



# THE GOODSYARD

Design and Access Statement

September 2019 - Part 2 of 21



ballymore.





## 2.0 SITE CONTEXT

## 2.1 INTRODUCTION TO THE SITE

This section of the Design and Access Statement describes and assesses the site's current condition, its relationship to its immediate surroundings and its wider city context. The site is unique in that it has a strong relationship to the 'city' in the west and to smaller scale of Brick Lane, Tower Hamlets in the east.

'Section 2.2' sets out the Design Team's analysis of London's unique process of evolution, the forms and component parts which contribute to the character of this part of the city. It also considers the Goodsyards unique relationship with this.

The local context and the site are explained and analysed in 'Sections 2.3, 2.4 and 2.5' in terms of its townscape, history, mechanics and constraints. This detailed review sets the scene for the design direction of the revised proposals provide a deep understanding of the existing site condition and its relationship to context and ensures there is a strong foundation on which the decision can be taken to ensure that proposals are authentic and generous to the context.



Fig 2.1.1: The Goodsyards, view from north east.



Fig 2.1.2: The site today



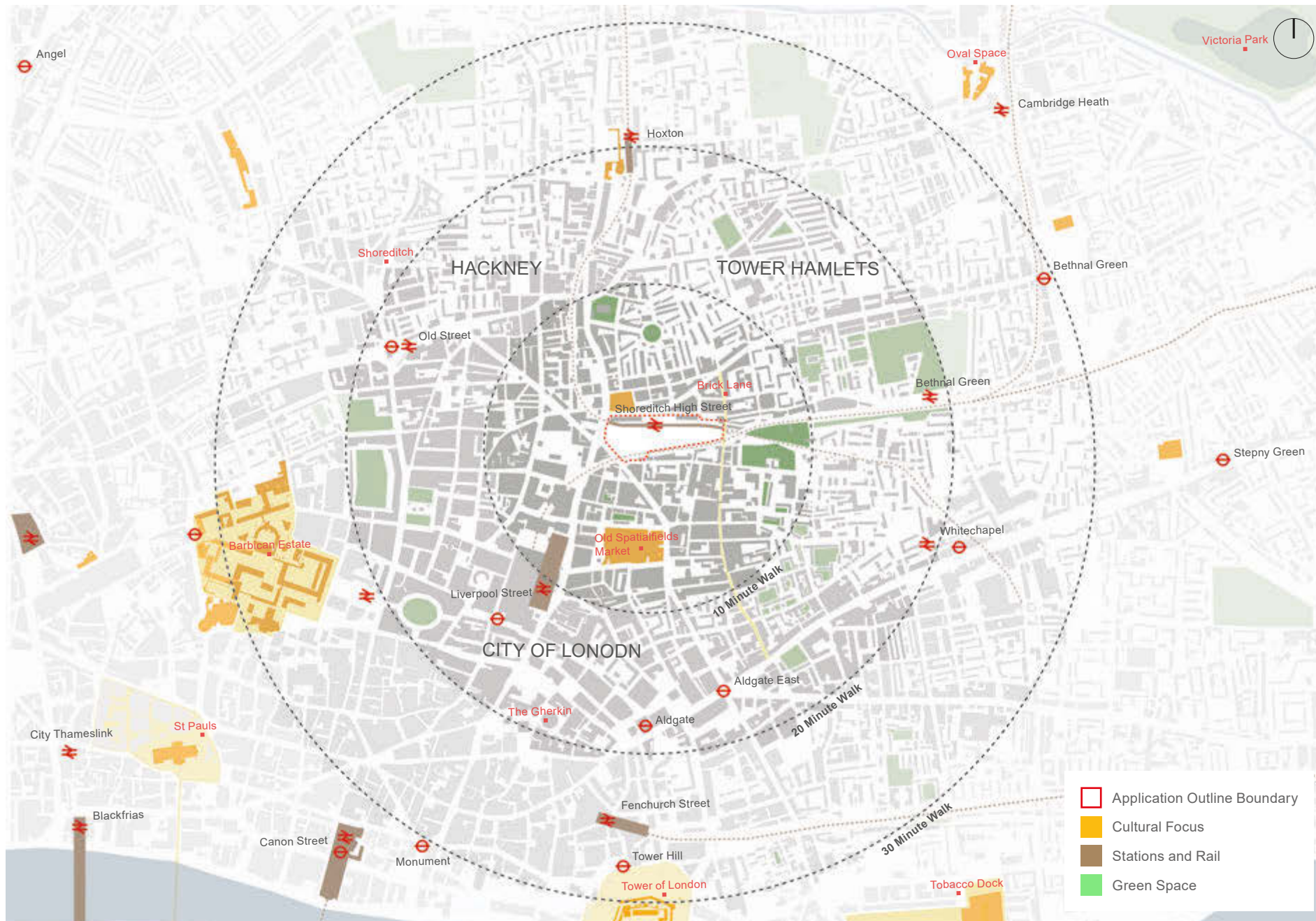


Fig 2.1.3: Bishopsgate Goodsyards within its London context

## 2.2 LOCATION IN THE LONDON CONTEXT

### 2.2.1 The Goodsyards place in Evolving London

### 2.2.2 The Shapes and Patterns of London's Infrastructure

London has been shaped by its adventurous and innovative engineering infrastructure - the rivers, canals and railways all act as catalysts for growth.

Our railway stations, once relegated to the outer edges of central London as unwelcome neighbours, are playing a major role in inner city regeneration schemes.

Intensification of inner London is the right kind of growth; to avoid continued sprawl at its edges, London's growth should primarily be focused on the transformation and intensification of the post-industrial 'suburbs' that once inhabited the perimeter of the city centre.

