



THE GOODSYARD

Design and Access Statement

September 2019 - Part 15 of 21



ballymore.



6.3.47 Oriel Gateway (Plot 7A)

The Oriel Gateway (Plot 7A) is the historic main entrance to the site; the new proposal maintains its status as the key threshold. With prime frontage on Shoreditch High Street and Commercial Street, the Gateway will welcome visitors into the Goodsyards. It is proposed that a staircase leading up to Platform Park is located at this location.

To limit the visual impact of this intervention on the Gateway, it is proposed that the new staircase is located on the rear elevation of the masonry arches (eastern elevation). Furthermore, the accompanying lift is proposed away from the listed structures, within Plot 2.

More detail on the Oriel staircase and lift in this location is provided in Section 4.4 Vertical Circulation.



Fig 6.3.102: Key Plan: Oriel staircase and lift, plus lid structure

6.3.48 Oriel Gateway lid and connection with Plot 2

At Platform Park level, it is proposed that the park extends beyond the existing parapet and jack arch structure to meet with Plot 2. Section 6.2 Plot 2 contains more detail on this connection.

The detail shown in below shows how the proposed new structure interfaces with the listed masonry wall of the Oriel Gateway. It is proposed that structural interventions with the listed structure are minimised and that any areas of damaged brickwork are made good across the rear elevation of Plot 7A.

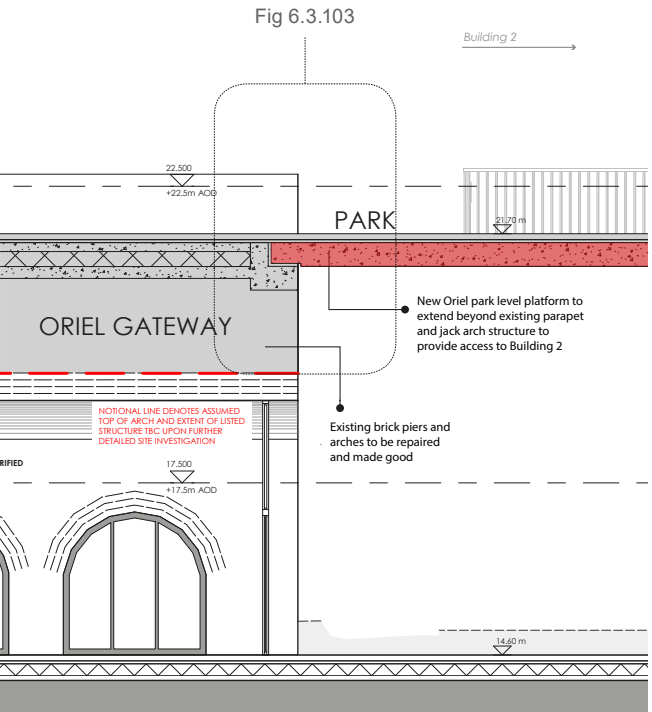
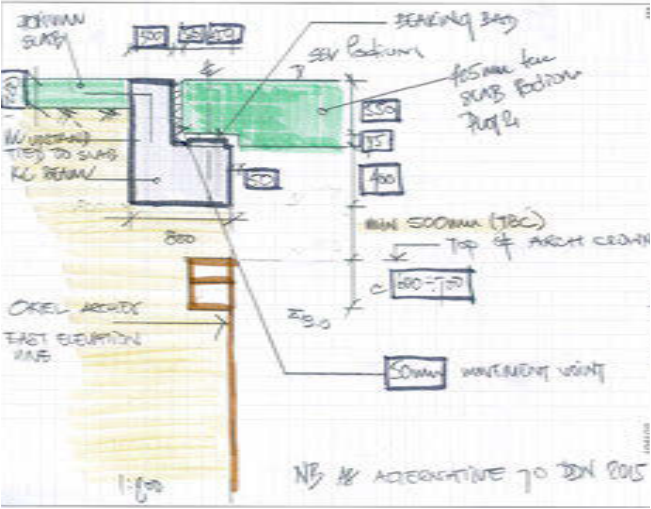


Fig 6.3.105: Section through the new lid structure



- Upstand
- Proposed new structure
- Existing Listed structure (Oriel masonry arches)

Fig 6.3.103: Detail of new lid structure interface with listed structure

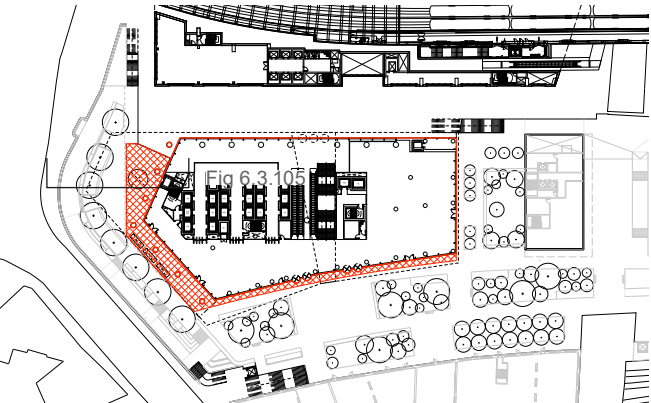


Fig 6.3.104: Plan showing the proposed new lid structure [red hatch]

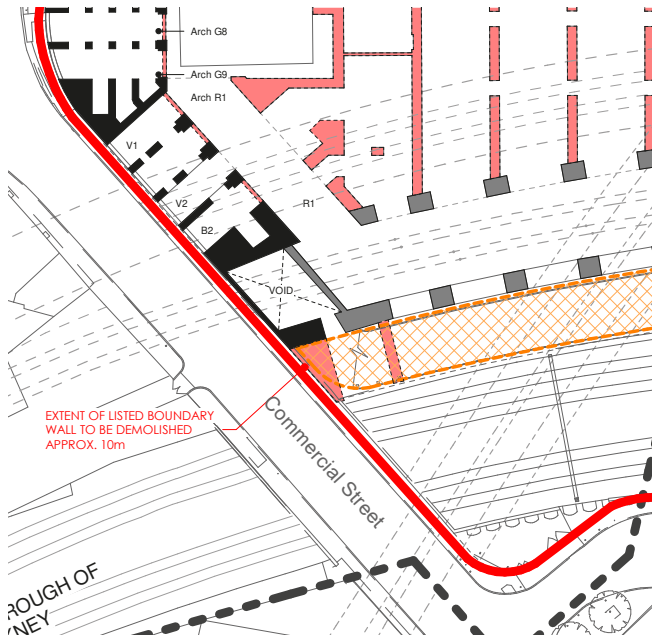


Fig 6.3.106: Demolition drawing showing section of wall to be removed

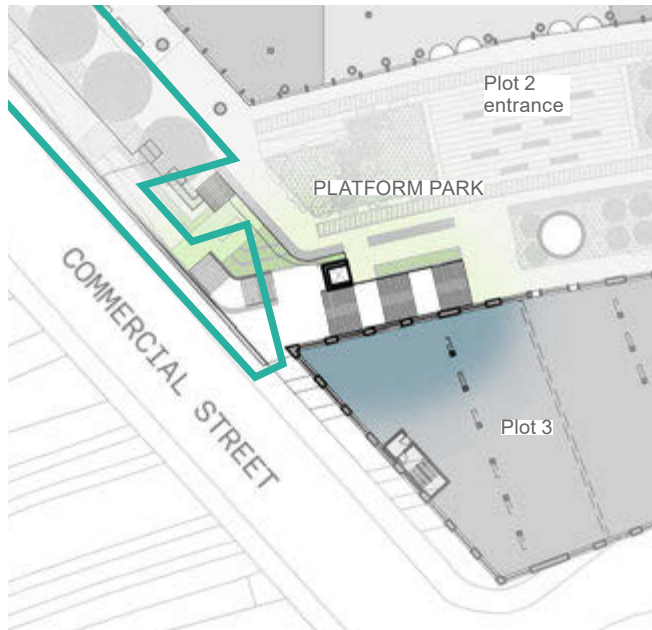


Fig 6.3.107: Fragment plan showing the proposed new staircase



Fig 6.3.108: Proposed section of wall to be removed

6.3.49 Commercial Street staircase (Plot 7A)

The Commercial Street staircase provides an important and highly visible connection up onto the platform park. Located on Commercial Street, a busy route linking Spitalfields to the City, the proposed staircase provides a direct route for visitors walking from Spitalfields and Brick Lane up onto the elevated park. Additionally, the staircase also provides a direct route up to the office reception area of Plot 2, which is located on the elevated platform level.

The staircase is located on the rear elevation of the listed masonry arches. To accommodate the new staircase it is proposed that a small portion of listed wall is removed to create a more generous entrance space at ground level, widening the narrow pavement at this busy junction. Further information on this intervention can be found in Section 4 of the Heritage Statement (2019).

The proposed staircase spans the width of the opening, creating a generous feature stair with potential for animation.

More detail on the design of the Commercial Street staircase and lift in this location is provided in Section 4.4 Vertical Circulation.

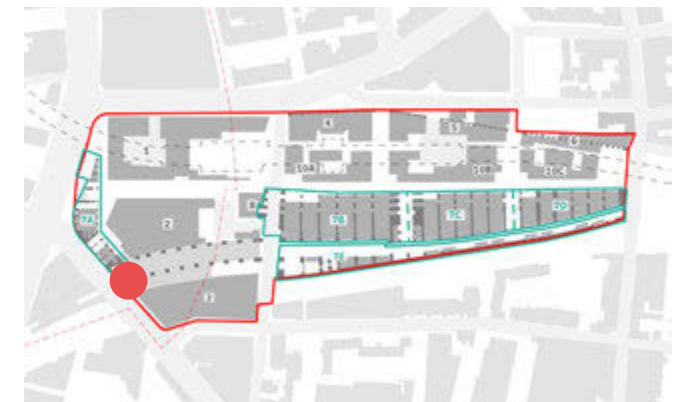


Fig 6.3.109: Key plan

6.3.50 Boiler Room staircase (Plot 7E)

The Boiler Room staircase is an important vertical connection. This stair links the visitor educational space, at basement level, up to the vibrant London Road retail street at ground, and up again to the elevated park, into a canopied space, the Plot 11 pavilion.

There are three distinct spaces within this small part of Plot 7E, each with their own atmospheric qualities.

The detailed design of the staircase itself is described in Section 4.4.

