

# The Goodsyard

Plot 1 RMA

Landscape and Public Realm Strategy

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# 1.0 Introduction



## 1.1 Executive Summary

### Introduction

This 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 around 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 the immediate vicinity of 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.

## 1.2 Site Boundaries

The planning consent for the site consisted of 3 elements: Detailed consent for Plot 2; Listed Building consent for Plot 7; and Outline consent for the remainder of the application which consisted of outline landscape and buildings. As the project progresses, these outline components will be developed to submit Reserved Matters Applications.

Due to the complexity of the site, these RMA boundaries will vary at ground, platform, and roof levels, to ensure that no gaps or overlaps are formed between other parts of the application.

### LEGEND





-  Site Boundary
-  RMA Boundary
-  RMA Extent
-  Masterplan Context - Illustrative Only



Figure 1. Ground Level Site Boundaries Diagram

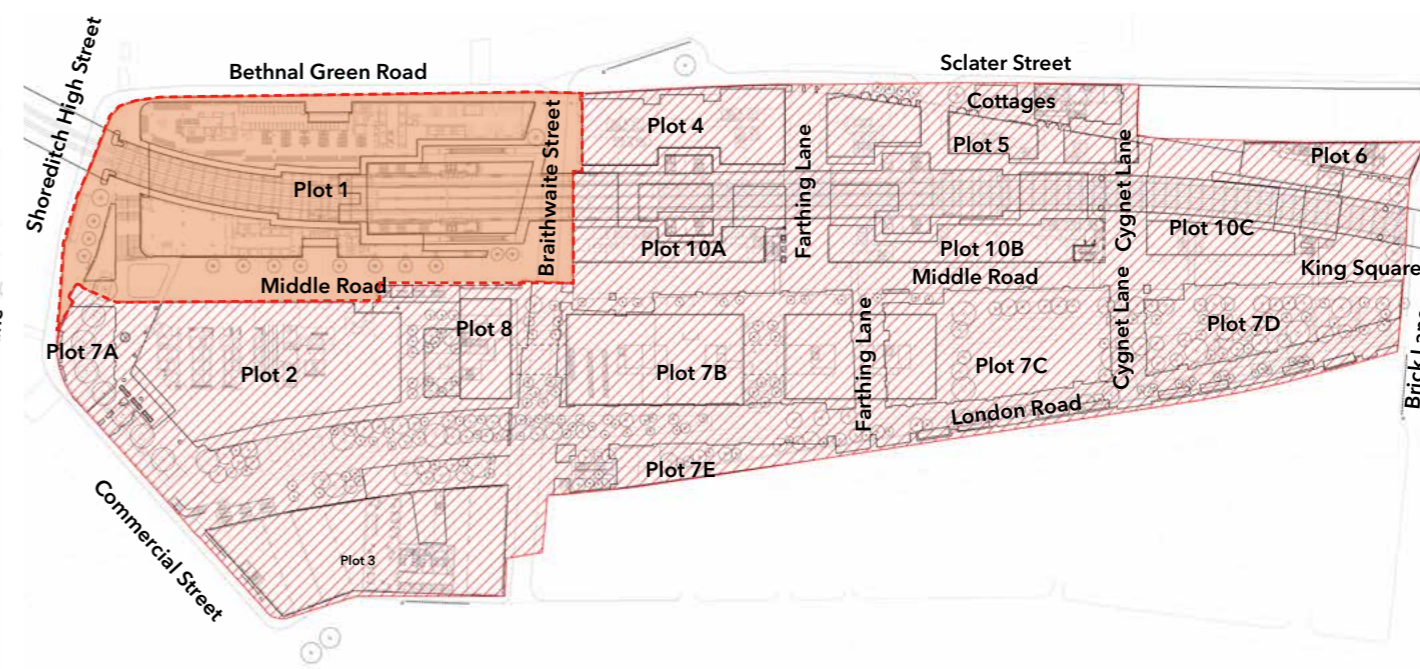


Figure 2. Platform Level Site Boundaries Diagram

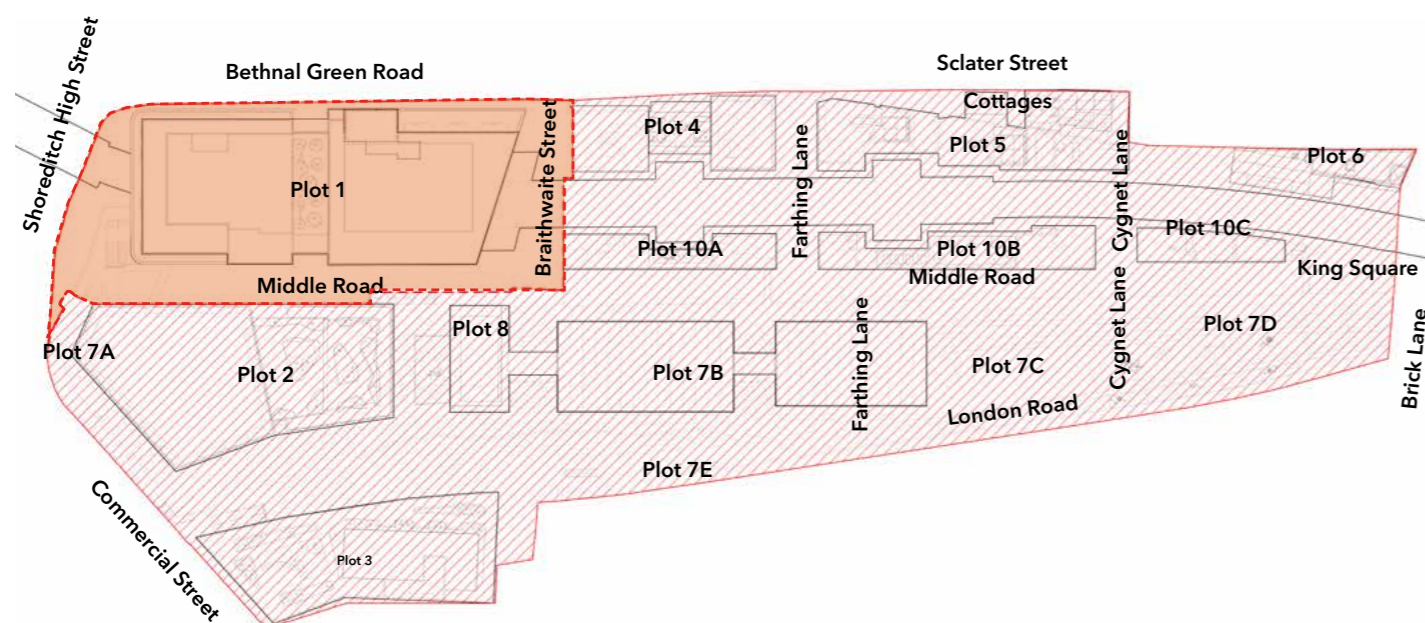


Figure 3. Roof Level Site Boundaries Diagram



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## 2.0 Landscape Proposals



## 2.1 Illustrative Overview



Figure 4. Cut Model View - Ground



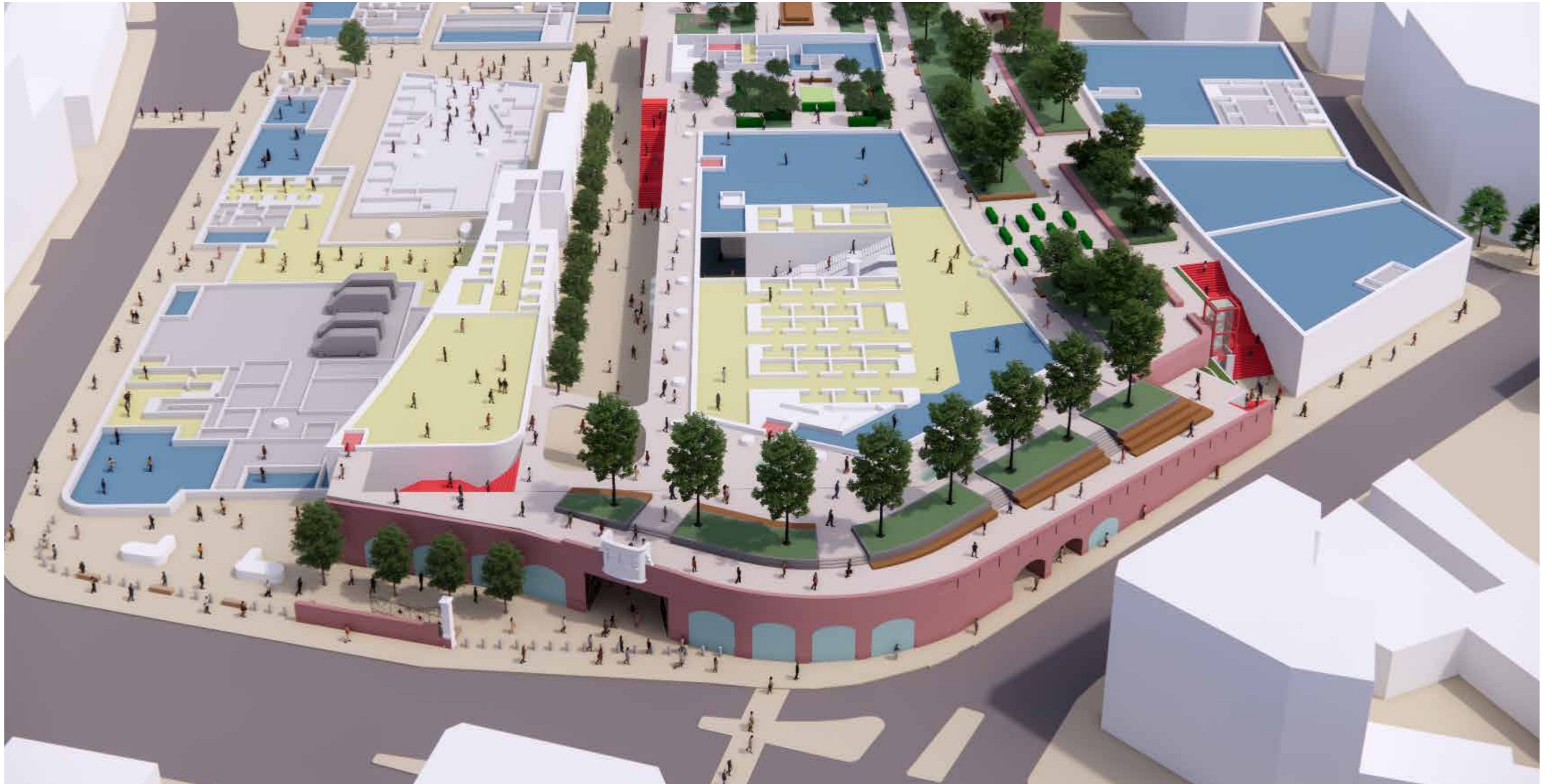


Figure 5. Cut Model View - Platform

## 2.2 Ground Level Illustrative Masterplan

The ground level public realm is an extension of the streets that surround The Goodsyard. A combination of new streets and squares will create a series of new connections across the site.

The main principles of the design include:

**Heritage** - The design is to reveal and celebrate the history of the site;

**High quality and robust materiality** - The existing historic granite setts and other items of interest will be re-used wherever possible. These will be supplemented with additional paving includes granite, yorkstone stone and brick;

**Accessible** - The ground floor is to be fully accessible for all users;

**Flexible** - Simple open spaces are to allow for a variety of uses;

**Rich in narrative** - The surface of the public realm is reflective of memories from the rich history of The Goodsyard and the surrounding area;

**Of the place** - The public realm is designed to seamlessly integrate with the surrounding streets and neighbourhoods, drawing upon the unique energy and creativity of Shoreditch;

**Legible** - Clutter-free open spaces and streets with good sight lines are to create good legibility around the site, punctuated at key points such as street junctions with prominent stairways/lifts and active frontages. Braithwaite Street, Middle Road, Farthing Lane and Cygnet Lane are to be open for public access 24hrs.