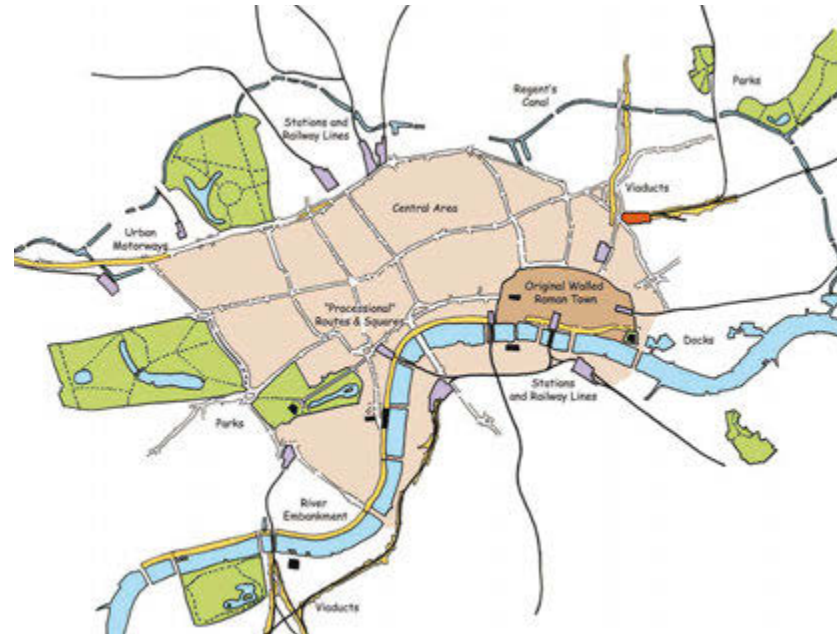


Fig 2.2.1: Historic railways of London

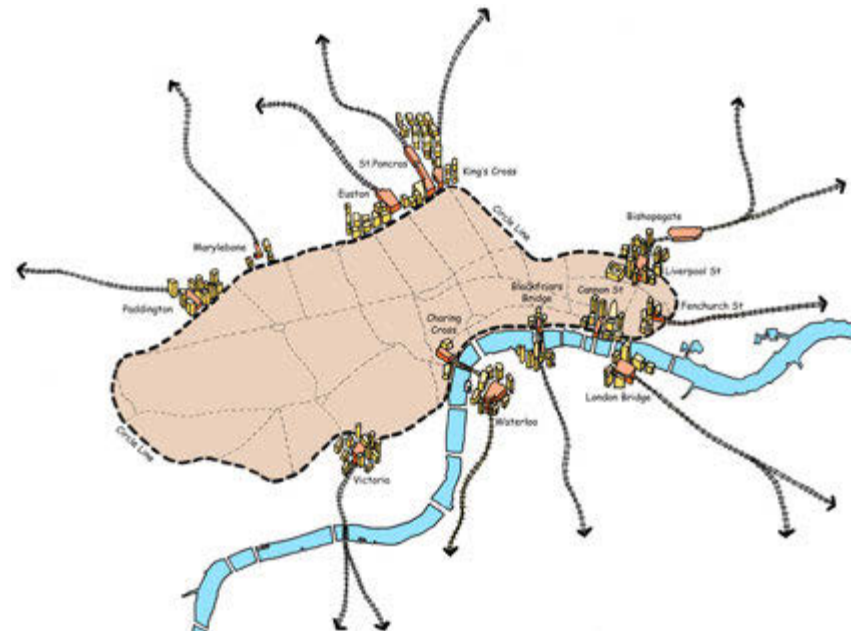


Fig 2.2.2: Railways of London today



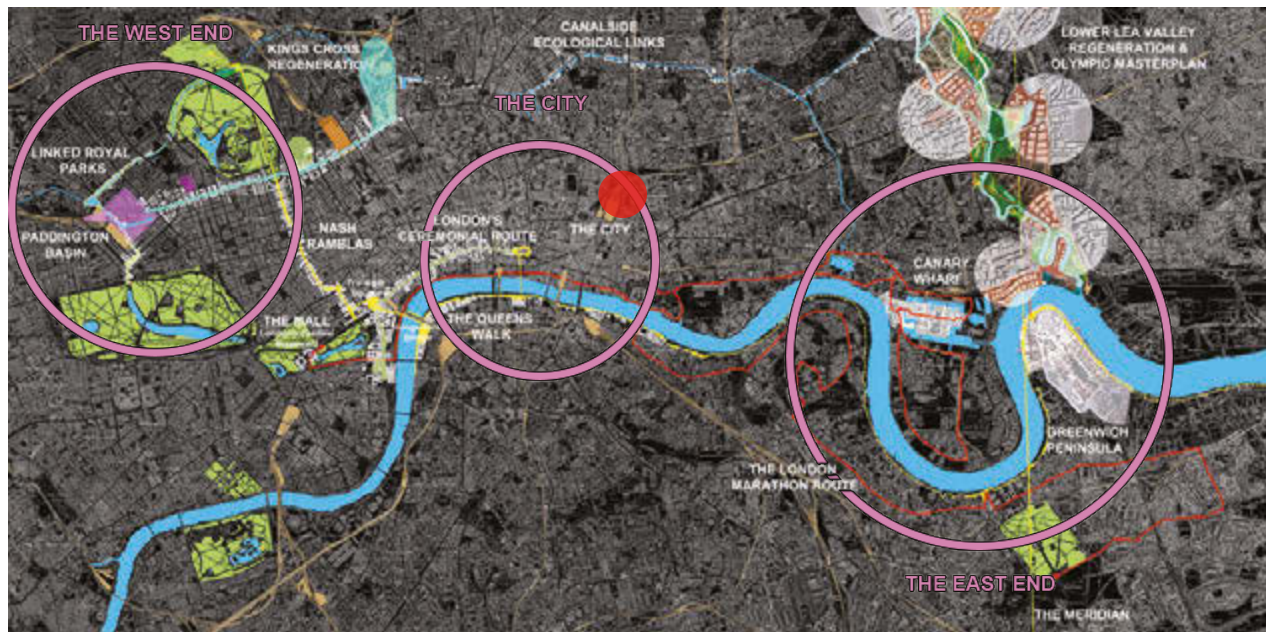


Fig 2.2.3: The proposed centres of London

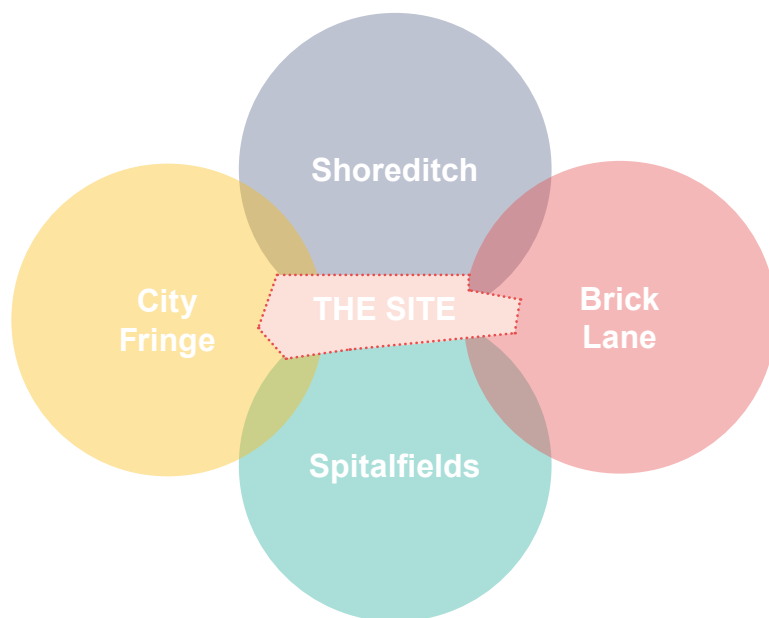


Fig 2.2.4: The Goodsyard in the context of four distinct neighbourhoods.

### 2.2.3 The Goodsyard's Role in the Change and Intensification of London

The regeneration of The Goodsyard needs to be seen as a continuous and repeating cycle of transformation from backlands to frontlands; part of a pattern of re-use and recycling of redundant land. Each time London regenerates it inevitably intensifies.

When The Bishopsgate Goods Yard opened in 1840, it was one of the first passenger stations in the world (the first was on the Liverpool and Manchester Railway which opened only 10 years earlier in 1830). Its purpose was to connect wealthy East Anglia with the Square Mile of London. Subsequent acquisition of land at Liverpool Street gave the rail company a foothold more firmly in the City and the station at Bishopsgate was transformed into a goods station.

The Goods Yard, once responsible for supplying much of the growth of London through foodstuffs and other provisions brought in from the rich agricultural region of East Anglia (and from further afield in Europe via Harwich), has already played a major part in London's growth and intensification. During the period from station opening in 1840 to its closure in 1967, London's population quadrupled in size from just fewer than 2 million to almost 8 million.

Once again, London is growing – possibly by another million people by 2031 – and London must evolve and grow to sustain itself as a world-class city.

Located on the City Fringe The Goodsyard can again play its part in London's growth and intensification through the regeneration of its redundant land and post-industrial structures to provide a vibrant new high-density mixed used masterplan. The Goodsyard will be made up of a balance of uses including workspace, shopping, leisure and housing.

## 2.3 THE TOWNSCAPE CONTEXT

### 2.3.1 London View Management Framework Supplementary Planning Guidance–LVMF

In March 2012 the Mayor published the LVMF which is designed to provide further clarity and guidance on the 'The London Plan (2015)', incorporating 'Revised Early Minor Alterations (October 2013) and Further Alterations to the London Plan (March 2015)' policies for the management of the views identified in the 'London Plan (2015)'. A number of LVMF views are assessed in the TVIA accompanying the application, these include.

The “background wider setting consultation areas” of two views, 8A.1 Westminster Pier to St Paul's Cathedral and 9A.1 King Henry VIII's Mound, Richmond to St Paul's Cathedral which run across the site (both 'Linear views' towards the dome of St Paul's Cathedral).

Long distance LVMF views include 'London Panoramas'. These include view 4A.1 from the summit of Primrose Hill to the north of the site, and view 6A.1 from Blackheath Point.

There are a number of views along the River Thames known as River Prospects, including view 16B.2 towards St Paul's from Gabriel's Wharf and view 10A.1 from the upstream side of the north bastion of Tower Bridge towards the Tower of London.

Please see the Townscape, and Visual Impact Assessment for more detailed information and the full set of views that have been assessed.



Fig 2.3.1: Primrose Hill Plan: The summit-looking towards the Palace of Westminster (LVMF 4A.1)



Fig 2.3.2: King Henry VIII's Mound Plan: The viewing point (LVMF 9A.1)

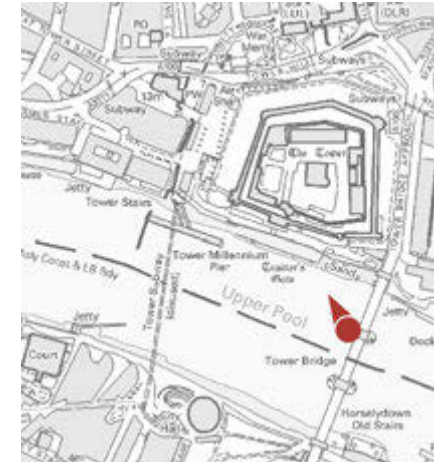


Fig 2.3.3: Tower Bridge Plan: The North Bastion (LVMF 10A.1) Winter



Fig 2.3.4: Westminster Pier Plan: The orientation plaque (LVMF 8A.1)

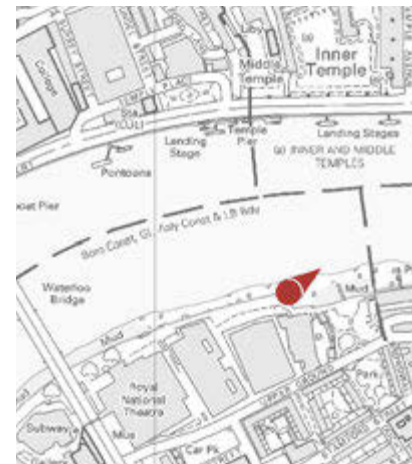


Fig 2.3.5: The South Bank Plan: Gabriel's Wharf viewing platform-centre of north east rail (LVMF 16B.2)



Fig 2.3.6: Blackheath Point Plan: Near the orientation board (LVMF 6A.1)





Fig 2.3.7: Primrose Hill: The summit-looking towards the Palace of Westminster (LVMF 4A.1)



Fig 2.3.8: King Henry VIII's Mound Plan: The viewing point (LVMF 9A.1)



Fig 2.3.9: Tower Bridge Plan: The North Bastion (LVMF 10A.1) Winter



Fig 2.3.10: Westminster Pier Plan: The orientation plaque (LVMF 8A.1)



Fig 2.3.11: The South Bank Plan: Gabriel's Wharf viewing platform-centre of north east rail (LVMF 16B.2)



Fig 2.3.12: Blackheath Point Plan: Near the orientation board (LVMF 6A.1)



### 2.3.2 Townscape Character Areas

The site is surrounded by areas of distinct townscape character. These areas roughly correlate with the principal neighbourhood districts found in the surrounding area around the site, and take into account the shape and alignment of the site, as well as the main routes running nearby. This includes Shoreditch and Shoreditch High Street to the north-west, Spitalfields and the southern end of Brick Lane and Commercial Street to the south and Bethnal Green Road and the northern end of Brick Lane to the north. Beyond these areas, but still close to the site are the City and Bishopsgate to the south-west, the Boundary Estate to the north and the inner city suburbs to the east.

The boundaries of these various areas are not clearly defined; the incremental growth of the City has resulted in large scale late 20th century development sitting cheek by jowl with historic commercial and residential terraces. This is characteristic of the dynamic townscapes found at the edge of the centre of a world city that has been growing (on and off) for 2000 years.

Seven townscape character areas are identified in the TVIA:

