and operational phases of the project to ensure that the approach taken to security is appropriate at each stage.

Secured By Design

Plot 1 has been designed in accordance with Secured By Design Commercial Guide 2023 and will target a minimum of the Silver Award.

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Stakeholder Engagement Outcomes:

Consultation and liaison has taken place with the Met police to facilitate opportunities to address crime and anti-social behaviour.

As a result of this consultation, recommendations have been provided that the team have embedded within the design.

Existing Crime Reduction Initiatives

The Mayor of London's *London's Police and Crime Plan 2022-2025* has the following strategic priorities:

- Reducing and preventing violence
- Increasing trust and confidence
- Better supporting victims
- Protecting people from being exploited or harmed

Hackney's *Community Safety Partnership Plan 2023-2026* has set of the following strategic priorities:

- Serious Violence and Gang Crime
- Alcohol Related Crime and Disorder (Licensing and Safer Socialising)
- Street based Drug Markets and Substance Misuse
- Domestic Abuse / Violence Against Women and Girls (VAWG)
- Improving Trust and Confidence in Policing

Tower Hamlets *Community Safety Partnership Plan 2021-2024* has stated the following strategic priorities:

- Tackling neighbourhood crime and ASB
- Tackling hate crime, community tensions and extremism
- Reducing reoffending and tackling the drivers of crime
- Safeguarding those at risk of violence and exploitation

As part of the stakeholder engagement process the design team met with the Designing Out Crime Officer who gave the following feedback:

We were pleased to see that the principle of Secure by Design and local crime prevention measures are still being considered within the next design stages of this development. However we would like to offer additional detailed comments in relation to crime prevention measures that should be considered within the final design for the 'Station Gateway Corner'.

It is our opinion that if this public through way area is not designed with basic crime prevention measures in mind, it will offer unlimited opportunity for offenders to target victims as well as conceal criminal & ASB behaviour. Most criminal acts are committed by the "opportunist". That opportunity can be drastically reduced by a design that reduces crime vulnerabilities and encourages a feeling of safety amongst users. Design factors alone do not cause crime, but a badly designed public or semi-public areas that encourages anonymity and spaces that offer little active surveillance, or hiding spaces can promote criminal and ASB misuse, as well as an increase the fear of crime and feel of being unsafe for legitimate users.

Visual permeability an openness is essential to encouraging constant legitimate use especially during off peak and less locally active times, as is ensuring footpaths or desire lines promote clear sightlines along the route. Removing hiding places and reducing concealed corners is an essential part of good design and creates the bases for a welcoming safe spaces and routes. Spaces need to have a defined purpose and sense of ownership, physical protection and reduced access needs to be provided for any vulnerable, covered or concealed spaces, especially during out of regular business hours or local inactive times.

After reviewing the current options shown for 'Station Gateway Corner' space, as listed:

it is our opinion that option 'A' would not in keeping with crime prevention design items or safe routes, as mentioned above and is likely to increase crime & ASB within the area as well as the fear of crime.

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Plot 1 Detailed Crime Reduction Statement

The detailed design was informed by security considerations and follows the guidance provided in Secured by Design Commercial Guide 2023.

Consultation with the Metropolitan Police took place, in which the detailed design of Plot 1 was discussed in the context of the masterplan. The issues that were discussed in these meetings have been incorporated into the proposal.

Plot 1 interacts with the public realm at both street and Platform level. On both levels the building's footprint follows a simple geometry, maintaining clear visibility lines and avoiding any recesses or 'dark corners'.

The active frontages at ground and Platform level overlook the public realm and enhance the public's safety through natural surveillance. These façades will be fully glazed using a curtain wall with secure glazing retention system, in accordance with the guidance provided in Secured by Design Commercial Guide 2023. We will also address the following:

- The service yard within Plot 1 will be enclosed with secure gates and the entry and exit of vehicles will be controlled and monitored.
- All waste will be stored in secure areas. Recyclable waste will be stored in a dedicated room adjacent to the service yard. Residual waste will be stored in a compactor within the secure service yard.
- A dedicated post room, including scanning facilities to comply with PAS 97:2015, is to be provided at ground floor level with direct delivery entrance from the service yard.
- Long-stay covered and secured cycle store is provided at first floor of Plot 1. Access is through a dedicated entrance, which is lobbied to prevent tailgating. A second security line will be provided at the doors leading from the cycle store to the main office areas. CCTV will be installed within the cycle store.

- Laminated glazing will be used for all the façade elements within Plot 1. A blast mitigation study will be carried out at the next design stages to inform the detailed design.
- There are two main entrances for the office employees and visitors at street level, one from Bethnal Green Road (north) and one from Middle Road (south). In addition, three smaller entrances serve the users of the smaller offices in the lower levels of the building - two from Bethnal Green Road and one from Middle Road.
- The main entrances will be monitored by the reception staff at the main reception desk, located between the two entrances. The smaller entrances feature their own lobbies with reception desks. Audible personal attack alarms will be installed at all reception desks.
- The receptions will be staffed during all working hours. The out-of-hours arrangements will be subject to the management strategy of the building but would possibly include locking all entrance doors and maintaining a single route out for employees using their fob or ID card.
- 14 passenger lifts lead from the main reception to the upper office floors and a further 5 lifts lead from the smaller receptions to the lower office levels. Access to all lift lobbies will be controlled by speedgates or a similar solution, requiring fob/ID card, or authorisation from reception in the case of visitors.
- The number and position of the entrances into the retail units have been carefully considered to ensure they can be suitably monitored and controlled. The final security arrangements for the retail units will depend on the nature of the retail and the level of permeability between them and the office reception areas.
- The height and massing of the building makes access to any of the flat roofs or balconies by intruders from the outside extremely difficult. All flat roofs incorporate a concrete slab and no rooflights are proposed.
- A suitably designed and fit for purpose monitored intruder alarm and public address system will be installed. The use of movement detectors to control the lighting in the office areas will be considered. Apart from the environmental benefits of such system, this would have security benefits, identifying the presence and progress of intruders.

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