### LEGEND

- 1 Existing pedestrian crossing
- 2 Footway, paving references historic Goodsyard perimeter wall
- 3 Service yard entrance
- 4 Plot 1 entrance and controlled through route to Middle Road, finished with granite sett paving
- 5 New pedestrian crossing
- 6 Gantry marks the threshold to the site
- 7 Street tree
- 8 Shoreditch High Street Station entrance
- 9 Planting and Street Trees to Shoreditch High Street
- 10 Oriel Stair - publicly accessible connection to the platform level park
- 11 The Oriel Gateway
- 12 Paving marks the historic Webb Square
- 13 Street Trees to Middle Road
- 14 Middle Road Stair - publicly accessible connection to the platform level park



Figure 6. Illustrative Plan - Station Gateway + Bethnal Green Road

## 2.3 Platform Level Illustrative Masterplan

The Platform Level provides the community with a tranquil haven from the busy streets and transport infrastructure of the city below. It sits over the retained historic structure and is elevated approximately 7 metres above street level.

The main principles of the design include:

**Heritage** - The design is to reveal and celebrate the historical narrative of the site;

**Visibility** - The Platform Level landscape is to be highly visible from surrounding streets;

**Accessibility** - access from ground level is to be clearly legible, inclusive and enjoyable to use;

**Green infrastructure** - provide growing conditions for a robust and significant landscape that evokes a sense of nature, surprise and enhances biodiversity;

**Diversity** - Create spaces with variety of character and use from informal relaxation to integrated play and education for all;

**Aspect** - Optimise views within gardens and beyond to wider city;

**Community** - Space for community uses such as education, play and food production;

**Inclusive health & wellbeing** - Create an inclusive environment that promotes health and wellbeing for all.

The Platform Level is to be closed between the hours of 11pm and 7am.

### LEGEND

- 1 Bridge connection to public lift in plot 1
- 2 The Oriel Stair - public access to the platform level park
- 3 The Oriel
- 4 Bridge connection to plot 1
- 5 The Oriel Balcony
- 6 Public lift within plot 2
- 7 Middle Road Stair - public access to the platform level parl
- 8 The Woodland Garden
- 9 The Loading Dock

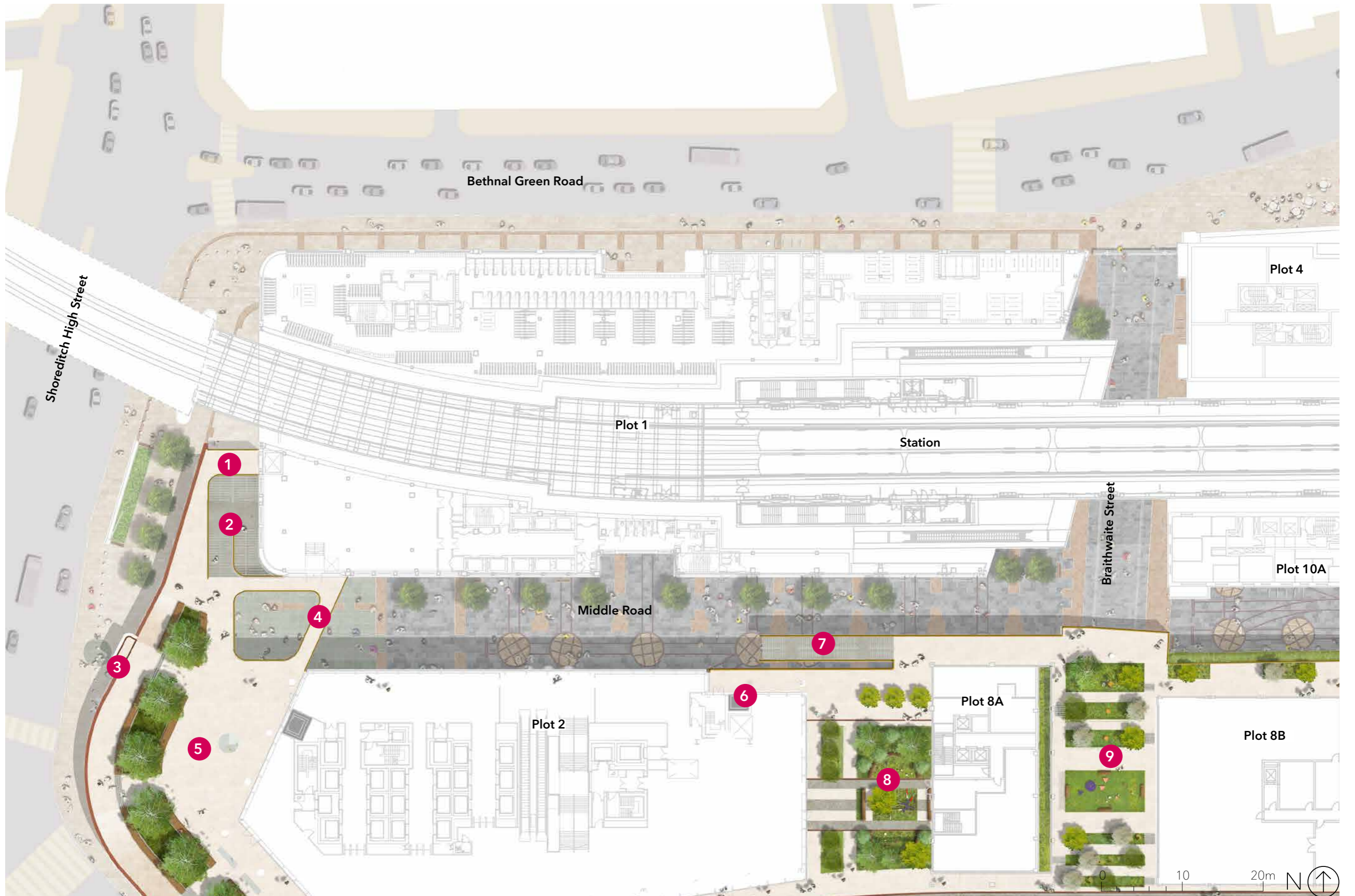


Figure 7. Illustrative Plan - Station Gateway + Bethnal Green Road

## 2.4 Roof Level Illustrative Masterplan

At roof levels, plot 1 has accessible terraces at levels 5, 6, and 12. These will include intensive planting areas with integrated seating to maximise the benefit of views out. Inaccessible roof areas will be treated with biodiverse roof to maximise the benefit to wildlife and maximise urban greening.

### LEGEND

- 1 Level 5 setback terrace
- 2 Level 6 setback terrace
- 3 Level 12 biodiverse roof
- 4 Level 12 shared communal terrace
- 5 Level 16 biodiverse roof
- 6 Biodiverse roof to lift overruns

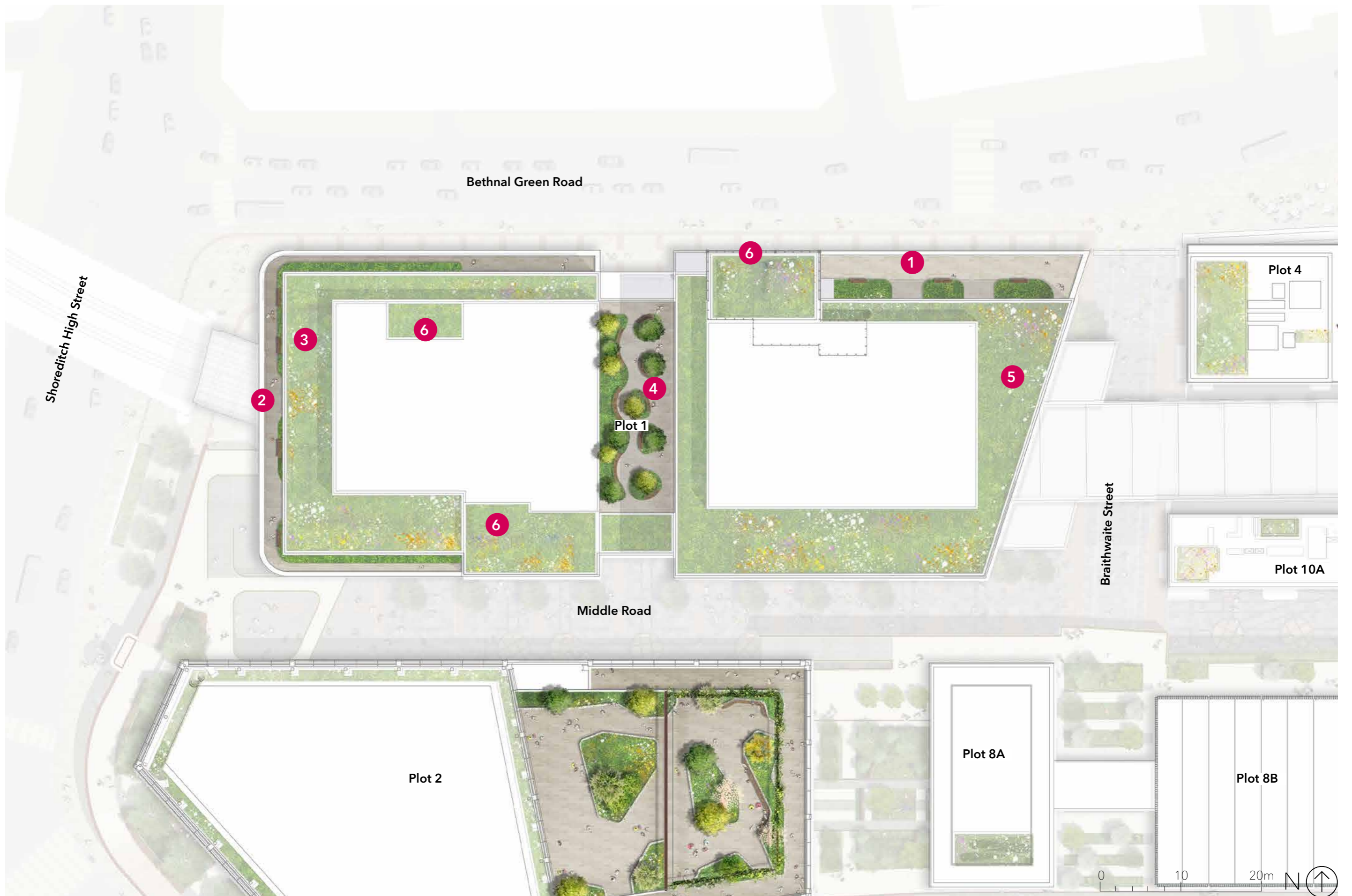


Figure 8. Illustrative Plan - Station Gateway + Bethnal Green Road

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## 3.0 Detail Areas



### 3.1 Oriel Gateway + Webb Square - Introduction

#### Oriel Gateway + Webb Square

##### Introduction

The Oriel Gateway forms the primary western elevation to the Goodsyard leading into the threshold space of Webb Square at the western end of Middle Road.

This elevation is characterised by the historic perimeter wall, the gates, and the Oriel itself, framed with a backdrop of trees marking the new Platform level landscape beyond.

The portal frame gateway, framed by active retail uses, allows clear visibility into the site and along to the Middle Road Stairway.

