



THE GOODSYARD

Design and Access Statement

September 2019 - Part 13 of 21



ballymore.



6.0 DETAILED DESIGN

6.1 DETAILED CONTENT INTRODUCTION

As identified and referenced in section 1.4.15 and 1.4.16, the Outline Application has part all matters reserved and part no matters reserved; Full details are submitted for Plot 2, and Plot 7; a Listed Building Consent (LBC) is also submitted for Plot 7.

The structure of the application and the DPA and LBC within the application is demonstrated on Fig 6.1.1.

Each plot is introduced briefly below and is expanded on in detail within sections Fig 6.2.3 and 6.3.

6.1.1 Plot 2

Plot 2 (Fig 6.1.2) is located on the western edge of the masterplan area and is bound to the west by Shoreditch High Street. The building is to provide predominantly office accommodation with retail uses activating areas adjacent to public realm.

6.1.2 Plot 7 (LBC)

Plot 7 (Fig 6.1.3) is located at grade (ground level) under the historic Grade II Listed Braithwaite Viaduct structures, proposed uses are for retail, food and beverage, community and ancillary uses. Plot 7 also includes works to and under the Oriol gateway and adjoining structures for retail food and beverage uses.

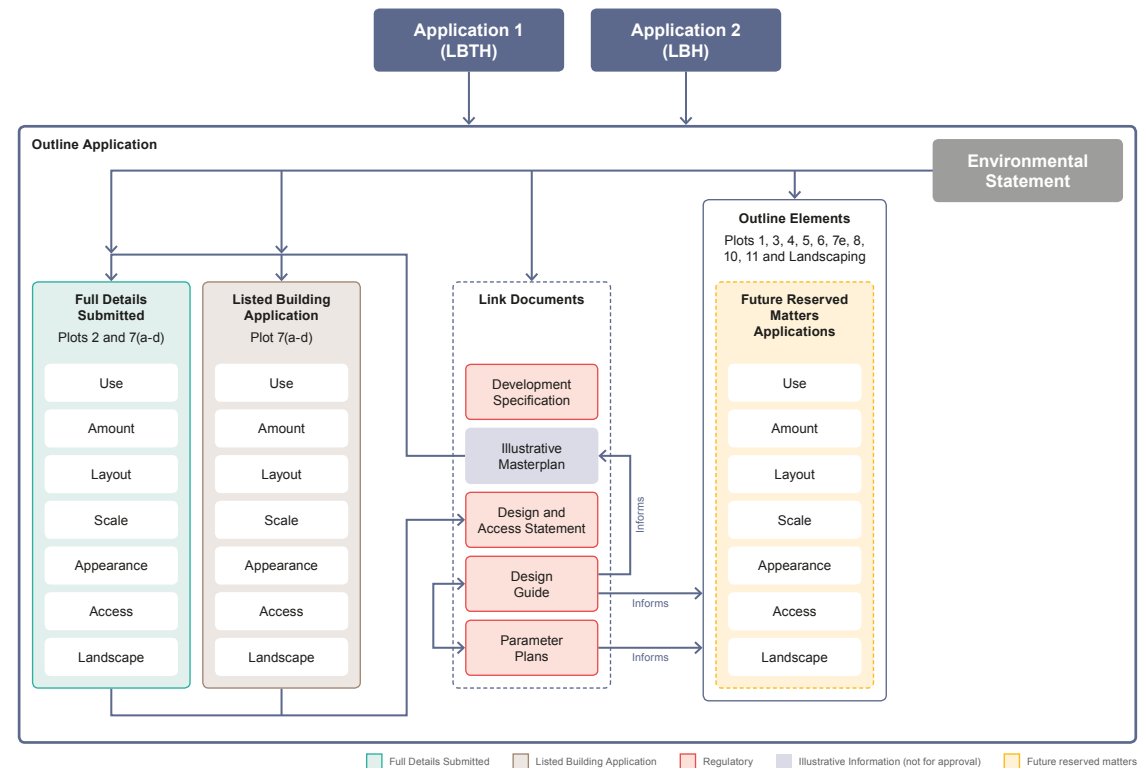


Fig 6.1.1: Application Structure

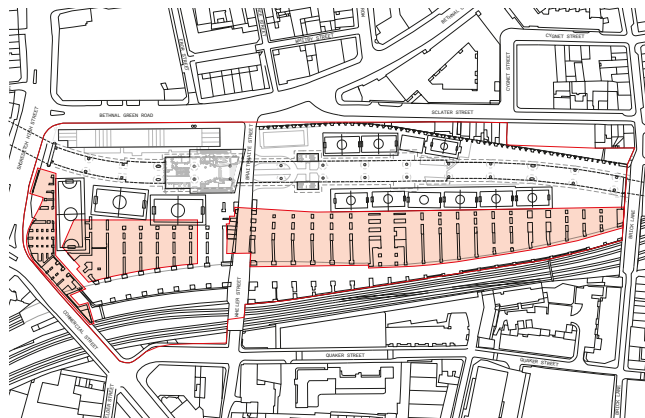


Fig 6.1.2: Plot 2, DPA Boundary

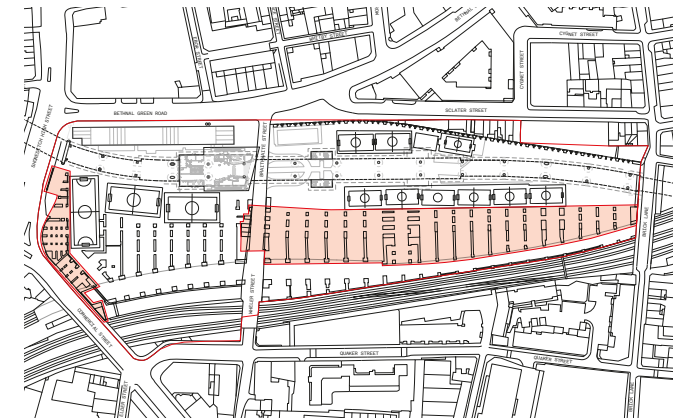


Fig 6.1.3: Plot 7, LBC Boundary

This page is intentionally blank

6.2 PLOT 2

6.2.1 Location within the Masterplan

Eric Parry Architects were commissioned to develop the proposed building on plot 2 to full details in autumn 2018.

Plot 2 has a prominent position within the masterplan, being located at the western 'prow' of the site and in the centre of the 'Commercial Campus'. It is the tallest element in the masterplan, announcing the Goodsyrd onto Shoreditch High Street and the City. As the first new build element to be submitted in detail the design for Plot 2 is setting a standard of outstanding architectural quality, a benchmark to be followed by the rest of the development.

The design pays respect to the Oriel Gateway, acknowledging it as a unique heritage asset. Together with plot 1 it frames and highlights the importance of the gate as the main entry point to Middle Road, the masterplan's new east-west route. Plot 2 interacts with the public realm at both street and Platform level, creating active and attractive spaces at both levels and forming physical and visual connections between the two.

The site history is described in detail in Section 2.5 and 2.6. The current conditions of the site are described in Section 2.7. Further information in relation to the masterplan's design process is available in section 1.6 of this document.

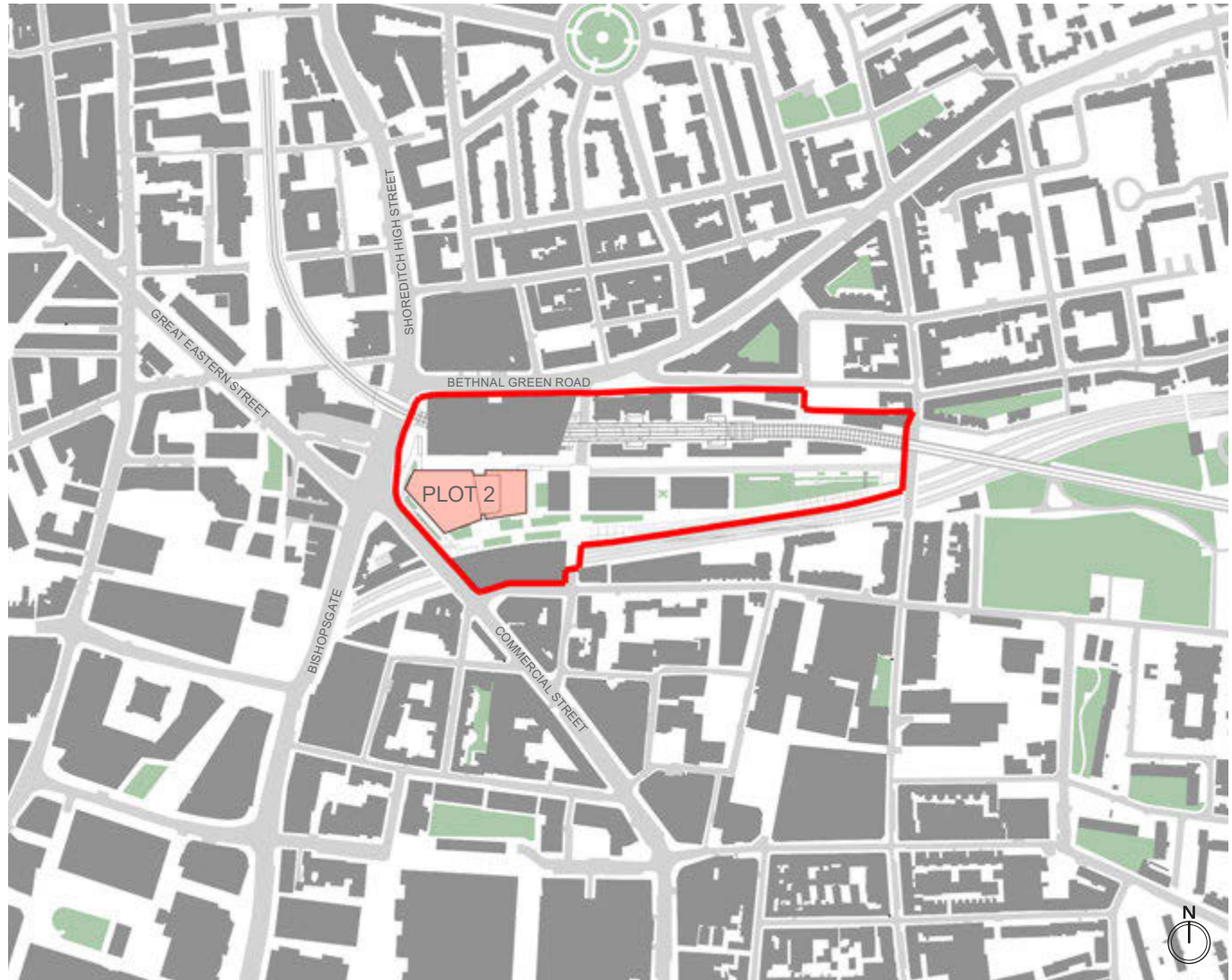


Fig 6.2.1: Plot 2 within the masterplan site



Fig 6.2.2: Building 2 within massing model - viewed from northwest

The proposed development on Plot 2 provides 47,176m² net internal area of office space, distributed across 25 floors. The client's brief is focused on achieving:

- High quality office workspaces
- Variety of floorplate sizes
- Sustainability and flexibility for today's and future work practices
- An outstanding and competitive alternative to the City's commercial offer.

Retail units (use A1, A2 and A3), total 2,157m² GIA, occupy a large proportion of the lower floors, with active frontages at street and Platform levels.

The proposal's approach to sustainability is to optimise use of land, maximise resilience and future adaptability, minimise energy usage and make positive contribution to the local environment.

The development's sustainability and energy strategy is described in Section 10.0 of this document.

Building 2 will achieve a BREEAM rating of Excellent.

6.2.2 Plot 2 Constraints and Opportunities

The site constraints have already been described in Section 2.8 of this document.

The main constraints affecting Plot 2 are:

- Listed structures (arches including the Oriel Gateway) to west and southwest
- London LVMF 8A.1
- The 8th Track Reserve
- London Road and the Suburban Line tunnel below
- The London Underground Central Line
- Borough Boundary between LBH and LBTH
- Northern elevation is constrained due to proximity to Plot 1
- Plot 2 Basement required to support and house site-wide infrastructure

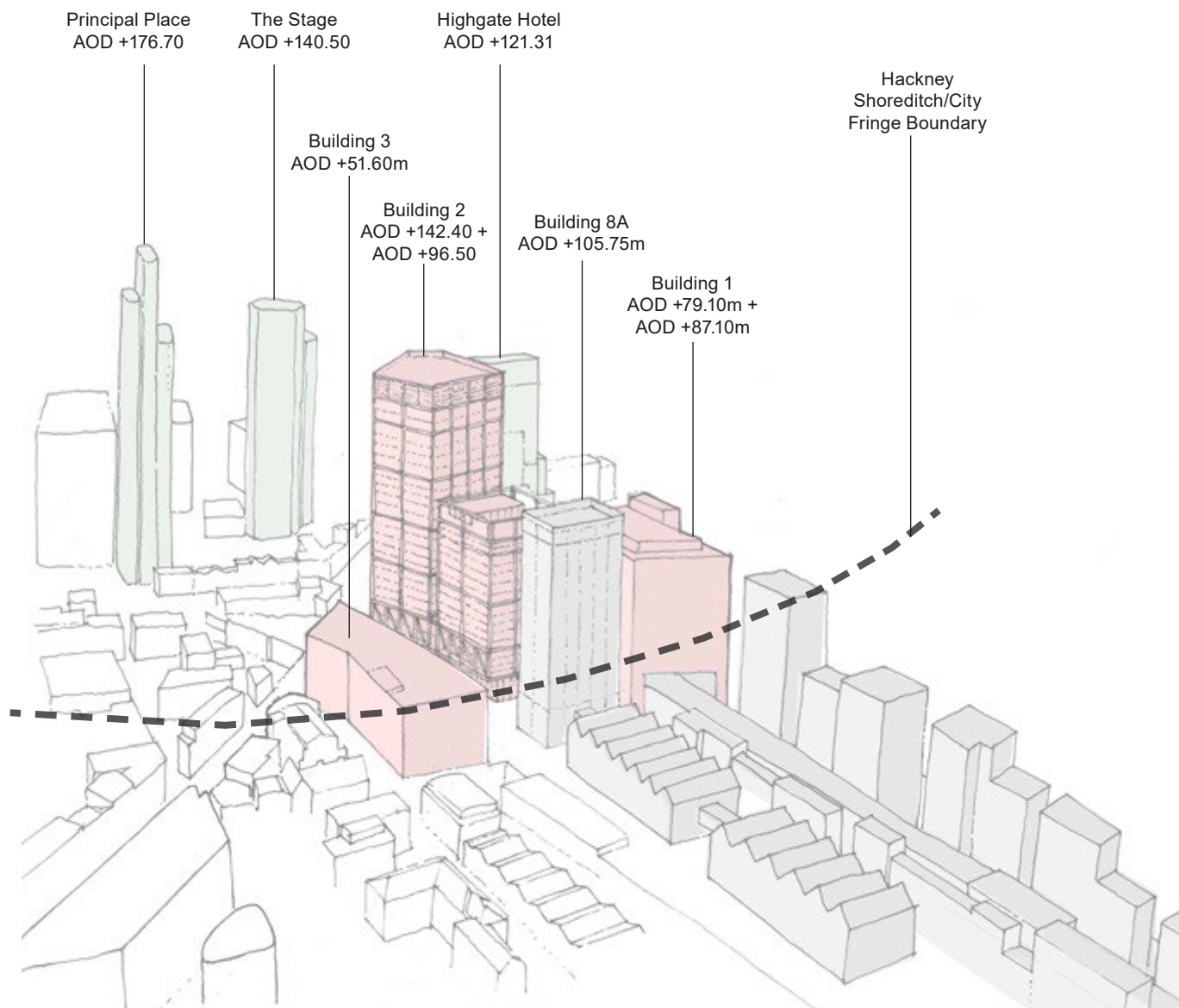
The opportunities are:

- The historic fabric including the listed wall forming the edge of the Platform provides an attractive base to the proposed Building 2.
- The Oriel Gateway which presents Building 2 with the challenge of an historic landmark, a focal point to which the building responds with a gentle bow and a generous uplift above the Platform level of approximately 10m.