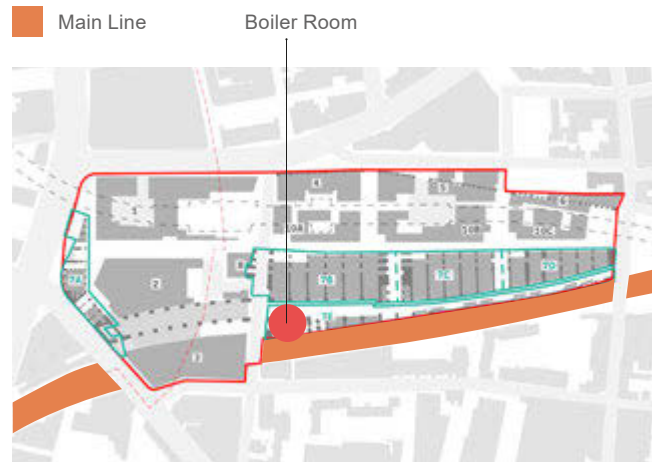


Fig 6.3.110: Key Plan: Boiler Room

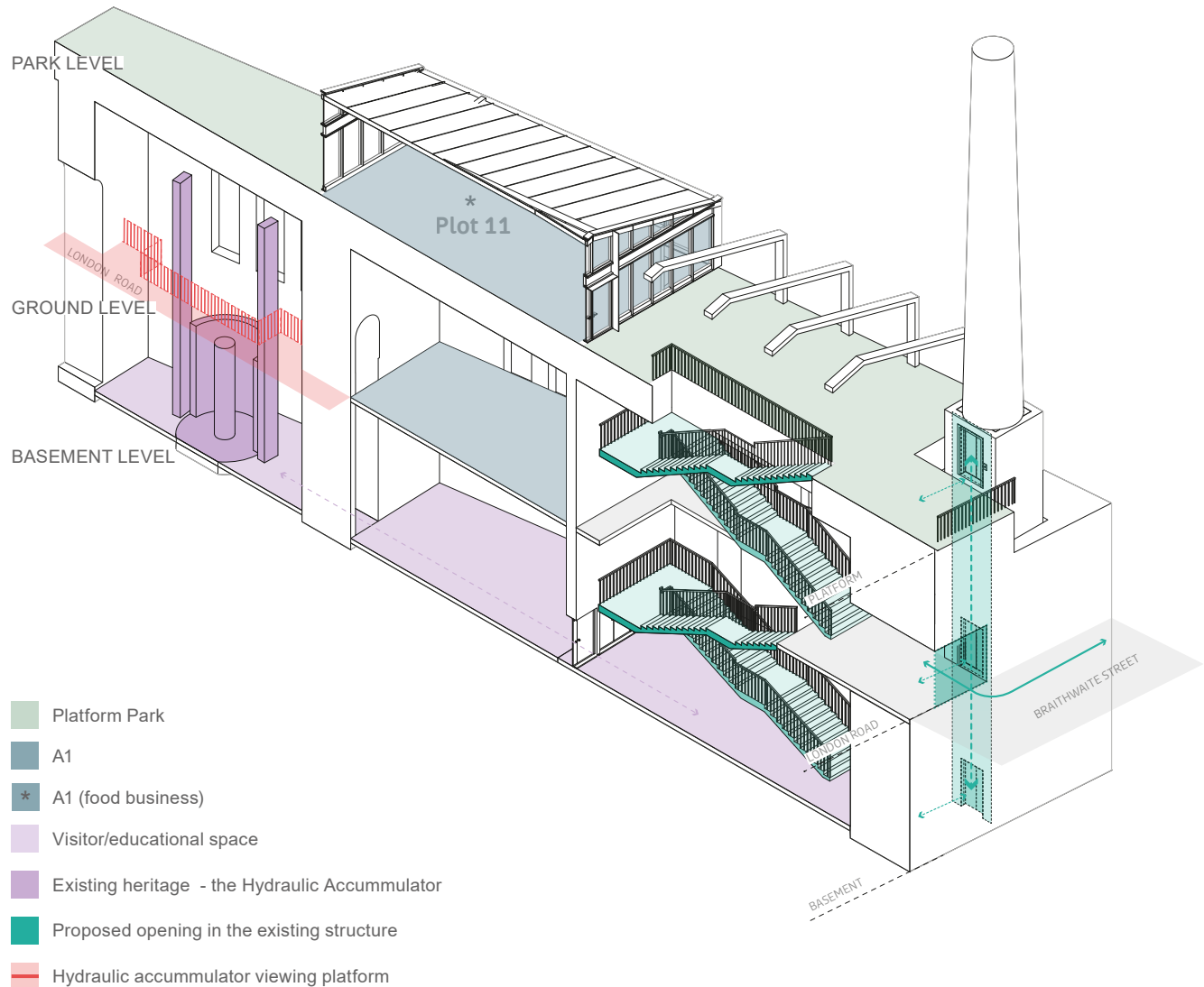


Fig 6.3.111: Axonometric showing the Boiler Room staircase

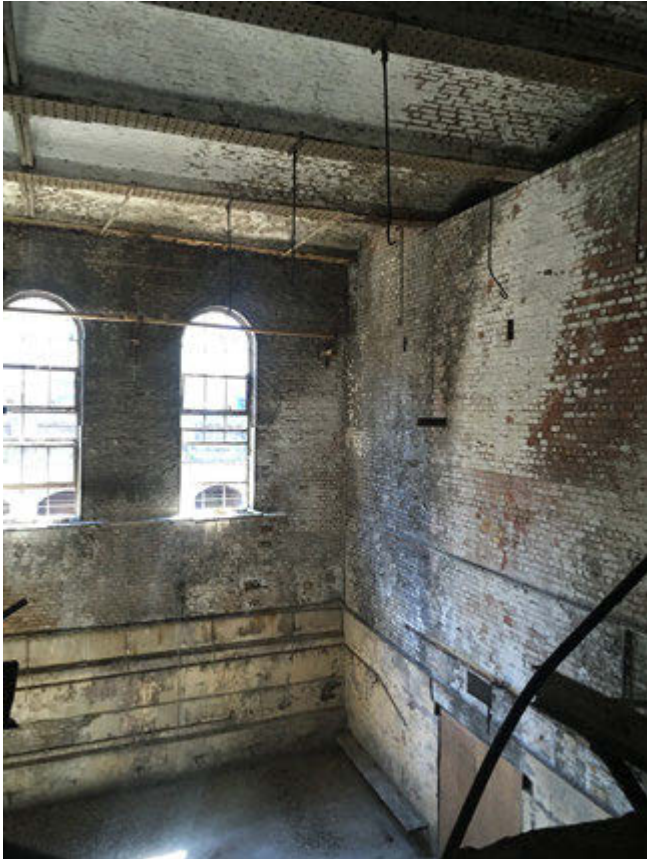


Fig 6.3.114: View of Boiler Room, as existing



Fig 6.3.113: View of hydraulic accumulator, as existing



Fig 6.3.112: Example of successful lighting in historic arched spaces



6.3.51 **Basement: Educational space, with access to the historic hydraulic accumulator**

An educational space is proposed in the double height basement area of the surviving Boiler Room. There are no window openings at basement level and the only natural lighting is provided through large arched windows in the south façade at ground level. This south façade sits adjacent to the main line railway.

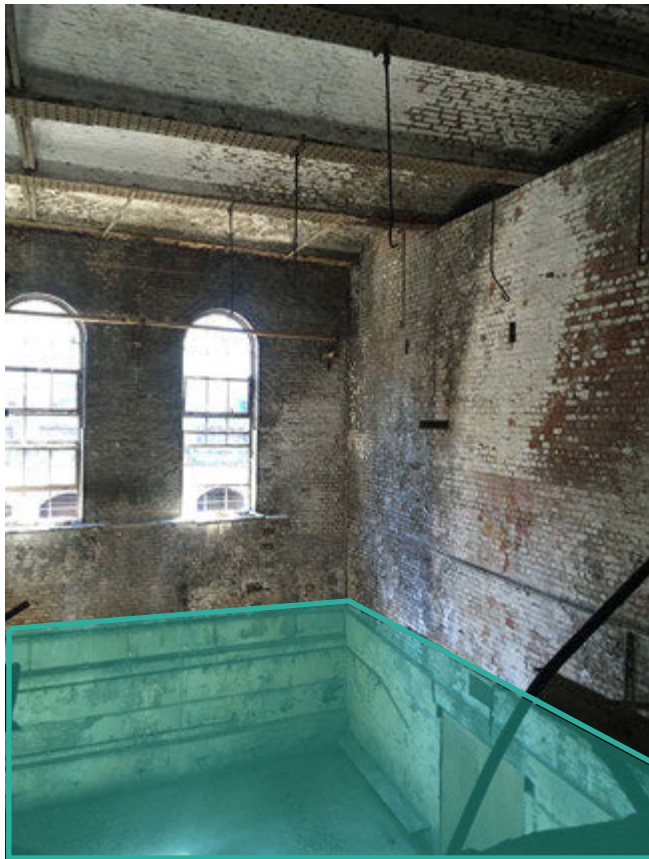
It is proposed that a new floor level is provided off London Road to create this separate basement space. Spaces will need to be artificially lit. The precedent images adjacent are successful examples of how this basement space could be lit.

At ground, this location is part of the public realm around the London Road/ Braithwaite Street threshold. As a security measure it is proposed that the stairway down to the basement level is gated. Additionally, it is proposed that CCTV is provided in this area, as part of the site-wide CCTV strategy, and that proactive site management is adopted to ensure these spaces remain safe and secure.

It is proposed that the hydraulic accumulator is repaired and restored. This heritage feature can be viewed both from the basement educational space and from a viewing platform space on London Road.

6.3.52 Ground Level: Public Realm

At ground level, the staircase stands within a generous public square which marks the threshold between London Road and Braithwaite Street, as shown in . The new opening off Braithwaite Street improves permeability and also provides space for a new lift, linking basement to Platform Park. The design of this lift, the materiality and lighting of this space is discussed in further detail in Section 4.4.



Proposed new floor

Fig 6.3.115: View of Boiler Room, as existing, with proposed new floor

6.3.53 Platform: Sheltered Arrival Space

It is not proposed that the Boiler Room staircase is enclosed. On reaching the Platform Park the stair is sheltered beneath a canopy which extends westwards from Plot 11. This single storey pavilion is discussed in further detail in Section 5.10. The canopy will be partially glazed, providing moments of shelter as well as a structure on which planting can be grown. This will create a welcoming arrival space at Platform level.



Fig 6.3.116: Example of canopied eating/gathering space



Fig 6.3.117: Illustrative view of pavilion, with Boiler Room chimney



Fig 6.3.118: Illustrative view of King Square, Brick Lane showing the restored viaduct and animated shopfronts

6.3.54 Detailed Scheme

6.3.55 Design Brief: Shopfront

The opening up of the listed arches and the reinstated historic central east-west route have already been summarised in Section 3.0.

Four requirements were identified when developing the shopfront designs:

- To create engaging, double-sided retail streets open to the sky
- To ensure that retail frontages have visible presence
- To encourage public interaction with the historic structures
- To provide a variety of unit sizes and retail environments

6.3.56 Shopfront concept

As described in the Site-wide Retail Strategy in Section 3.5, the desire for an “individual feel” is at the very heart of the retail strategy of this development.

Restoring and reusing the existing architecture of the listed Viaduct, along with the historic linear routes through The Goodsyards, will give a street feel rather than ‘mall’ feel.

Encouraging a lively tenant mix is a key objective of the scheme.

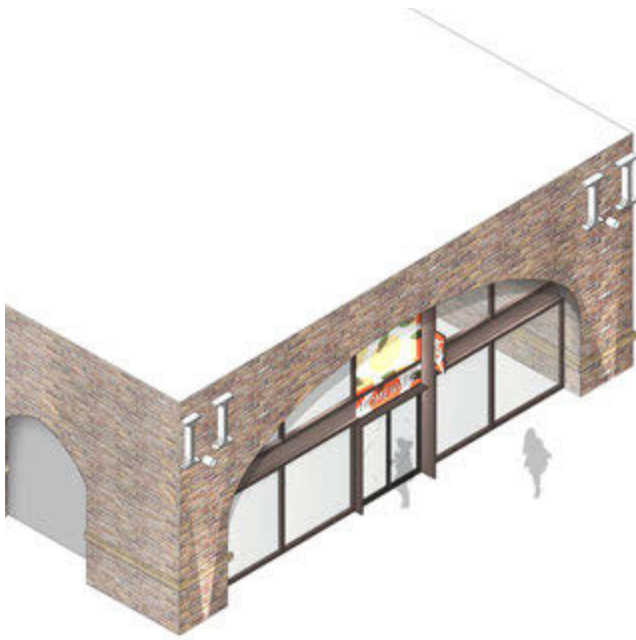
Given the length, scale and historic importance of the listed Viaduct and adjoining arches, the design team agreed that an uncluttered, steel frame shopfront system incorporating all signage and lighting would both respect the historic setting as well as tie the retail street together as a whole.

Three principle shopfront options are proposed:

- Option A1 (shop/retail) - glazed painted steel shopfront
- Option A1 (food business) - glazed painted steel shopfront with setback door
- Option A3 (restaurant) - glazed painted steel shopfront, with servicing support provided by additional louvre area in the cross arches



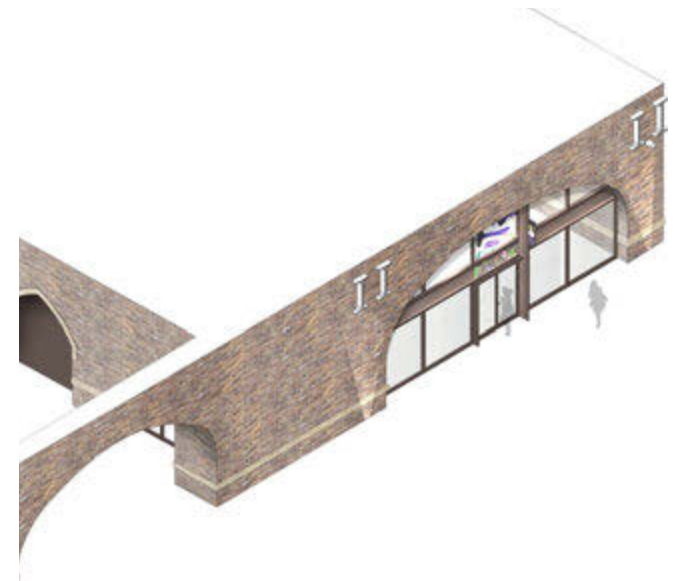
Fig 6.3.119: Examples of successful railway arch shopfronts



A1 (shop/retail)
Glazed painted steel shopfront



A1 (food business)
Glazed painted steel shopfront with setback
doorway



A3 (restaurant)
Glazed painted steel shopfront with servicing support provided by
additional louvre area in the cross arches



Fig 6.3.120: Proposed typical shopfronts

6.3.57 Relationship between shopfront and heritage

Across all parts of Plot 7 there is a variety and richness to the historic masonry; this is at its finest around the listed cross arches of the Viaduct (Plots 7B, C and D), where contrasting brick is used to emphasise the fluted points of the arches. No two arches are the same; the brick columns, piers and soldier coursing details of each arch are unique. In order to celebrate and respect the historic brickwork, all shopfronts are recessed 500mm back from the front face of the arch.

Shopfronts are set back in specific locations across Plots 7B, C and D, mainly in line with the cross arches. No additional setbacks are proposed in Plot 7A. The benefits of these setbacks are twofold:

They reveal the listed cross arches, encouraging visitors to engage with the historic fabric as they wander.

They create little sheltered public squares and passages. The units located here are proposed as A3 or A1 units, as their potential for external seating will help to animate the public realm.

These setbacks might present issues around security. It is proposed that a site-wide CCTV strategy and proactive site management is adopted to ensure these spaces remain safe and secure.



Fig 6.3.122: Illustrative view down Middle Road, towards Brick Lane.

The shopfronts in the foreground are set back from the front of the listed arches to create sheltered dwell spaces, potentially for cafe seating to spill out and animate these squares.

All lighting, signage and servicing (i.e. louvres) are contained within the shopfront design to ensure no harm towards the listed structures.

Fig 6.3.121: Existing materiality and patina in Plots 7B, C and D; note the brick detailing around arches and piers



6.3.58 Fixings to Listed structures

It is proposed that a 'light-touch' approach is adopted site-wide towards the existing heritage structures. The treatment of the on-site listed structures is discussed in further detail in Section 4 of the Heritage Statement (2019).

The section through a proposed typical shopfront (shown right) illustrates how the shopfront frame is fixed to the listed arches and adjoining structures.

It is proposed that all signage is included within or protruding from the shopfront frame; this ensures that fixings to the listed structures are kept to a minimum and confined to the shopfront frame.

To minimise the potential impact of the proposed signage fin meeting or fixing to the underside of the arches it is proposed that the fin is offset by a minimum of 50mm from the historic brickwork. This is illustrated in the details opposite.