##### Function

- Primary site entrance & threshold space
- Heritage celebration
- Access to the Platform Level / Oriel Balcony
- Public seating
- Active retail frontage
- Gallery entrance

##### Hard Landscape

- Retained and refurbished gates
- High quality Yorkstone, granite and clay paving
- Signage and way finding
- Operational and feature lighting
- TFL docking stations
- Visitor cycle stands



Figure 10. Historic Photos



Figure 9. Site Photos

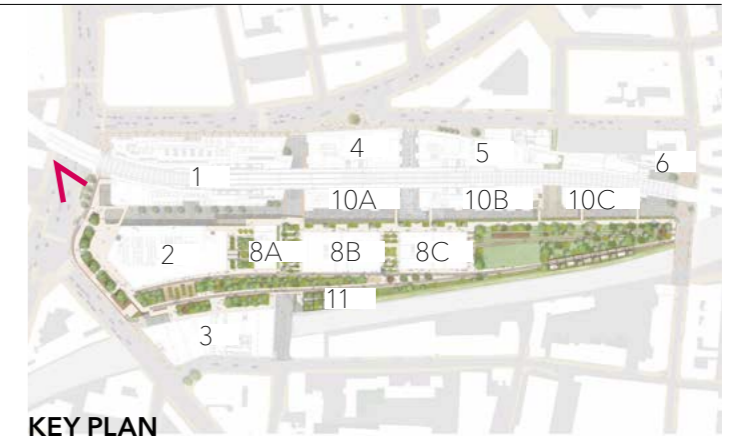
**LEGEND**

- 1 Retained wall, gate pier and gates
- 2 Paving arrangement references the former inclined roadway to platform level and associated walls linking to retained wall and gates.
- 3 Visitor cycle stands
- 4 Oriel stairway. Comprised of two stairs, accessible from northern and southern approaches
- 5 Public lift within Plot 1
- 6 Main portal frame entrance with Oriel above
- 7 Webb Square threshold space, paving references forecourt of the Shoreditch Station passenger terminus
- 8 Public lift within Plot 2
- 9 Commercial Street entrance formed of 2 open archways
- 10 Entrance to Events space and Building 2 cycle store
- 11 Plot 2 entrance
- 12 Middle Road, paving references Bishopsgate Goods Yard vault structure with truck distribution rails and turntables



Figure 11. Illustrative Plan - The Oriel Gateway

### 3.2 Oriel Gateway + Webb Square - Views



KEY PLAN



Figure 12. Elevated Model View - The Oriel Gateway

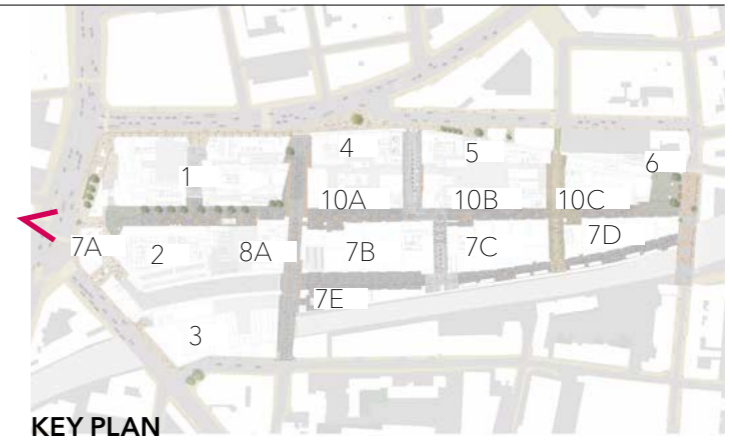


Figure 13. Eye Level Illustrative View - The Oriel Gateway

### 3.3 Station Gateway + Bethnal Green Road - Introduction

#### Introduction

Bethnal Green Road provides the context setting for the northern boundary of the site and gateway entrance into Shoreditch High Street station. A new pedestrian crossing is proposed to provide improved connectivity to the north of the site.

Building 1 is set back to provide a generous width of circa 5 metres allowing for pedestrian movement.

#### Function

- Pedestrian footway
- Gateway to Shoreditch High Street Station
- Access to Building 1 and controlled through route
- Active frontage with retail uses
- Building 1 service yard vehicle access
- Taxi drop-off access

#### Hard Landscape

- High quality Yorkstone and granite paving
- Visitor cycle stands
- Operational and feature lighting



Figure 15. Historic Photos



Figure 14. Site Photos



**LEGEND**

- 1** Existing pedestrian crossing
- 2** Footway, paving references historic Goodsyrd perimeter wall
- 3** Service yard entrance
- 4** Plot 1 entrance and controlled through route to Middle Road
- 5** New pedestrian crossing
- 6** Gantry marks the threshold to the site
- 7** Shoreditch High Street entrance



Figure 16. Illustrative Plan - Station Gateway + Bethnal Green Road

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### 3.4 Station Gateway + Bethnal Green Road - View

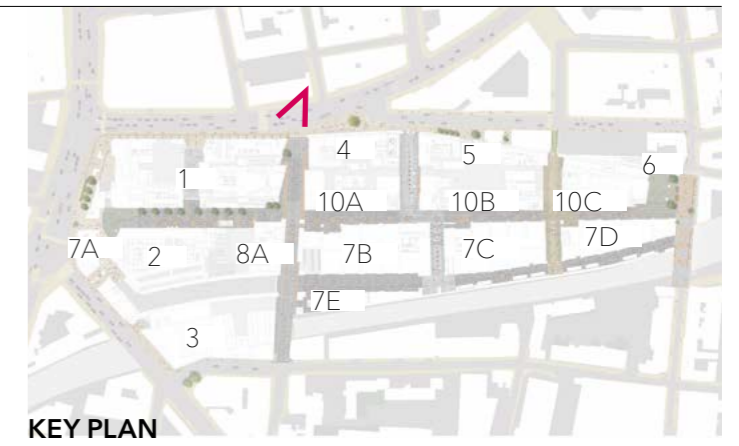


Figure 17. Eye Level Illustrative View - Station Gateway

### 3.5 Middle Road West - Introduction

#### Introduction

Middle Road forms the primary east west route, an active and animated retail street connecting Webb Square at the western end to King Square in the east.

Running alongside the exposed Grade II Listed Viaduct with active retail frontage, the street is punctuated by a series of nodal spaces at junctions. These spaces create moments of pause in the streetscape and are characterised by cafe and restaurant activity. These are also the location for the stairway and lift locations further assisting the articulation and legibility of the street.

Middle Road measures 375m in length by 8m at its narrowest and 16m at its widest. The distinct character of the street is formed by its adjacent architecture. To the East, there is a strong relationship with the Braithwaite viaduct and the Platform level above. To the West, where it is widest, Plot 1 and 2 rise up above the street.

Middle Road sits along what was the major spine route of the Goods Yard, where goods were hoisted down from the platform level above. The goods in trucks were then distributed to the various storage arches, prior to being transported on to their final destinations. The rail tracks, turntables and truck hoist locations are referenced within the paving design arrangements.

#### Function

- Primary east-west route
- Heritage celebration
- Animated retail street
- Public seating and rest points
- Provision of break-out spaces
- Residential access
- Legible access points to Platform Level
- Emergency vehicle access

#### Soft Landscape

- The Braithwaite Viaduct planted edge

#### Hard Landscape

- High quality natural stone and clay paving
- Bespoke seating and furniture
- Operational and feature lighting
- Signage and way finding
- Retained and refurbished historical elements



Figure 18. Site Photos

**LEGEND**

- 1 Webb Square - green paving marks the historic arrangement of the passenger terminus
- 2 Plot 2 entrance
- 3 Plot 1 entrance
- 4 Paving references the historic layout of the Goods Yard
- 5 Middle Road Stair
- 6 Lift within Plot 2
- 7 Nodal spaces add relief and articulation to Middle Road
- 8 Farthing Lane Stair + Lift within Plot 10A
- 9 Paving marks historic truck hoist location
- 10 Cygnet Lane Stair + Lift within plot 10B
- 11 Freestanding public lift
- 12 Brick Lane Stair
- 13 Visitor cycle stands
- 14 Bench seating



Figure 19. Illustrative Plan - Middle Road

### 3.6 Middle Road - Sections

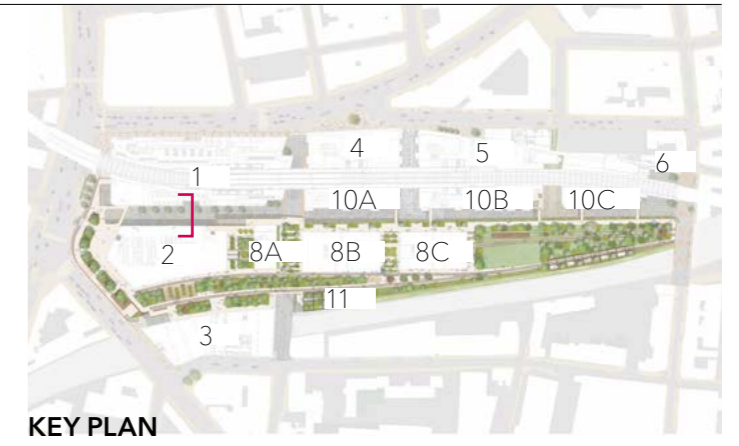
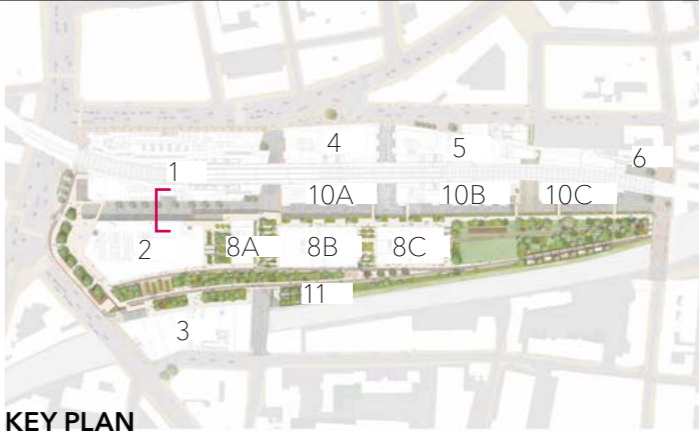


Figure 20. Illustrative Section - Middle Road (west facing)





KEY PLAN



Figure 21. Illustrative Section - Middle Road (east facing)



### 3.7 Braithwaite/Wheler Street North

#### Introduction

Braithwaite Street is the primary north south route connecting Bethnal Green Road to Wheler Street and Quaker Street. It is 135m long by 9m - 17m wide.

The street reveals its history from the Braithwaite viaduct to the later vaulted additions and jack arch structures. The diverse active frontages from station entrance, retail, hotel lobby, event space, cycle hub and London Road add to the drama and character of the street. In addition to the busy pedestrian activity the street has also to accommodate service vehicles and taxi drop-off requiring careful management.