Fig 6.2.3 illustrates the main below and above ground constraints affecting Plot 2.



Fig 6.2.3: Location of Plot 2 within the masterplan site



6.2.3 Building 2 within the Masterplan

Building 2 is the tallest building within the Goodsyrd Masterplan. Its presence creates a dialogue with surrounding tall buildings such as Principal Place, The Stage and The Shoreditch Highgate Hotel (currently under construction).

Its height announces the entrance to the Goodsyrd and the main east-west pedestrian route.

It is flanked by two office buildings within the masterplan, Building 1 to the north and Building 3 to the south. Together they constitute the Commercial Campus within the Goodsyrd Masterplan.

The second tallest building (Building 8A, mixed use residential and hotel) sits to the east of Building 2 and provides a transition between the Commercial Campus and the residential buildings to the east which complete the Masterplan.

It is important to note that Building 2 sits within Hackney's Shoreditch/City Fringe Area (and Hackney's Tall Building Strategy Plan).

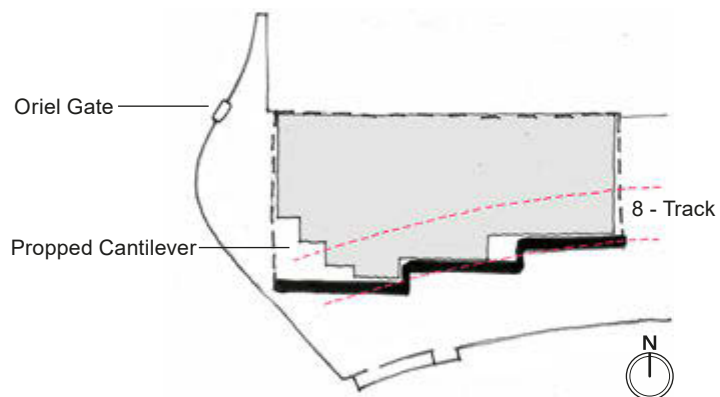
Further information regarding the Masterplan's massing criteria is available in Section 3.5.

Fig 6.2.4: Plot 2 within the masterplan site

6.2.4 Response to Masterplan and Massing Evolution

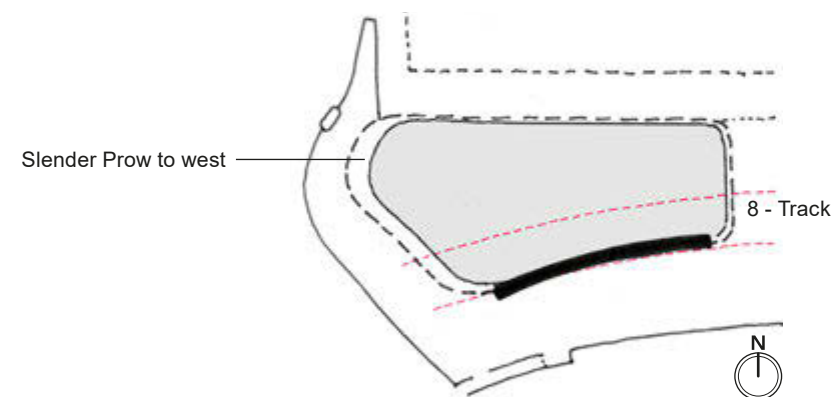
Emerging Masterplan Massing - Autumn 2018

- Significant massing reduction from 2015 residential scheme
- Massing of three blocks rising to west
- Cantilever to south west perimeter of site
- Full-width west-facing façade
- Stepped southern edge



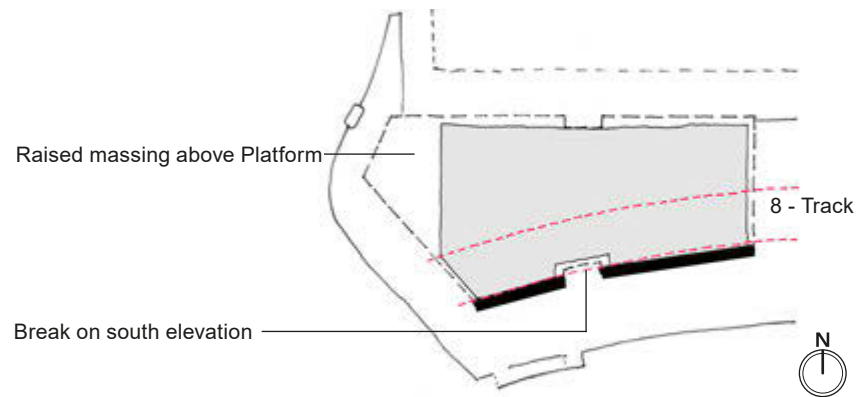
Rounded form with continuous façade

- Response to Goodsyrd station's curved plan form and its alignment to the listed wall
- Slender elevation to west-facing prow
- Creating a focal point for the Oriel Gate
- Simpler form: tower and backpack
- Curved southern form to structural constraints of railway below



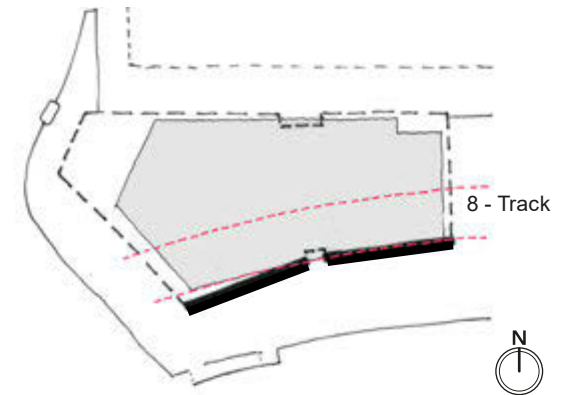
Angular massing responding to surrounding architecture

- Two interrupted planes break down the south elevation
- Angular forms respond better to adjacent buildings and streets
- Two masses separated by vertical recess
- Main building mass of body lifted 10m above the Platform level to allow daylight to flow under cantilevered element
- A sloped reflective soffit creating a 'smile' to help formalise a setting for the Oriel Gate at the entrance to the site



Developed Design

- Rationalised façades with slender verticality
- Expressed metal structure reflecting the railway engineering heritage of the site
- The tower is developed to optimise letting flexibility through a range of floorplates and amenities



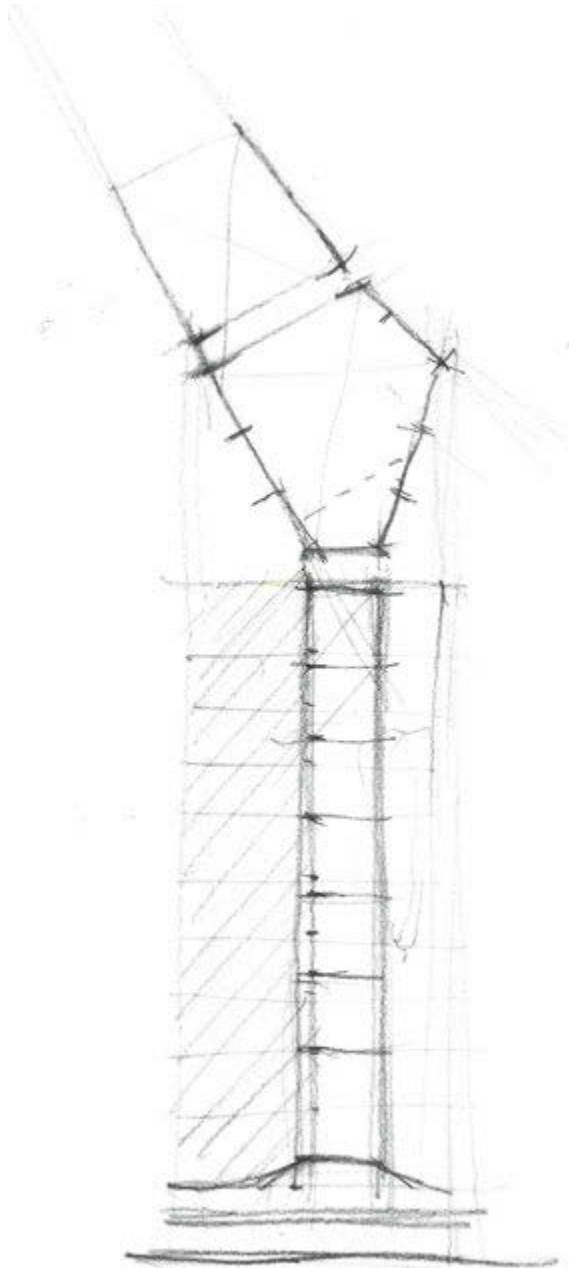


Fig 6.2.5: Proportion and initial elevational studies

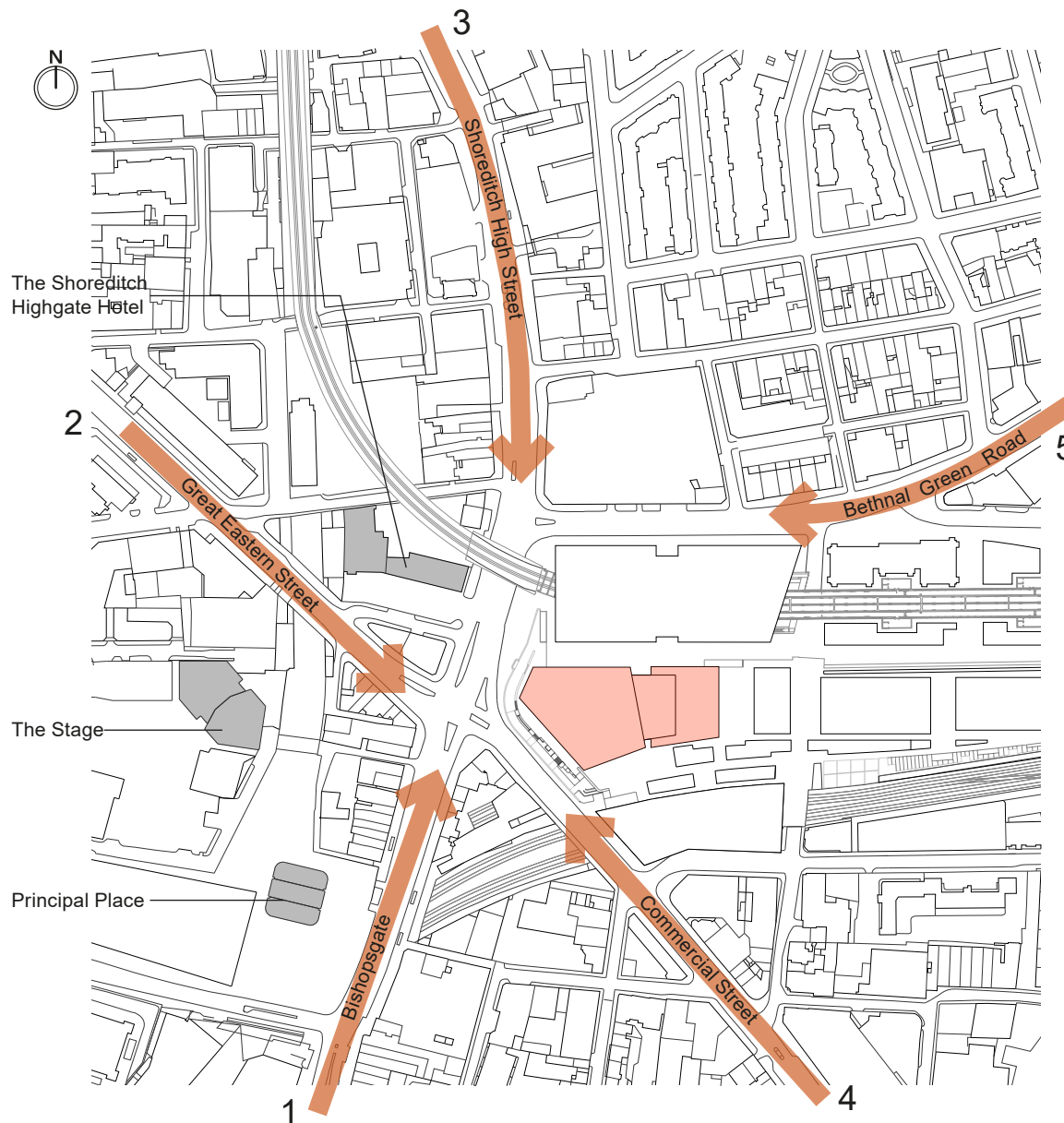


Fig 6.2.6: The urban context

6.2.5 The Urban Context - Approaching the building

The urban context for the three office buildings (Plots 1, 2 & 3) is framed by two roads: Bethnal Green Road to the east and the busy crossing of Shoreditch High Street by Commercial Street and Great Eastern Street. The Boundary Wall of The Goodsyard forms the boundary to this west frontage.

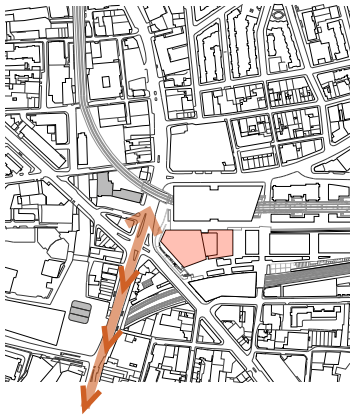
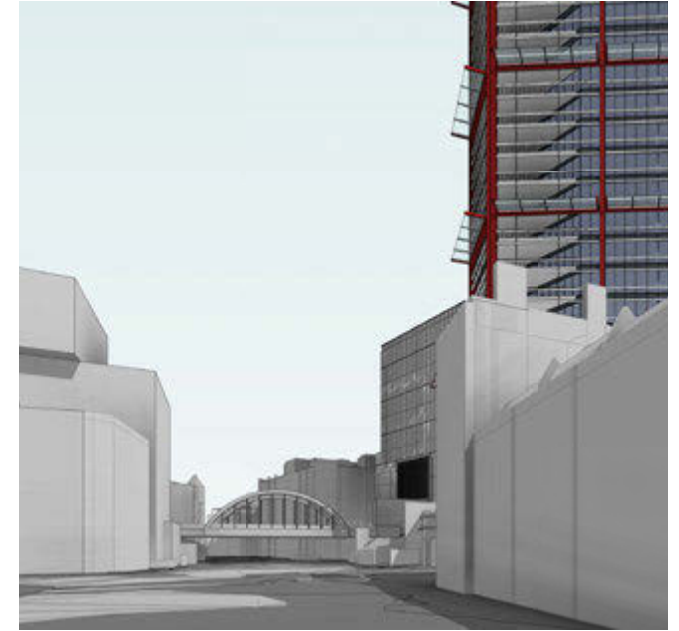
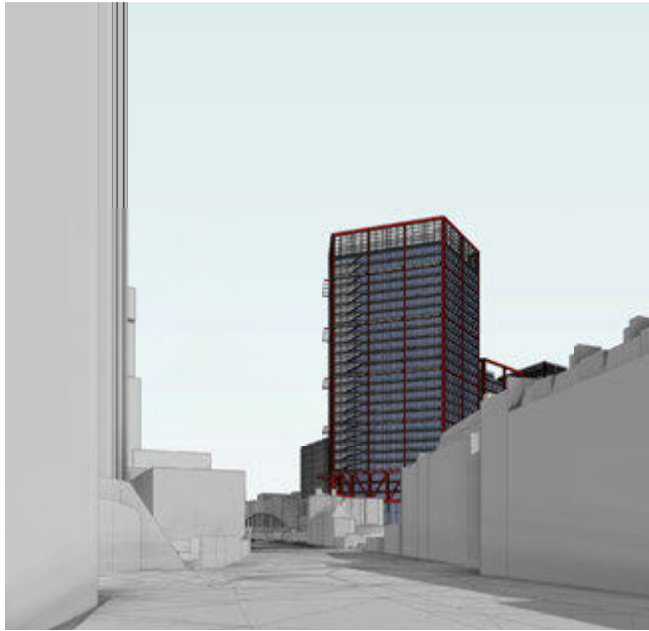
The design for Plot 2 responds to the dynamic approaches to the site, in particular to the intersection that has low rise buildings that do not clearly delineate this urban space. The taller new developments that surround the intersection are creating a new definition at the threshold between the City of London and major roads into the Boroughs of Islington, Hackney and Tower Hamlets.