1. The Site
2. Shoreditch
3. Bethnal Green Road
4. Spitalfields
5. The City
6. Boundary Estate
7. Eastern fringe

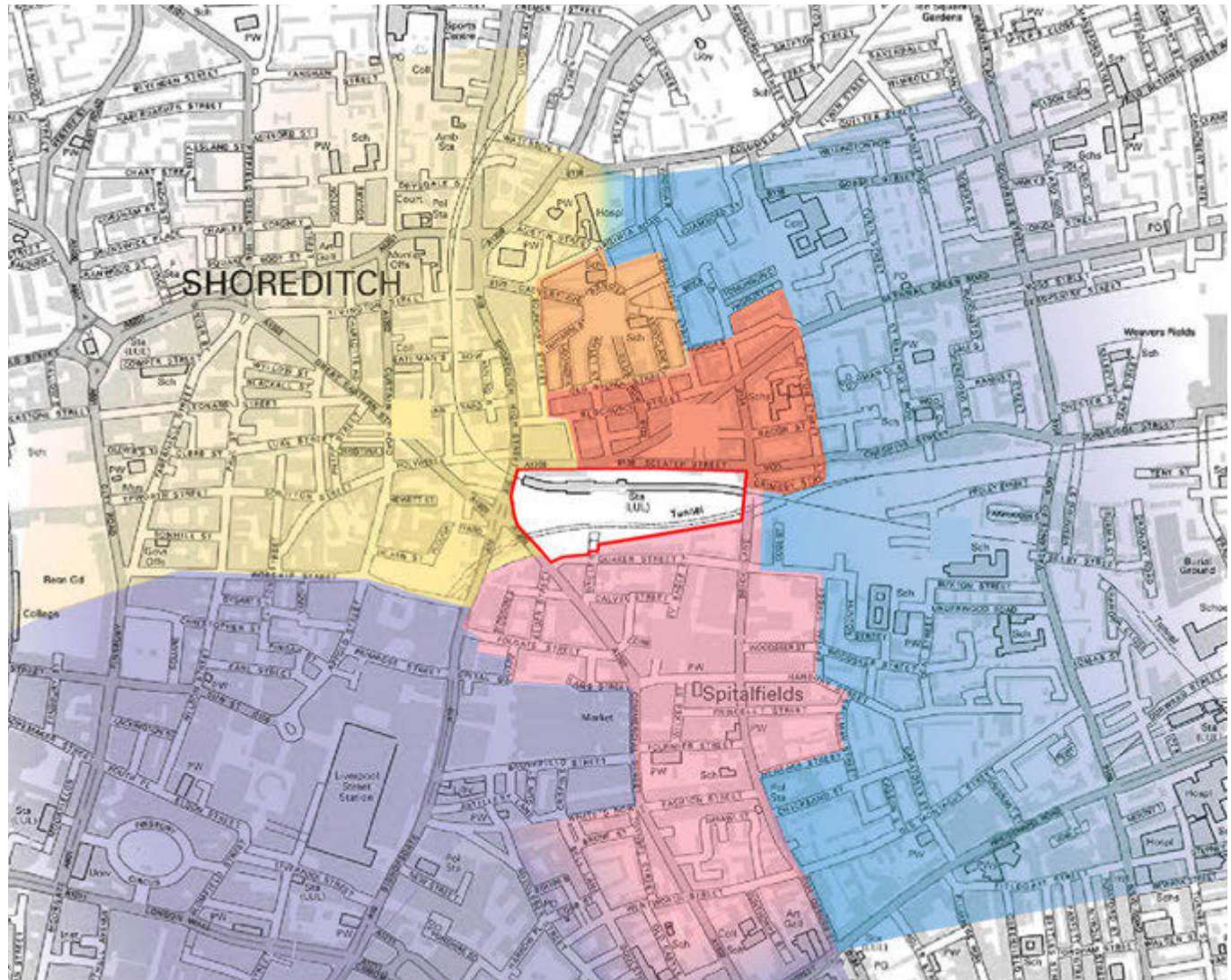


Fig 2.3.13: Key plan townscape areas

- |   |  |
|---|--|
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> 1. The Site              | <span style="background-color: purple; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> 5. The City        |
| <span style="background-color: yellow; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> 2. Shoreditch         | <span style="background-color: orange; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> 6. Boundary Estate |
| <span style="background-color: orange; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> 3. Bethnal Green Road | <span style="background-color: blue; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> 7. Eastern Fringe    |
| <span style="background-color: pink; display: inline-block; width: 15px; height: 10px; vertical-align: middle;"></span> 4. Spitalfields         |  |





Fig 2.3.14: View towards the site from Brick Lane where it crosses the railway cutting

### 2.3.3 Area 1: The Site

This townscape character area includes the Site, which comprises a large area of mostly vacant land and parts of the former viaduct. Its street presence is derived principally from the blank boundary walls with boarded up openings and some large advertisement hoardings, and the elevated blank concrete box of the London Overground.

Due to the inaccessibility of the Goodsyrd site, the character and presence of the whole is difficult to understand. The legibility of the Goodsyrd as a unique structure in the city is extraordinarily difficult to interpret, however the coherence of the 'whole' structure is important factor in the shape of this part of London. As far as possible the integrity of the full east west extent of the viaduct should be retained as a defining feature of any future development.

Amongst the 'blank' faceless boundary walls, there are a number of fine features that should be restored to regain their importance as landmarks within the local street context. An example of this is the Oriel Gateway, the Braithwaite viaduct and the cottages / Victorian buildings situated along Sclater Street.

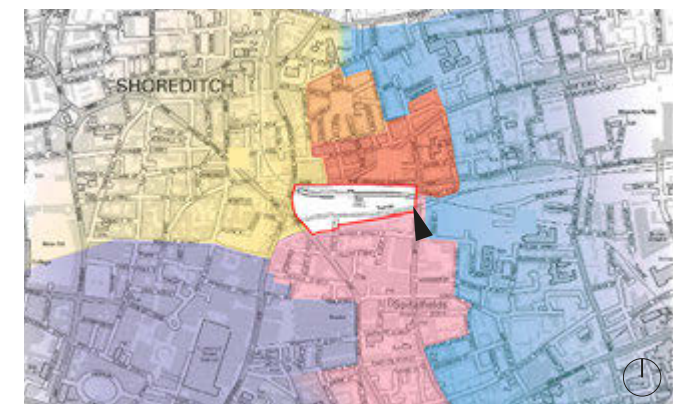


Fig 2.3.15: Area 1–The site key plan



### 2.3.4 Area 2: Shoreditch

This townscape character area includes the area to the west and north-west of the site, including both sides of development along Shoreditch High Street. It comprises a mixed townscape of mainly commercial buildings, mostly from the second half of the 19th and the 20th century, the latter in particular bringing a larger scale of development to a formerly tight grained street pattern. It wraps around the western end of the site, roughly in alignment with the LB Hackney boundary. The townscape is reasonably coherent, with continuous built street frontages in most places. Most of the townscape character area lies within the South Shoreditch Conservation Area.

At the very southern end, close to the City, the western built frontage to Shoreditch High Street comprises mostly 19th century brick buildings (some re-fronted) and provides a cohesive townscape that is a reminder of the type and scale of development that once defined the streets in the surrounding area. The part closest to the site is recorded opposite (Fig 2.3.16). This is a view from the western corner of the site looking south along Shoreditch High Street.



Fig 2.3.16: View from the western corner of the site looking south along Shoreditch High Street

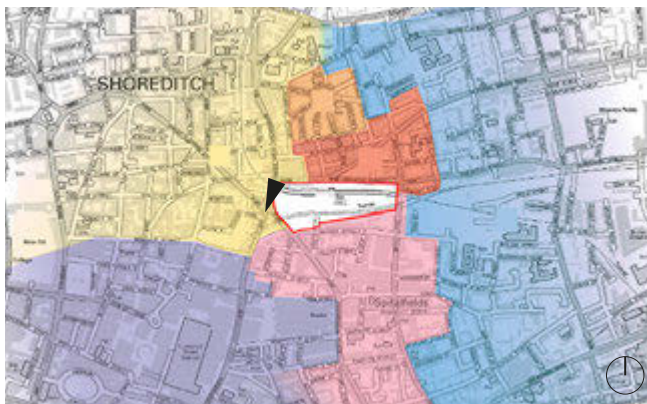


Fig 2.3.17: Area 2–The site key plan





Fig 2.3.18: View along Sclater Street from the junction with Bethnal Green Road with the Avant Garde development

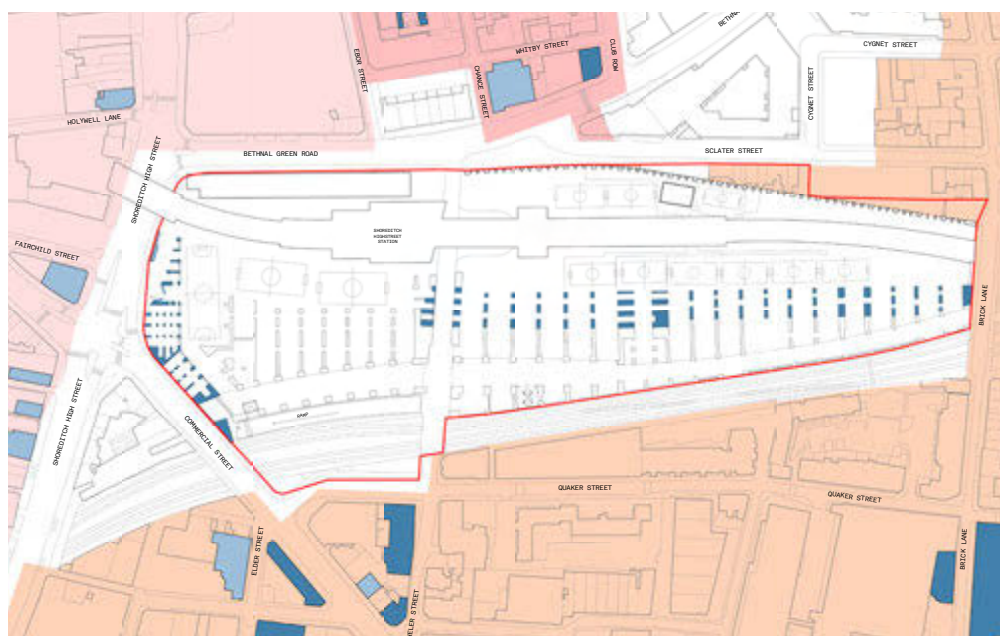


Fig 2.3.19: Conservation Areas and Listed Buildings in the local area

- Application boundary
- Redchurch St conservation area
- Fournier St and Brick Lane conservation area
- South Shoreditch conservation area
- Statutory listed structure (Grade II)
- Locally listed structure

### 2.3.5 Area 3: Bethnal Green Road

This townscape character area lies to the north and north-east of the site and includes a mix of 19th and 20th century development alongside more recent developments of a larger scale. The most notable of these developments is The Avant-garde development situated on Bethnal Green Road and is shown on Fig 2.3.18. This is a view along Sclater Street from the junction with Bethnal Green Road with the Avant Garde development towering above the existing streetscape. The scale of development increases towards the main roads and most notably the A10 and Shoreditch to the west. The north side of Bethnal Green Road, opposite the Site, includes a varied scale of development.

The remainder of the area includes the Redchurch Conservation Area which is annotated on Fig 2.3.19. This area has a fine grain defined by 19th and 20th century developments predominantly as infill developments within the existing urban grain.