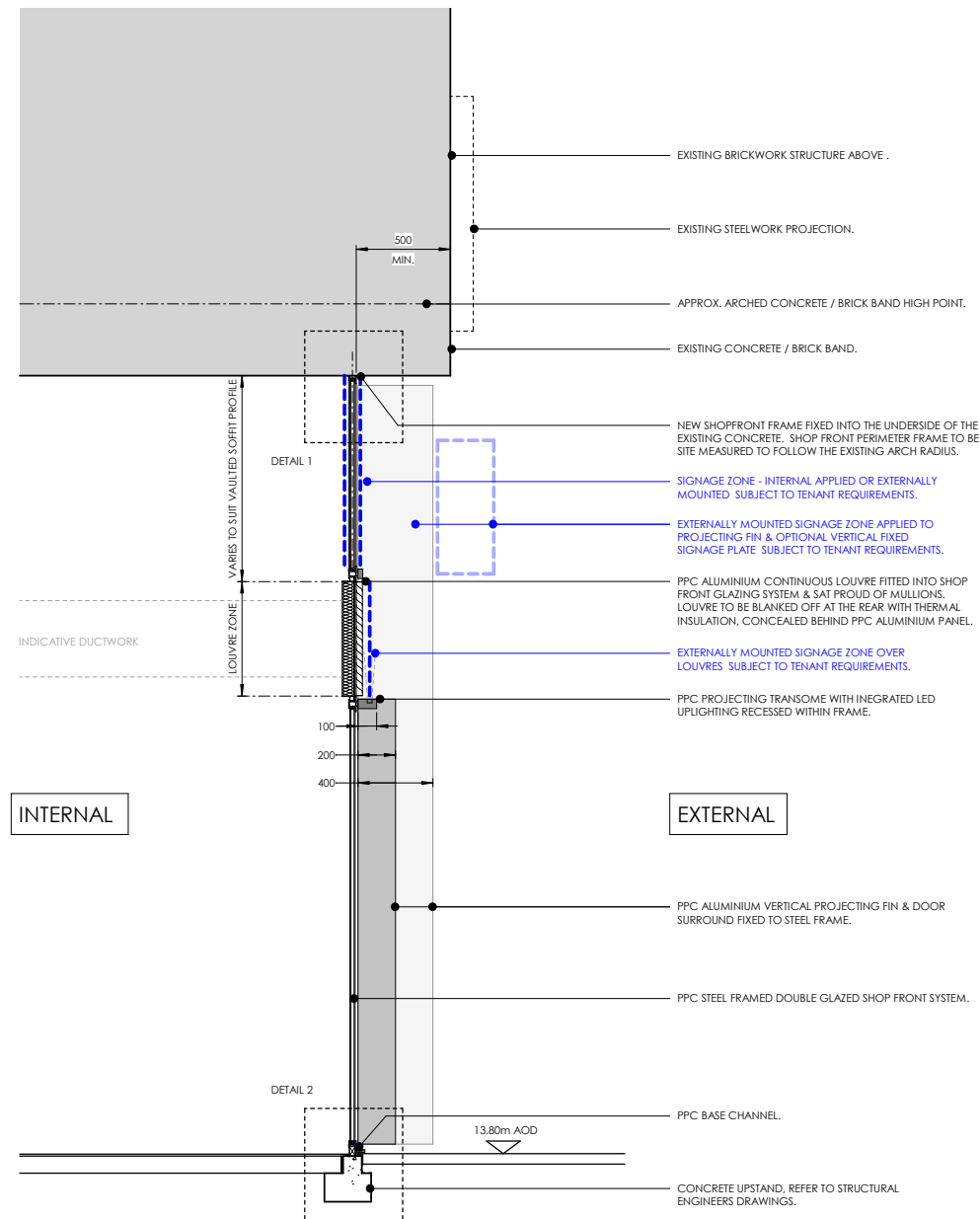


Fig 6.3.123: Section through proposed typical shopfront

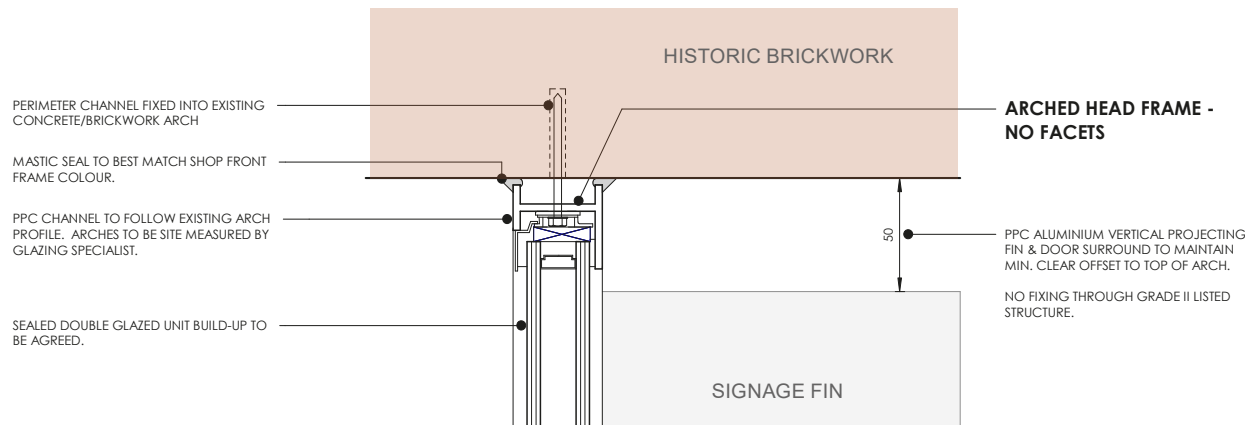


Fig 6.3.124: Detail of shopfront fixing to listed structure

Fig 6.3.125: Examples of fixing to heritage structures

6.3.59 The Oriel (Plot 7A): Shopfront and heritage approach

It is proposed that the Oriel and the Oriel Gateway structures will be fully restored, with reclaimed brickwork used in the required reconstruction of key areas, including the now partially collapsed parapet wall. Existing masonry will require stabilising and making good. As indicated in the Heritage Statement, parts of the original façade will need to be replicated. In addition, new stonework will be required to reconstruct the stone screen, balustrade and urns. This detail can be seen in historic photos (shown below).

It is proposed that all historic openings, to front and back facades, be restored and glazed. This will provide visitors with sweeping views out across surrounding streets and into the platform park.

The colour and material of the Oriel Gateway shopfronts will be replicated in the Oriel's newly restored window frames. This will help unify this portion of the surviving heritage structures, by sharing an architectural language rooted in the site's industrial past.



Fig 6.3.129: Proposed Oriel Gateway shopfronts



Fig 6.3.128: Historic views of the Oriel Gateway

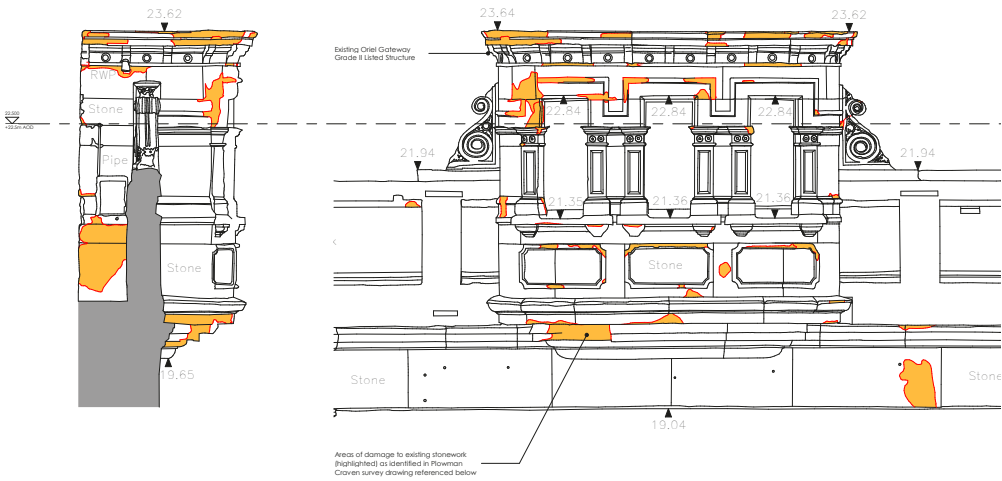


Fig 6.3.127: Stonework survey showing restoration works required to the Oriel

Area of damage

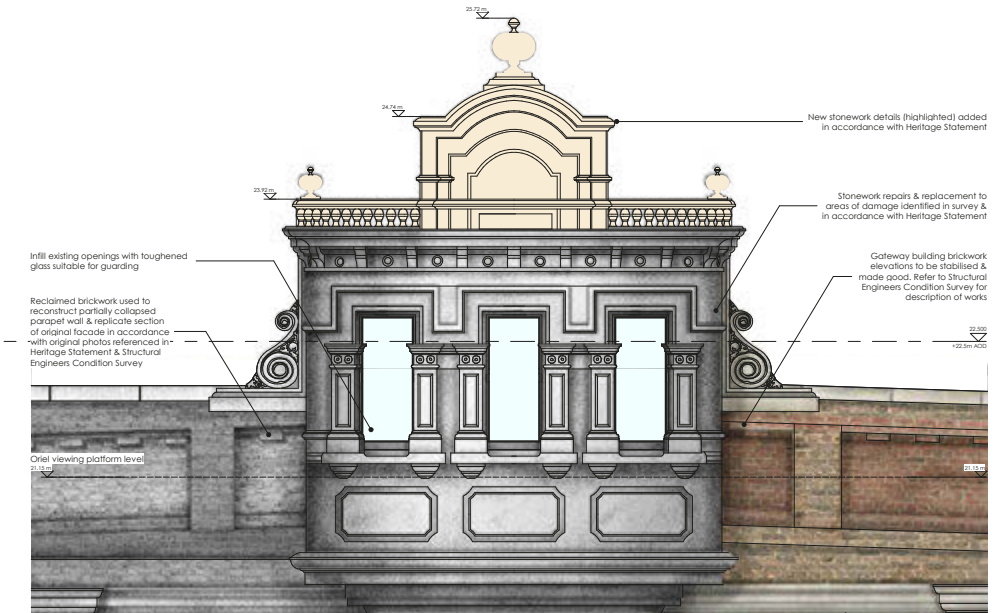


Fig 6.3.126: Elevation showing proposed restoration works to the Oriel



6.3.60 Designated zones

Shopfront types have been developed with in-built flexibility to accommodate the various scenarios and idiosyncrasies found in each arch opening. Flexibility is provided within the configuration of each element, the example specification has generous doorways, signage and lighting zones that can be refined to meet varying space requirements of each arch whilst cohering to the design standards.

- Set back shopfront
- Doorway zone
- Intake Louvre
- Extract Louvre
- ← Intake via cross arches
- Uplighting
- Signage zone

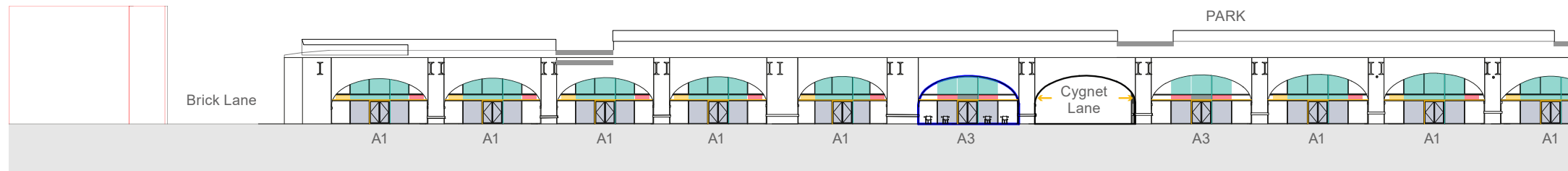
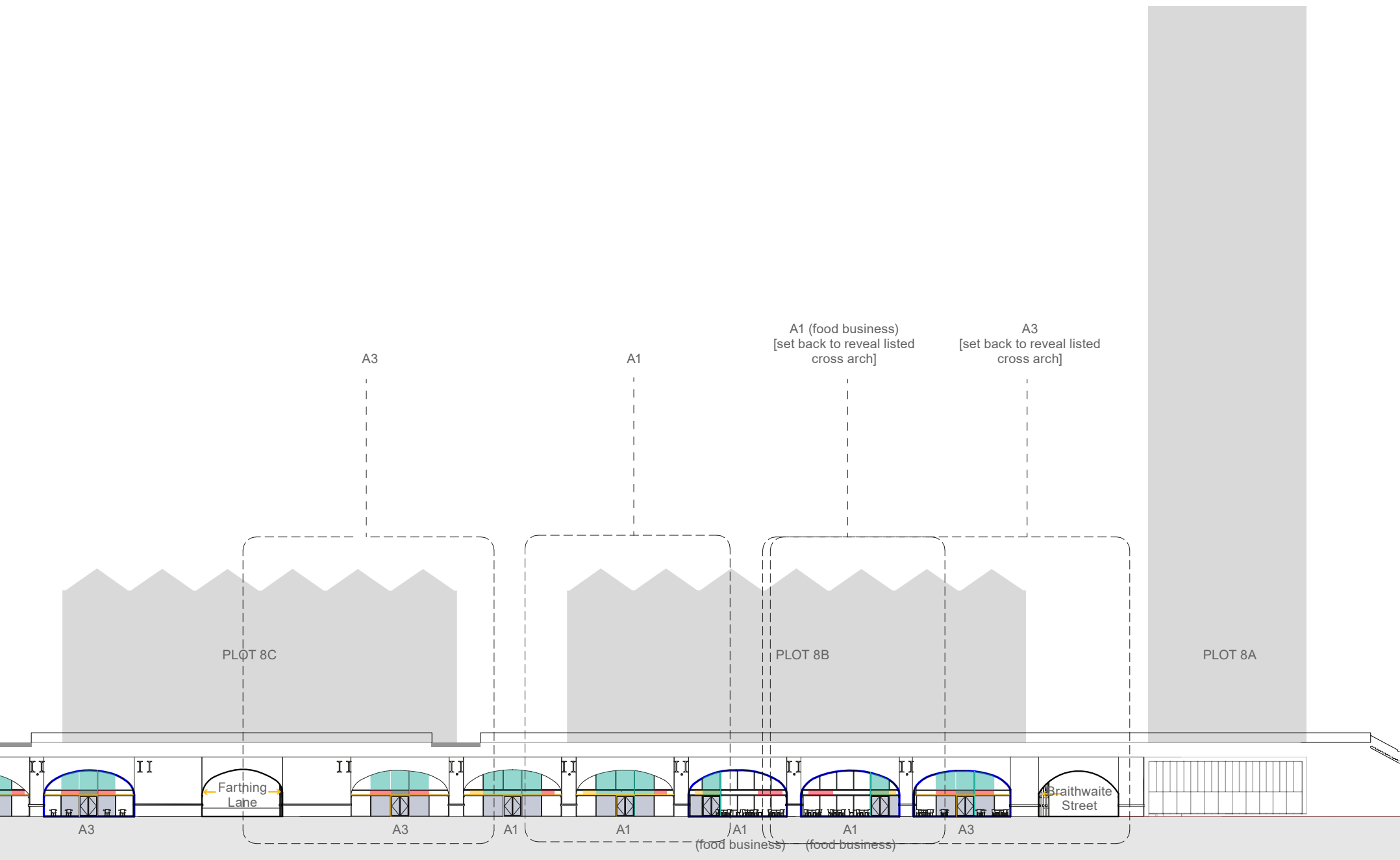


Fig 6.3.130: Long elevation of the Braithwaite Viaduct, indicating designated zones for doorways, louvres, signage and lighting



6.3.61 Doorways to A1 and A3 Units

In Plots 7B, C and D, each of the Viaduct's arches is epic in scale; they are generous in height and width. Plot 7A's arches are smaller. The design of the proposed steel frame takes its proportions from the arches; within this frame there are subdivisions to provide appropriately scaled doorways/openings.

For heritage and aesthetic reasons, it is proposed that doorway zones for A1 and A3 units sit centrally.

The existing arches have protruding brick detailing, shown right, which varies in height and depth along the Viaduct. It is proposed that this detail be restored as part of the Viaduct restoration works, with shopfront frames shaped around these protrusions.

As each arch is unique, each shopfront frame will have to be individually shaped to fit. Given their varying heights and widths, in particular towards the eastern end of the Viaduct (Plot 7D), centralising the frame will ensure that there is a coherent approach across all frontages.