#### Function

- Primary access route
- Shoreditch High Street Station Entrance
- Heritage celebration
- Active retail frontages
- Hotel and residential access
- Cycle hub
- Service vehicle access
- Access to Platform Level
- Vehicular access control

#### Soft Landscape

- Climbing plants

#### Hard Landscape

- High quality natural stone and brick paving
- Bespoke seating and furniture
- Operational + feature lighting
- Signage and way finding
- Retained and refurbished historical elements
- Vehicle control measures

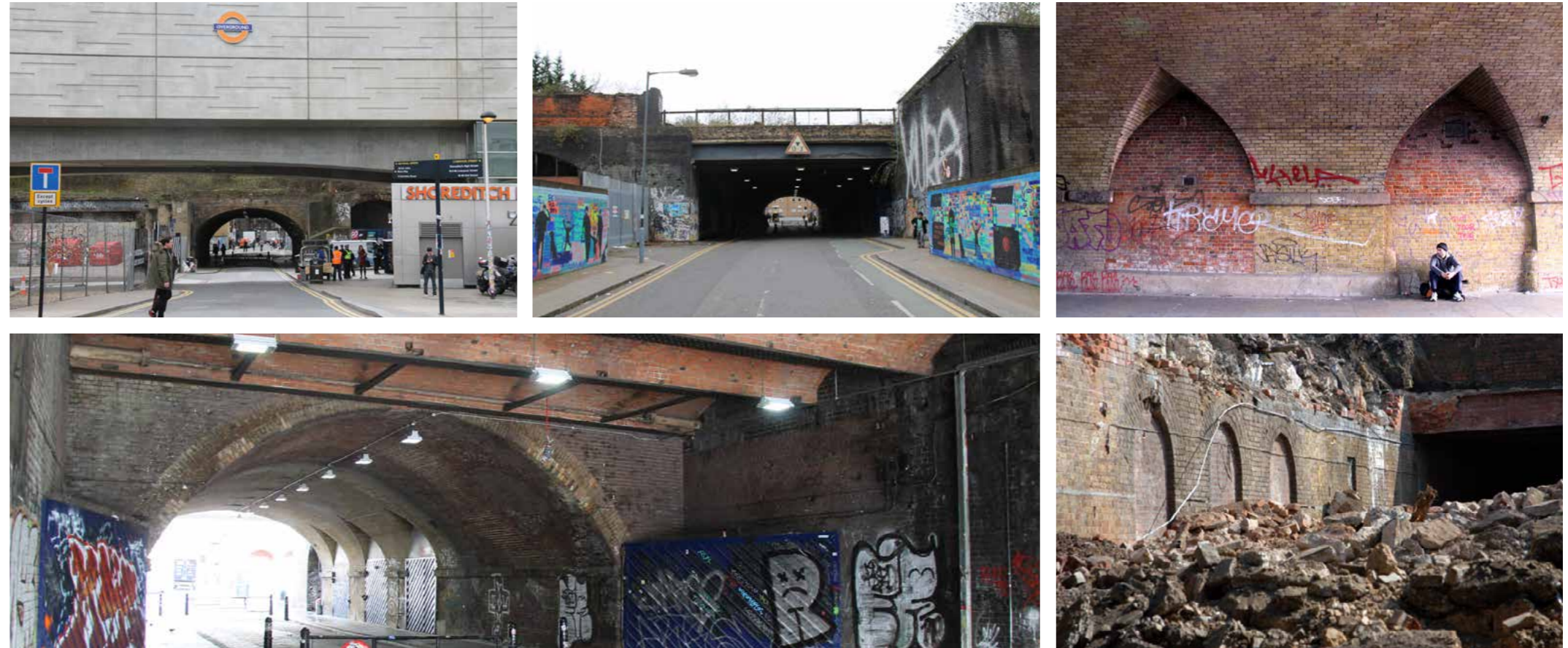
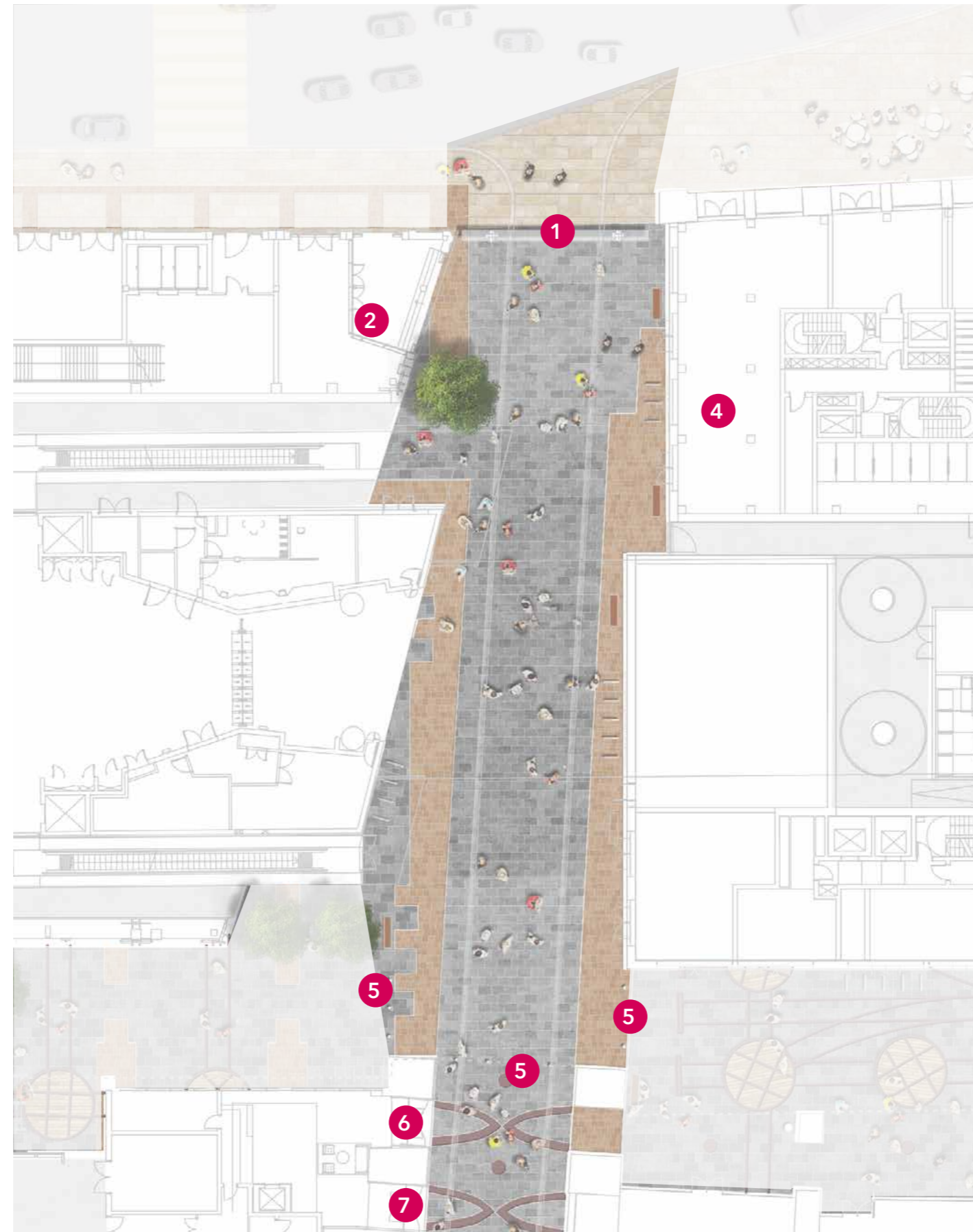


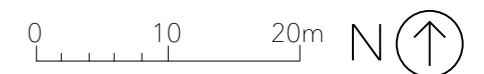
Figure 22. Site Photos



**LEGEND**

- 1 Gantry marks the northern entrance to the site
- 2 Retail frontage to the northeastern corner of plot 1
- 3 Entrance to Shoreditch High Street Station
- 4 Retail frontages activate Braithwaite Street
- 5 Rising bollards control vehicular access
- 6 Plot 8A Hotel lobby access through the Braithwaite Viaduct pointed arches
- 7 Plot 8A residential lobby access through the Braithwaite Viaduct pointed arches

Figure 23. Illustrative View - Braithwaite/Wheler Street



### 3.8 Oriel Stair - Introduction

At the very western end of the site, the Oriel Stairway features two linked stairs. These can be accessed from Middle Road, as people walk through the oriel gateway, and from Shoreditch High Street to the north. Two public lifts, located in Plot 1 and 2, will ensure an accessible route to the platform for all users.

#### LEGEND

- 1 Public lift within plot 1, accessible from Shoreditch High Street
- 2 Double width stair from Shoreditch High Street
- 3 Bridge connection to platform deck
- 4 Stair from combined landing up to platform level
- 5 Stair accessible from Middle Road
- 6 Public lift within plot 2, accessible from Middle Road

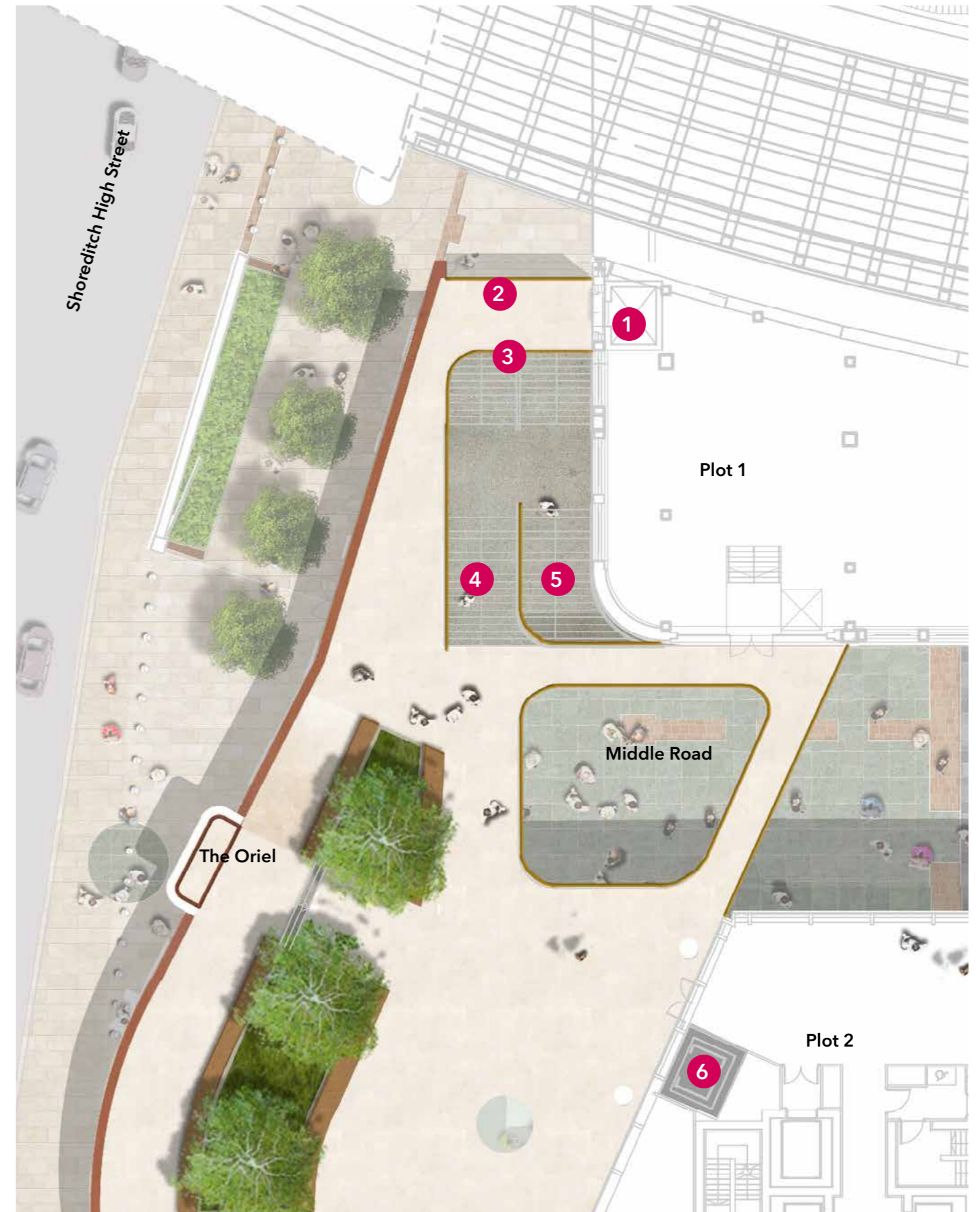
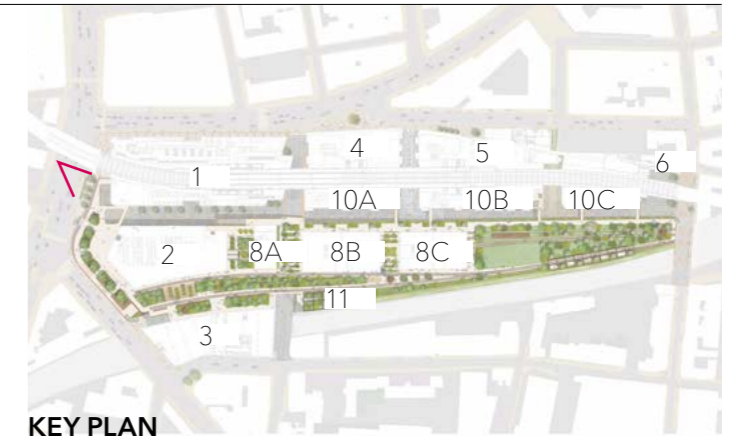