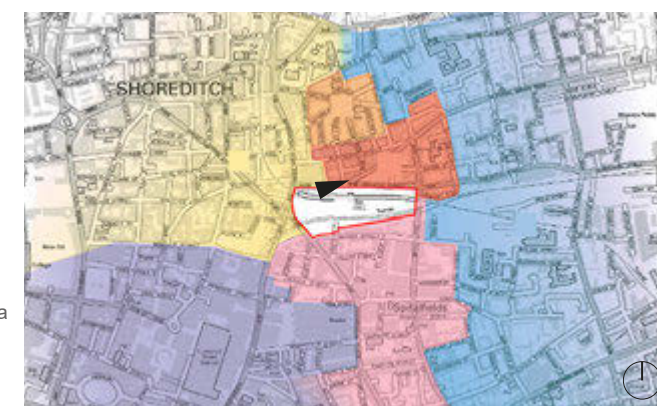


Fig 2.3.20: Area 3—The site key plan



### 2.3.6 Area 4: Spitalfields

This townscape character area lies along the southern boundary of the site. At its western edge it adjoins the larger scale commercial developments that are taking place along the City Fringe and the large footprint of Spitalfields market. The area has a varied scale and age of development providing an eclectic townscape character and a distinctive sense of place. Pockets of 18th and 19th century terraced houses survive.

To the south and to the east of Commercial Street, the grid of streets around Fournier Street are characterised by the consistent quality of the original 18th century houses and the well maintained 18th century domestic townscape (within Brick Lane and Fournier Street Conservation Area) and includes a number of Grade II listed buildings. The focus of the area is Christ Church, built in 1723-29 to the designs of Hawksmoor (listed Grade I). Its white ashlar tower and spire dominate the Spitalfields area. Fig 2.3.21 shows the view along Fournier Street to Christ Church.



Fig 2.3.21: View along Fournier Street to Christ Church



Fig 2.3.22: Area 4–The site key plan





Fig 2.3.23: View of the Broadgate Development

### 2.3.7 Area 5: The City

To the south, the City townscape character area has a character of its own dominated by commercial development. This character area has developed over many years and is made up of both historic and modern buildings. The area has a moderate to high townscape quality. High density large scale developments include the Broadgate Tower, close to the site on Bishopsgate, as well as the original Broadgate development further south. Fig 2.3.23 is a view of the Broadgate development.

This character area has a high density and is made up of large buildings particularly the scale of the Broadgate development and commercial schemes along the west of Norton Folgate. Due to the large format of the buildings in this area there will be limited views of the Proposed Development from this townscape character area. In addition the area south of Liverpool Street Station is out of the sphere of influence of the site. The area is characterised by the prevalence of framed views of taller buildings from a lower scale street contexts.

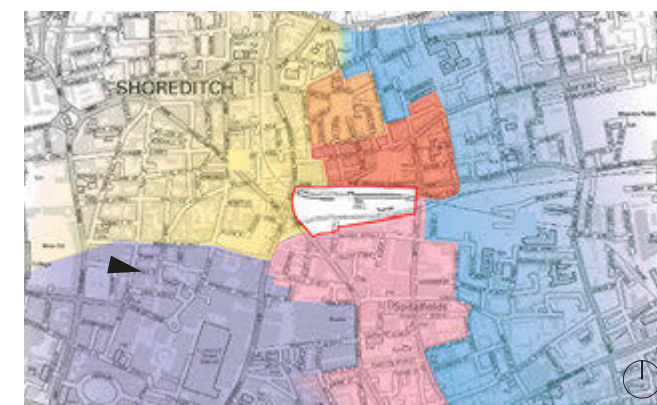


Fig 2.3.24: Area 5—The site key plan



### 2.3.8 Area 6: Boundary Estate

This townscape character area comprises the Boundary Estate, a set-piece turn of the 20th century public housing scheme designated a conservation area. It lies to the north of Bethnal Green Road and is set out along routes radiating from Arnold Circus, a central open space. Most of the buildings are listed Grade II. It lies to the north of the site and is separated from it by townscape character area 4.



Fig 2.3.25: View of the Boundary Estate

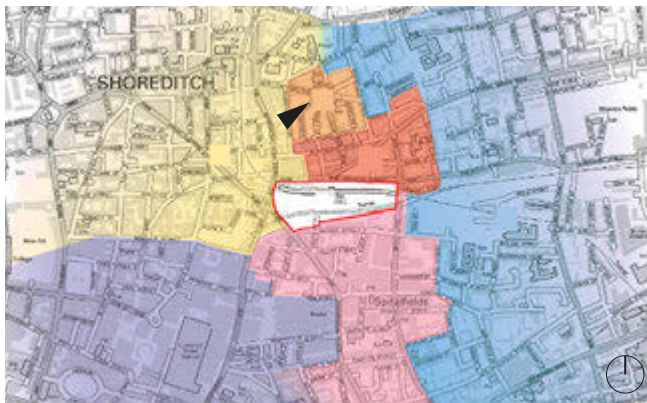


Fig 2.3.26: Area 6–The site key plan





Fig 2.3.27: View of typical post-war estate

### 2.3.9 Area 7: Eastern Fringe

This townscape character area is located to the east of the site and the other townscape character areas and includes the inner London suburbs to the north-east of the city. It is an area of a mixed townscape quality and lacks the coherence of areas to the west and south-west. The area experienced significant bomb damage during World War II, and is dominated by post-war housing estates of varying scales and architectural styles. Fig 2.3.27 is a view of a typical post-war estate. There are also some limited pockets of preserved 18th and 19th century housing, but these no longer define the character of the neighbourhood.

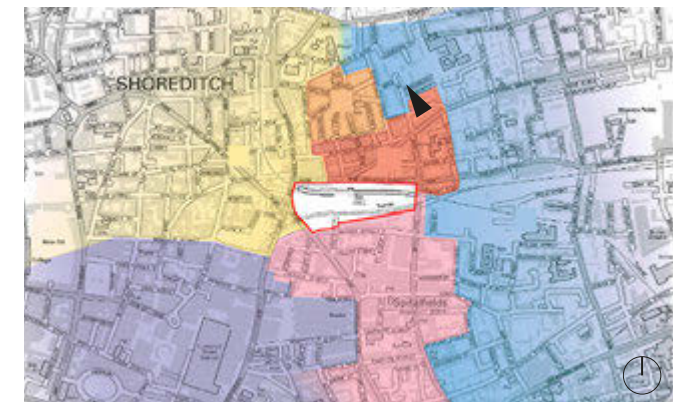


Fig 2.3.28: Area 7–The site key plan



### 2.3.10 Existing townscape conclusions

The site lies on the north-east City fringe, where there is considerable contrast in the scale, age and condition of built form. The quality of development in this area is also varied, with areas of vacant land, poor quality development and outdated commercial blocks in need of renewal are evident.

The townscape in the area immediately around the site is unremarkable at a city wide scale but has specific moments of quality and historic importance. The character areas 2, 3, and 4 which are adjacent to the site are compromised by the site current uninhabited condition. In addition these areas are dominated by major transport infrastructure, both road and rail.

This fringe location is undergoing continual redevelopment and as a result the boundaries between the City and the surrounding townscape character areas are generally not clearly defined. This contributes to the drama and character of the townscape and is a reflection of the pace of change of the expanding City.



Fig 2.3.29: Aerial photo townscape areas

- |                       |                    |
|-----------------------|--------------------|
| 1. The Site           | 5. The City        |
| 2. Shoreditch         | 6. Boundary Estate |
| 3. Bethnal Green Road | 7. Eastern Fringe  |
| 4. Spitalfields       |                    |

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### 2.3.11 Surrounding Building Heights and Massing

Bethnal Green Road has a mixed character townscape with 3 to 25 storey street edge buildings, with the Tea Building at 8 storeys and the Avant Garde tower at 25 storeys. The road also includes the listed 'Well and Bucket' public house which is a mid to late 19th century building.

Shoreditch High Street is similarly varied with 3 to 50 storey blocks and significant stretches of composed retail frontages.

Brick Lane is a low rise conservation area with 1 to 4 storey blocks and is composed of a significant mixture of retail frontages.

Arnold Circus is home to the first council estate in London which opened in 1896. It consists of an equal geometry of 5 to 7 storey buildings.

Great Eastern Street has a consistent composition, undulating from 4 to 6 storey building heights and has significant stretches of retail frontages.

Quaker Street is within the conservation area and has a well-defined and consistent townscape varying from 3 to 5 storey heights which are mostly residential buildings.

Commercial Street has a varied townscape, consisting 3 to 8 storey height buildings with stretches of retail frontages. The street's most significant features are Hawksmoor's grand Christ Church on the corner of Fournier Street, and Spitalfields Market. It also consists of listed old industrial and residential blocks. The southern part of the street is occupied by warehouse and estate buildings of the 1860's.

The previous pages have highlighted a number of local views that have carefully been considered by the designers when responding to the local context within which the team is designing. The proposed buildings will not be visible from all viewpoints identified within this section,

The analysis suggests that the taller buildings tend to be located towards the West of the site, while the North (Bethnal Green Road) marks a transition between larger a smaller scale buildings.



Fig 2.3.30: Highgate Hotel (proposed), location west.



Fig 2.3.31: The Stage (proposed), location north west.



Fig 2.3.32: Principal Tower (under construction), location south west.





Fig 2.3.33: Principal Place and Tower looking south



Fig 2.3.34: Shoreditch High Street looking North



Fig 2.3.35: Tea Building, Shoreditch High Street



Fig 2.3.36: Arnold Circus



Fig 2.3.37: Avant-garde, Bethnal Green Road



Fig 2.3.38: Braithwaite Street looking towards Quaker Street



Fig 2.3.39: Brick Lane looking north









Fig 2.4.2: An early photograph of the Shoreditch Terminus as built.

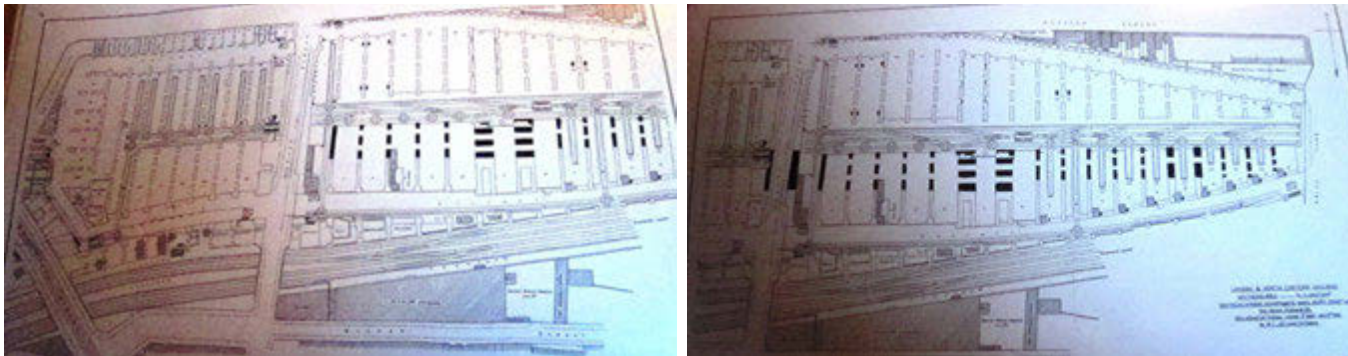


Fig 2.4.3: Plan of the basement level of Bishopsgate Goods Yard dating from 1922, but with no major changes since this level was completed in 1881-2. The remaining portion of original viaduct as existing in 2002 is highlighted in dark black.  
(Reproduced from The London Railway Heritage Society, Bishopsgate Goods Depot 1875-2002, (2002) pp. 9-10)

In November 1875, Liverpool Street Station was fully opened. This allowed the GER to turn over the old terminus at Shoreditch to goods use. The design of the original station was not ideally suited to that use and plans were immediately made to demolish the existing terminus and rebuild the station to provide a purpose-built goods depot.