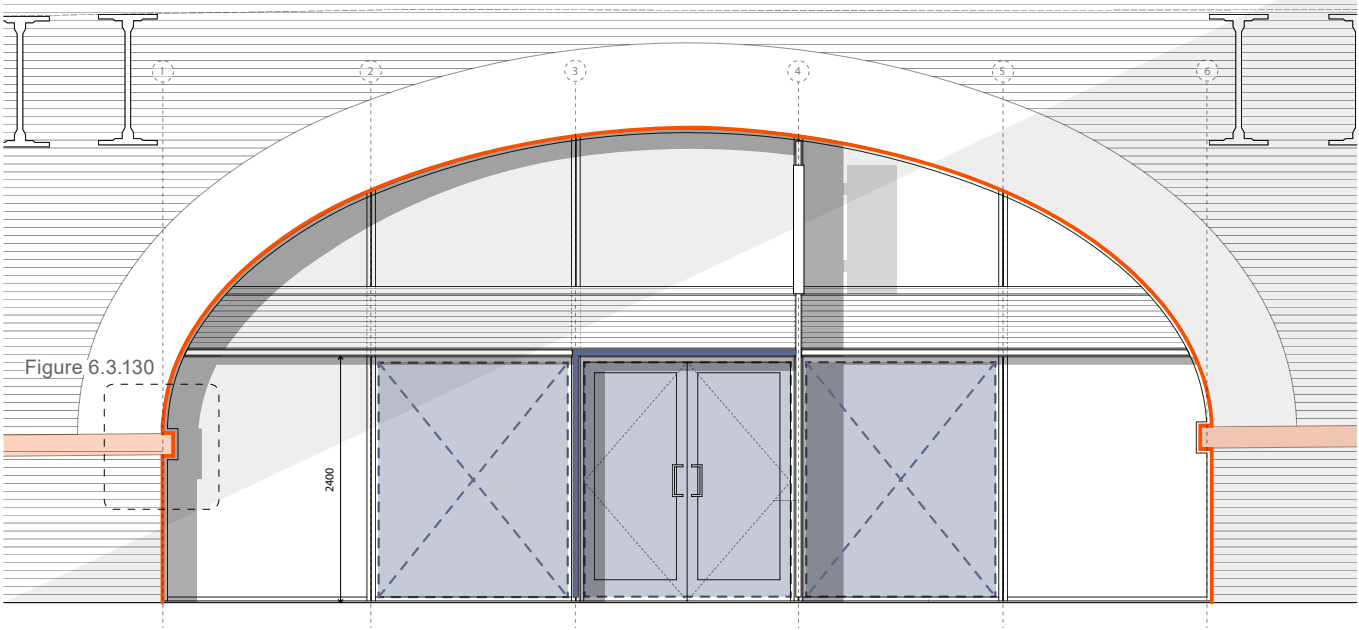


Fig 6.3.132: Elevation: Designated doorway zones for A1 and A3 units

- Listed arch
- Brick detailing
- Doorway zone
- Doorway surround

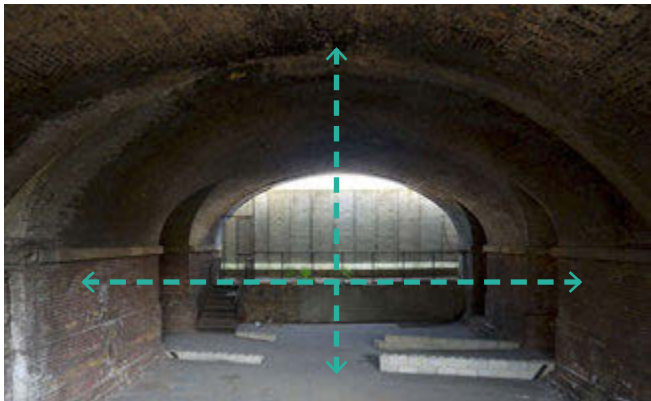


Fig 6.3.133: The arches, as existing, highlighting the difference in levels, width and height of arches along the Viaduct

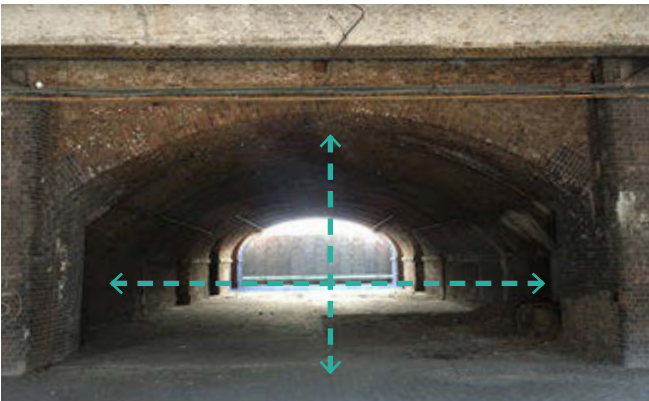


Fig 6.3.131: Listed brick detailing along the listed Viaduct

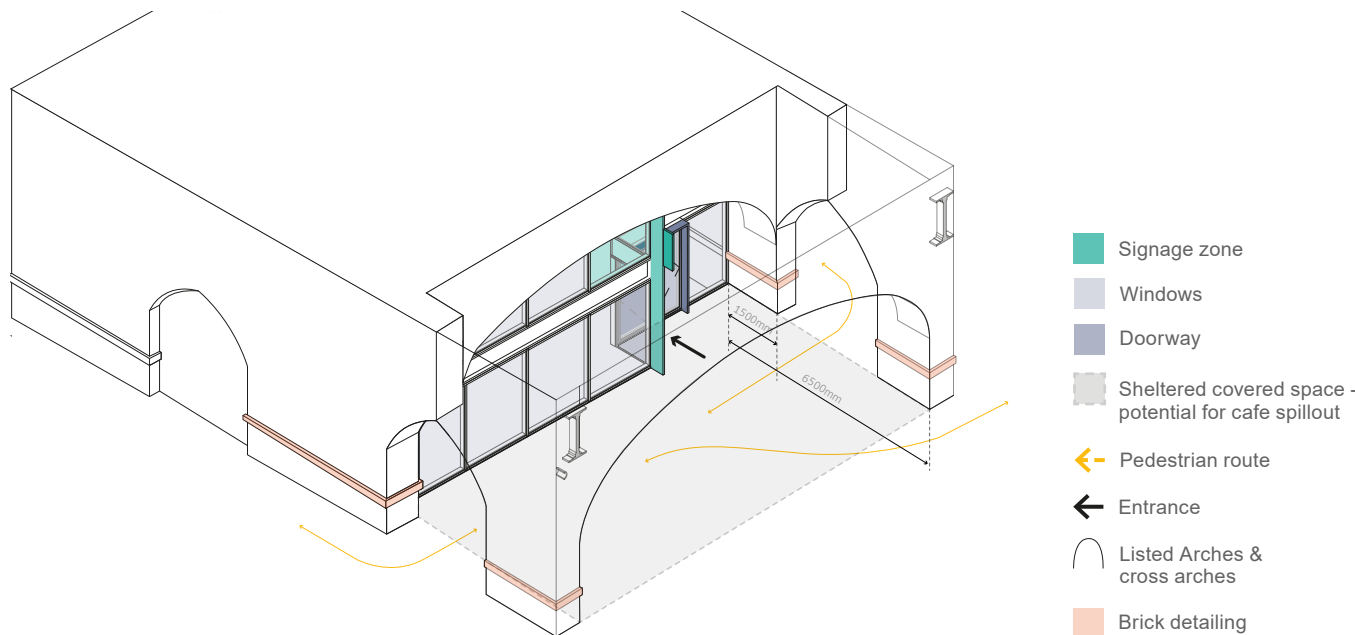


Fig 6.3.135: Axonometric of typical A1 (food business) shopfront

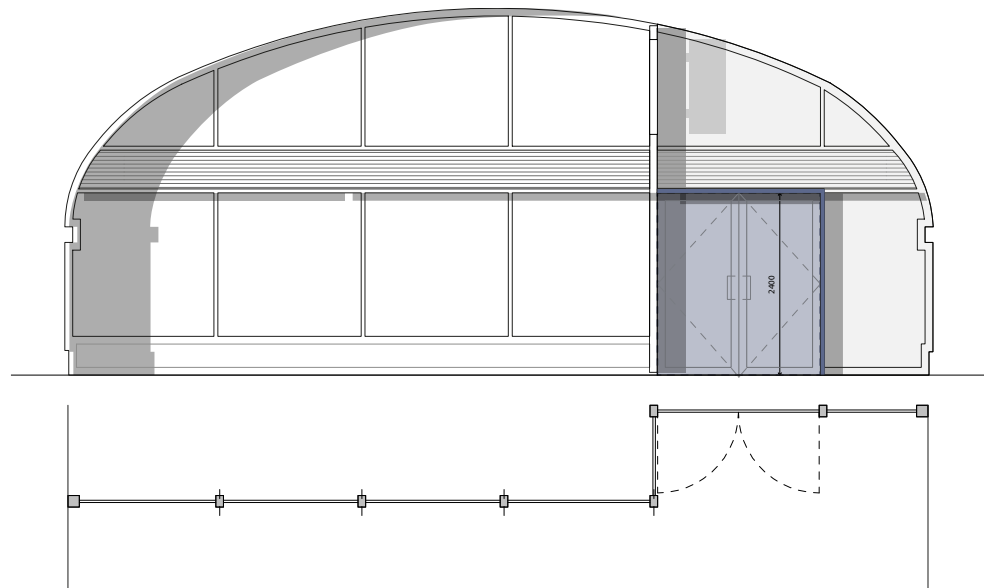


Fig 6.3.134: Elevation and plan showing A1 (food business) recessed doorway



Fig 6.3.137: Example of animated cafe window

6.3.62 Doorways to A1 (food business) shopfronts

In order to bring some variation to the retail street and animation to public squares, doorways to A1 (food business) units are organised differently.

In Plots 7B, C and D it is proposed that the shopfront is set back from the front of the Viaduct to reveal the cross-arches. This creates a sheltered space, with potential for modest spill out which will help to create 'moments' along the street and encourage visitors to dwell.

The recessed doorway zone for an A1 food business unit sits in the outer bay of an arch, with the doorway stepped back 500mm from shopfront. This creates a sheltered entrance 'porch'. It is proposed that tenants consider animating the shopfront with window seating.

In Plot 7A it is proposed that all cross arches are filled to create separation between units. Here, there is no set back of the whole shopfront; however, the doorway could be recessed from the shopfront as described above.

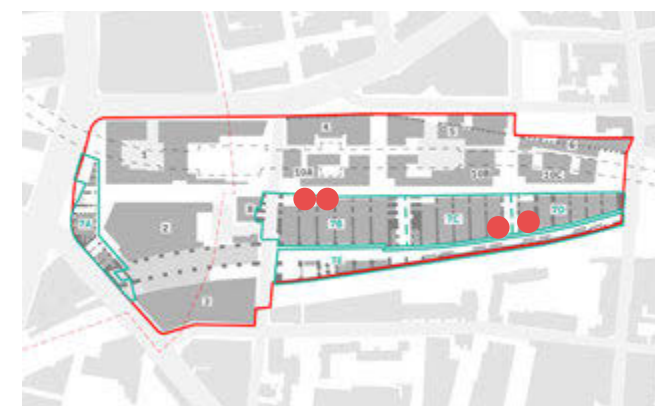


Fig 6.3.136: Key plan: locations of A1 (food business) units

6.3.63 Louvres for A1 and A1 (food business) units




The heritage constraints have a significant impact on Plot 7 and its proposed layout and servicing strategy reflect these constraints. No A3 units are proposed in Plot 7A, and across the Viaduct (Plots 7B, C and D), there are only a small number of arches identified as appropriate for A3 use. These are indicated in Fig. 6.3.143 opposite.

None of the listed structures will be punctured to enable incoming ventilation services. Instead, it is proposed that all intake/extract to the retail units takes place through the shopfront.

A designated intake/extract louvre zone within the shopfronts will be accommodated. Required areas and distances are set out in the table opposite. To ensure there is coherence across the retail street, this layout will be applied to all shopfronts regardless of use class.



Fig 6.3.138: Elevation: Designated louvre zone for a typical A1 shopfront

-  Louvre zone
-  Intake Louvre
-  Extract Louvre

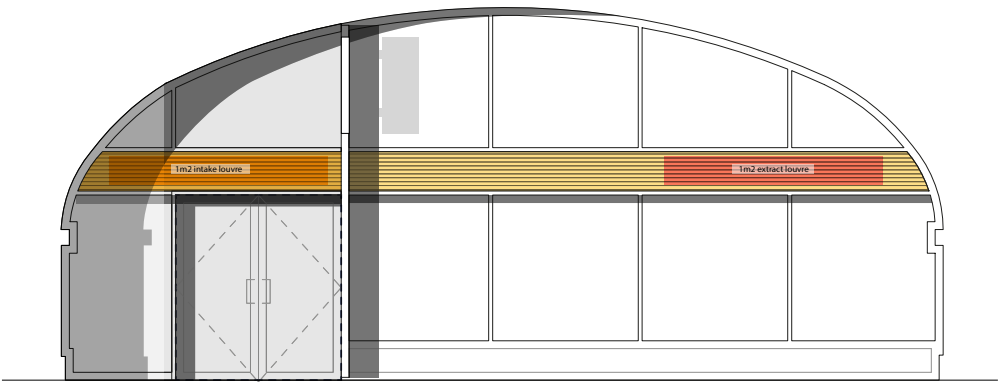


Fig 6.3.140: Elevation: Designated louvre zone for a typical A1 (food business) shopfront

Fig 6.3.139: Examples of successful louvres , both in heritage settings and new build