The approach towards Plot 2 is described on the following pages in sequence:

- Bishopsgate to Shoreditch High Street from the south
- Great Eastern Street from the west
- Shoreditch High Street from the north
- Commercial Street from the southeast
- Bethnal Green Road from the east

The massing of Plot 2 is fully described in the selected Verified Views for the Illustrative Masterplan. The massing as approached from the platform landscape is covered in the Masterplan descriptions and illustrative views. With the increased height of the hotel and residential tower on Plot 8A, the massing of Building 2 is largely masked from the east. The inflected massing of the south elevation of Building 2 does create a subtle orientation that leads the eye in the views west towards Commercial Street.

Bishopsgate to Shoreditch High Street approach from the south



Approaching from the south from the City and Liverpool Street station Building 2 is seen with the other taller buildings. The southwest elevation faces this approach with the platform trees and the transfer structure appearing above the lower street buildings. The buildings of Plots 1, 2, 3 & 8 read together in the central view shown. The base of the northwest prow is not visible until the junction with Commercial Street.

Fig 6.2.7: 1 - Approach from the south-west - Bishopsgate

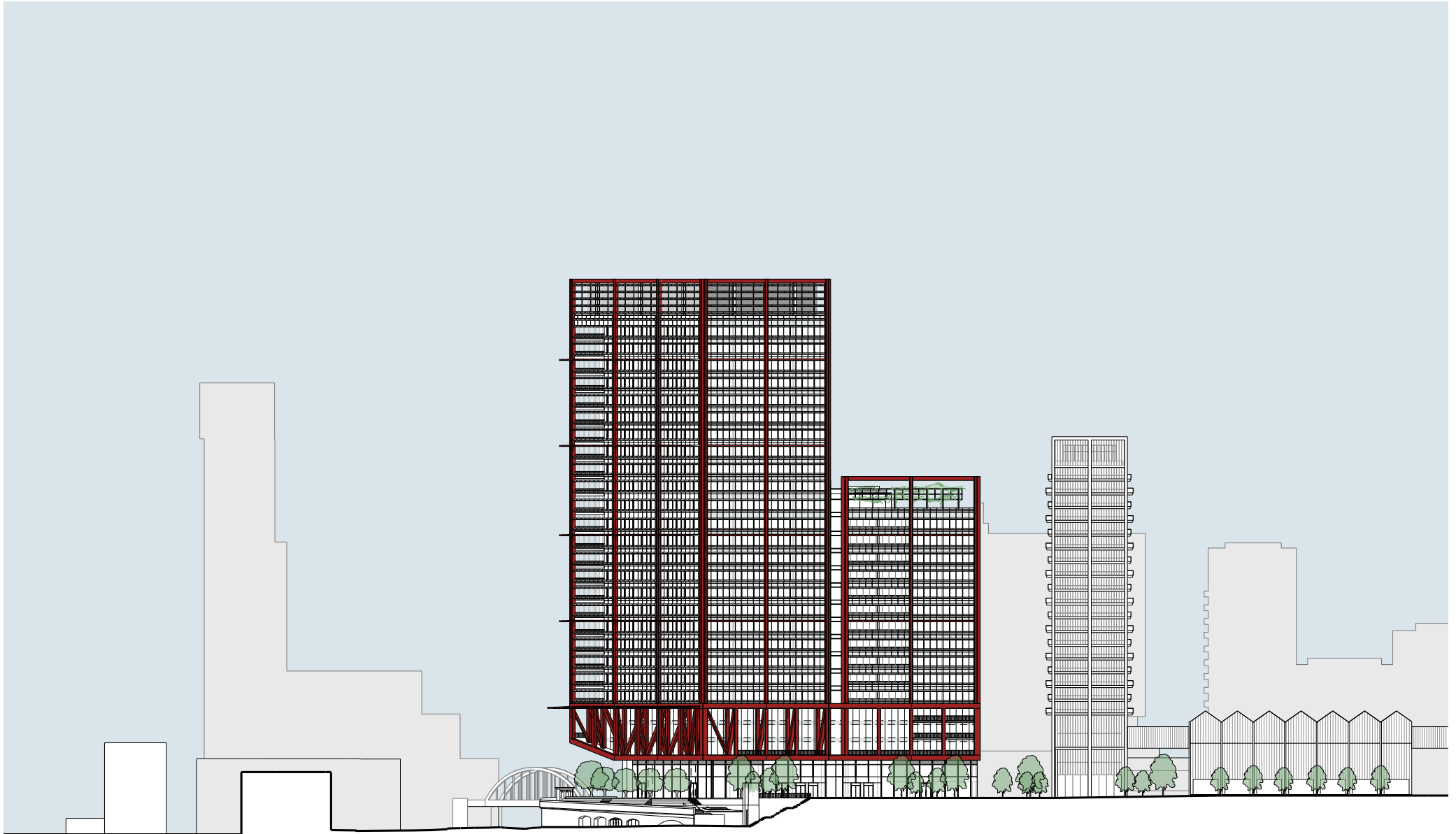


Fig 6.2.8: Commercial Street - Illustrative Elevation



Great Eastern Street approach from the west

Approaching from the west along Great Eastern Street the form of the Building 2 replicates the corner building (Corinthian House Nos 6-8) and behind this triangular block the landscaped platform is visible with Plot 3 beyond. The Shoreditch Highgate Hotel (under construction) rises to 30 storeys to the north, shielding the view to Plot 1. At the junction with Shoreditch High Street the wide road (six lanes) opens up the view of the three office buildings of Plots 1, 2 & 3. The transfer structure of Building 2 allows the landscaped platform and rises to the northwest prow to acknowledge the principal west entrance and the Oriel above it.

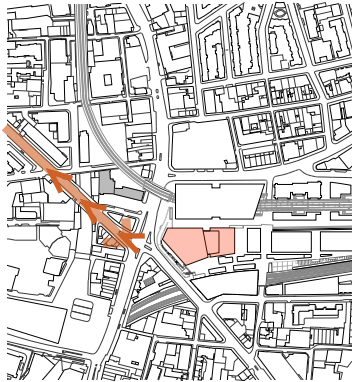
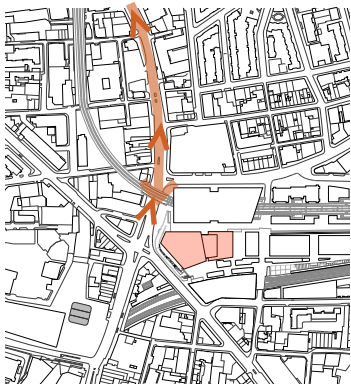
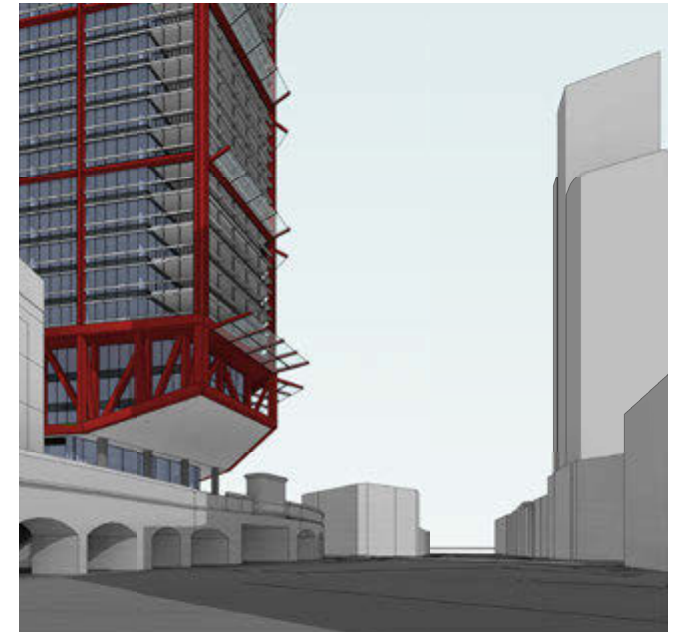


Fig 6.2.9: 2 - Approach from the west - Great Eastern Street



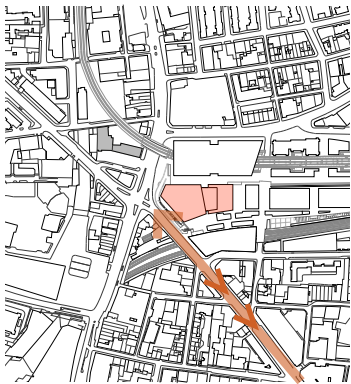
Fig 6.2.10: Shoreditch High Street - Illustrative Elevation



Shoreditch High Street approach from the north

Approaching from the north along Shoreditch High Street, the street's curvature encloses view with the Plot 1 & 2 buildings seen above and beyond the existing buildings. Closer to the site the Overground Bridge is seen emerging from Plot 1 with Building 2 behind. The arched structure and deck of the bridge obscures the view to the Oriel and prow of Building 2. Only once under the bridge are the Oriel and Building 2 seen together. The raising of the prow structure allows both the significant landscape planting with trees at the platform level and the sunlight into the main west entrance to the Goodsynd.

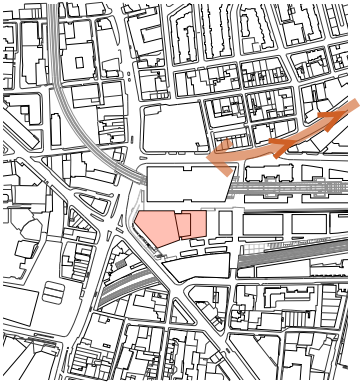
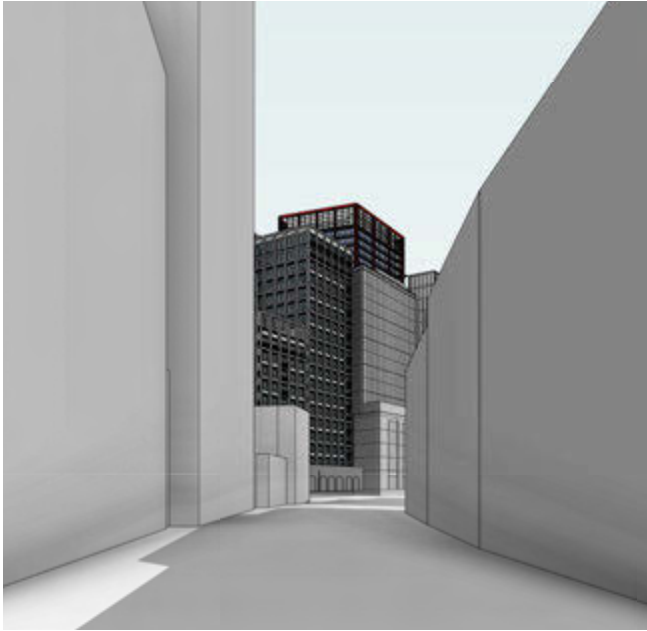
Fig 6.2.11: 3 - Approach from the north - Shoreditch High Street



Commercial Street approach from the southeast

Approaching from the southeast along Commercial Street, Building 2 is seen with Shoreditch Highgate Hotel (under construction) beyond. The massing of Building 2 is set back from the street and the frontage of Plot 3. Closer to the site at the Commercial Tavern junction the lower eastern section of Building 2 is seen with its steel framework enclosing two levels of roof gardens. Closer to the site the northwest prow is just visible beyond Plot 3 with the ascending listed boundary wall and landscaped ramp approach.

Fig 6.2.12: 4 - Approach from the south - Commercial Street



Bethnal Green Road approach from the east

Approaching from the east to Bethnal Green Road
Building 2 is seen from beyond the junction with Club Row
but only the upper floors of the west tower. Closer to site
the massing of the Plot 4 residential blocks forms the street
frontage with the tower of Building 2 just glimpses above the
Plot 1 east wing.

Fig 6.2.13: 5 - Approach from the north-east - Bethnal Green Road



Fig 6.2.14: Historic Relationship with the Oriel and Platform Edge

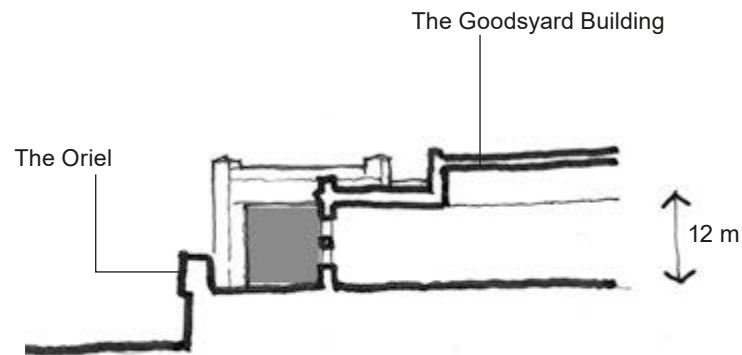


Fig 6.2.15: c.1900 Historic Condition

6.2.6 Response to Listed Structures and the Oriel

The Oriel gate and the listed arches are reminders of the Goodsyrd's rich history. The proposal aims to acknowledge and enhance the historic fabric by siting the building respectfully and forming an inviting public space around it.

Fig 6.2.144 shows the Oriel structure in relation to the historic Goodsyrd building that used to sit on the site. From survey information we know the building curved behind the Oriel, set back by approximately 8m.

The south-west elevation of the proposed building, at both ground and platform level, is set parallel to the listed wall and maintains a generous distance of around 17m, to accommodate the public landscape and allow retail activity to spill out. This relationship is reinforced by the landscape proposal (refer to section 4.3.12).

The main body of the building is raised 10m above the Platform to maintain a sense of openness and maximise the public realm.

A gently sloping soffit to the underside of the west 'prow' rises 12.5m and opens the building up towards the west frontage and responds to the Oriel's presence. It frames an active and open public space in and around the Oriel structure at platform level. This arrangement respects the Oriel spatially, whilst also allowing daylight to reach the landscaped platform and street level below.