By May 1879, the clearance and rebuilding of the substructure was completed. Additional land to the north and south of the former station had also been acquired to allow for the outward expansion of the site. The new goods station was designed by the GER Engineer, Alfred A Langley and built by Messrs. Vernon and Ewens of Cheltenham. The official opening date was 1st January 1881, but work remained unfinished at that time, most notably the arches between Wheler Street and Brick Lane. By the end of 1882 some 1,600 carts were in and out of the station daily. Bishopsgate Goods Yard was completed c.1884.

The main elevation of the building faced Shoreditch High Street and was 680 feet long and 70 feet high, while the frontage to Commercial Street was 400 feet divided into 13 bays. A contemporary account described the main front as having 'a handsome dentiled cornice in terracotta and a relieved string course. The fronts are of red and white brick, with terracotta reliefs, rusticated pilasters and ornamental panelled work under the windows, which are filled in with Loines patent iron sashes, the intersections of the sash bars rosetted'.

The Goods Yard was clearly designed to be visually impressive, the upper level warehouse being covered with an iron and glass roof resting on massive iron columns. It occupied a site much larger than the station it replaced, and was an extensive and complex operation. In the space of just forty years, the site of The Goods Yard was transformed from a small-scale residential network of streets to firstly a passenger terminus, and then later an extensive goods station for the GER. Consequently the character of the area changed considerably (Fig 2.4.4 - Fig 2.4.5).

The Goods Yard was built for the handling of goods, particularly food stuffs from the eastern counties. As the railway line connected to the busy Harwich to Zeebrugge ferry route, imported foods from all over Europe went into Bishopsgate Goods Yard. It was originally intended that a fruit, vegetable and fish market should also operate from the basement level, between Wheeler Street and Brick Lane. A vegetable and fruit market opened in July 1882, followed by a fish and poultry market in October of the same year. But vested interests questioned the legality of the new market, and the freeholder and lessee of Spitalfields Market successfully challenged the markets as an infringement of their charter rights. Despite public support for the GER, the market was closed in 1884, transferring to nearby Columbia Market.

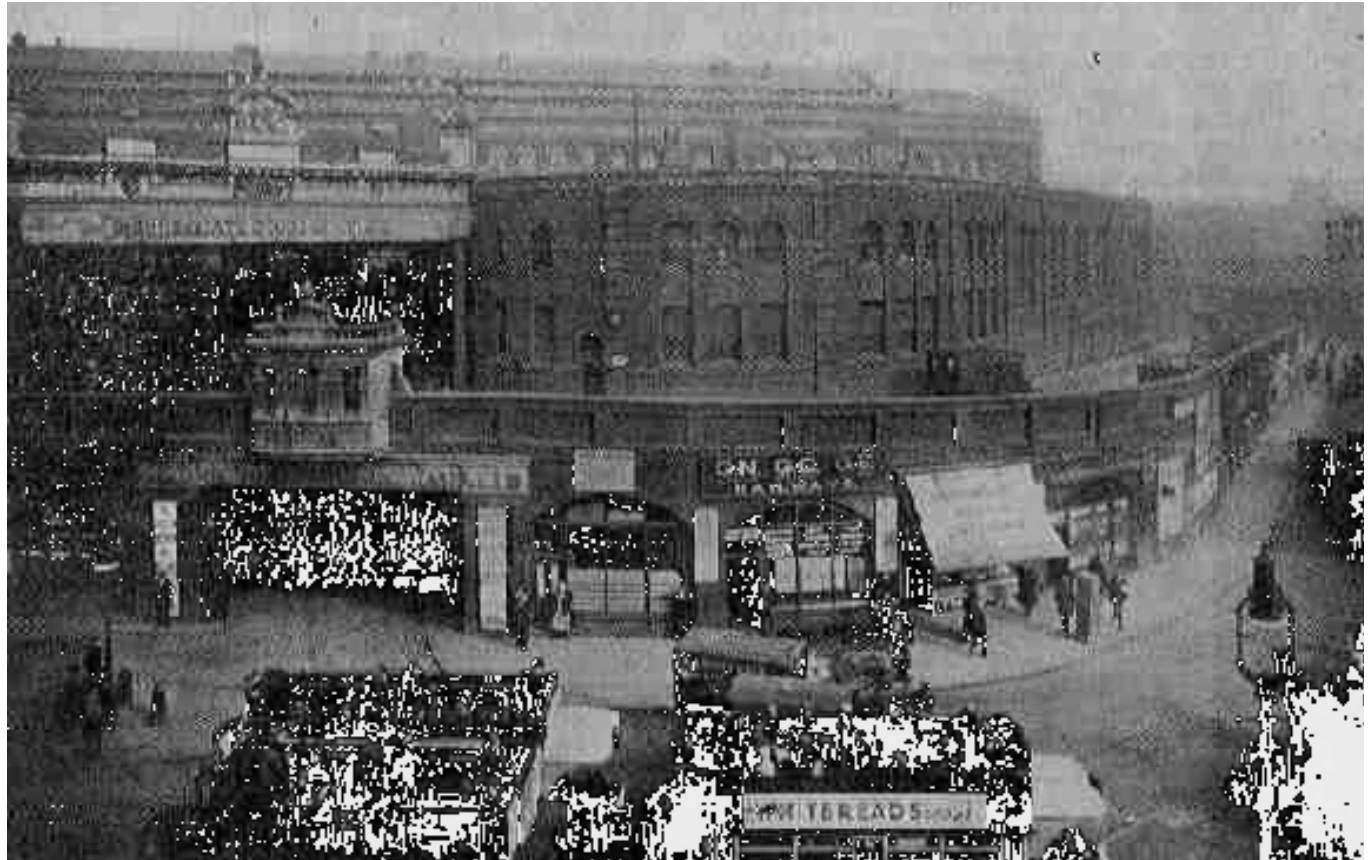


Fig 2.4.4: Views of the main entrance of The Goods Yard in 1924





Fig 2.4.5: Aerial view of The Goods Yard 1910c



The site was accessed via a number of road vehicle entrance points - eight in total, each with its own cart weighbridge. A ramped roadway led from Wheler Street in the south to the western frontage of the building where it connected to a roadway in front of the main Goods Station. The main entrance was at the corner of Shoreditch High Street and Commercial Street, there were four entrances in Wheler Street which passed transversely under the station and two in Brick Lane at the eastern end. A railway ran through the centre of the site at vault level. There were also rails in the southern roadway, now known as London Road, together with loading bays and platforms to the associated vaults.

On 5 December 1964, a fire devastated the upper level warehouse of The Goods Yard and the grand structure of the 1880s warehouse was destroyed and later demolished (Fig 2.4.7). The fire was one of the most fearsome seen in London since the Blitz, with much of the perimeter walling collapsing into the surrounding streets. The damage was so serious, that there was no question of the buildings at upper level being repaired. The attached buildings were demolished and although parts of the station remained operational until 1967, the tracks had been lifted and the upper platform level overgrown and abandoned by the 1970s. The vaults at ground level, or basement level to the former goods station survived the fire and were retained. They remained in sporadic use until relatively recently.

Around the end of 2003 demolition of part of the site began to enable an extension to the London Overground network was constructed along the northern part of the site. This work necessitated the demolition of approximately 50% of the then existing Goodsyards structures. At this time, the Braithwaite Viaduct was listed at grade II – the former Forecourt Walls and Gates of The Goods Yard had been listed in 1975.



Fig 2.4.6: Views of the main entrance of Bishopsgate Goods Yard in 1924



Fig 2.4.7: The Goods Yard after fire damage c. 1967



Fig 2.4.8: Demolition of the upper rail level (Photo by Phil Gyford)





Fig 2.4.9: Nos. 70-84 Sclater Street (before some houses were demolished)

The proposed development site also includes buildings on the south side of Sclater Street (the weavers' cottages). Sclater Street was laid out in the early 18th century and nos. 70-74 are remnants of this early phase of development and examples of Silk Weavers housing. The buildings are in an advanced state of disrepair but they retain much of their historic character and interest. While the buildings have been altered internally and externally over the years, they retain the essential form of earlier buildings associated with silk weaving (Fig 2.4.9).

Another Sclater Street building (chapel) of interest is representative of the area's spiritual needs in the late 19th century. Given the strongly Protestant background to the silk weaving district it is unsurprising that Nonconformity flourished in Spitalfields and several chapels or meeting-houses were built there during the first half of the eighteenth century. This continued into the 19th century when missionary activity intensified in the East End. In the 1880s and 1890s a great number of middle- and upper-class women and men were involved in charity and social work, particularly in the East End slums.

In 1876 a small brick and iron chapel was established in a triangular site at No. 64 Sclater Street behind the walls supporting the Eastern Counties Railway line. The simple brick room behind the G.E.R. station was used by the Christian Brethren for just a few years between 1876 to 1893. This was during the time that the goods yard was being constructed and many construction workers and labourers would have been on site. At the end of the 19th century the building became used for storage and light industry. This building is now known as the former Mission Room.



## 2.5 RECENT SITE HISTORY

Fig 2.5.1 to Fig 2.5.10 graphically illustrate the immediate changes around the site since 1999.

1945 – Historical context. As described in 'Section 2.4', in the 1940s the Goods Yard will have been at almost peak usage. Statics from 1933 indicate that up to 850 wagons could be received per day (30-40 trains). The Goods Yard employed around 1000 people at this time.

1999 – The Goods Yard station structures have been cleared following the fire in 1964. The area indicated in red on Fig 2.5.1 is site where 'Teamworks Karting', utilised the site for a temporary indoor arena. The air dome necessitated the demolition of the remaining platforms. The arena opened in 2001 and closed in June 2002.

2003 – Demolition of the site began in July 2003 to allow for construction of the Future Shoreditch High Street Station. All demolition works are north of the Grade II Listed Braithwaite Viaduct. The unlisted parts of the site were subject to a judicial review that was brought against London Underground by the London Railway Heritage Society. The court found in favour of the developer on all counts.