Figure 24. Illustrative Plan - The Oriel Stair



### 3.9 Oriel Stair - Overview

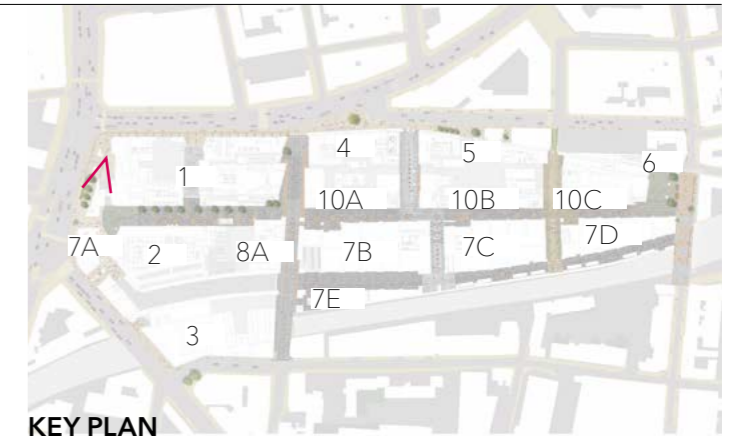


KEY PLAN



Figure 25. Elevated Model View - The Oriel Stair

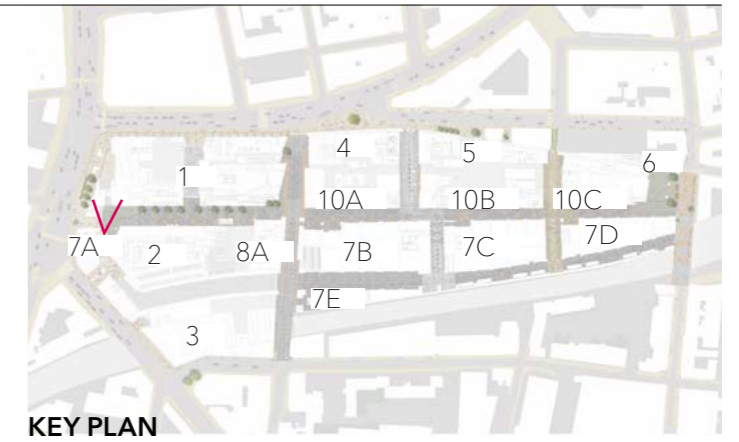
### 3.10 Oriel Stair - Eye Level Views



KEY PLAN



Figure 26. Eye Level Model View - The Oriel Stair



KEY PLAN



Figure 27. Eye Level Model View - The Oriel Stair

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## 4.0 Site-wide Strategies



## 4.1 Hard Landscape Strategy

The ground level hard landscape materials will be robust, high quality, and appropriate for their intended use. There is a particular opportunity on this site to re-use the existing hard landscape materials, creating a public realm which is sustainable, and which celebrates the history of the site.

Around the perimeter of the site, Yorkstone paving will stitch the public realm into its context. Yorkstone is used widely in central London, and is seen as a material which denotes public space.

Within the perimeter of the site, the existing granite setts will be lifted and refurbished. They will then be sorted based on their colour and re-laid to celebrate the history of the site with the 'Shoreditch Tapestry'.

The historic rail line and turntables will be relaid flush with the surrounding paving, with timber inset paving to the turntables.

These reclaimed materials will be supplemented with new Porphyry paving, selected due to its robust qualities suitable for vehicular movements, and its tones which complement the other materials.



Yorkstone paving



Existing granite setts, showing the variation in tone



Paving sorted by colour



Porphyry paving



Reclaimed granite setts, flush historic rails, and porphyry paving at Granary Square, Kings Cross



Timber paving



Inset paving feature elements to Farthing Lane



Turntable feature element

LEGEND

- Site Boundary
- RMA Boundary
- Masterplan Context - Illustrative Only
- Yorkstone paving
- Orange reclaimed granite sett paving
- Green reclaimed granite sett paving supplemented with new granite paving
- Silver reclaimed granite sett paving supplemented with new granite paving
- Yellow reclaimed granite sett paving supplemented with new brick paving
- Blue reclaimed granite sett paving supplemented with new porphyry paving
- Inset metal paving feature
- Reclaimed flush rail
- Timber paving
- In situ concrete with exposed aggregates

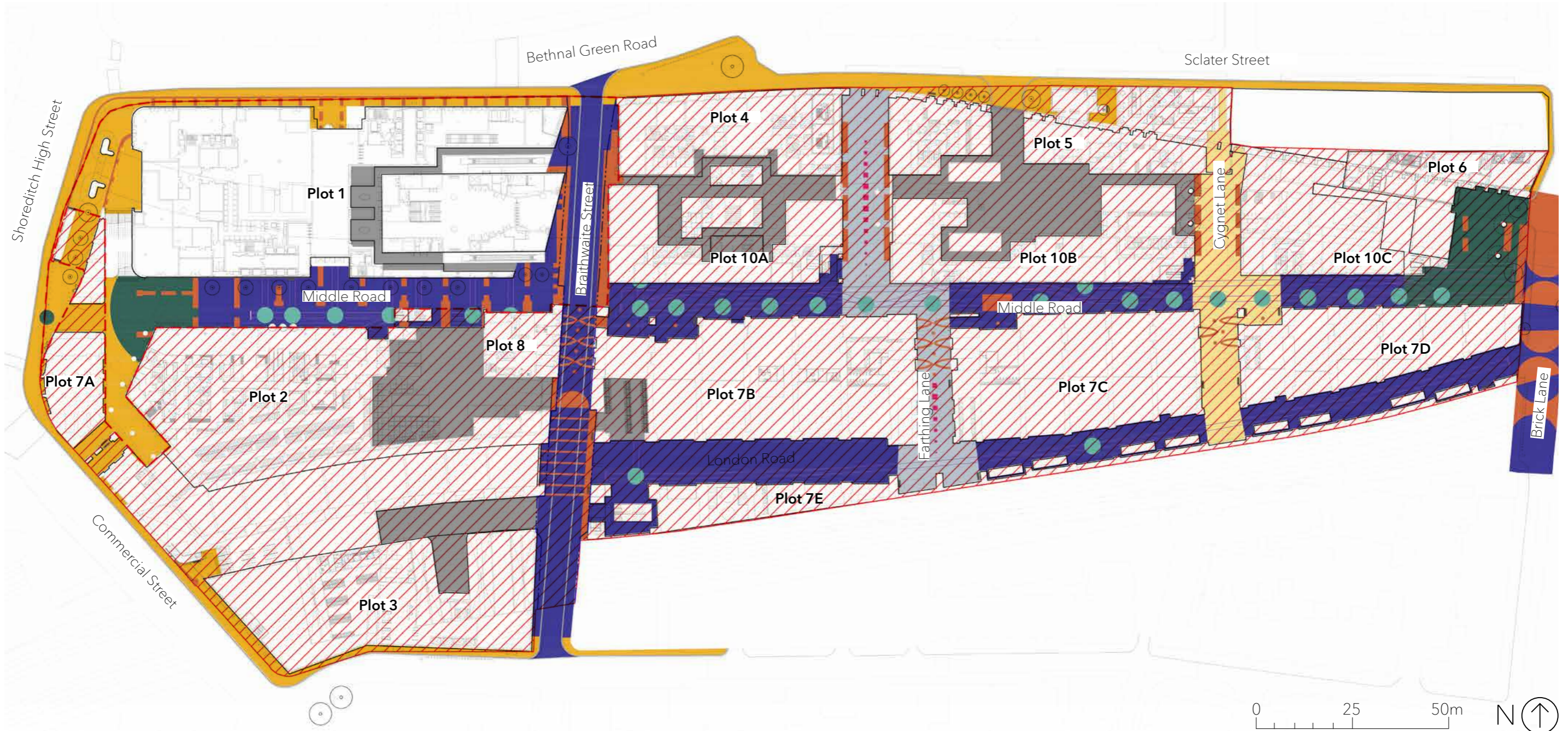


Figure 28. Hard Landscape Strategy Diagram - Ground Level

## 4.2 Furniture

The proposed street furniture will be high quality, robust, and suited to the industrial heritage of the site.

Materials used will include corten steel, weathered timber, and natural stone. Reclaimed elements will be used wherever appropriate.

The site will require HVM protection to PAS68 specification. The HVM strategy is to be further developed in coordination with Security advisor. HVM elements will be designed to minimise their impact on pedestrian comfort and heritage elements, while providing appropriate protection.

The historic gates to the Oriel Gateway will be refurbished and reinstated in a permanently open position.

Additionally, a number of gates will control access to the platform level park, London Road, residential entrances, and service yards.



Antony Gormley bollards



Scissor gates at Coal Drops Yard, Kings Cross



Balustrade



Corten cycle stands with root fixing



Refurbished historic gates at London Wall Place



Timber baulk benches



Hydraulic lifting HVM automated bollards



HVM measure integrated as seating elements



Corten litter bin



LEGEND

- Site Boundary
- RMA Boundary
- Public Highway Boundary
- Masterplan Context - Illustrative Only
- Benches
- Cycle stands
- Bollards
- HVM Bollards
- Balustrade
- Handrails
- Gates

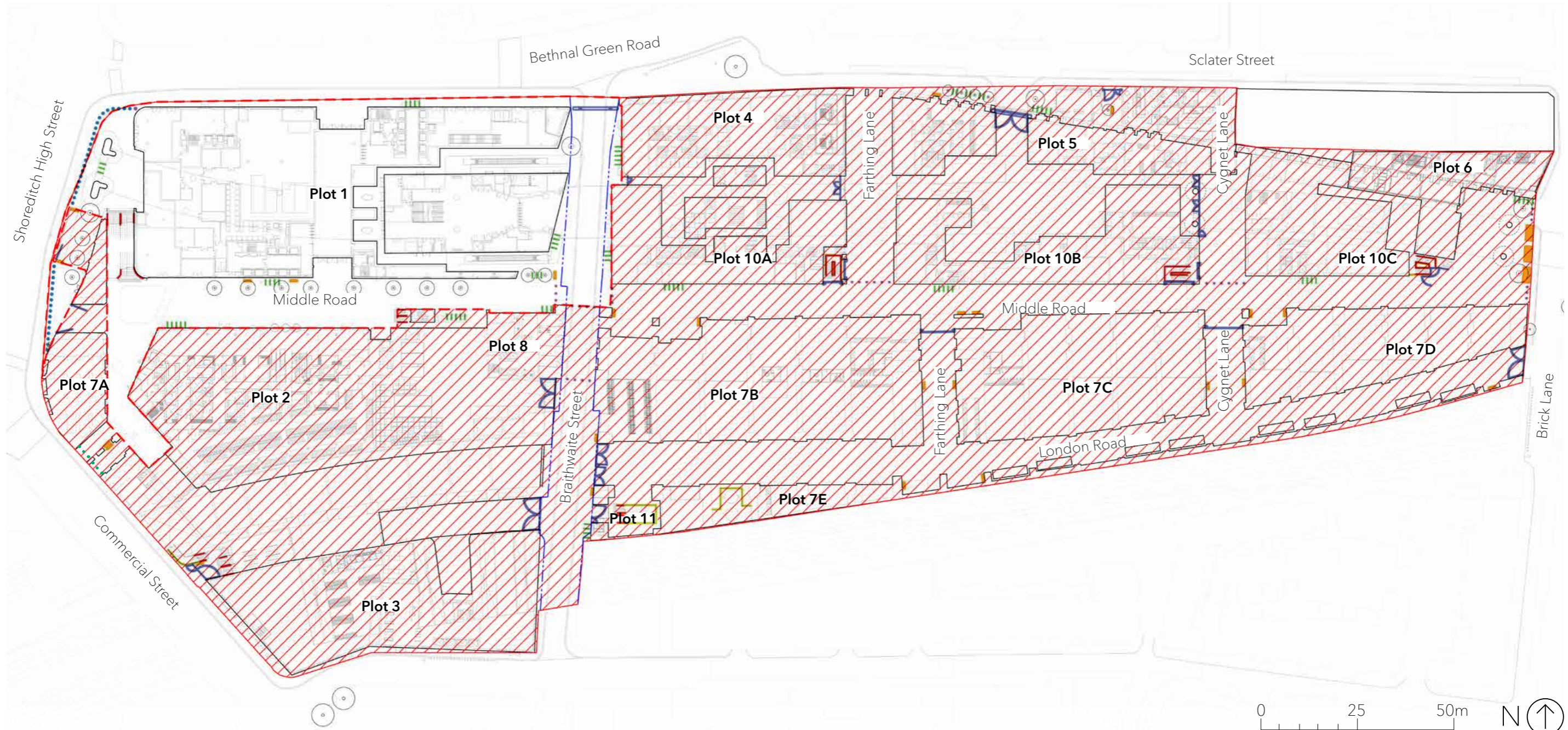


Figure 29. Furniture Strategy Diagram - Ground Level

### 4.3 Soft Landscape Strategy

Opportunities to maximise urban greening at the ground level have been maximised, bearing in mind the various constraints such as existing and proposed utilities, light levels, wind, vehicular movements and heritage sensitivities.