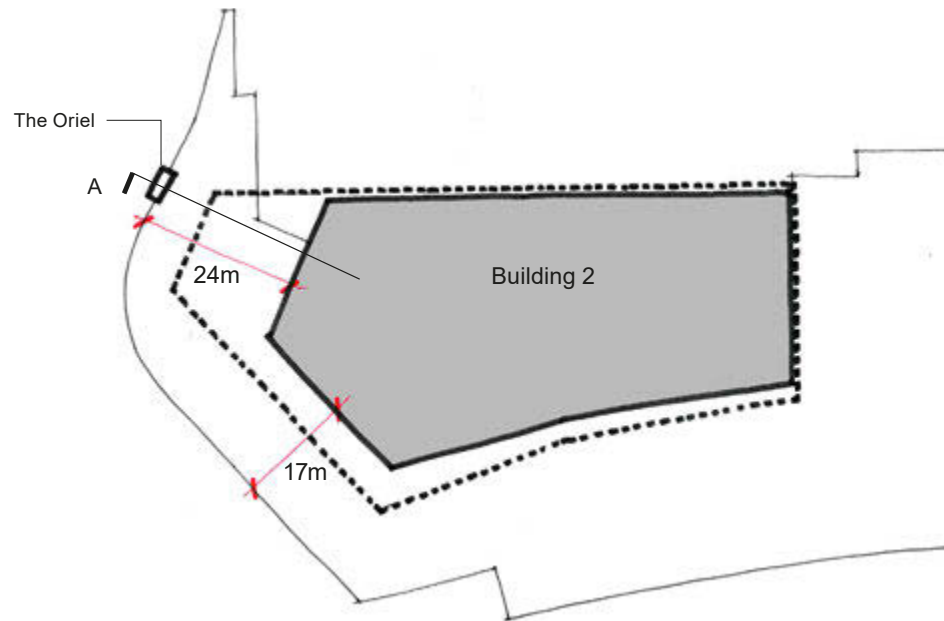


Fig 6.2.16: Proposed Relationship with the Oriel and Platform Edge

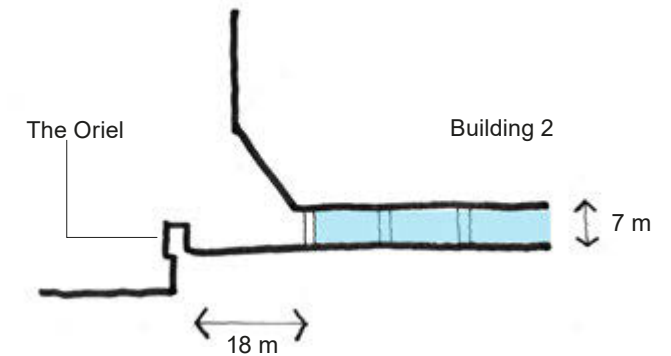


Fig 6.2.17: Initial Proposal December 2018

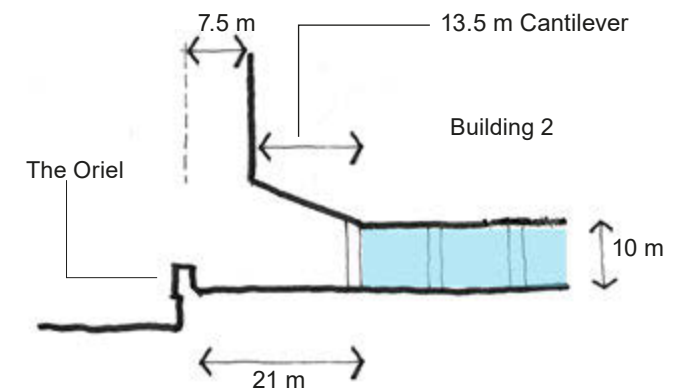


Fig 6.2.18: Proposed Section

6.2.7 Raising the Building from the Platform

Building 2 can be accessed from both ground floor and platform level. The Platform becomes the 'piano nobile' accessible from both street (ground floor) and the landscaped Platform levels.

The building is raised above the landscaped platform. A glazed perimeter curtain wall system allows daylight to fill the main entrance foyer and retail at street level.

The 15m wide 'prow' at the westernmost end of the building creates a sloped soffit or 'smile' at first floor level in response to the Oriel gate and the entrance to the Goodsyards.

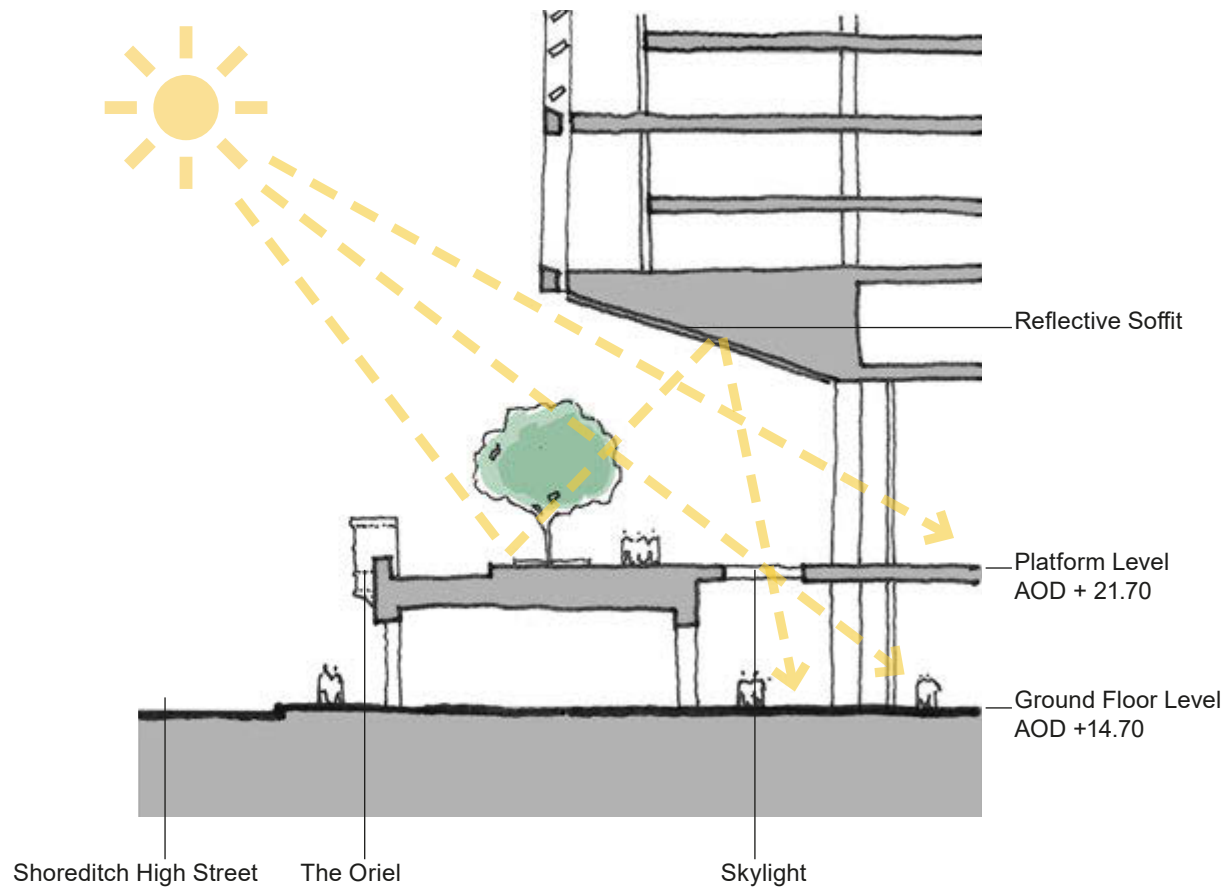


Fig 6.2.19: The Building Prow and the Platform - Section showing the landscaped Platform between The Oriel and Building 2

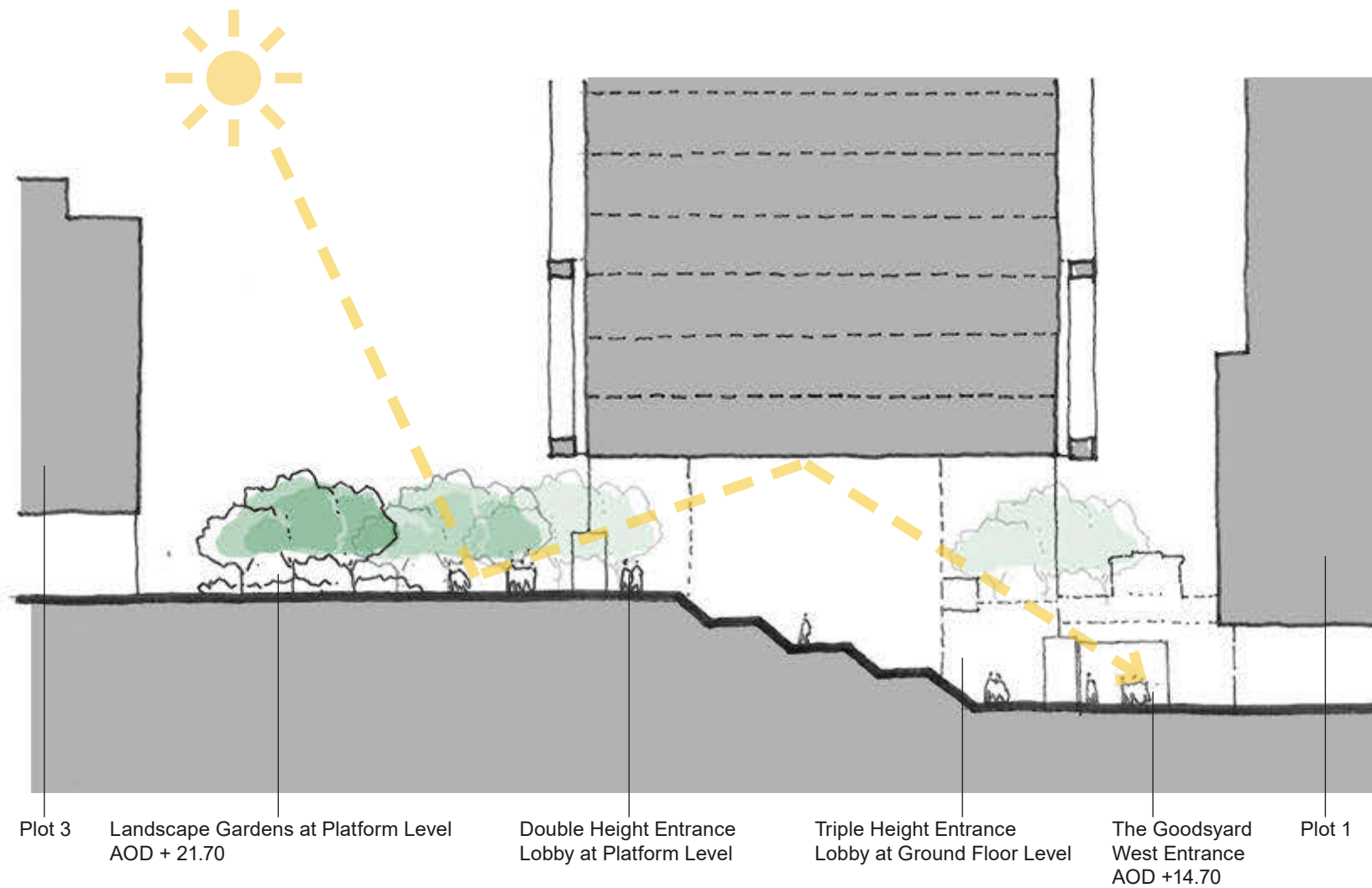
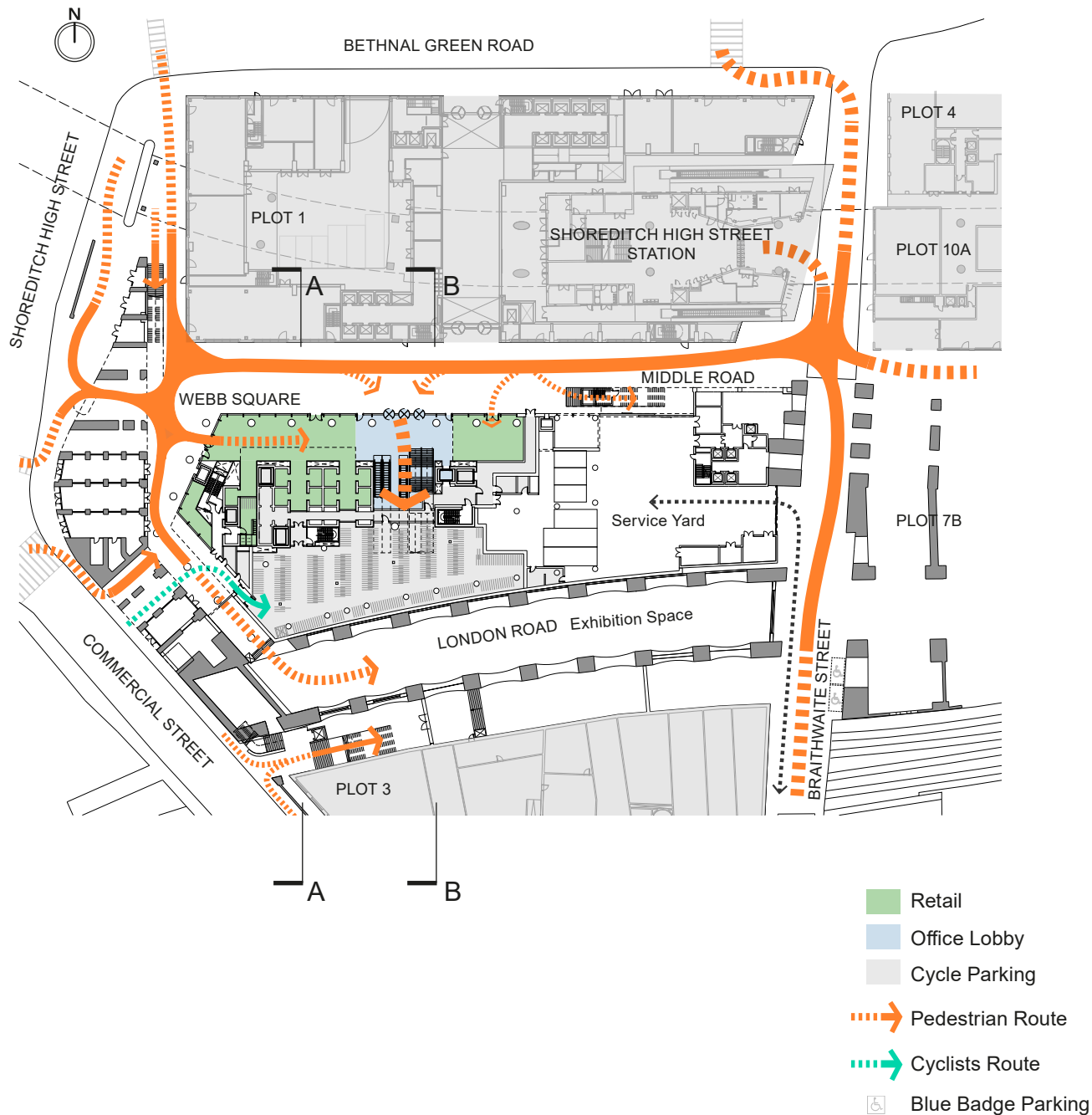


Fig 6.2.20: Section showing generous entrances and connections in Building 2



6.2.8 Access at Ground Level

The main entrance to Building 2 is through the ground floor foyer, facing the new east-west pedestrian street (Middle Road). The entrance foyer is flanked by permeable retail spaces, with active frontages complementing those of Building 1 opposite, to create a lively, animated streetscape.