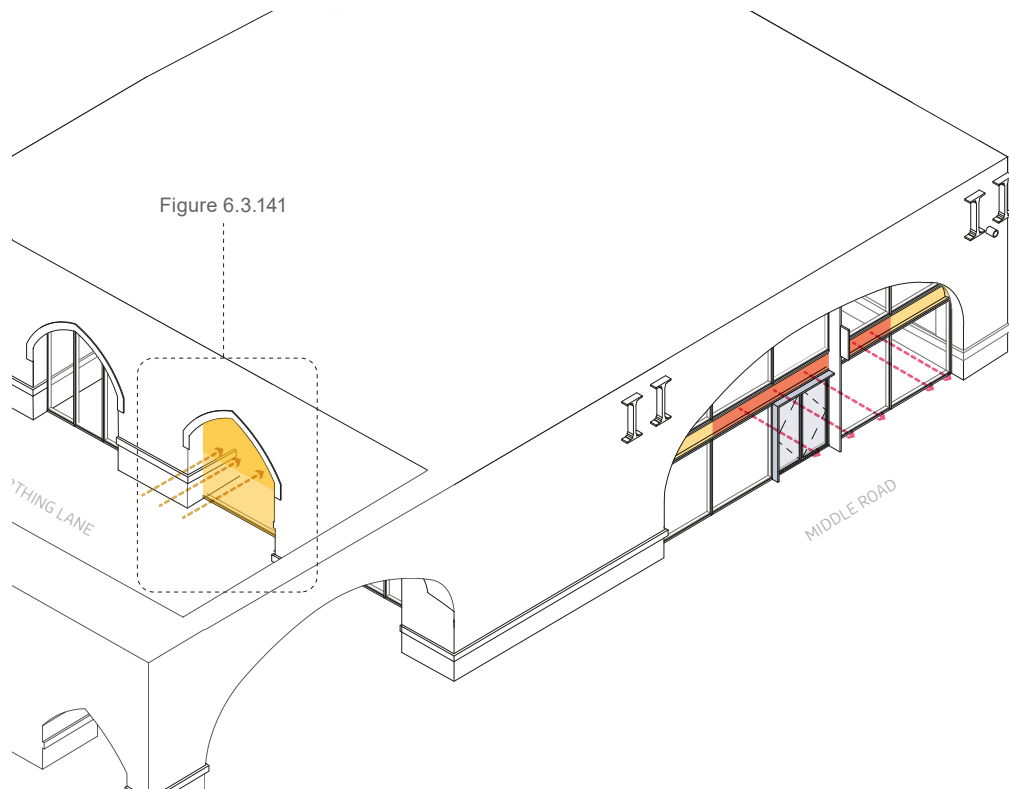


Fig 6.3.141: Axonometric of typical A3 shopfront

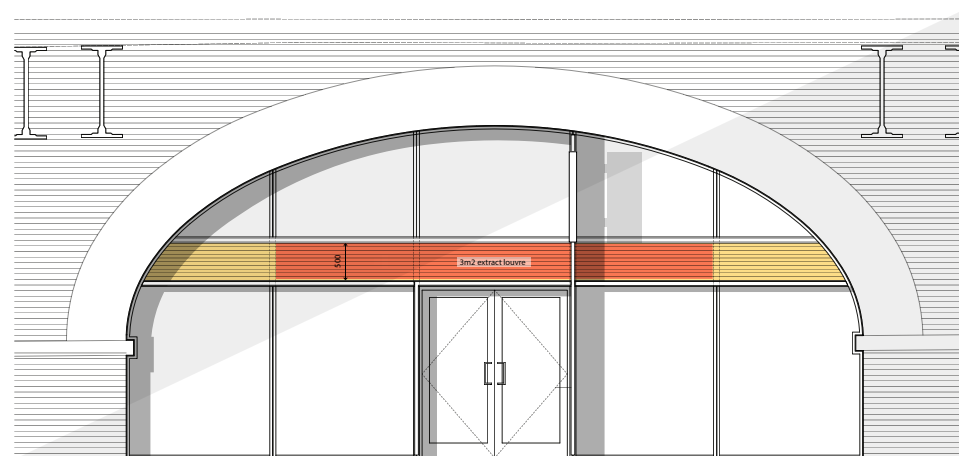
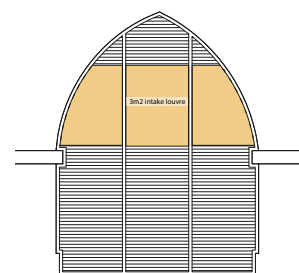


Fig 6.3.142: Elevation: Designated louvre zone for a typical A3 shopfront, with support provided by cross arches [right]

- Doorway zone
- Louvre zone
- Intake Louvre
- Extract Louvre
- Extract
- Intake



6.3.64 Louvres for A3 units

A3 units including a working kitchen require a larger louvre area of 3m².

Various design studies explored how this might be accommodated within the shopfront, with proposals ranging from the full use of outer panels at each end to using the top of the shopfront as a fully louvred zone.

It was concluded that in order to minimise impact the existing cross arches will be utilised where larger louvre areas were required. The key plan below indicates where the specific locations of these units come into play.

Retail Use Class	Intake Area (m2)	Extract Area (m2)
A1	0.5	0.5
A1 (food business)	1	1
A3	3	3

Table 6.3.1: Areas required for intake/extract by Retail Use Class

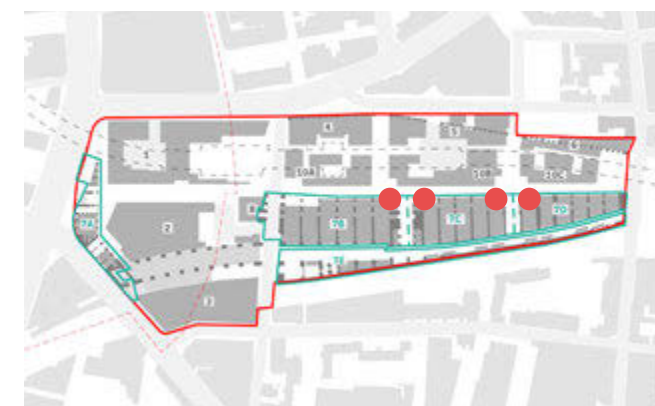


Fig 6.3.143: Key plan

6.3.65 Lighting

It is proposed that the shopfront lighting is designed as part of the site-wide lighting strategy, as described in Section 4.7.7. For Braithwaite Arches, London Road and the Oriel Gateway, this includes feature lighting to celebrate the existing heritage brickwork and features.

It is proposed that shopfronts are uplit, with lighting contained within the zone indicated on Fig 6.3.145.

To unify the shopfronts and respect the heritage setting, no coloured lighting or uplighting is proposed.

Tenants are encouraged to propose alternative lighting displays as part of their engaging window dressing and signage.

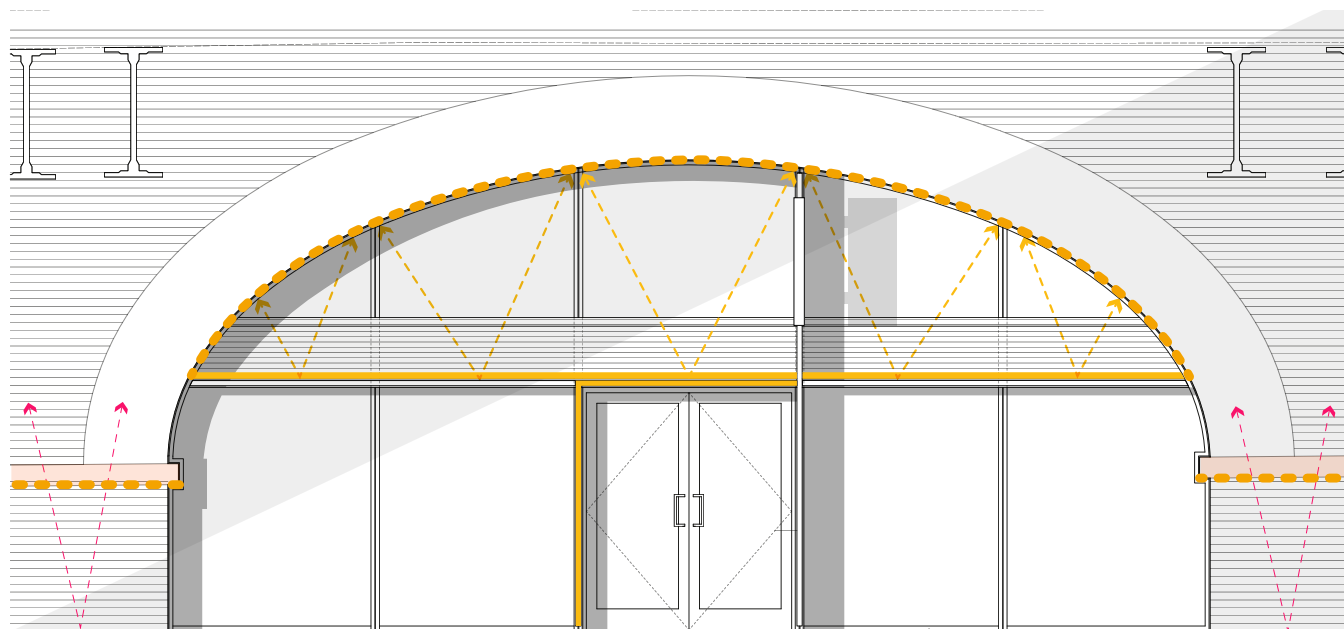


Fig 6.3.145: Elevation: Designated lighting zone for a typical A1 shopfront

- Lighting zone
- Shopfront uplighting
- Public realm uplighting
- Highlighting heritage features and the listed arches



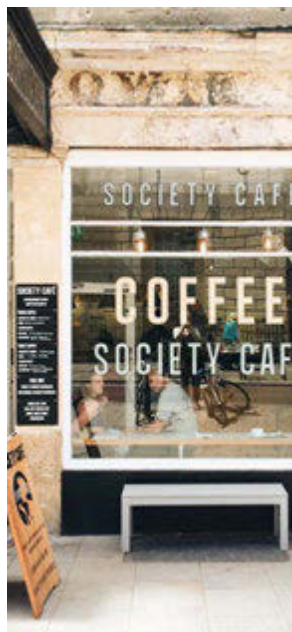
Fig 6.3.144: Example of poor shopfront lighting



Fig 6.3.146: Examples of good uplighting



Fig 6.3.147: Uplit signage



6.3.66 Signage

Signage plays an important part in communicating the range and quality of occupiers in a streetscape. Tenants will be encouraged to carefully consider their own signage and window displays, with guidance on good practice provided in the Tenant Design Guide, which will follow in due course.

Designated signage zones will control visual appearance and balance the need to provide flexibility for the tenant whilst working harmoniously with the historic fabric. Good examples are shown on the images adjacent.



Fig 6.3.148: Examples of good signage, respectful of historic features/settings

6.3.67 Vertical signage

Signage has to be incorporated in the shopfronts either in the form of a vertical fin or protruding signage. The signage announces a retailer's street presence and creates a rich and engaging street frontage. To avoid poor shopfront lighting design a designated signage zone is proposed.

There are numerous historic protrusions across the listed and non-listed arches, including pipes, guttering and steel structures. Across the Braithwaite Viaduct and the Oriel Gateway frontage there are steel beams, which jut out in pairs from the listed masonry. It is proposed that these are restored and celebrated as part of the restoration works.

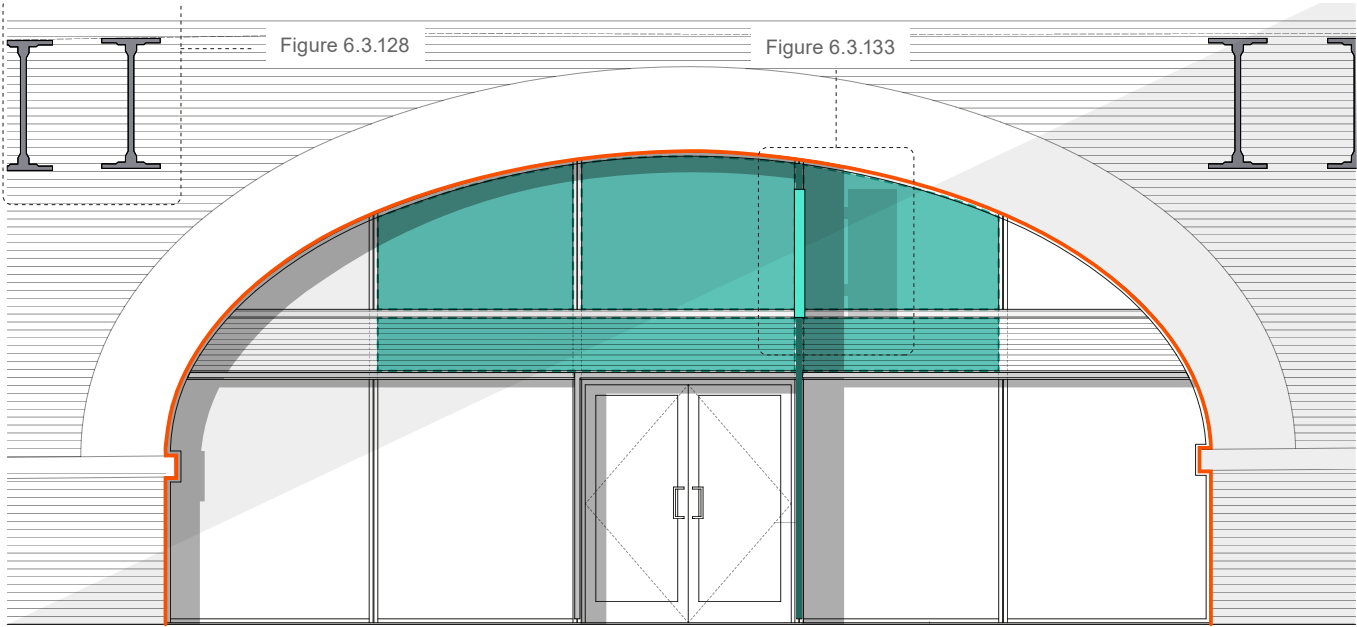


Fig 6.3.150: Elevation: Designated signage zone for a typical A1 shopfront

- Listed Arch
- Signage zone
- Heritage steel beam



Fig 6.3.149: Steel beams, as existing on site



Fig 6.3.151: Examples of good vertical signage in historic settings



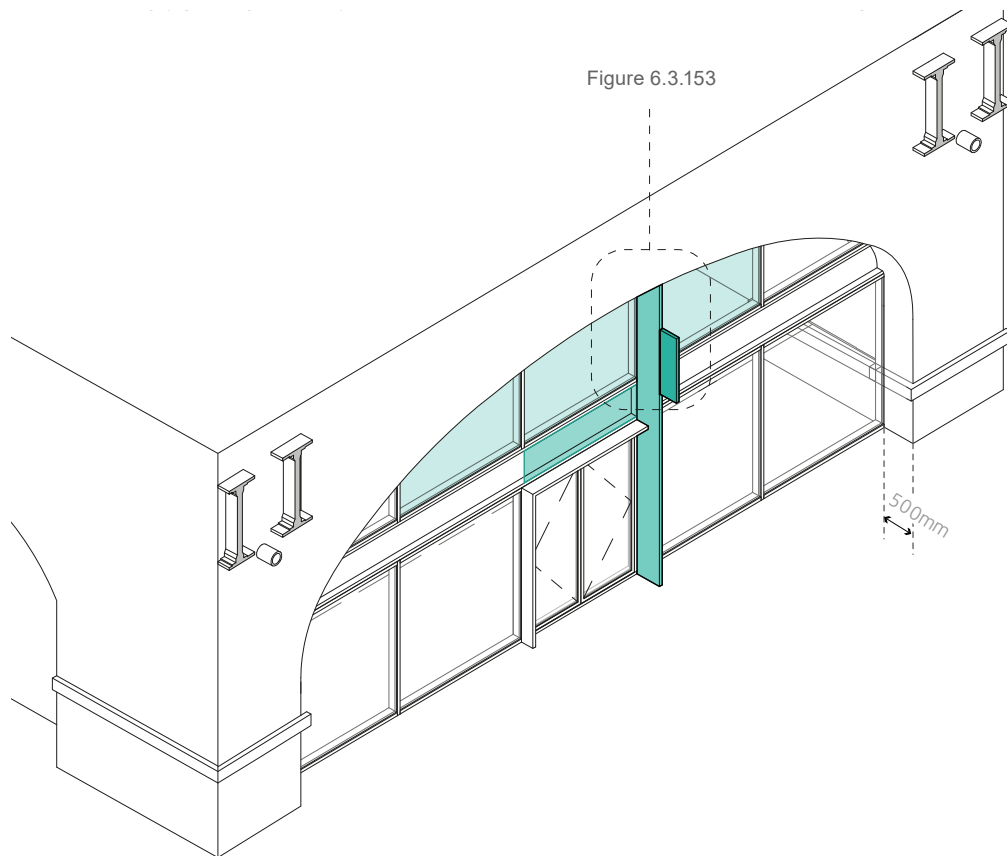


Fig 6.3.153: Axonometric of typical A1 shopfront



Fig 6.3.152: Examples of vertical signage fins extending off shopfront frame

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It is proposed that shopfronts incorporate all signage in the form of a slender signage fin protruding off the shopfront frame at the full height of the shopfront. This will unify all signage along the streets and respect the existing heritage structures.