All existing trees around the site will be retained wherever possible. Opportunities to provide vertical greening in the form of climbing plants will be explored wherever possible.

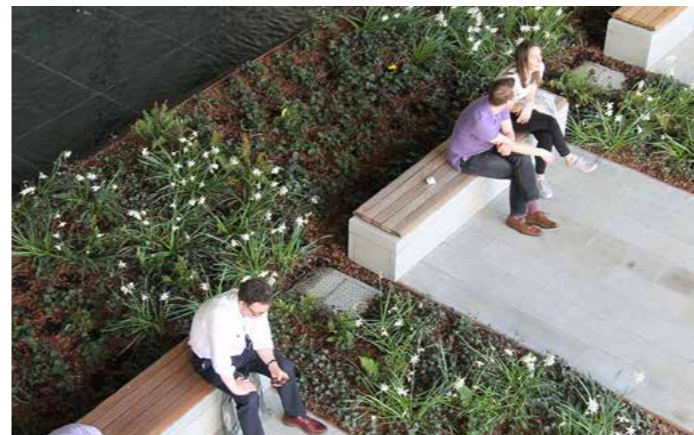
The images to the right show some potential tree species which may be used for planting at ground level. These species will be selected based on their suitability to microclimate, their aesthetic qualities, and their ability to support biodiversity.



Metasequoia glyptostroboides



Quercus robur



Planting areas at ground level



Liquidambar styraciflua 'Worplesdon'



Carpinus betulus



Tilia cordata



Gleditsia triacanthus

LEGEND

- Site Boundary
- RMA Boundary
- Public Highway Boundary
- Masterplan Context - Illustrative Only
- Proposed trees
- Existing trees to be retained
- Existing trees to be removed
- Proposed mixed shrub and herbaceous planting
- Opportunities for vertical greening

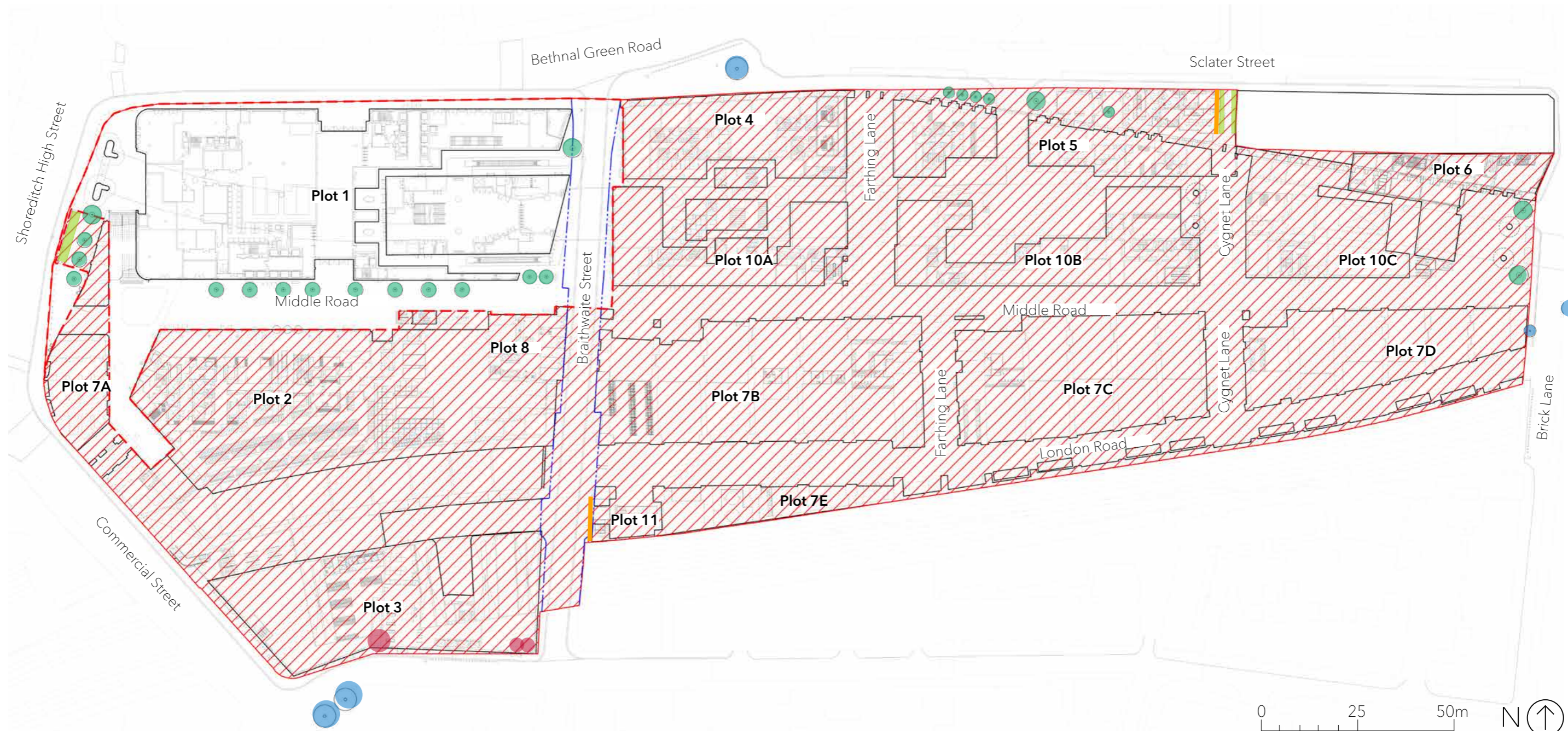


Figure 30. Soft Landscape Strategy Diagram - Ground Level

## 4.4 Lighting Strategy

### Introduction

The lighting strategy for The Goodsyard aims to ensure the landscape and public realm creates a welcoming environment after dark which is both safe and attractive.

Key consideration is given to the site's character, location, and the desire to minimise glare and light pollution.

The design intent is to provide an appropriate light level to suit operational requirements and for this to be enhanced with feature lighting that can add interest and character to the development. The arrangement of lighting is to assist the legibility of the scheme by providing higher levels of light at key points and avoiding over lighting the areas generally.

### Key Considerations

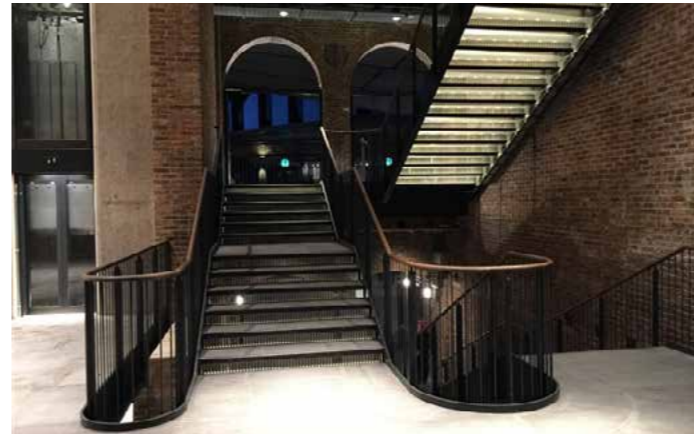
Some key consideration for the lighting at ground level include:

- Marking the perimeter boundary wall of the historic Goodsyard
- Emphasising key features such as stairs, nodal intersections, gateways and thresholds
- Providing appropriate illumination to areas under structure such as London Road and the areas under the TfL Overground box
- Minimisation of clutter in the public realm by integrating lighting fixtures into the built fabric.
- Seasonal and event lighting

For further information on the lighting proposals, refer to Hoard Lea's Stage 2 report.



Lighting within the historic structure



Lighting to stairs



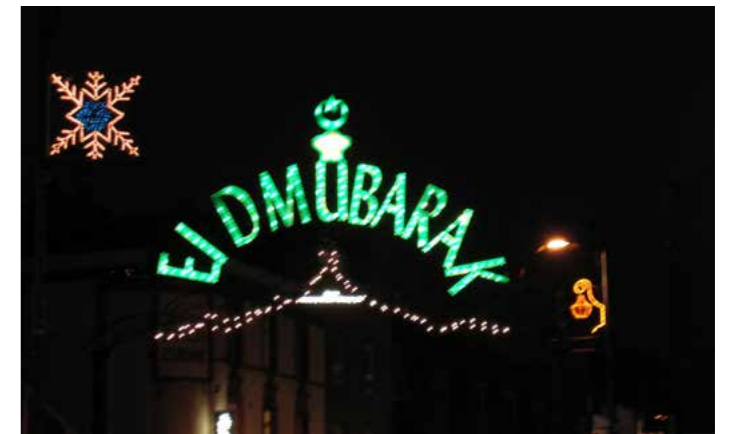
Wall lighting



Uplighting to trees



Bollard lighting



Seasonal lighting

LEGEND

- Site Boundary
- - - RMA Boundary
- - - Public Highway Boundary
- Masterplan Context - Illustrative Only

- Feature external lighting to historic structure
- Feature internal lighting to historic structure
- Operational lighting integrated into architecture
- Uplighting to trees
- Existing street lighting

- ⊙ Feature 'gateway' lighting
- ⊙ Feature 'threshold' and stair lighting
- Lighting underneath the overground