The 16m high foyer creates a strong visual connection to the Platform and allows some southern light down to the street level. Access to the main office reception at Platform level, is via three escalators and a feature staircase, as well as a DDA compliant shuttle lift.

This double height reception space offers direct access to the Platform landscape, and benefits from the elevated views to the south of the City beyond, creating a unique arrival experience and a break-out space. From the reception employees and visitors will access the 18 passenger lifts to reach the office floors.

To the west, a new covered external space is created at ground level, between the proposed building and retained arches adjacent to Webb Square. This space forms a route to the cultural use along London Road, and allows double-fronted retail units within the arches. A striking, top-lit space, this new route enhances the site's permeability and directly connects to Commercial Street, and to the long-stay cycle parking in Building 2.

The building's cycle parking is accommodated at ground level, with cyclists dismounting, and approaching either from the Oriel Gateway, or through the open, retained arches on Commercial Street. Further details are provided in Section 6.1.14

Building 2 is serviced from Wheler Street, through a service yard shared with Plot 8 (refer to Section 6.1.19).

There is a provision of two blue badge parking spaces at the southern end of Braithwaite Street.

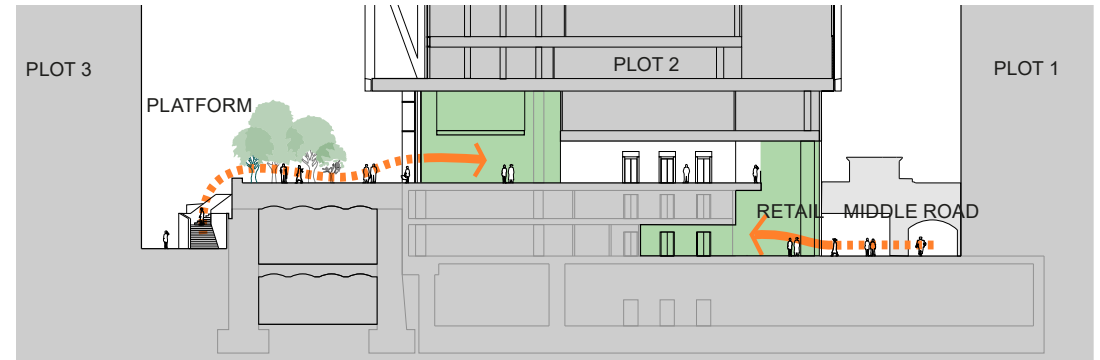


Fig 6.2.21: Section AA

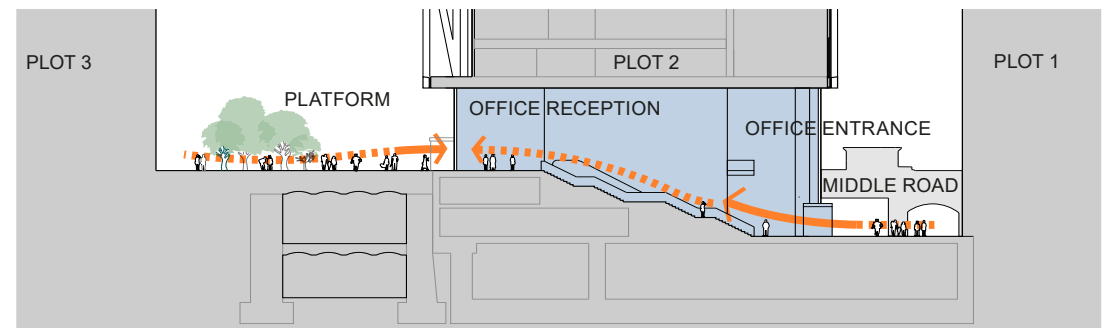
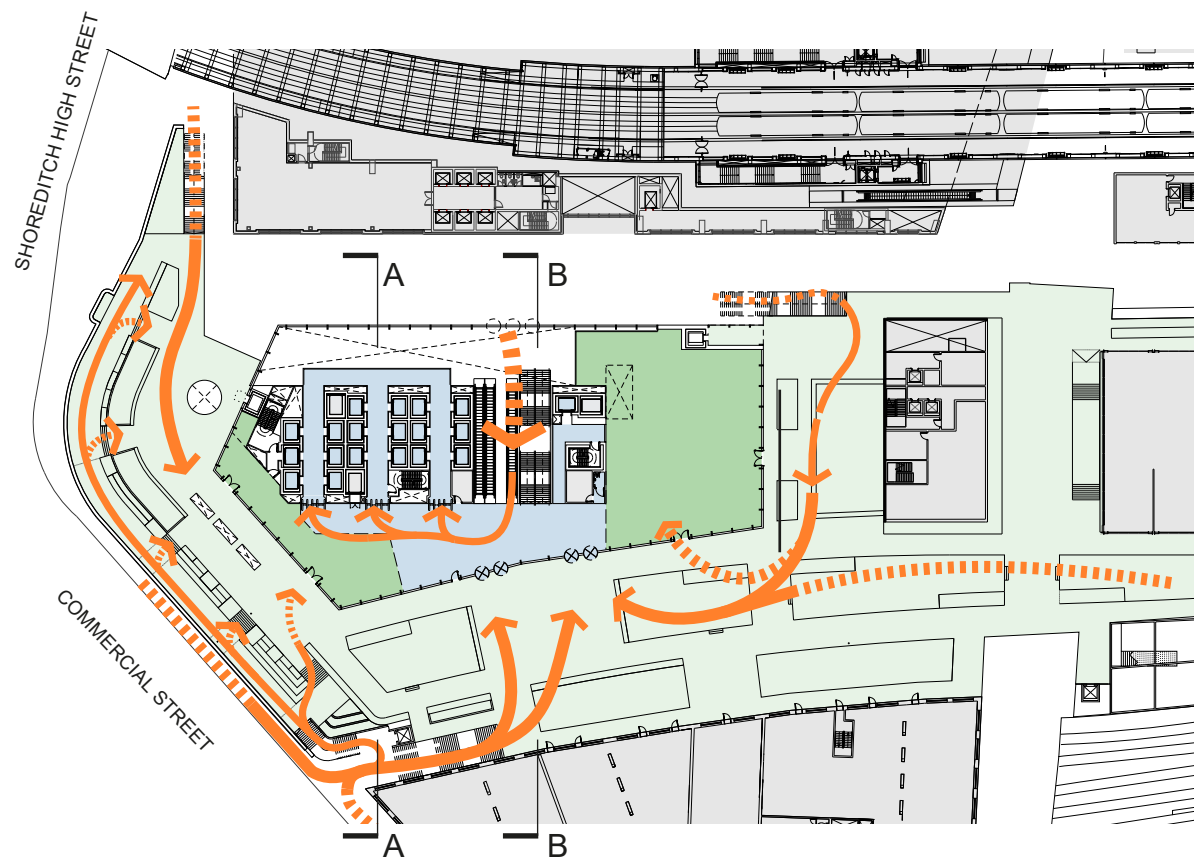


Fig 6.2.22: Section BB



- Retail
- Office Lobby
- Cycle Parking
- Pedestrian Route

6.2.9 Access at Platform Level

A second approach to Building 2 is via the public staircase and lift on Commercial Street, at the Platform's south-west corner. This route leads employees and visitors through the Platform landscape to the entrance doors of the main reception area.

Public staircases and lifts to the north-west and north-east of the Platform also offer routes to the office entrance, and to the retail units at this level.

The retail units at Platform level, located to either side of the office reception, are described in Section 6.1.10.

6.2.10 Animation from Retail at Ground Floor and Platform Levels

Ground floor retail is proposed either side of the central office entrance and foyer. It is designed to activate the new east-west route within the Masterplan. Together with the retail frontage in Building 1 (across the 'street') it creates an active, safe and accessible public route.

At Platform level retail units face east, south and south-west: optimally positioned to receive sunlight throughout the day. Generous landscaping will encourage spill out and public use for animation around the building.

The west ground retail area is triple height adjacent to the listed arches. Glazed curtain walling visually connects ground and Platform levels allowing evening light to permeate.

The east retail area is split across three or four levels. One entrance is from ground level and other entrances are from Platform level. Platform Mezzanine retail space is proposed with views north, south and east overlooking the landscape and the garden amenity of the hotel/residential building (Plot 8A).

The retail units are considered permeable and informal with no hard boundary to the office foyer. Cafés, eateries and businesses could provide both informal and formal meeting spaces providing amenity and interest to the publicly accessible landscaping. Locals, visitors and staff will feel welcome at both ground and Platform levels.



Fig 6.2.23: Ground Floor Plan

- Retail
- Office Lobby
- Public Lift

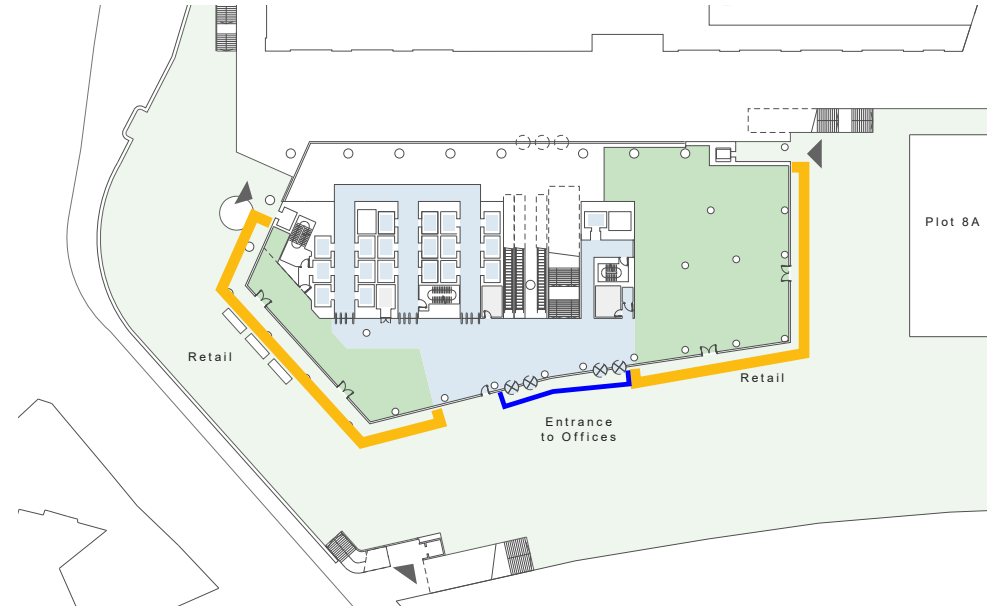


Fig 6.2.24: Platform Level Plan

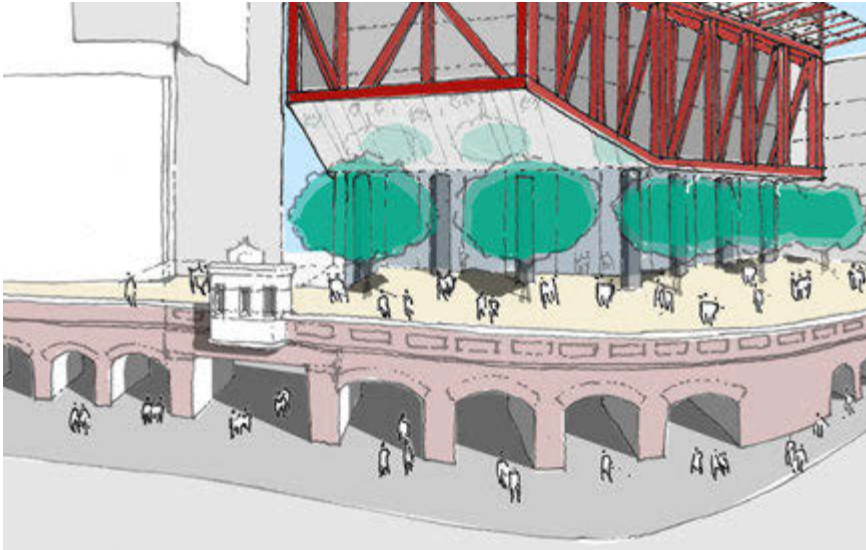


Fig 6.2.25: View from Great Eastern Street



Fig 6.2.26: Approaching the building from Shoreditch High Street



Fig 6.2.27: Middle Road view with Building 2 on the right

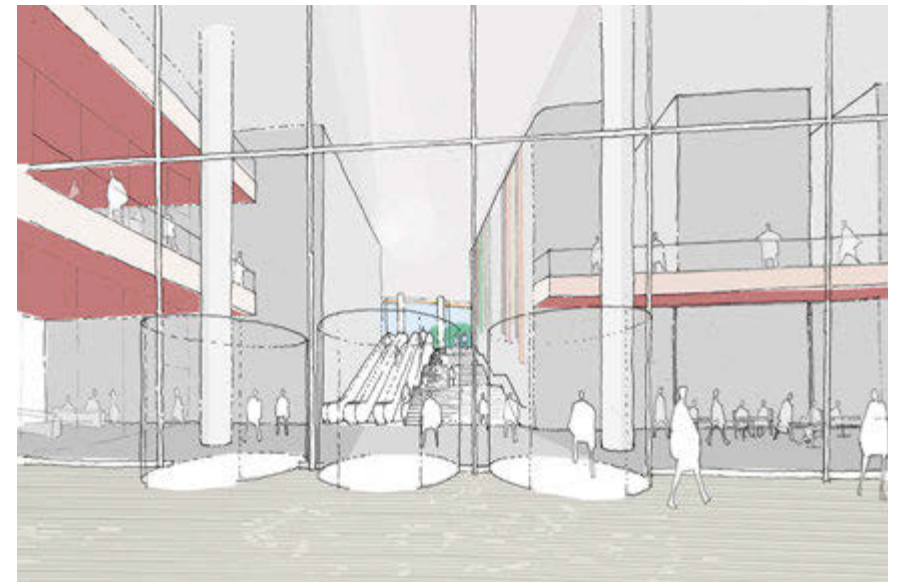


Fig 6.2.28: Towards Building 2 - Entrance lobby and view to Platform above



Fig 6.2.29: Walking up the stairs from the entrance foyer towards the Platform level reception