2005 – Demolition of most of the non-listed elements to the north are complete. Norfolk Public house has also been demolished.

2008 – Works to the infrastructure that supports the London Overground are underway. The bridge over Shoreditch High Street is complete. Refurbishment works to the Tea buildings roof are complete. Work to Broadgate Tower and 201 Bishopsgate is well underway following planning

submission in February 2005. Demolition of the site for Avant-Garde is underway.

2009 – The London Overground is substantially complete. Site clearance for Avant-Garde is progressing.

2010 – Shoreditch High Street Station opened in April 2010. The remaining site north of the Braithwaite arches has been cleared following construction of the The London Overground. Construction of Avant-Garde has commenced.

2013 – Boxpark opened in December 2011. Initially constructed with 60 recycled shipping containers over two floors. Power League Shoreditch is complete.

2015 – Construction of Principal Place and Principal Tower is underway. Principal Place is a 15 storey, 600,000ft<sup>2</sup> mixed use office/retail offer. Principal Tower is a 50-storey residential tower. Power League added an additional pitches to the west (13 total).

2018 – Construction of The Stage is underway. Boxpark was refurbished and redeveloped in 2017, with the upper decks providing a focus for food and beverage. Cygnet Street car park, a residential led mixed use 7-storey building is complete. Work to Silwex House is underway, refurbishment of the late Victorian warehouse to 105 apartments and commercial space. Shoreditch Village Phase II public exhibition undertaken in July 2018.



Fig 2.5.1: Site aerial (2018)





Fig 2.5.2: Site aerial (1945)



Fig 2.5.3: Site aerial (1999)



Fig 2.5.4: Site aerial (2003)



Fig 2.5.5: Site aerial (2005)



Fig 2.5.6: Site aerial (2008)



Fig 2.5.7: Site aerial (2009)



Fig 2.5.8: Site aerial (2010)



Fig 2.5.9: Site aerial (2013)



Fig 2.5.10: Site aerial (2015)



## 2.6 THE SITE TODAY

### 2.6.1 Introduction

The site area is 10.9 acres (4.4ha). This area includes the existing listed Braithwaite viaduct, subsequent arches and the boundary wall.

Access can be gained through the site from Braithwaite Street. The site is currently derelict and gated off from public access except where temporary uses have been permitted, including Box Park and Powerleague 5-a-side football. Fig 2.6.11 illustrates the existing uses surrounding the site while Fig 2.6.12 shows the storey heights on neighbouring buildings.

### 2.6.2 Wider Neighborhood

The site is located in a strategic position to the south east of Shoreditch, North of Whitechapel and north east of the City of London.

Shoreditch High Street to the west and Brick Lane to the east provide varying scale retail and cultural offers.

The centre of Shoreditch Tech City is located under half a mile from the site and is home to a diverse and concentrated cluster of technology firms, ranging from innovative start-ups to outposts of some of the world's leading and most firmly established companies. Tech City is expanding towards the site.

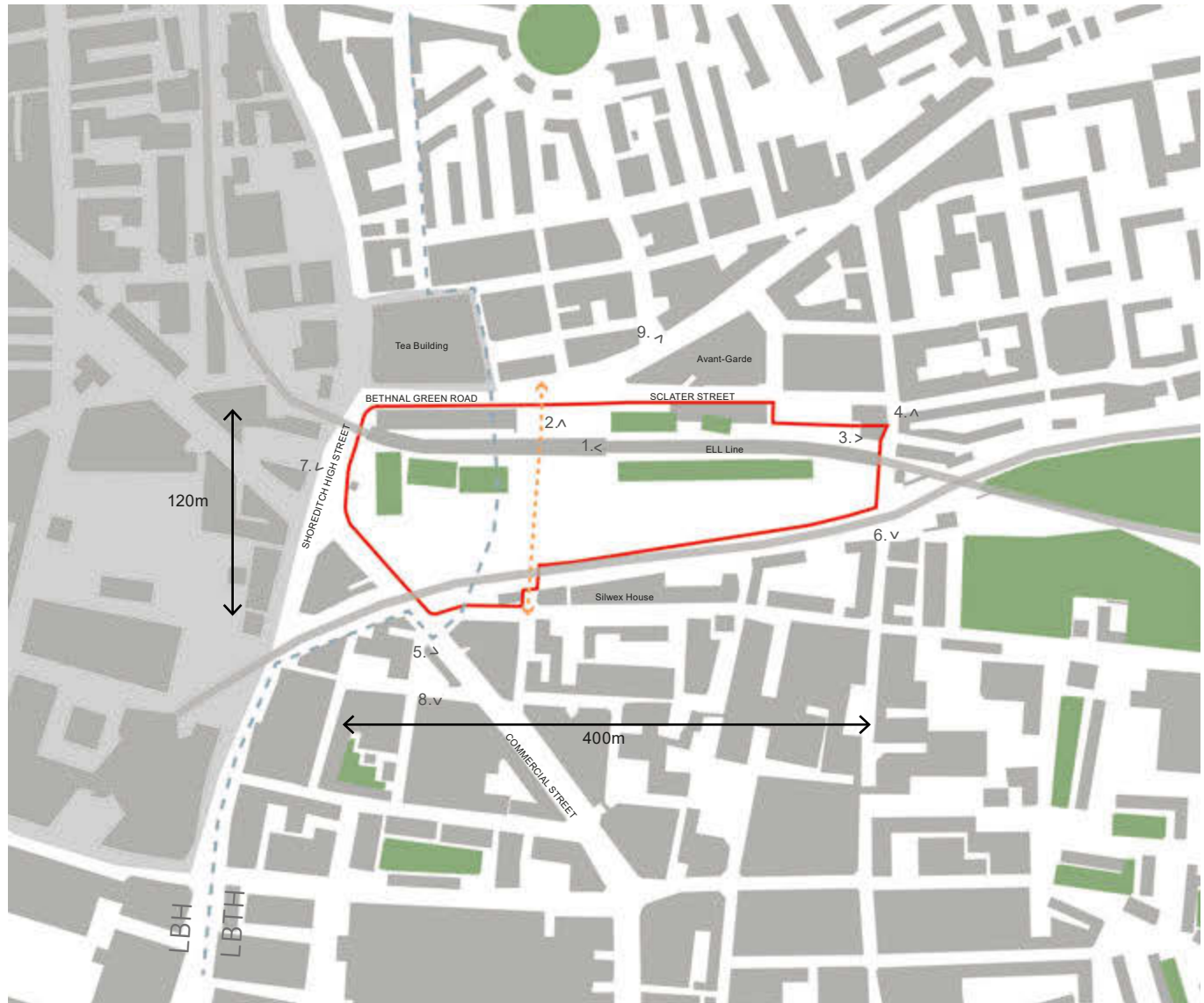


Fig 2.6.1: The Goodsyard Site today

- Site Boundary
- Braithwaite St.
- Tech City Shoreditch
- Borough Boundary





Fig 2.6.2: Under the London Overground (view East) 1



Fig 2.6.3: Brick Lane market 4



Fig 2.6.4: Shoreditch High Street (view east) 7



Fig 2.6.5: Braithwaite Street (view south) 2



Fig 2.6.6: Commercial Street (view west) 5



Fig 2.6.7: Elder Street (view north) 8



Fig 2.6.8: Between the London Overground and Braithwaite arches 3



Fig 2.6.9: Brick Lane (view north) 6



Fig 2.6.10: View south west from 5th floor Club Row 9



### 2.6.3 Land Uses & Amenities

The site lies between the neighbourhoods of Shoreditch, Spitalfields and Banglatown, close to the northern edge of the City of London. Mixed use classes including office, retail, residential, hotel, educational facilities and leisure are located in the adjacent and wider area.

Specifically, the area immediately to the north of the site comprises a mix of former warehouses, small scale industrial estates, shops and the Rich Mix centre (an arts and cultural venue). Further north lays an extensive residential area developed in 1900s with wide residential streets centred on a green space at Arnold Circus.

The eastern area of the site is defined by residential use, shops, bars and restaurants. The area to the south of the site contains a mix of residential, commercial and retail uses, extending south towards Spitalfields Market. The area to the west of the site contains a mix of residential, commercial and retail uses.

The site is located within an established area for residential, office and commercial/retail use classes. The location of the site also benefits from being within recommended walking distance to local amenities such as:

Name	Road
Bright Horizons Nursery and Pre-School	Lamb Street
St Matthias Church of England Primary School	Bacon Street
Virginia Primary School	Virginia Road
St Annes Catholic Primary School	Underwood Road
Mulberry Academy Shoreditch	Gosset Street
The Blithe Medical Centre	Dunbridge Street
AP Dental Practice	Bethnal Green Road
Sainsburys Local	Bethnal Green Road



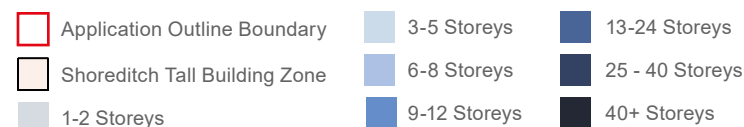
Fig 2.6.11: Existing Land Uses

- |                              |                        |                  |
|------------------------------|------------------------|------------------|
| Application Outline Boundary | Railway Infrastructure | Place of Worship |
| Predominantly Residential    | Education - Primary    | Gallery          |
| Predominantly Business       | Education - Secondary  | Community        |
| Public Uses                  | Education - Higher     | Fire Service     |
| Shops restaurants bars cafes | Shopping Centre        |                  |





Fig 2.6.12: Existing Storey Heights



## 2.6.4 Tall Buildings

The site is surrounded by a number of tall buildings (see adjacent plan). These are mostly located to the south west of the site, with the exception of the Avant-Garde development to the north. Buildings over 35m in height are identified below:

1. Avant-Garde (24 residential storeys)
2. Principal Place (52 residential storeys)
3. Broadgate Tower (36 office storeys)
4. 199 Bishopsgate (12 office storeys)
5. 280 Bishopsgate (13 office storeys)
6. Highgate Hotel - Approved (30 hotel storeys)
7. The Stage - Approved (37 residential storeys)

In 2005 Hackney Borough Council published an independent review regarding the appropriate location of mid-rise (6-9 stories), tall buildings (10-15 stories) and very tall buildings (16+ stories) within Hackney.

The site is located within South Shoreditch, an identified 'area suitable for tall buildings'. However the guidance does note the industrial heritage of the area and number of adjacent conservation areas requiring any proposals to investigate the full extent of the visual impact tall buildings may have in this area and ensure that the mix of uses will reinforce the vibrant character of the area.