As discribed earlier, it is not proposed that any vertical signage fixes to the listed arches and their adjoining structures. The detail below shows how the fin is offset by 50mm from the existing brickwork.

It is proposed that all protruding signage is contained within the form of a slender, vertical sign. This ensures that all signage takes the same architectural language as the shopfront, but tenants will still have the flexibility to overlay their individual branding.

- Signage zone
- Signage fin
- Protruding vertical signage

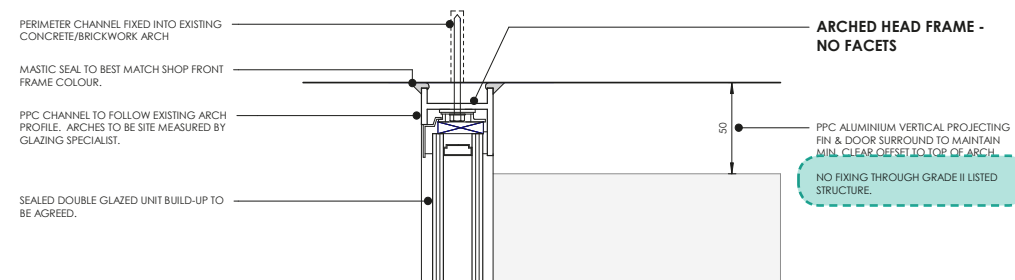


Fig 6.3.154: Detail of signage fin highlighting no fixing to historic fabric

6.3.68 Approach to fit-out

The clarity and rigour of the proposed shopfront options are envisaged to provide a blank but structured canvas for tenants, who will be encouraged to express their individuality through imaginative and engaging signage and window displays.

No fit-outs are proposed as part of this application.

Approach to materiality

The proposed materiality and finish of the shopfronts take their inspiration from the industrial heritage of the site. Proposed colours reflect the muted tones and textures of the surviving Viaduct.

The shopfront will be fully glazed with a painted steel frame in the colour indicated right. The signage fin and protruding vertical signage will mirror the material finishes of the shopfront.

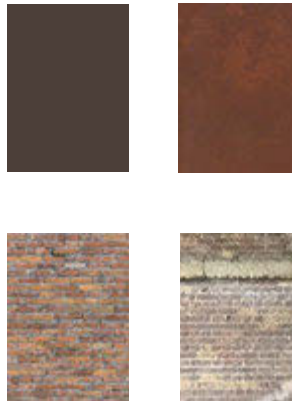


Fig 6.3.155: Material and colour palette; reflecting the patina of the heritage structures within Plot 7



Fig 6.3.156: Examples of engaging shop window displays



Fig 6.3.159: Key plan: elevations



Fig 6.3.157: Section A - Bay study elevations along Middle Road

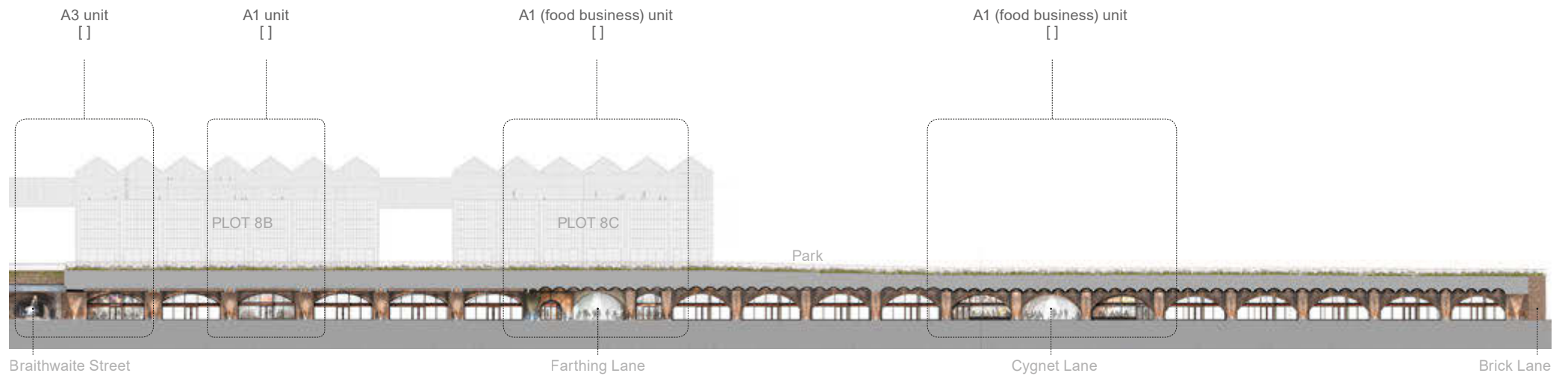
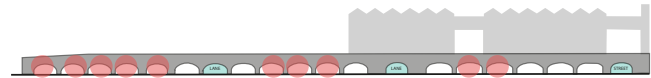


Fig 6.3.158: Section B - Bay study elevations along London Road

6.3.69 Detail Elevations

6.3.70 A1 Shopfront Detail Elevation [Middle Road]

A1 retail unit



Key section of Middle Road

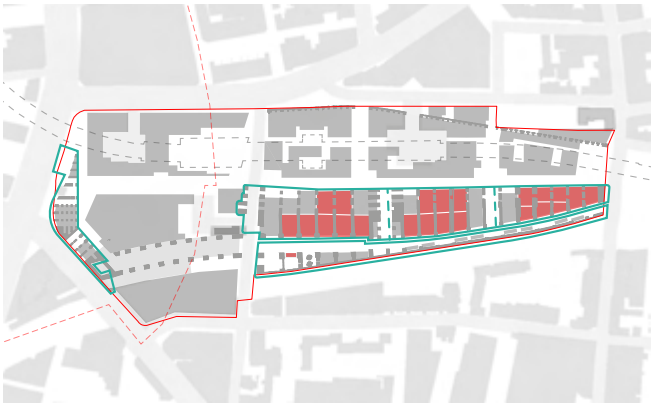


Fig 6.3.160: Key Plan: Locations of A1 units in Plot 7



Fig 6.3.161: Axonometric of typical A1 shopfront

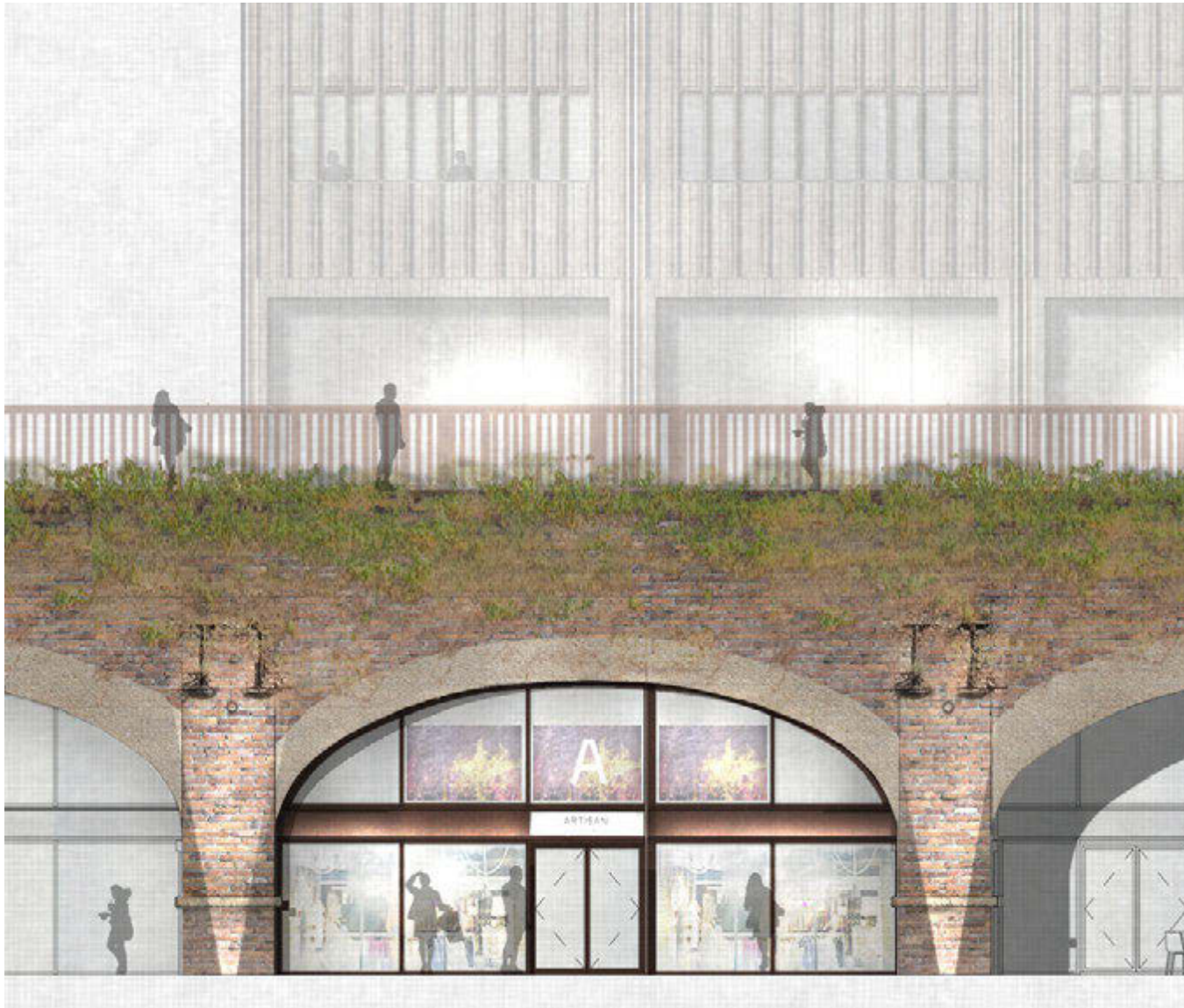
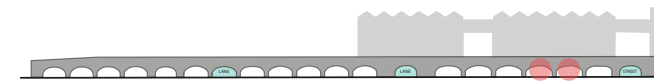