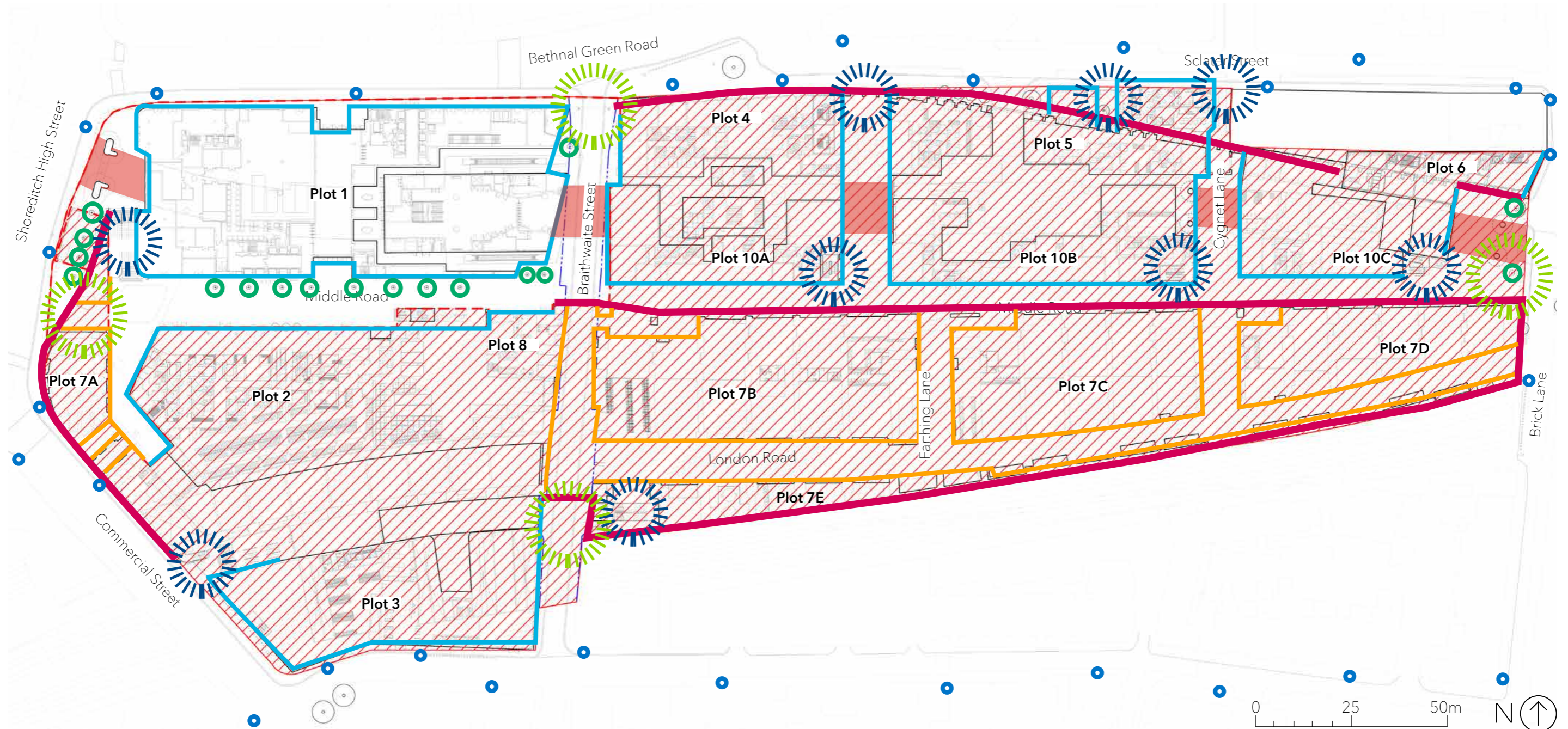












Figure 31. Lighting Strategy Diagram - Ground Level

## 4.5 Access and Control Strategy

The access and control strategy has been developed principally to ensure that the site is a pedestrian priority zone. Vehicular movements will be limited to those which are essential for the operation of the site. Braithwaite Street will be maintained as a cycle route, and cyclists will be permitted across the ground level. Access to London Road, the platform level park, and residential access areas will be managed with gates. Hostile Vehicle Mitigation measures will be integrated around the site perimeter where required (subject to security advisor input).

### LEGEND

- |   |  |   |   |   |  |
|---|--|---|---|---|--|
|  | Site Boundary                          |  | Pedestrian Access<br>24 hours                               |  | Vehicular Access<br>Managed  |
|  | RMA Boundary                           |  | Pedestrian Access to Platform Level Park<br>Open 7am - 11pm |  | HVM Measures<br>PAS68 Specification<br>(provisional strategy only) |
|  | Public Highway Boundary                |  | Pedestrian Access to London Road<br>Managed                 |   |  |
|  | Masterplan Context - Illustrative Only |  | Pedestrian Access<br>Residents + BoH only                   |   |  |

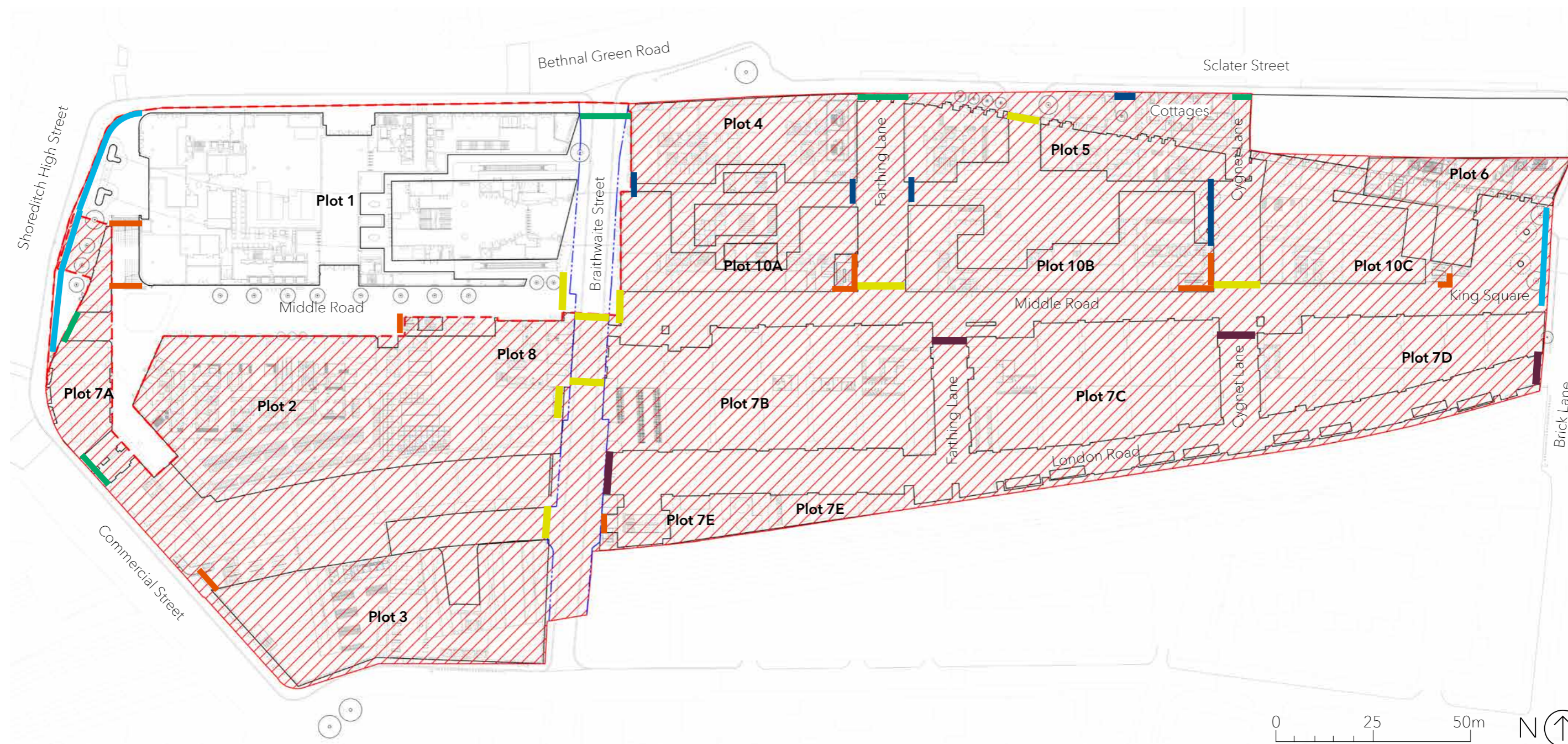


Figure 32. Access and Control Diagram - Ground Level

## 4.6 Levels and Drainage Strategy

The levels and drainage strategy has been coordinated with plot architects and the wider team, and is based on the high level strategy produced at the planning stage. The strategy provides a public realm which is accessible to all.

For further detail on levels and drainage, refer to the levels and drainage general arrangement drawing.

### LEGEND

- Site Boundary
- - - RMA Boundary
- - - Public Highway Boundary
- Masterplan Context - Illustrative Only
- +15.40 Existing level
- +15.40 Proposed level

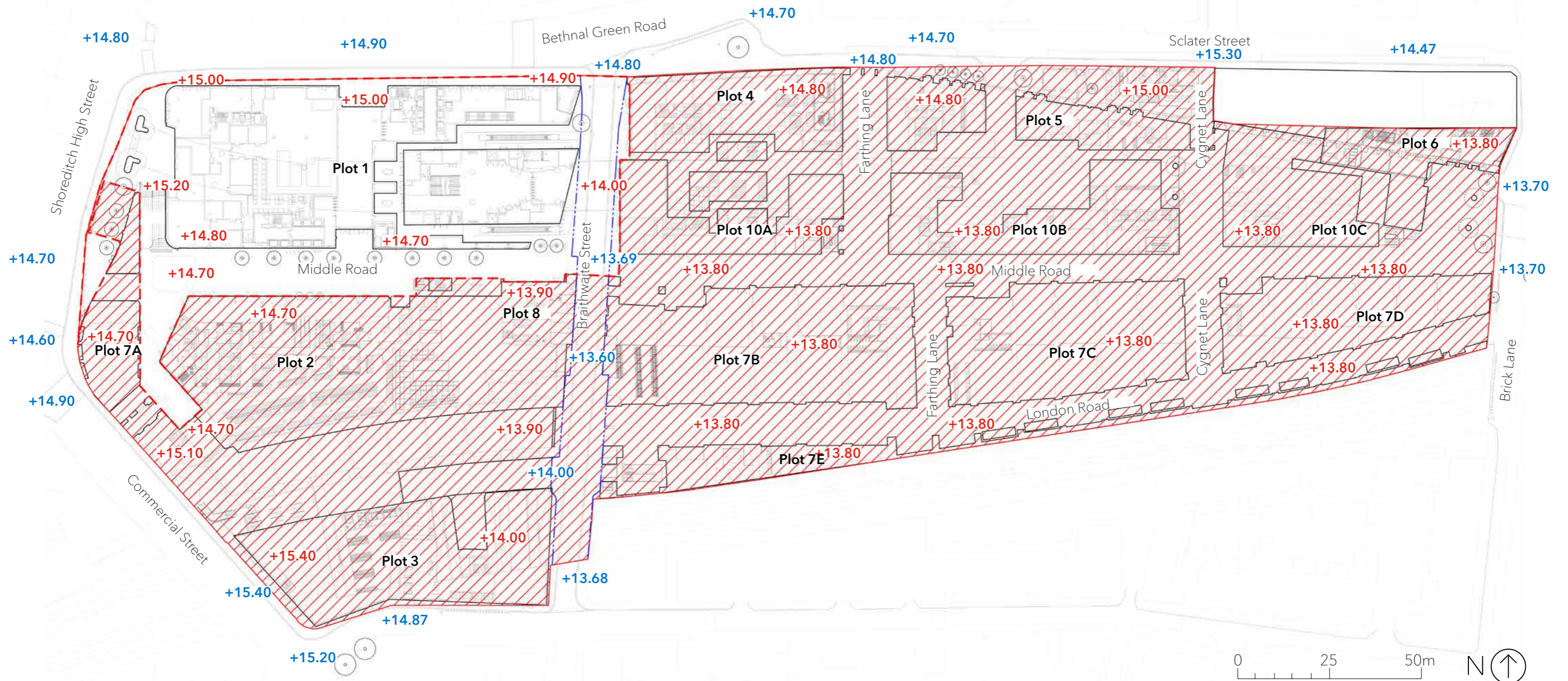


Figure 33. Levels and Drainage Strategy Diagram - Ground Level

## 4.7 Urban Greening Factor - Site-Wide

### Introduction

The Urban Greening Factor is a key piece of planning guidance which promotes the delivery of green infrastructure through developments. Proposals are expected to meet a target of 0.30.