## 2.6.5

### Conservation Areas

The site is surrounded by a number of Conservation Areas within half a mile. These are identified below and on the adjacent plan:

- South Shoreditch (Hackney)
- Boundary Estate (Tower Hamlets)
- Fournier Street and Brick Lane(Tower Hamlets)
- Redchurch Street (Hackney/Tower Hamlets)
- Elder Street (Tower Hamlets)
- Bishopsgate (City of London)

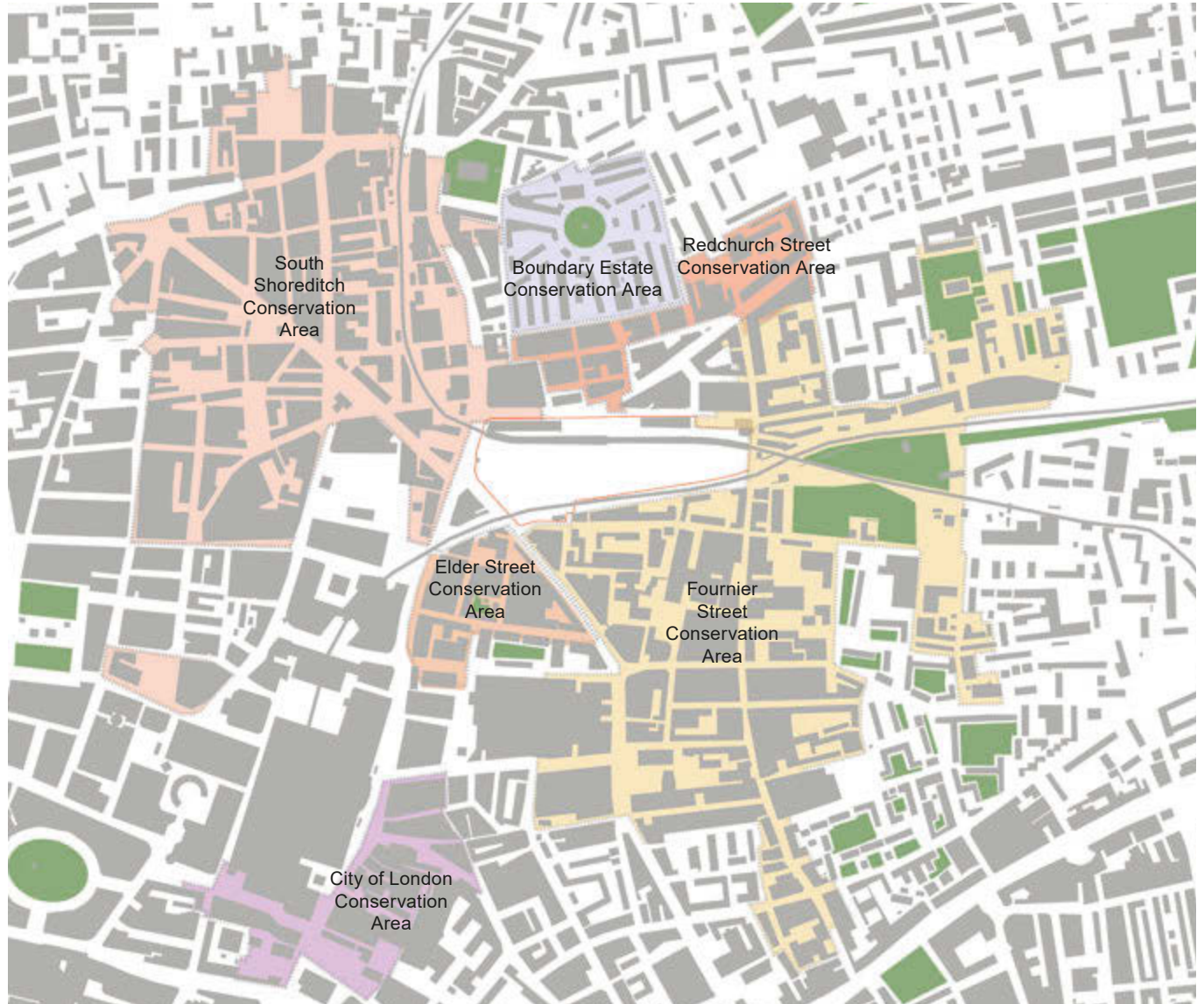









Fig 2.6.13: Conservation Areas

- |   |  |   |                                    |
|---|--|---|------------------------------------|
|  | Application Outline Boundary                 |  | Elder Street Conservation Area     |
|  | Bishopsgate City of London Conservation Area |  | Fournier Street Conservation Area  |
|  | South Shoreditch Conservation Area           |  | Boundary Estate Conservation Area  |
|   |  |  | Redchurch Street Conservation Area |



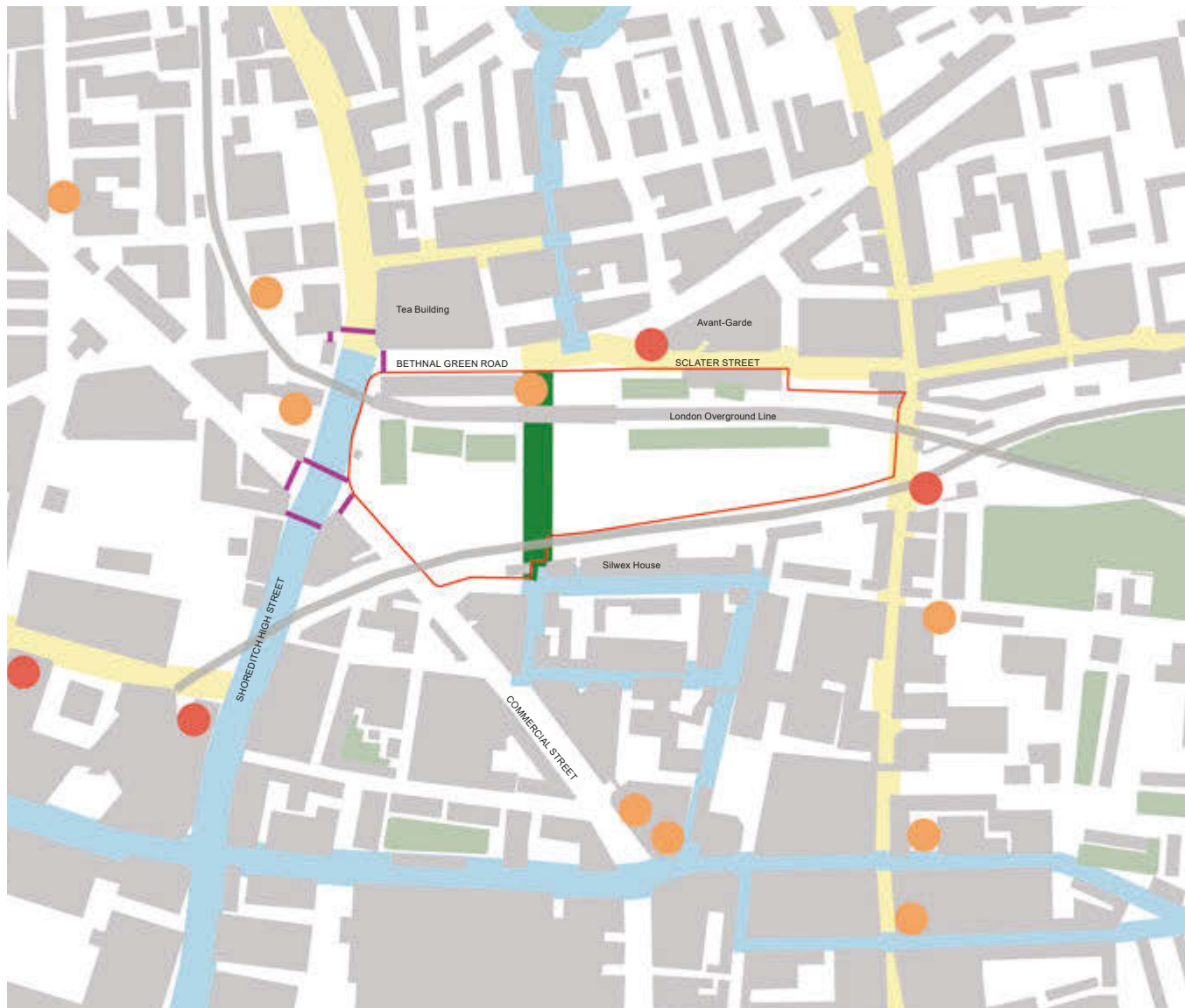
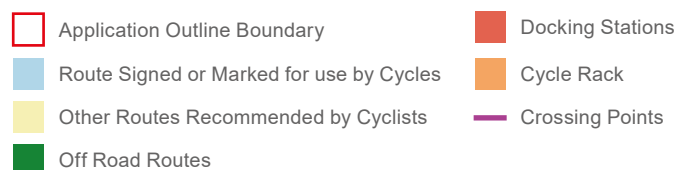


Fig 2.6.14: Pedestrian and cycle network



## 2.6.6 Pedestrian and Cycle Network

The site is located within an established area for residential, office and commercial/retail use classes. The location of the site also benefits from being within recommended walking distance to local amenities.

Footways are provided adjacent to the site along Bethnal Green Road, Sclater Street, Brick Lane, Commercial Street and Shoreditch High Street

Pedestrian crossing facilities are provided at the Shoreditch High Street/Bethnal Green Road/Holywell Lane and Shoreditch High Street/Commercial Street/Great Eastern Street. Key pedestrian routes are illustrated on the adjacent plan.

TfL's Local Cycling Guide for central London indicates that a number of cycle routes are located adjacent and in close proximity to the site, providing access for cyclists travelling northbound, southbound, eastbound and westbound in and around the site. The plan adjacent provides a summary of the local cycle routes in context with the site.

## 2.6.7 Public Transport and Road Network

Access is readily available to the site via public transport through bus, overground, underground and rail. This is reflected by the centre of the site having a Public Transport Accessibility Level (PTAL) of 6b, (the highest rating possible).

Bus stops are located adjacent to the site on Bethnal Green Road and Commercial Street.

Shoreditch High Street Overground Train Station is situated within the centre of the site.

The nearest underground station to the site is Liverpool Street which lies approximately 950 metres to the southwest of the site.