Fig 6.3.162: Fragment Elevation of a typical Plot 7 A1 unit

6.3.71 A1 Shopfront (food business) Detail
Elevation [Middle Road]

● A1 (food business) unit



Key section of Middle Road

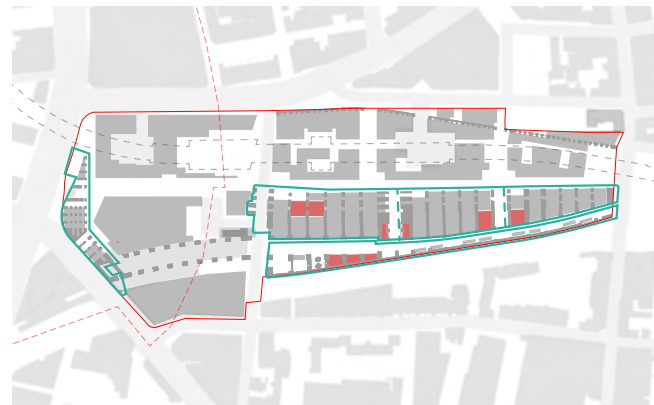


Fig 6.3.163: Key Plan: Locations of A1 (food business) units in Plot 7

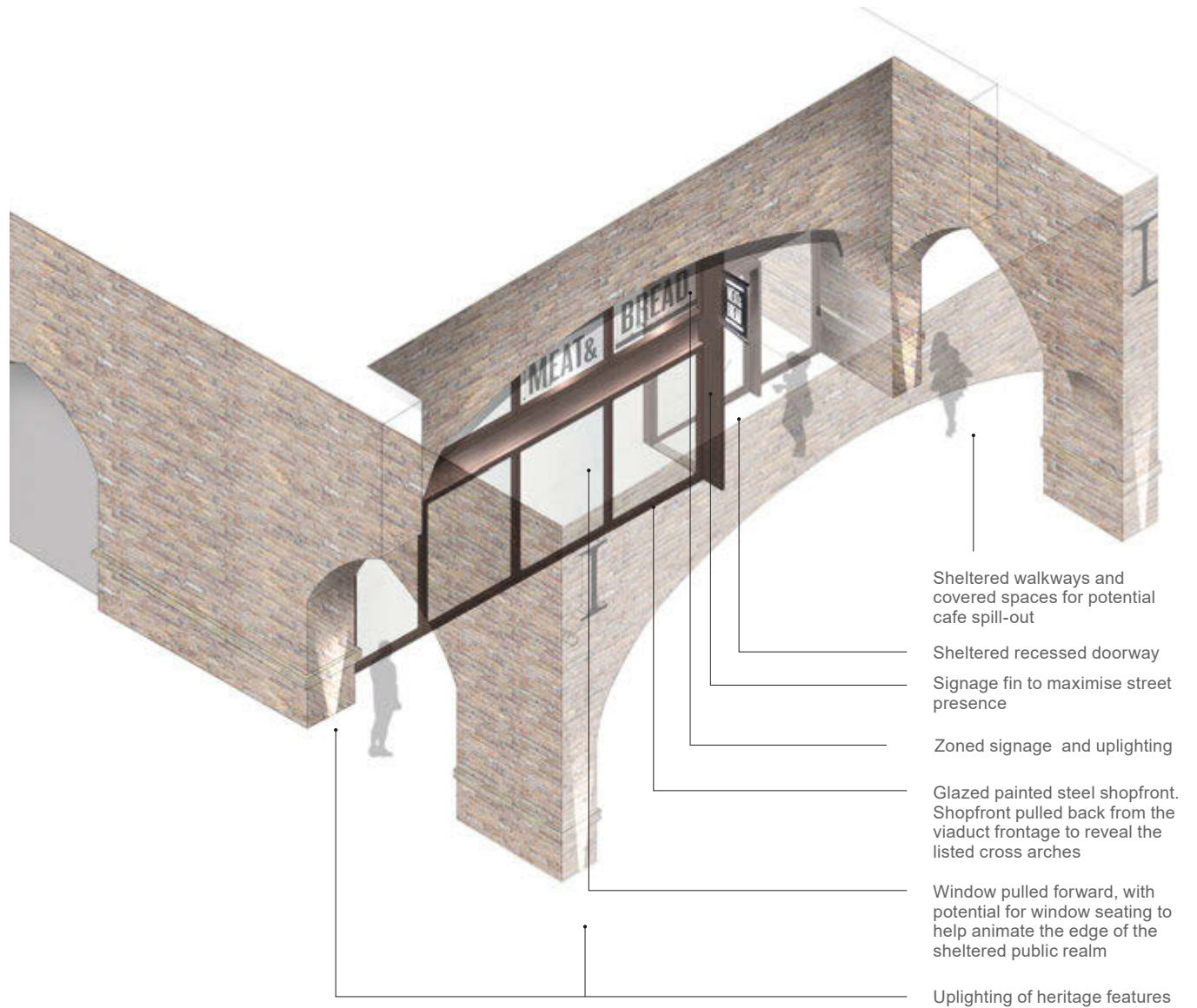


Fig 6.3.164: Axonometric of typical A1 (food business) shopfront



Fig 6.3.165: Fragment elevation of a typical Plot 7 A1 (food business) unit

A3 retail unit



Key section of Middle Road

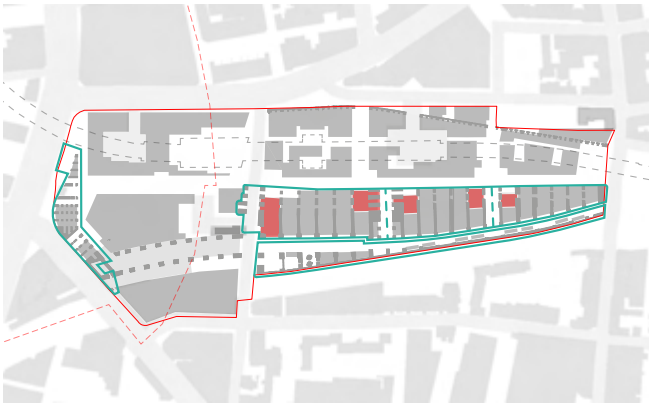


Fig 6.3.166: Key Plan: Locations of A3 units in Plot 7



Fig 6.3.167: Axonometric of typical A3 shopfront with cross arch set back



Fig 6.3.168: Fragment elevation of a typical Plot 7 A1 unit

6.3.73 A1 Shopfront Detail Elevation [London Road]

A1 retail unit



Key section of London Road

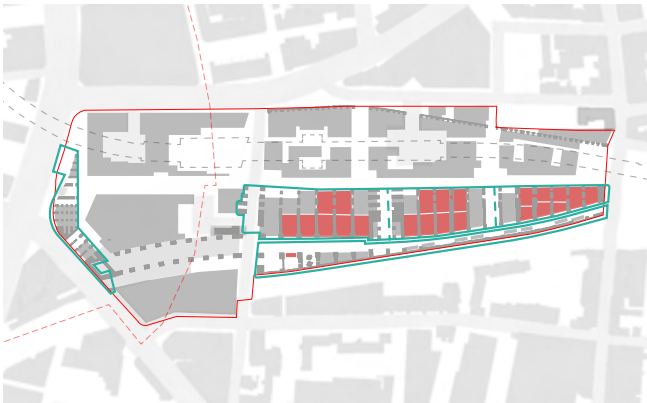


Fig 6.3.170: Key Plan: Locations of A1 units in Plot 7



Fig 6.3.169: Fragment Elevation of a typical Plot 7 A1 unit on London Road



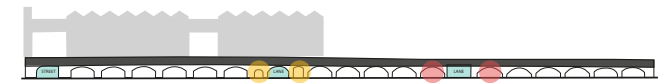
Fig 6.3.172: Fragment Elevation of a small Plot 7 A1 (food business) unit on London Road



Fig 6.3.171: Fragment Elevation of a typical Plot 7 A1 (food business) unit on London Road



6.3.74 A1 (food business) Shopfront Detail Elevation [London Road]



Key section of London Road

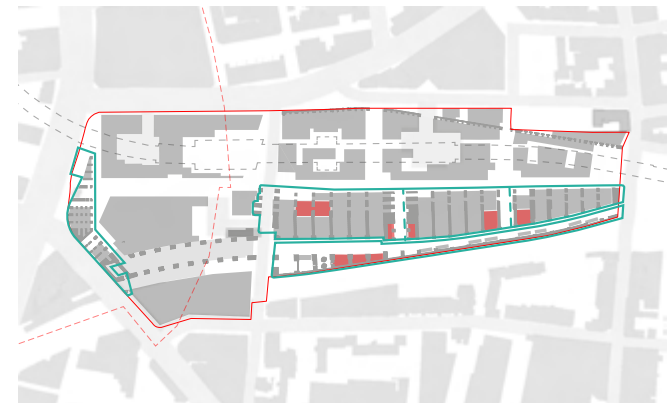
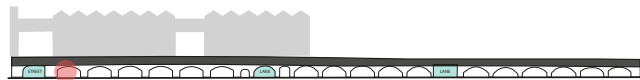


Fig 6.3.173: Key Plan: Locations of A1 (food business) units in Plot 7

6.3.75 A3 Shopfront Detail Elevation [London Road]

● A3 retail unit



Key section of London Road

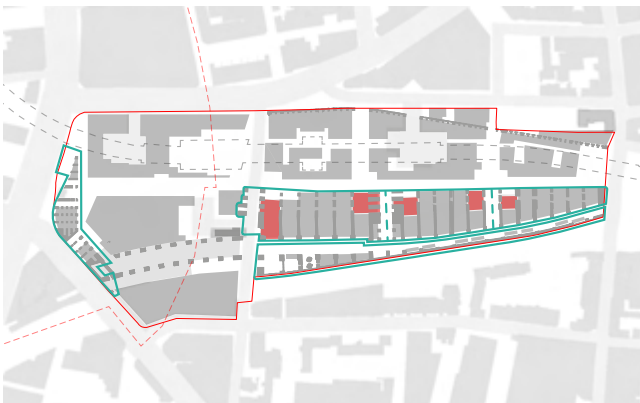


Fig 6.3.175: Key Plan: Locations of A3 units in Plot 7

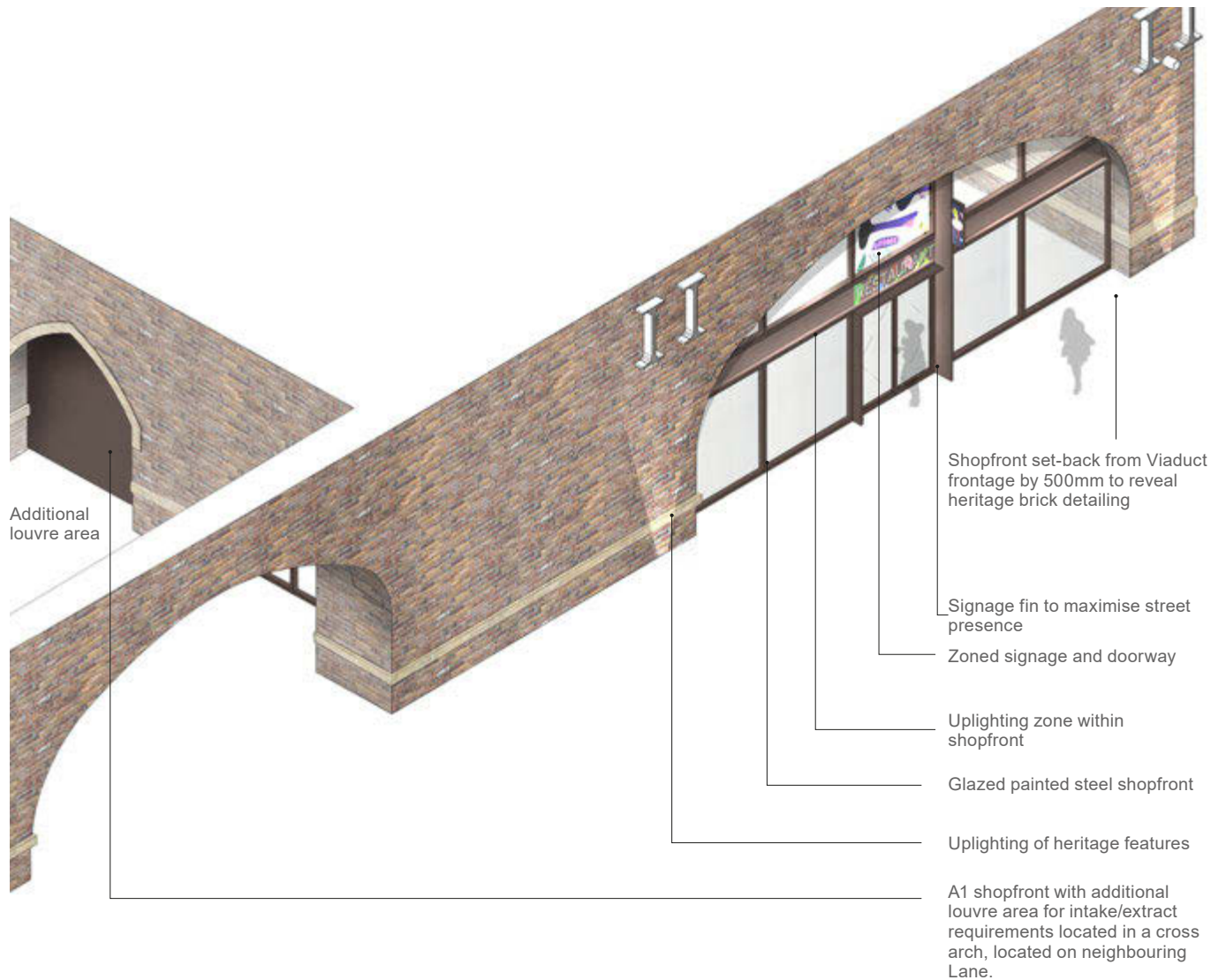


Fig 6.3.174: Axonometric of typical A3 shopfront



Fig 6.3.176: Fragment Elevation of a typical Plot 7 A3 unit on London Road

A1 retail unit



Key section of the Oriel Gateway

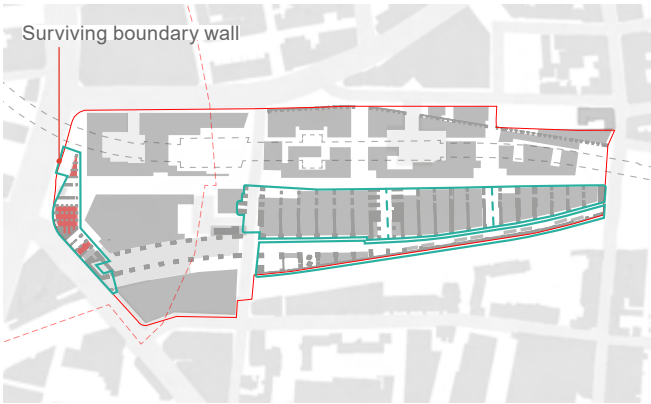


Fig 6.3.178: Key Plan



Part of the surviving boundary wall, which originally formed part of the ramp up to the platform level. [Location indicated on Fig 6.3.178]

Fig 6.3.177: Elevation of the Oriel Gateway and boundary wall with typical A1 units



6.3.77 Illustrative Design: Kiosks

As previously discussed in Section 3.5, the intention is to encourage a variety of retailers and designer-makers into the scheme. Along London Road a series of small rail-side retail units, kiosks, are proposed. These units serve three key uses:

- Firstly, they are set within the railway arches opposite to create a double-sided retail street, with a minimum width of 6m.
- Secondly, these units on London Road fulfil the rail operator requirement to create a 3m high barrier condition to the railway edge. The units have been designed to provide the required 3m barrier yet continue to allow south facing light and natural ventilation, thereby retaining as much of the existing spatial quality and atmosphere as possible. The rail-side retail units have been designed as modules, adopting the same clutter-free language of the painted steel shopfronts proposed for the arches. There are four types of units proposed, providing variation in shutter and display style. Openings have been designed to create secure storage; they fold, slide or lift open so as not to impede the 6m public street width. The material palette takes site-wide inspiration with corten, copper, steel and timber reflecting an industrial feel.
- Thirdly, the surface treatment of each unit deals with the acoustic challenges, through perforated metal panels and slatted timber helping to absorb sound and reduce reverberation.

It is not intended for the rail-side retail units to have any wet services due to the constraints on drainage provision described above.