Fig 6.2.30: Arriving at Platform level - View of landscape and the City

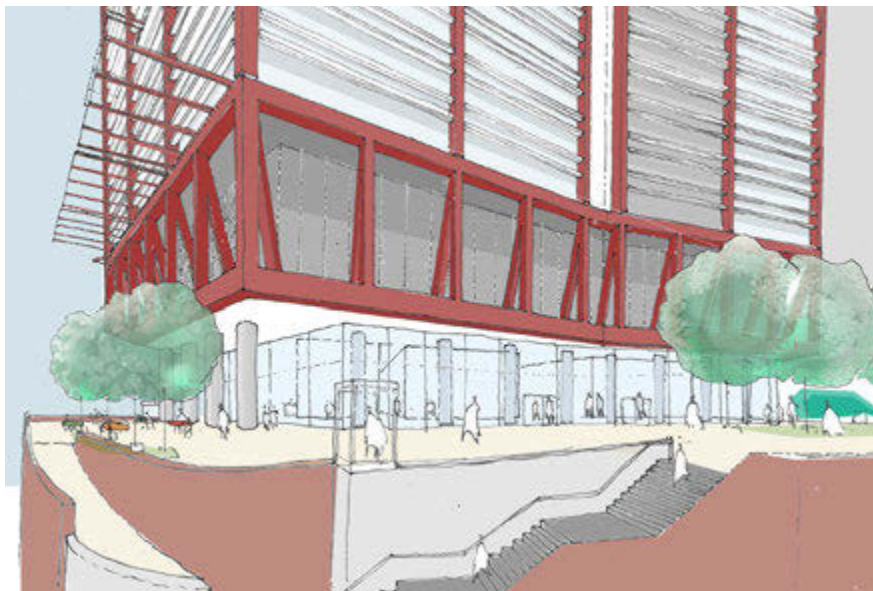


Fig 6.2.31: South-west stair and the Platform landscape

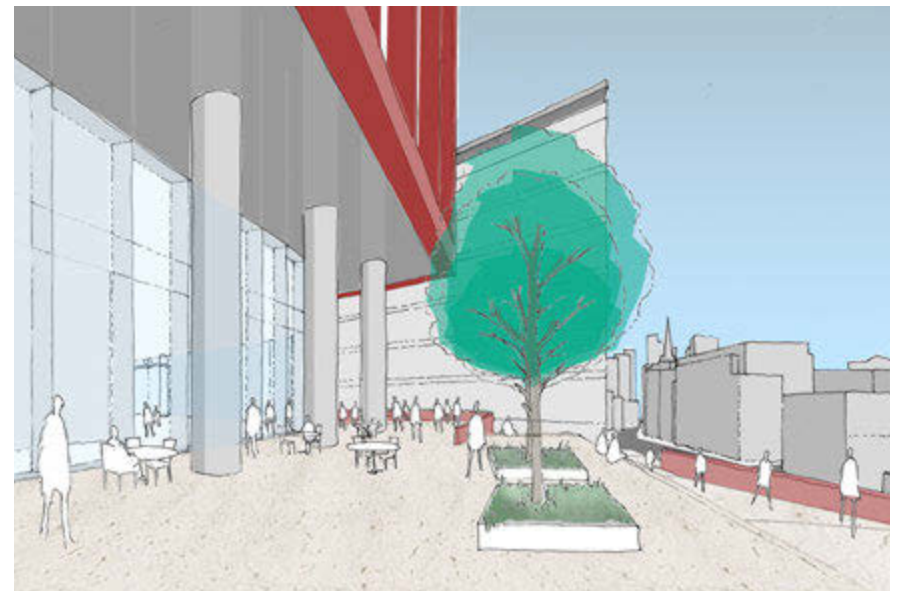


Fig 6.2.32: Platform view looking south towards Building 3



Fig 6.2.33: Typical Lower Office Floor

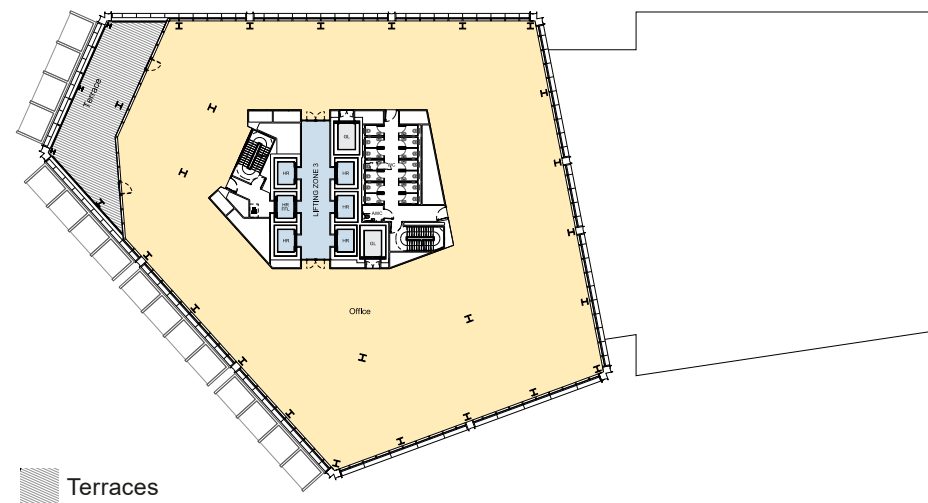


Fig 6.2.34: Typical Tower Office Floor



Fig 6.2.35: View from balcony towards the north-west



Fig 6.2.36: View from balcony in prow towards the south-west

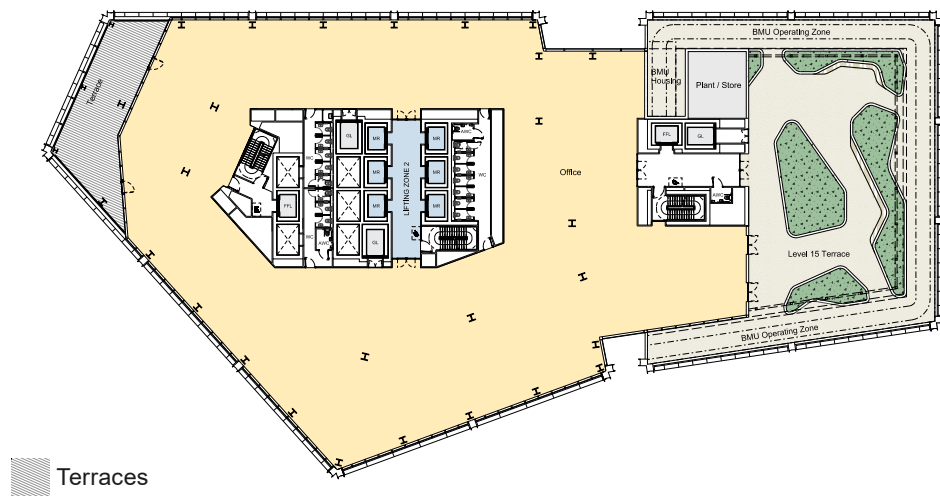


Fig 6.2.37: Level 15 with Garden Terrace

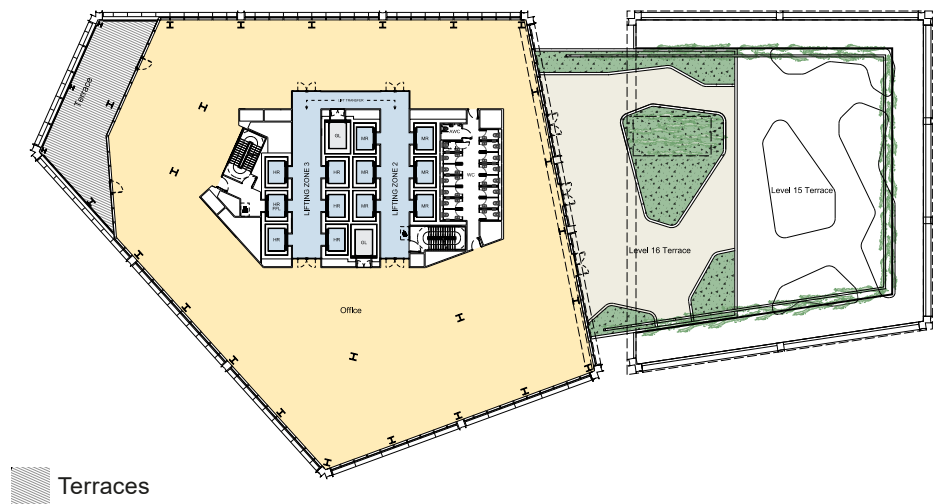


Fig 6.2.38: Level 16 with Roof Garden

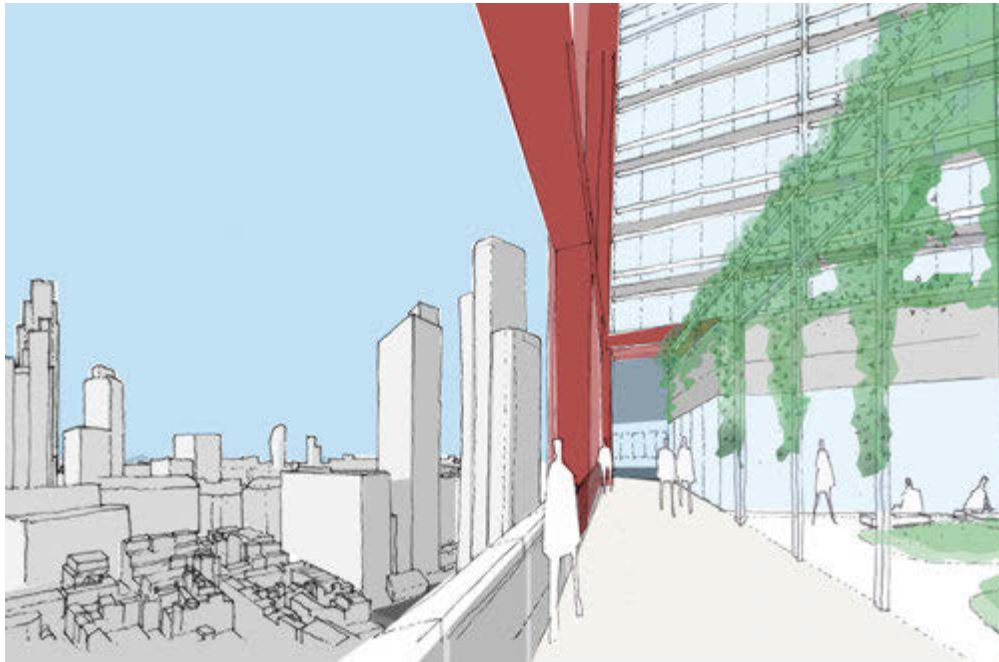


Fig 6.2.39: Roof terrace level looking towards the City



Fig 6.2.40: Roof terrace level view towards Hackney

6.2.12 Office Floors

The proposed development of Plot 2 provides 47,176m² net internal area of office space. The high quality office space is distributed over 25 floors of open plan, flexible floor plates.

The central core arrangement facilitates efficient circulation and services distribution. All 18 passenger lifts, together with two staircases and two goods lifts, are grouped together within the main core, allowing for easy transfers between lift banks. A compact satellite core is located on the east side of the building, and includes a firefighting shaft and a third goods lift. All three internal staircases are strategically located to encourage their use with a view to promote health and wellbeing.

The glazed façade to the entire building perimeter maximises daylight to the office spaces which benefit from scenic views, whilst the external brise-soleil will reduce glare and solar gain. The 1.5m module of the façade works with the internal planning grid, maintaining full flexibility for the future office layouts.

The stepped massing of the building results in a variety of floor plate sizes and creates a diversified office space to suit the needs of different potential tenants. The mechanical and electrical services are designed to allow for multiple tenancies – up to four tenants within the lower, larger floor plates and two tenants within the upper floor plates of the tower.

All office floors benefit from external balconies, accessed directly from the work areas and providing break-out spaces for the office workers. Larger terraces are provided at level 15 and 16 for the amenity of the office workers. The terraces will include seating areas, planting beds and a perimeter shading pergola to support climbers (such as wisteria).

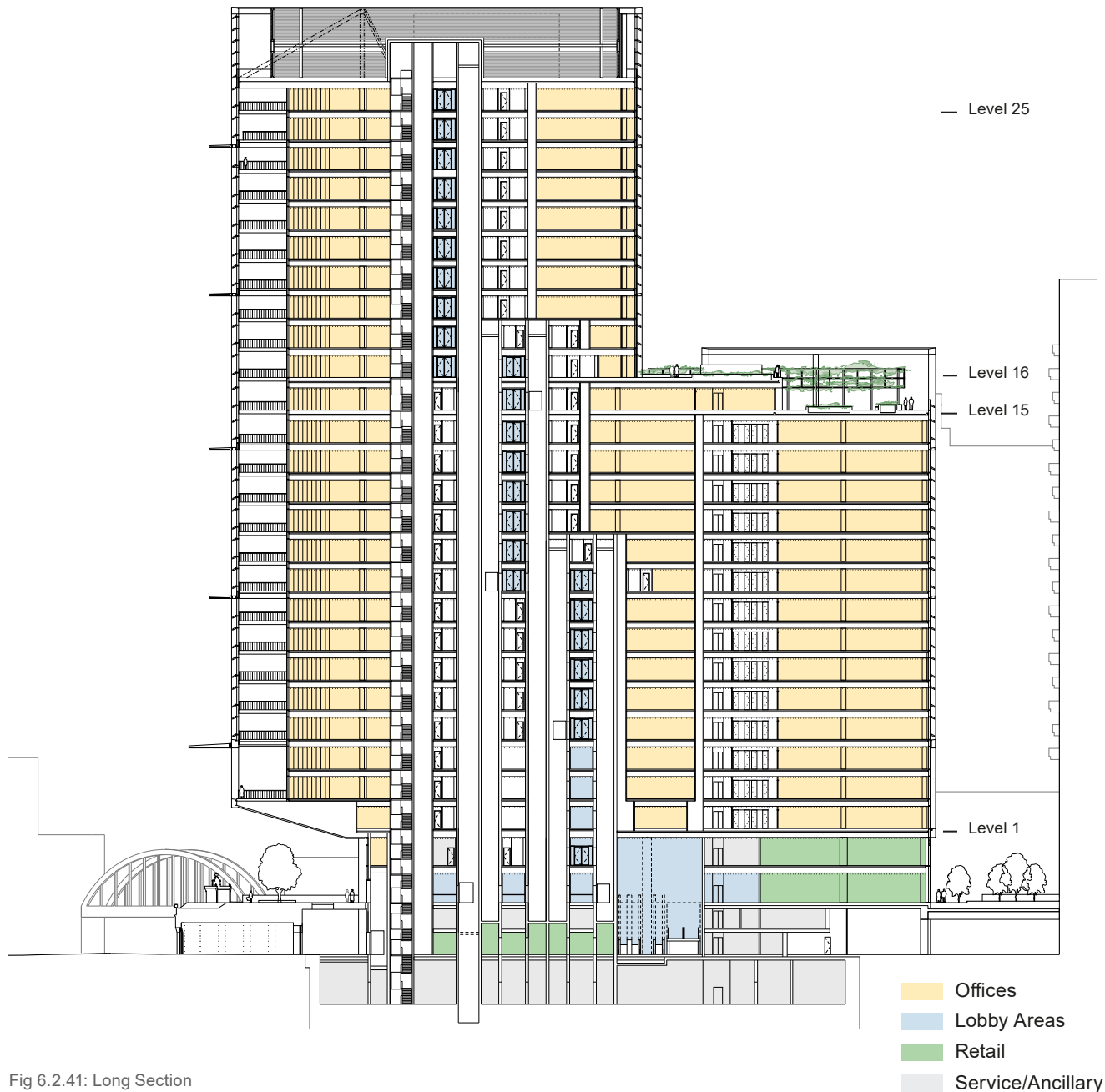


Fig 6.2.41: Long Section

Fig 6.2.42: View from
Commercial Street





Fig 6.2.43: Working model

6.2.13 Façade Studies, Materials and Colour

The building's volume can be divided into three horizontal zones, each with its own distinct function and character, whilst creating a strong whole defined by a coherent architectural scale and language: the top, main body of the building, the intermediate transfer zone (level 01 to 03) and the base, interacting with the public realm and street and platform level.

The main volume of the building is defined by the scale and rigour of the 'super-cladding'. The 'super-cladding' frames the building with a rhythm formed by strong vertical elements at 15m centres and horizontal 'lintels' at 20m vertical centres.

The horizontal brise soleil form a continuous wrap around the building and add further depth and texture to the façades. The white colour of the brise soleil will contrast with the colour of the cladding and will distinguish the building from the typical City 'glass box'.