### Proposals

The proposals seek to maximise green infrastructure across the site, whilst maintaining a character of public realm which is appropriate for the context and allowing for the proposed functions.

The area of the TfL overground box is not suitable for urban greening, and therefore has been removed from the calculation. The table and diagram opposite show how the site achieves a compliant score of 0.32 across the site, despite the considerable constraints.

SITEWIDE					SITEWIDE - W/O Overground		
Surface Cover Type	Factor	Area (m <sup>2</sup> )	Contribution	Notes			
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site.	1	670	670				
Wetland or open water (semi-natural; not chlorinated) maintained or established on site.	1		0				
Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm.	0.8	5885	4708				
Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree.	0.8	3427	2741.6				
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of GRO Code 2014.	0.7	3173	2221.1				
Flower-rich perennial planting.	0.7	50	35				
Rain gardens and other vegetated sustainable drainage elements.	0.7		0				
Hedges (line of mature shrubs one or two shrubs wide).	0.6	54	32.4				
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	0.6	601	360.6				
Green wall –modular system or climbers rooted in soil.	0.6	354.5	212.7				
Groundcover planting.	0.5		0				
Amenity grassland (species-poor, regularly mown lawn).	0.4	3147	1258.8				
Extensive green roof of sedum mat or other lightweight systems that do not meet GRO Code 2014.	0.3		0				
Water features (chlorinated) or unplanted detention basins.	0.2		0				
Permeable paving.	0.1		0				
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone).	0		0				
<b>Total contribution</b>			<b>12240</b>		<b>Total contribution</b>	<b>12240</b>	
<b>Total site area (m<sup>2</sup>)</b>				<b>43965</b>	<b>Total site area (m<sup>2</sup>)</b>	<b>38804</b>	
<b>Urban Greening Factor</b>				<b>0.28</b>	<b>Urban Greening Factor</b>	<b>0.32</b>	

Figure 34 Urban Greening Factor Calculation - Site-Wide



LEGEND

- Site Boundary
- RMA Boundary
- Masterplan Context - Illustrative Only
- Semi natural vegetation (1.0)
- Intensive green roof (0.8)
- Flower rich perennial planting (0.7)
- Extensive green roof (0.7)
- Hedges (0.6)
- Climbing plants (0.6)
- Amenity grassland (0.4)
- Permeable paving (0.1)
- Standard trees (0.6)
- Trees in connected tree pits (0.8)

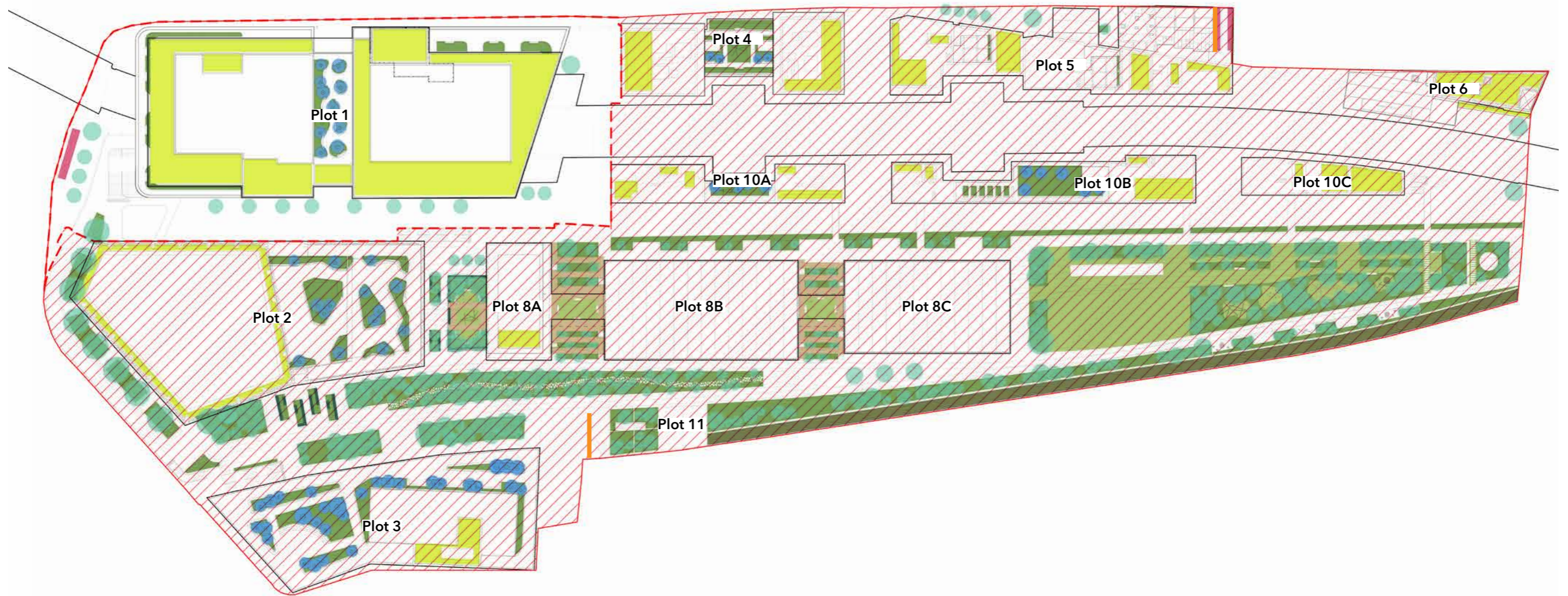


Figure 35. Urban Greening Factor Diagram - Site Wide

## 4.8 Urban Greening Factor - Plot 1 RMA

Within the area of the plot 1 RMA, urban greening has been maximised with the introduction of additional street trees and planting areas at ground level, and the inclusion of extensive areas of biodiverse roof and planting areas to the terraces on plot 1.

However, as the majority of the ground level public realm will need to be hard landscape to allow for comfortable flow of pedestrians around the site, it is not appropriate to introduce the extent of urban greening which would be required to achieve a policy compliant score. Other parts of the masterplan, in particular the platform level park, will contain extensive urban greening and the proposals therefore achieve a balanced approach across the site.

PLOT 1 RMA					PLOT 1 RMA - W/O Overground		
Surface Cover Type	Factor	Area (m <sup>2</sup> )	Contribution	Notes			
Semi-natural vegetation (e.g. trees, woodland, species-rich grassland) maintained or established on site.	1		0				
Wetland or open water (semi-natural; not chlorinated) maintained or established on site.	1		0				
Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm.	0.8	370	296				
Standard trees planted in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree.	0.8	236	188.8				
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of GRO Code 2014.	0.7	1730	1211				
Flower-rich perennial planting.	0.7	23	16.1				
Rain gardens and other vegetated sustainable drainage elements.	0.7		0				
Hedges (line of mature shrubs one or two shrubs wide).	0.6		0				
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree.	0.6	98	58.8				
Green wall –modular system or climbers rooted in soil.	0.6		0				
Groundcover planting.	0.5		0				
Amenity grassland (species-poor, regularly mown lawn).	0.4		0				
Extensive green roof of sedum mat or other lightweight systems that do not meet GRO Code 2014.	0.3		0				
Water features (chlorinated) or unplanted detention basins.	0.2		0				
Permeable paving.	0.1		0				
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone).	0		0				
<b>Total contribution</b>			<b>1770.7</b>		<b>Total contribution</b>	<b>1770.7</b>	
<b>Total site area (m<sup>2</sup>)</b>			<b>8503</b>		<b>Total site area (m<sup>2</sup>)</b>	<b>7805</b>	
<b>Urban Greening Factor</b>			<b>0.21</b>		<b>Urban Greening Factor</b>	<b>0.23</b>	

Figure 36 Urban Greening Factor Calculation - Plot 1 RMA

LEGEND

- Site Boundary
- - - RMA Boundary
- Masterplan Context - Illustrative Only

- Semi natural vegetation (1.0)
- Intensive green roof (0.8)
- Flower rich perennial planting (0.7)
- Extensive green roof (0.7)
- Hedges (0.6)

- Climbing plants (0.6)
- Amenity grassland (0.4)
- Permeable paving (0.1)
- Standard trees (0.6)
- Trees in connected tree pits (0.8)

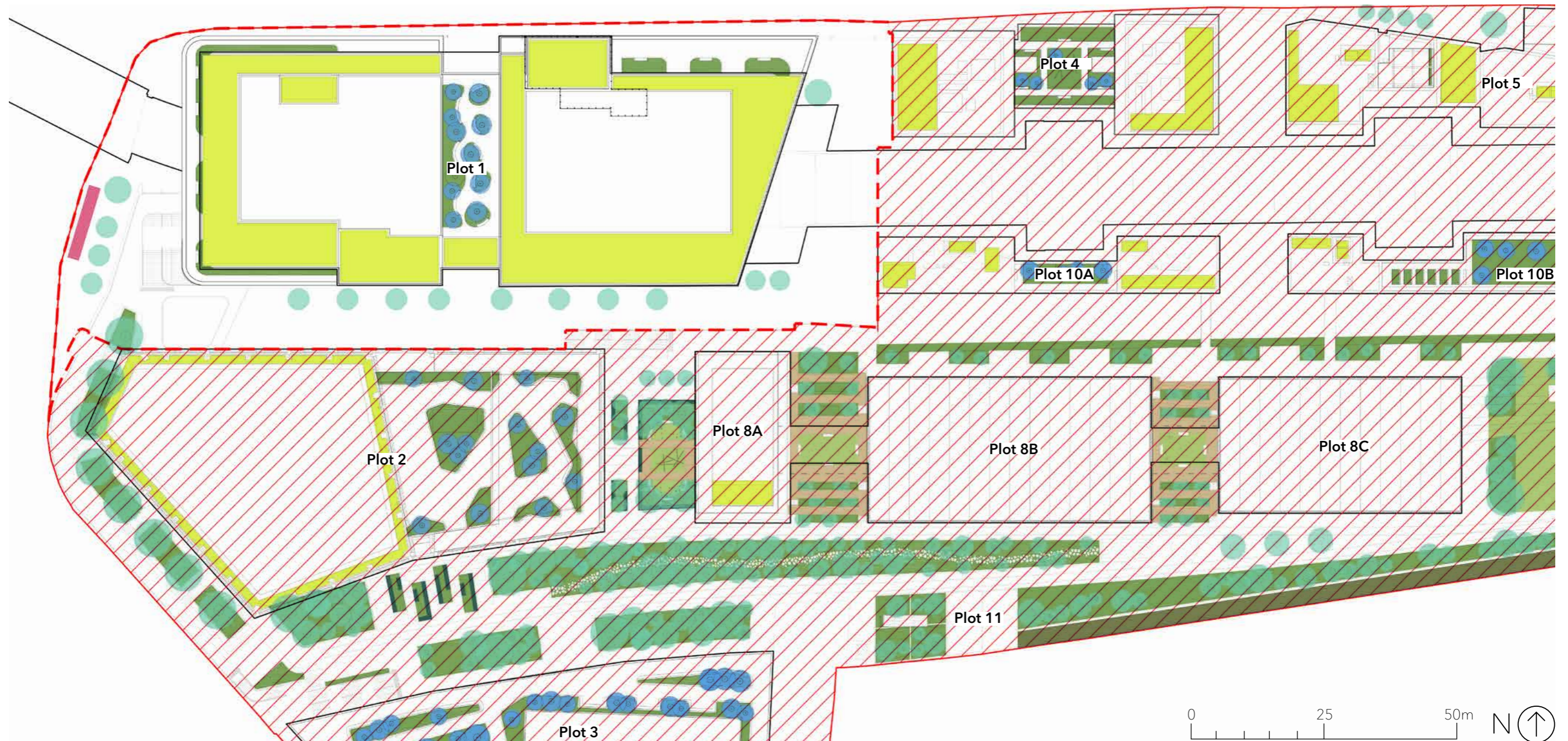


Figure 37. Urban Greening Factor Diagram - RMA 2