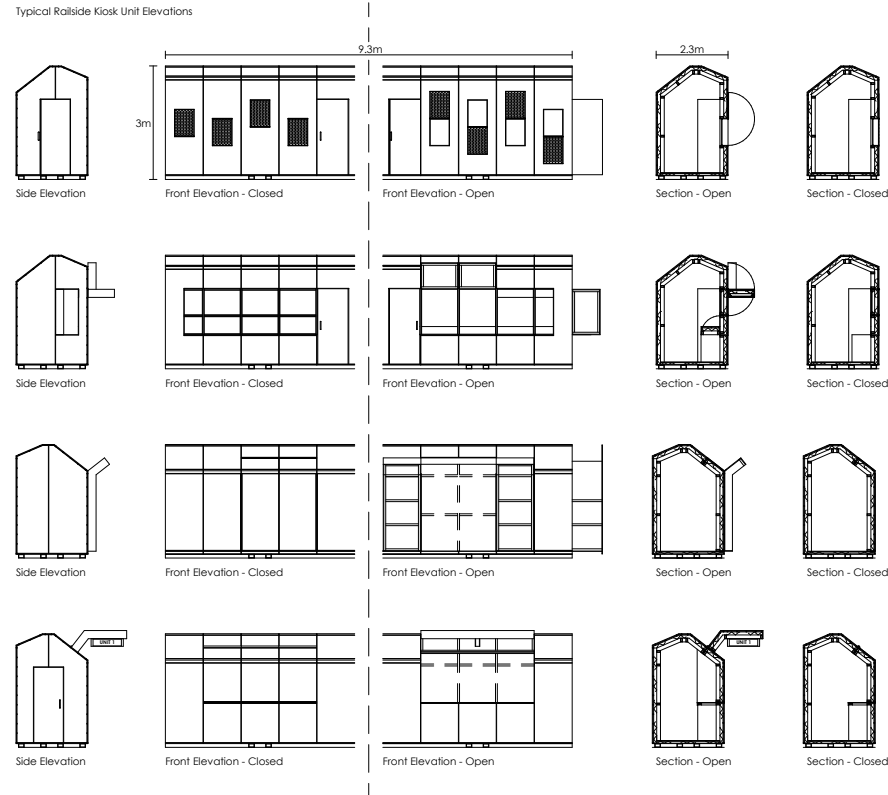


Fig 6.3.181: Proposed typical kiosk units for London Road

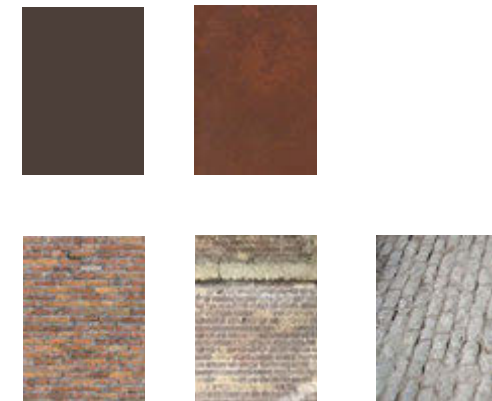
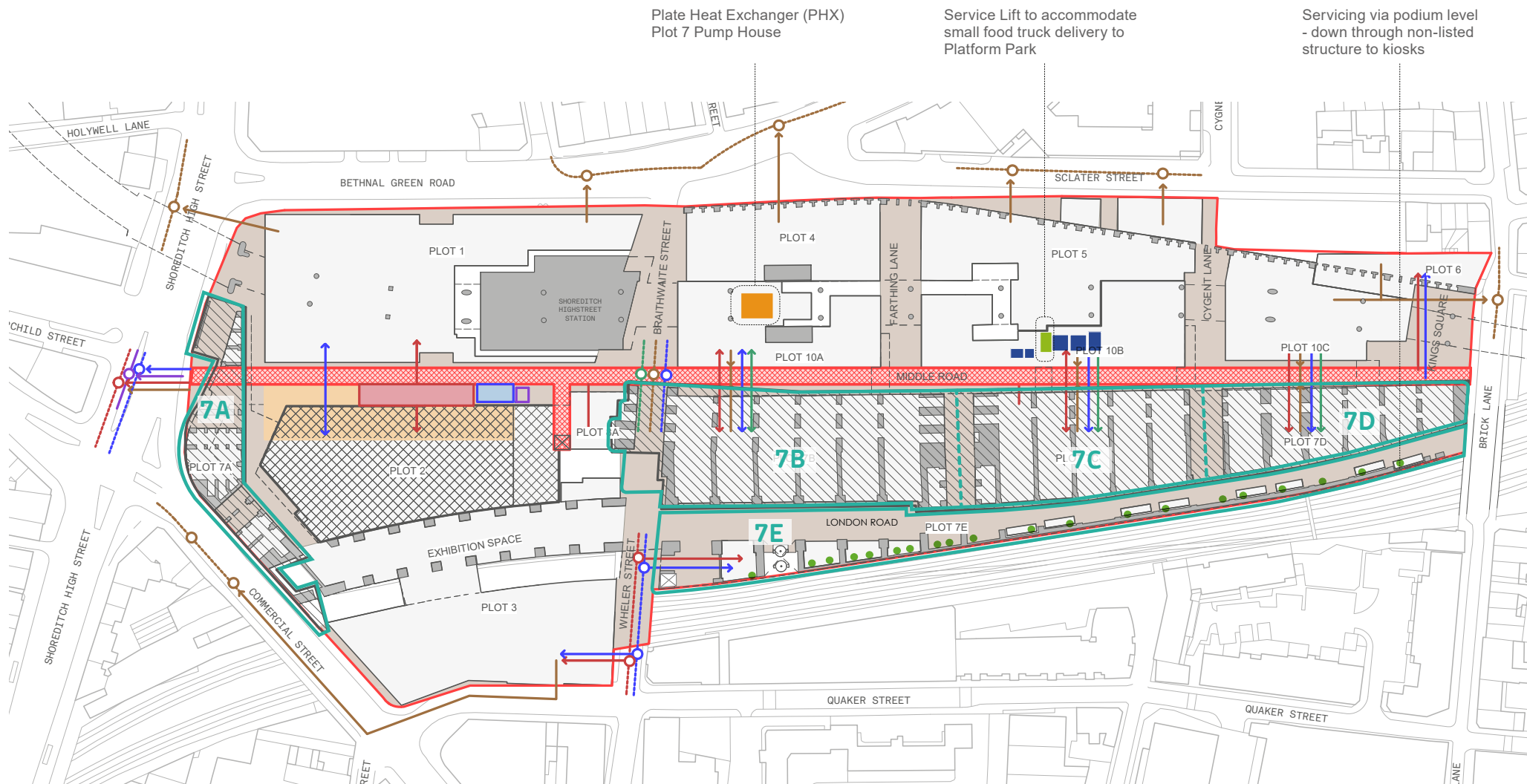


Fig 6.3.179: Examples of potential kiosks, to act as Network Rail barrier

Fig 6.3.180: Proposed material palette





- | | | | | |
|---|--|---------------------------------------|--------------------------|--|
| — Application Boundary | ■ Existing Retained Structure | — Proposed foul water | — Surface water | ⊙ Existing power new connection |
| — Plot 7 Boundary | --- London Overground Above | ■ Major water infrastructure | — Proposed water | ⊙ Existing gas new connection |
| --- Building Extents Above (Projection) | ▨ Full Details Submitted | ■ Site wide infrastructure (Basement) | — Proposed power | ⊙ Existing water supply new connection |
| ■ Building Plots (Maximum Extents) | ▨ Full Details and Listed Building Application Submitted | ■ Multiple Services | — Proposed gas | ⊙ Existing foul water new connection |
| | | ■ Principle Public Realm Area | ⊗ Vertical Service Riser | ■ Sprinkler |

Fig 6.3.185: Servicing strategy at ground level

6.3.79 Façade and Plant Access and Maintenance

It is proposed that cleaning of ground floor shopfronts, kiosks and plant is done via means of traditional cleaning tools and methods. For shopfronts this will ensure a high-quality appearance is maintained to these publicly visible facades. Where hand contact is not possible, an extendable and rigid pole is to be used up to 6m in height.

For the Oriel Gateway retail units (Plot 7A), there is limited pavement available along Commercial Street. Maintenance will have to be managed to limit the impact to pedestrian flows at this end of the site.

A full stage 2 facade access report has been produced by the consultant team, to ensure adequate accessibility and manage any risks.

6.3.80 Wet Services

All public WCs and staff welfare facilities are located north of the Viaduct in Plot 10, as shown on the plan below.

These will connect into the sitewide drainage strategy, and will be explained in the ES.

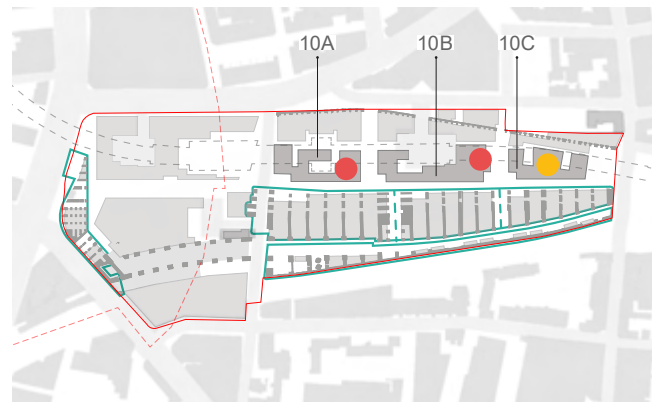


Fig 6.3.186: Key Plan: locations of public WCs and staff welfare

6.3.81 Site-wide Servicing and Access

Site-wide servicing and access is covered in more detail in Section 3.0, which sets out the Site-Wide Principles, and Section 4.0 which discusses Public Realm. The following is discussed:

- Pedestrian Access (Section 3.0; Section 8.0)
- Vehicular and Emergency Servicing Access (Section 8.0)
- Fire Strategy (Section 10.0)
- Sustainability and Energy (Section 11)
- Crime Reduction Statement (Section 9.0)
- Waste and Recycling (Section 8.0)

6.3.82 Fire

It is proposed that London Road remains fully covered following the renovation works to the original historic jack arch lid. As such, London Road will be designed as a single-storey mall, incorporating potential evacuation zones with smoke reservoirs for the London Road units.

The details of the fire strategy for London Road is covered in more detail in Section 10 of this report.

- Public WCs
- Staff welfare



- Site Boundary
- Plot 7 Boundary
- Fire zone
- Plot
- Service Yard

Fig 6.3.187: Example of evacuation zones with smoke reservoirs for London Road retail units, Plot 7

6.3.83 Plot 7 Vehicular and Services Access

The existing listed and historic structures within Plot 7 prevent it having its own designated service yard within the plot.

Plot 7 is serviced by the service yard within Plot 5. This occupies a centralised position in the masterplan, with access off Sclater Street. Service vehicles will gain access to combined retail and residential service bays located in the Plot 5 service yard.

With two double sided streets, the units are limited to front servicing and delivery. Retail deliveries will be trollied from the service bays in Plot 5's service yard to the front of the units along Braithwaite Arches and London Road.

Given the position of London Road over the railway track beneath, this route is unsuitable for heavy loadings.

It is proposed that a detailed Delivery Servicing Plan is implemented at the site, to pro-actively manage deliveries.

6.3.84 Waste and recycling

6.3.85 Braithwaite Arches and London Road

Given the historic and retail value of the arches, it is not proposed that an arch is provided for a centralised refuse store or service yard for Plot 7.

As discussed, all units in the Braithwaite Arches and London Road, as well as the kiosks, will be supported by the Plot 5 service yard. It is proposed that refuse is trollied to this space for collection.

Individual refuse storage, contained within back of house areas, is proposed per unit along the Viaduct. This is indicated opposite.

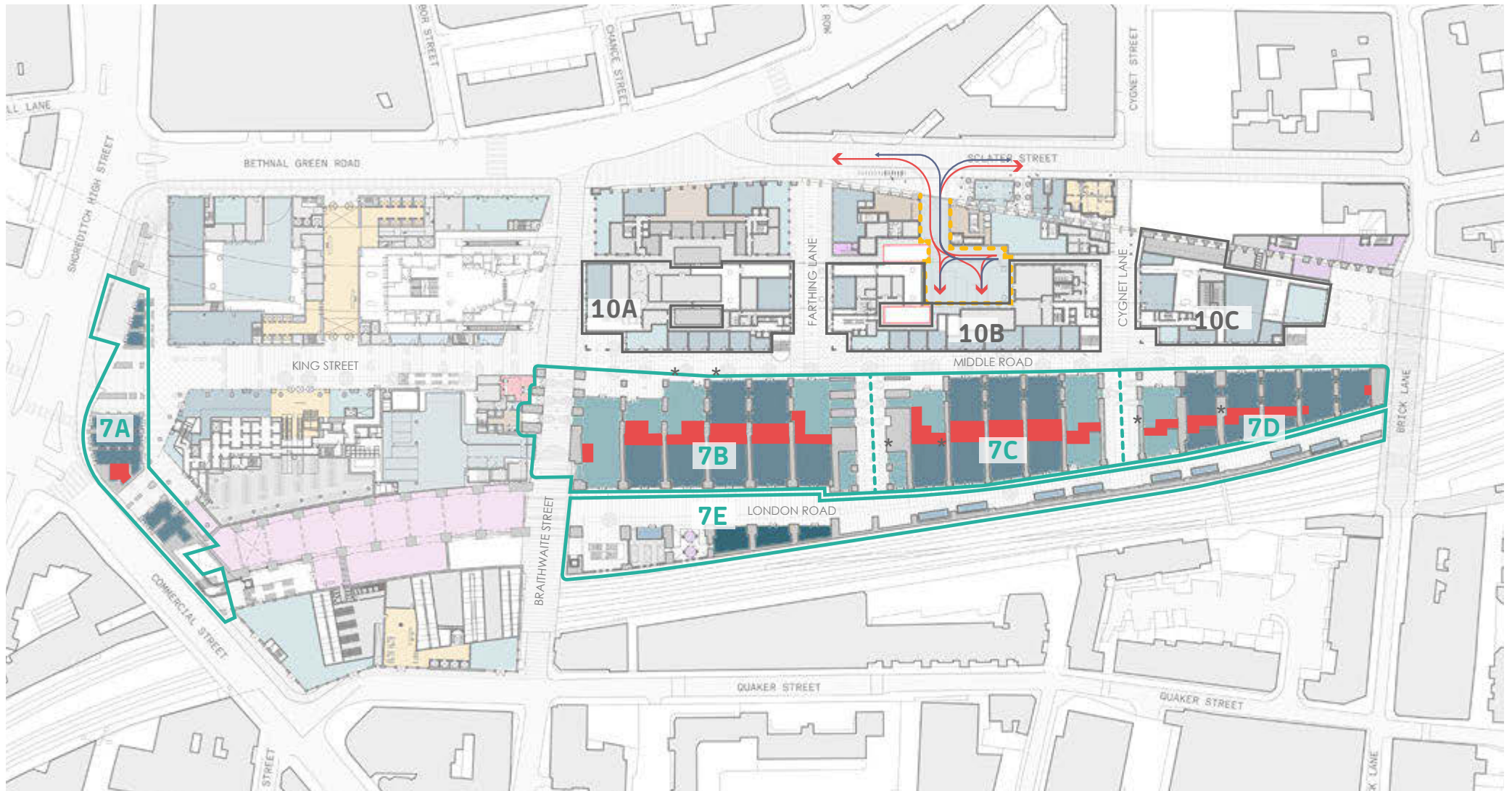
Management of the London Road refuse strategy will be required to ensure that refuse does not become dispersed across the route, and that trollies are timetabled to limit their impact on the street.

6.3.86 Oriel Gateway

For the Oriel Gateway retail units, refuse support will be provided by the Plot 2 service yard.

Given the small size of the retail units in the Oriel arches, it is proposed that refuse is stored in a designated centralised location as indicated on the plan opposite, and trollied for collection.

Management of the refuse strategy for the Oriel retail units will be required to ensure the circulation routes leading to the exhibition Space are kept clear and free of bins.



- Plot 7 Boundary
- ◀ Servicing into the Plot 5 service yard
- A1
- Refuse storage - individual units in Plots 7B, 7C, 7D
- * A1 (food business)
- Refuse storage shared provision for Plot 7A
- A3
- A5

Fig 6.3.188: Plot 7 refuse strategy