Typically, horizontal brise soleil are positioned two per floor, at low and high level, to provide shading for the office floors whilst allowing views out over London. Dark slim vertical fins span between the brise soleil to provide further shading to the east, south and southwest elevations. Those brise soleil to the north façade have been reduced in depth, due to the lesser requirement for shading.

Projecting painted steel and glass fins onto the southwest and northwest elevations provide additional solar shading and wind mitigation. These are on each of the primary super-cladding levels (at every fifth floor).

The intermediate transfer zone mediates between the regular grid of the office floors and the irregular structural constraints of the lower floors, creating a strong 'base' for the main body of the building. The transfer trusses and raking columns are expressed in the façade as external painted steel elements, as a memory of the industrial history of the site.

The depth of the transfer structure along the south elevation is inhabited with balconies, overlooking the Platform and providing amenity to the lower office floors.

At the western end of the site large trusses are carrying the cantilevered 'prow'. The gently rising soffit to the underside of this structure will be finished in dark reflective material, acting as a mirror and creating visual connection between the public realm at street and Platform level.

The façades to the base of the building, at street and Platform level, are fully glazed to maximise the building's interaction with the public realm. Full height curtain wall system is proposed in these areas, with regularly spaced mullions at 2.5m centres.

The large base columns will have a strong presence against the lightweight glazed background, moving from external to internal as the visitors progress their journey from west to east.

Roof terraces at level 15 and 16 are encapsulated on a larger scale by the perimeter super-cladding and then at a more human scale by an inset pergola structure, which, over time will be blanketed by climbing plants. Raised planters and seating will be provided for additional greenery as well as expansive areas of hard flooring for the use of the office tenant.

Plot 2 sits apart from the surrounding taller buildings of the City and those under construction to the west.

This separation, at the head of the site, means the building picks up south-westerly winds and the design has ensured that this can still create a calm landscaped public realm at the base of the building.

During the detailed design process, extensive wind testing and CFD modelling were carried out to understand how to control the wind flows around the building to create a safe and comfortable public realm at both the raised platform and the street level.

The testing considered all phasing scenarios, including when Plot 2 is built before adjacent buildings.

The integrated design within the south west and west elevations includes the following:

- Projecting fins at the upper levels - 3m deep at every fifth level
- Enlarged inset office terraces providing enhanced tenant amenity space with longer south facing frontages
- Projecting canopies above the transfer structure floors (levels 1-3) - 6m deep

The wind modelling showed that the projections are effective when solid, not perforated. The initial detail was for solid metal but this has been reviewed and is now proposed as glass held within a steel structural frame.

The presented proposals summarised here is a response to consultee comments and shows an evolution in the proposed design for the projections.

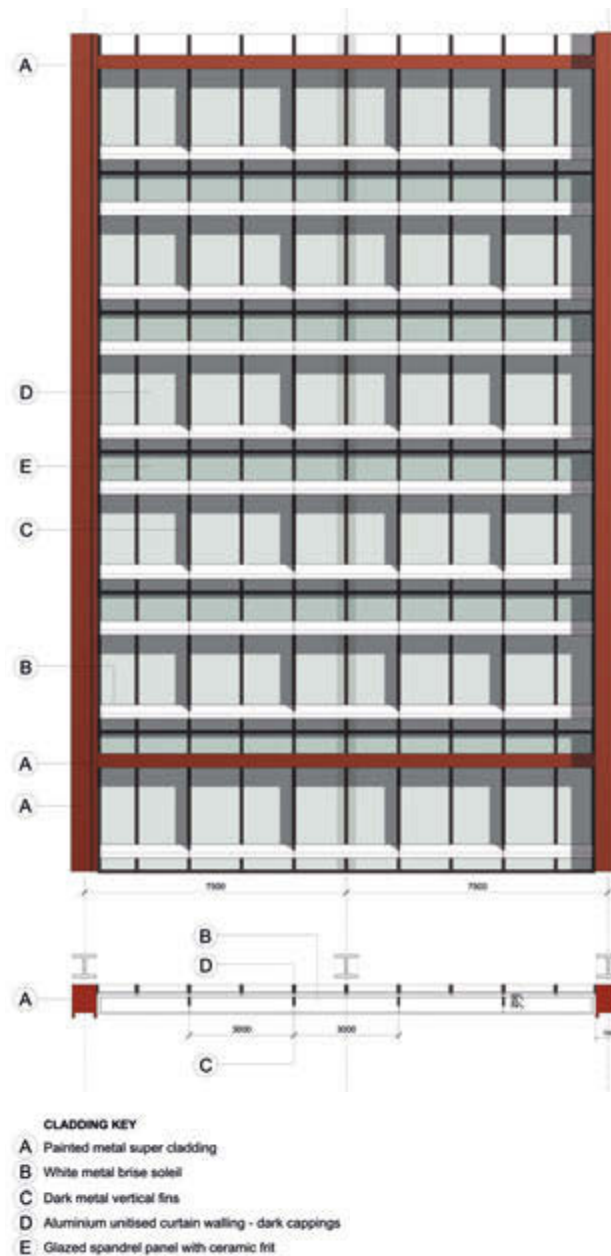


Fig 6.2.44: Typical Façade Elevation



Fig 6.2.45: Plot 2 seen from the west with glazed projecting fins



Fig 6.2.46: Wind tunnel testing for Plot 2 and masterplan

Option 1



Fig 6.2.47: Glass lenses to upper fins

Option 2



Fig 6.2.49: Framed clear glazing to upper fins

Option 3



Fig 6.2.50: Side support framed clear glazing to upper fins



Fig 6.2.48: Glass lenses to canopy

Design Options considered included:

- Option 1 - Cast glass lenses to refract sunlight.
- Option 2 - Clear glass with steel support and framing.
- Option 3 - Clear glass with steel support and open front edge.

The options were tested in the streetscape views (day and night) and the scale, structural support and visual lightness of Option 3 was considered the most appropriate.



Fig 6.2.51: Side support framed clear glazing to canopy



Fig 6.2.52: Blossom Street (Day)

The glazing slopes back to connect to the façade drainage system. The sloping glazing is likely to create lesser reflections than the vertical glazing of the main elevation.

The maintenance of the façade fins and canopy has been considered. Pigeons (Rock Pigeons) do not rest or roost near occupied windows and do not like glass behind them with the reflections.

The steel supporting structure would have angled weathering top surfaces to deter pigeon alighting.

The glass surfaces will be maintained from the BMUs and these will have counterweight systems to allowing to operate below the projections. The lower levels below the main canopy will have BMU access from the podium which is required for the inset depth of the glazing to the transfer structure.



Fig 6.2.53: Shoreditch High Street junction with Bateman Row (Night)

The proposed paint finish to the structure and super-cladding elements draws on the industrial aesthetic of the site. External structures were painted for corrosion protection and decoration in Victorian infrastructure architecture and engineering, such as railways, bridges and ports. At Bishopsgate Goodsyards only the steel beams in the jack arches survive along with the decorative gateway metalwork.

A range of colours for the structure has been considered and will compliment the proposed use of natural weathered steel in the infrastructure metalwork (balustrades and stairs) and in the illustrative proposals for Buildings 1 and 3. The colours considered are from a range of red, green, blue and monochrome (grey/black).

Green was considered inappropriate as the masterplan will deliver 'green' through its extensive landscape and natural planting.
Fig. 6.2.54

Blue as a paint colour is less used in architecture being a more precious colour historically and often used for 'highlights'. In railway structures light blue and white were used for roof structures (for example at St. Pancras. Fig 6.2.55). At this scale and against the sky-blue it was not considered appropriate.

The option of a monochromatic range (black/ grey) for the paint does not bring colour to the masterplan which seeks to be of Shoreditch and not the more restrained appearance of the nearby City developments. Fig 6.2.56.

Red as paint colour is familiar for architectural and structural uses, from red oxide through to brighter hues. Red oxide was and still is primarily used to protect structures – and the red shown in the illustrative images is an interpretation on this tradition, while adding a lustre and sheen that is often lacking in typical red oxide. Red, being a strident and self-confident colour, celebrates the structure and provides a beacon for the masterplan. Examples of the use of red in the industrial aesthetic can be found in London structures, such as Blackfriars Bridge and Canary Wharf DLR station, and outside of London in structures such as the Forth Bridge, in Scotland.

The exact finish and colour are expected to be subject to a planning condition with further samples and mock-ups.



Fig 6.2.54: Green - Westminster Bridge



Fig 6.2.55: Blue - St. Pancras Station



Fig 6.2.56: Monochrome - Principal Place



Fig 6.2.57: Red - Neo Bankside



Fig 6.2.58: Anthony Caro - Early One Morning



Fig 6.2.61: Relationship between Platform and building

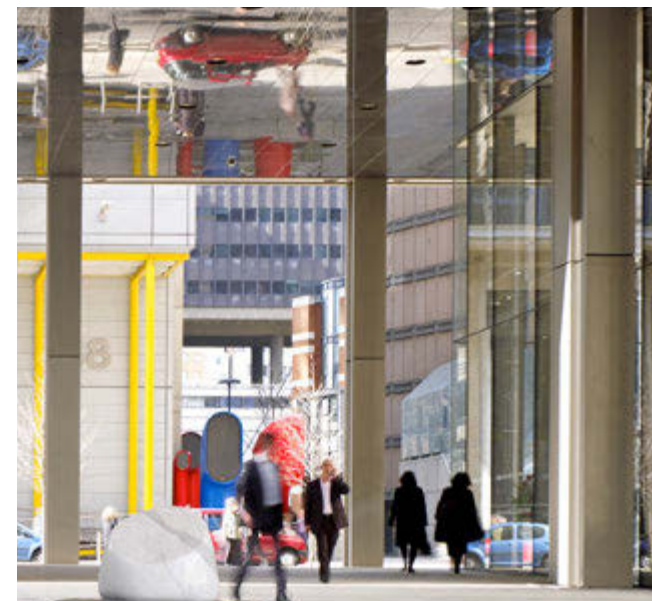


Fig 6.2.59: Reflective soffit reference - Aldermanbury Square - EPA

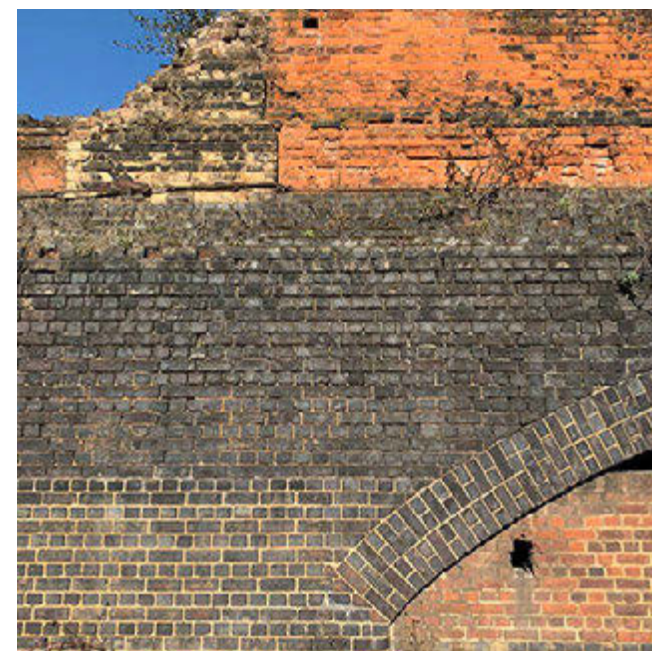
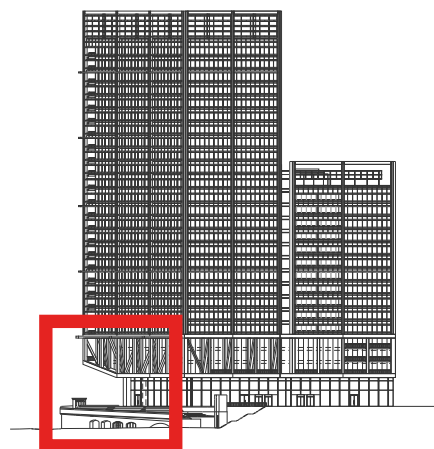


Fig 6.2.60: Existing brickwork wall and arch



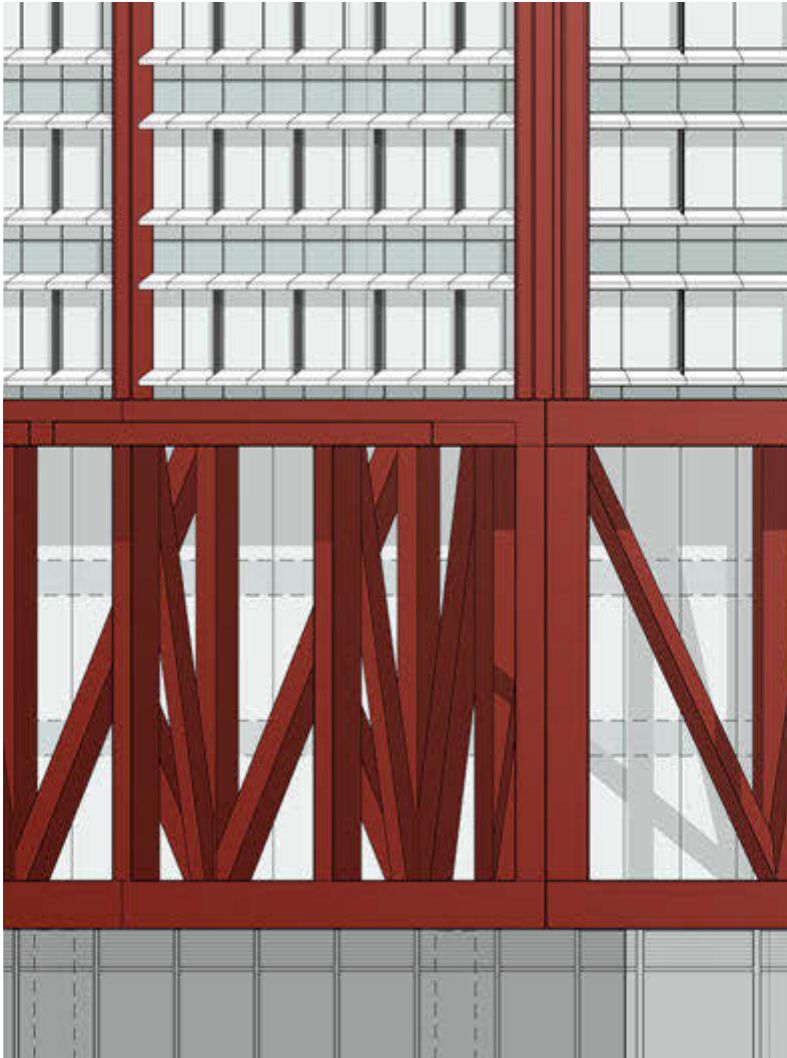


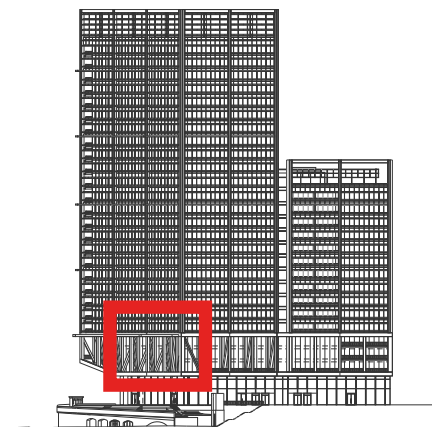
Fig 6.2.64: Transfer zone structure detail



Fig 6.2.62: Building 3 weathered steel façade



Fig 6.2.63: Painted Blackfriars Bridge columns



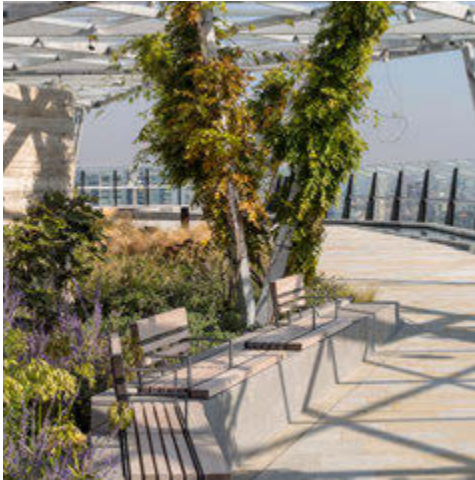


Fig 6.2.67: Roof terrace with vegetation

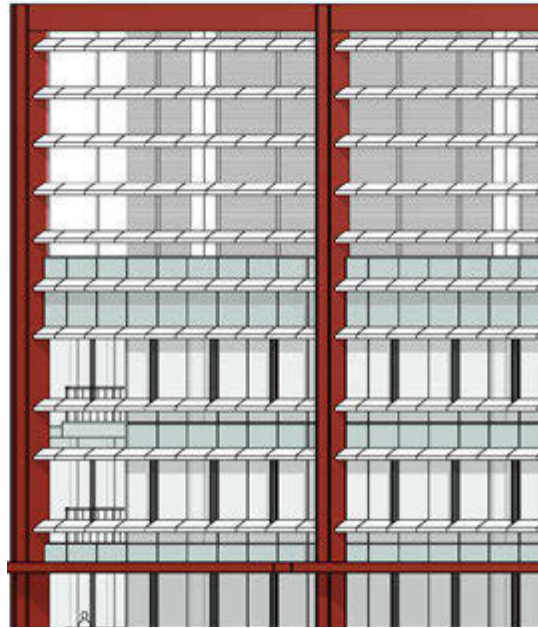


Fig 6.2.65: Top of tower detail

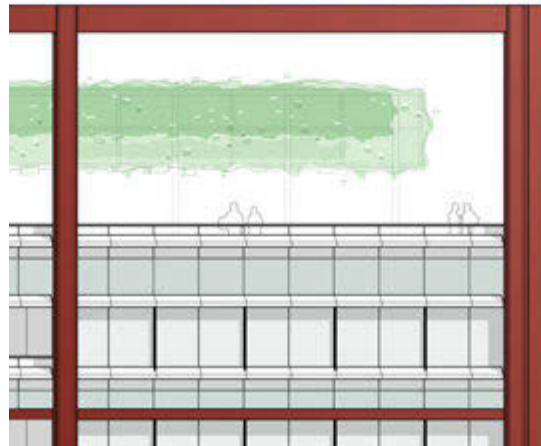
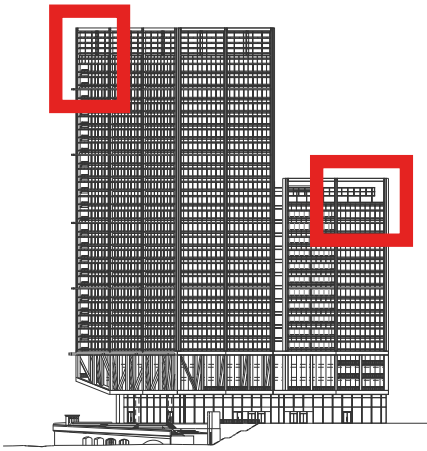


Fig 6.2.66: Roof terrace detail



6.2.14 Cycle Storage and Amenities

The proposal for Plot 2 embraces the recommendations of the draft London Plan (December 2017) with regard to the provision of cycle parking facilities and associated amenities, with a view to remove barriers to cycling and create a healthy environment in which people chose to cycle.

The provisions have been calculated in accordance with Policy T5 (Cycling) of the draft London Plan and include 893 long term cycle parking spaces associated with the office use (B1).

Entry to the cycle store is through a dedicated secure street level entrance at the southwest corner of the site. The entrance is lobbied for additional security and to prevent tailgating.

All cycle parking spaces are provided at ground floor level and 2-tier cycle racks are used to make efficient use of the space.

An internal stair is linking the cycle store to the changing rooms that are located on the Ground Floor Mezzanine level above.

Cyclists with limited mobility will be able to use the goods lift to get to this level, where two Part M compliant self-contained WC/shower/changing rooms are provided.

893 lockers and 90 showers, to comply with the guidance provided in BS 6465, are provided at mezzanine level, equally divided between male and female facilities.

Once showered and changed, the cyclists will use the internal stair to reach the main reception area and passenger lifts at Platform level above.

The long term cycle parking for the retail uses is located north of the office cycle store and is accessed through a separate secure entrance at street level. 14 parking spaces are provided (calculated in accordance with Policy T5 of the draft London Plan), alongside 14 lockers and two showers.

Short term cycle parking spaces for visitors (for both office and retail uses) are provided outside the building as part of the masterplan public realm and landscape design. These are described in the relevant sections of the outline planning application.

Also refer to Section 4.3.9 (Cycle Culture).

6.2.15 Crime Reduction

Please refer to Section 8.1 of this document (Crime Reduction Statement).

6.2.16 Accessibility

Please refer to section 7.0 Access Statement, in this document.

6.2.17 Servicing and Refuse Strategy

A shared service yard is provided between Plot 2 and Plot 8A, from which both buildings will be serviced.

The service yard is covered by the Platform slab and enclosed with secure gates on the east and the north. Six loading bays are located on the west of the service yard, within the footprint of Plot 2.

A service corridor at ground level is accessed from the service yard, leading to the three goods lifts that serve the full height of the building, from the basement to the roof plant.

The office recyclable waste is stored in a dedicated room at basement level, allowing for 33 x 1,100L Eurobins. The east goods lift will be used to bring the bins to the service yard, where a suitable collection area is provided.

For the office residual waste, a 27m³ compactor is provided at ground level, behind a 10m long parking bay that will be used by the waste collection track.

The above provisions are based on twice-weekly collection and could be reduced if a daily collection strategy is to be adopted.

The retail units will provide their own refuse storage spaces (separating recyclable, residual and food waste), and the location of these will be subject to the fit-out layout of the units. The retail waste will be collected from the service yard, together with the office waste.

6.2.18 Building Services Strategy Overview

Primary Mechanical, Electrical and Plumbing (MEP) plant and equipment is centralised in plant areas at basement, and a double height roof space above level 25, which are connected by vertical risers that extend through the cores of the building to provide the distribution route for primary services.

The MEP servicing strategy for Plot 2 includes the following:

- Central air-handling plant for the office areas located in a triple height plant space at floor levels 01 – 03 inclusive, and in a plant area within the double height roof space above level 25. Air-handling plant will incorporate high efficiency heat recovery devices, and inverter-controlled fans to optimise energy efficiency.
- High efficiency air source heat pumps (ASHPs) to generate low temperature hot water heating and chilled water for use by the central ventilation plant, and heating and cooling systems throughout the building.
- High efficiency air-cooled chiller plant located at roof level to generate chilled water for use by landlords and tenant 24/7 critical cooling systems throughout the building.
- Electrical plant and equipment, including transformers and switchrooms, located within dedicated electrical rooms at basement and roof levels.
- A life safety generator and associated bulk fuel storage at basement level, to support the life safety systems throughout the building.
- Centralised bulk cold water storage tanks and associated booster pump sets located at basement level, to support the requirements of the toilets, showers and future tenant tea-points throughout the building.

6.2.19 Lifting Strategy

- Firefighting services, including firefighting lifts, smoke extract ventilation, sprinklers, and wet riser outlets.
- Space for future tenant plant at roof level, which may include a diesel generator, kitchen extract fans and dedicated heat rejection plant.

In addition to services dedicated to serve Plot 2, other 'shared' site wide services are being accommodated within the basement of the building, which include:

- The primary electrical intake for the site, including HV transformers and associated switchrooms.
- Central sprinkler and wet riser bulk water storage tanks, and associated pumps.

The retail units at ground floor will be provided with capped-off connections for future extension as part of the retail tenant fit-out. It's proposed that ventilation louvres are integrated into the building façade.

The office floors are served by 18 passenger lifts (6 x low-rise / 6 x mid-rise / 6 x high-rise) which are grouped together in the main core of the building.

Three goods lifts are provided; two within the main core, serving the full height of the tower, and a third within the east satellite core, serving up to level 15.

One of the high rise passenger lifts doubles as a firefighting lift. A second firefighting lift is provided within the satellite core. This lift also functions as a shuttle lift between the ground floor foyer and the reception at Platform level.

6.2.20 Façade Access

Two Building Maintenance Units (BMU) are to be incorporated into the building to facilitate façade cleaning, maintenance and glass replacement.

One BMU is positioned at the centre of the top roof plant, to provide access to the façades of the western tower element.

A second BMU will run on a track at the perimeter of the level 15 terrace, providing access to the eastern part of the building. When not in use, the BMU tracks will be decked over and the area will be fully accessible as part of the terrace amenity space.

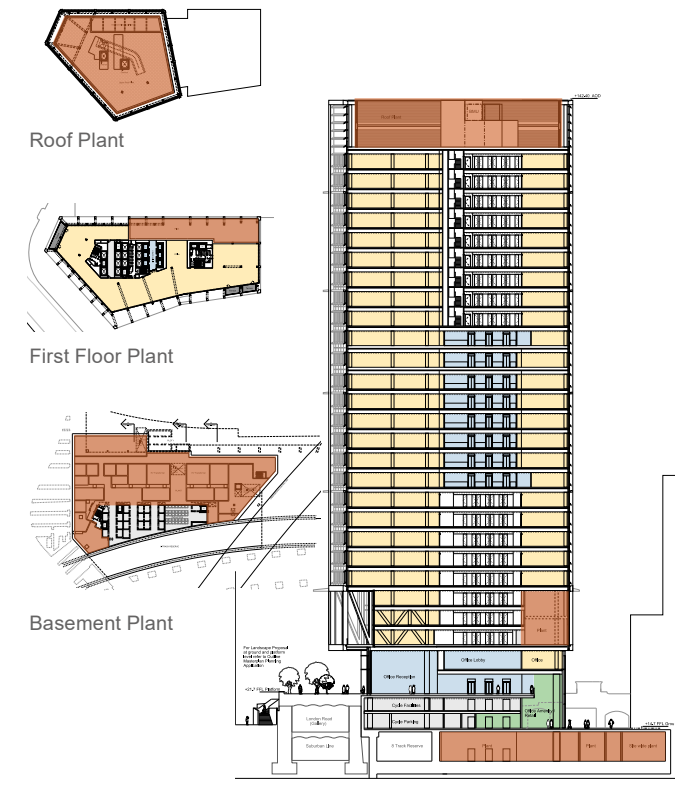


Fig 6.2.68: Location of building services

6.2.21 Basis of the Structural Design

The structural scheme had to accommodate multiple constraints, including the adjacency to heritage structures, the existing Suburban Line tunnel and Central Underground line and the incorporation of the 8-track reserve.

The design is guided by the aspiration to create a rational structure, which is clearly legible and enhances the architectural expression of the building.

A single level basement is to be constructed under Plot 2 and extend north under the new pedestrian street and the southwest corner of Plot 1. The east wall of the basement is offset by approximately 6m from the Central Underground line below. The basement perimeter comprises a 750mm diameter secant pile retaining wall and an in-situ concrete liner wall. 1.5m to 2.5m deep piles raft is used as foundations.



Fig 6.2.69: Interface between Basement and Retaining Secant RC Walls

The superstructure comprises of steel frame with RC lift and stair cores. Floor plates will be formed with precast slab and topping screed or as composite deck and will act as a diaphragm. Perimeter columns are spaced at 7.5m centres to limit cladding deflection, internal columns are spaced generally at 9-12m centres.

The lower office floors (Level 01 to 03) accommodate the transfer structure, required to achieve the overhangs to the south and the north and resolve the misalignment between the upper superstructure and the ground constraints below. This structural transfer zone is manifested in the architecture, exposing the logic of the structure and forming part of the industrial language of the building and the overall development.

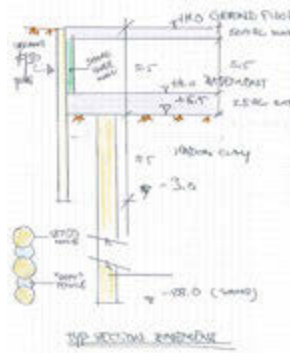


Fig 6.2.70: Proposed Basement Vertical Retaining Structure-secant piles

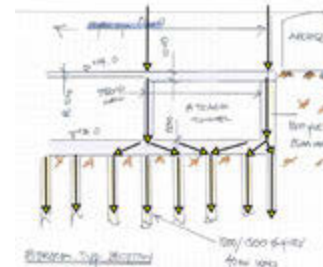


Fig 6.2.71: Plot 2 load path
above 8 track tunnel

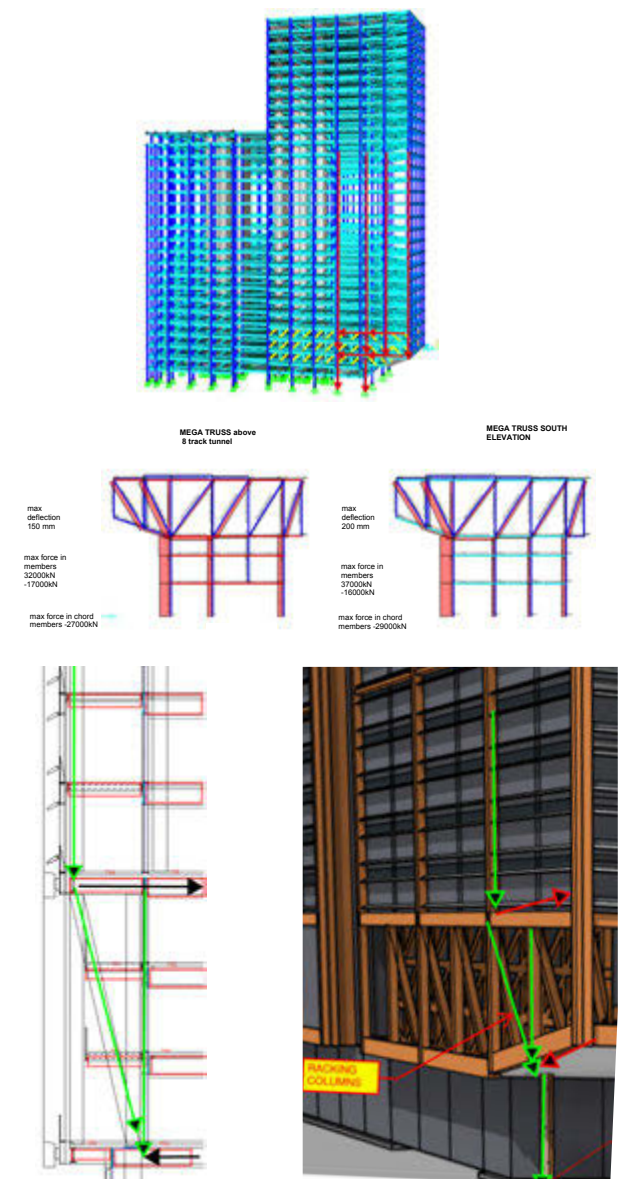


Fig 6.2.72: Perimeter racking columns load path (Level 01 – 03)