Fig 2.6.15: Local Transport Network

Application Outline Boundary	Bus Route 42	Bus Route 78 / 243	Tube Station
Bus Route 26	Bus Route 47	Bus Route 125	National Rail
Bus Route 8/35	Bus Route 48	Bus Route 141	Taxi Rank
Bus Route 67	Bus Route 344	Local Train Station	Bus Stop



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## 2.7 THE SITE CONSTRAINTS

There are a number of site constraints that relevant to the site which are described in the following chapter. They have been split into;

- City-wide views
- Above ground constraints
- Below ground constraints

These constraints have heavily influenced the development of the masterplan, and have been considered throughout the design development of the design.

### 2.7.1 City-wide views

- **8A. Westminster Pier to St. Paul's Cathedral (LVMF View):**  
This view is dominated by the London Eye and the Shell Centre. The dome of St. Paul's Cathedral can be made out, but is not prominent.
- **9. King Henry VIII's Mound Richmond to St. Paul's Cathedral (LVMF View):**  
This view from Richmond Park frames a view towards St. Paul's Cathedral. The LVMF notes that development around Broadgate and Liverpool Street can be seen in the background beneath the level springing level of the dome.
- **The South Bastion (non-LVMF view):**  
This view is from the South Bastion on the upstream side of Tower Bridge, towards the site and City. Previously Plot F of the 2015 amended scheme was visible above and behind the crenelated parapet of the White Tower, between the east and west turrets. To avoid the site being visible in this view, the buildings cannot exceed an A.O.D of 142.5m.

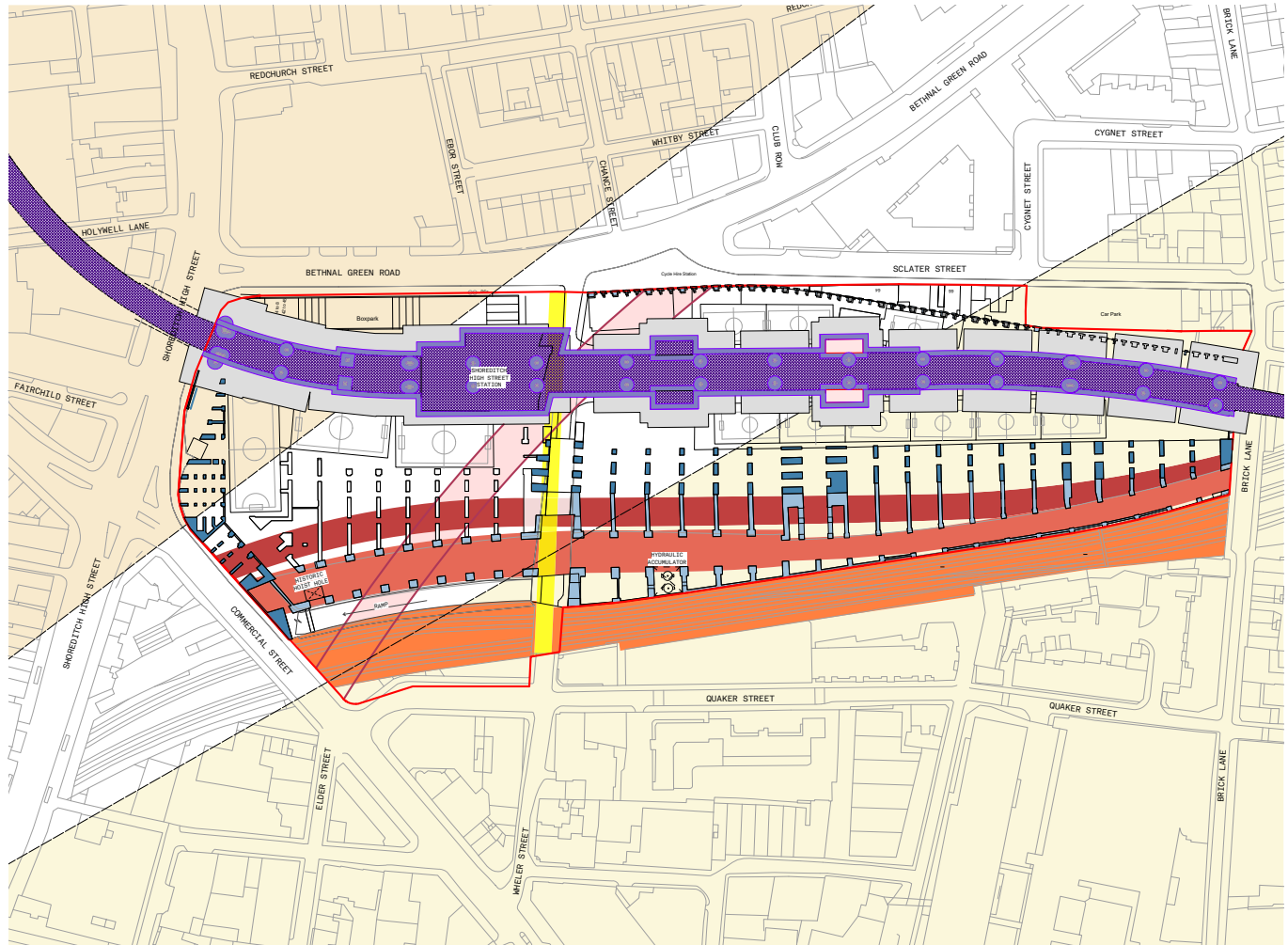


Fig 2.7.1: Site constraints overview

<span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> Application Boundary	<span style="background-color: purple; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> London Overground Rail Line	<span style="background-color: blue; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Grade II Listed Heritage Asset
<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> BT Tunnel	<span style="background-color: pink; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Zone reserved for Expansion	<span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Non-Listed Heritage Asset
<span style="background-color: orange; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Main Line	<span style="background-color: lightgrey; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> London Overground Foundation Zone	<span style="background-color: white; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Existing Structure to be Demolished
<span style="background-color: red; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Suburban Rail Line	<span style="background-color: purple; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> London Overground 2m Inspection Zone	<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Westminster Pier LVMF View Cone
<span style="background-color: darkred; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> 8 Track Reserve		<span style="background-color: lightyellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> King Henry VII's Mound LVMF View Cone
<span style="background-color: pink; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Underground (Central Line)		



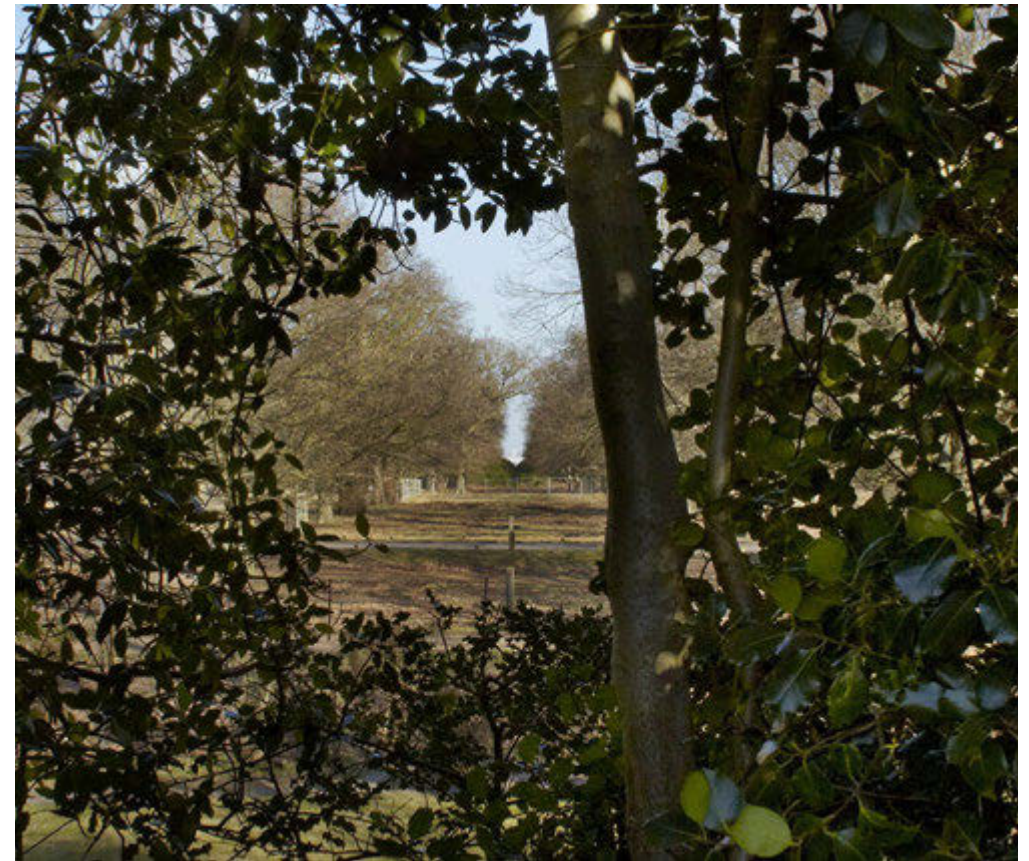


Fig 2.7.2: LVMF View - 8A. Westminster Pier to St. Paul's Cathedral:

Fig 2.7.3: 9. LVMF View - King Henry VIII's Mound Richmond to St. Paul's Cathedral



## 2.7.2 Existing Buildings and Infrastructure

The site has been extensively surveyed and numerous site constraints have been highlighted. Particular constraints of existing buildings and infrastructure have developed the masterplan and are explained in more detail over the following pages.

Fig 2.7.1 illustrates the complexity of the below ground and above ground constraints.

## 2.7.3 Existing Buildings and Infrastructure Below Ground

### 2.7.4 Network Rail Mainlines

The mainlines into Liverpool Street (see figure Fig 2.7.1) run in an open cut, approximately 7m below surrounding grade level, along the full length of the southern boundary of the site.

### 2.7.5 Network Rail Suburban lines

The twin tracks of the suburban lines are at a similar level to the mainlines tracks at the bottom of a two storey three level enclosure. The mid-level being at approximately Quaker Street/Wheler Street.

Street level and the upper level similar to the Braithwaite Viaduct.

### 2.7.6 Network Rail – 8 Track Reserve

The proposed 8-tracking scheme is to provide an additional two lines from Liverpool Street Station. The Proposed Amendments allow for future implementation of the 8 track.

## 2.7.7 BT Tunnel

A secure British Telecom tunnel runs north-south across the site, almost directly below Braithwaite Street. A number of constraints and requirements have been identified in their letter, including a piling exclusion zone of 2m around the tunnel.

## 2.7.8 London Underground Central Line

Two tunnels carrying London Underground's Central Line cross the site diagonally from the corner of Commercial Street and Quaker Street, under Wheler Street. The crown of the twin 12 feet diameter cast iron segmental tunnels is approximately 17 metres below the surface of Braithwaite Street.

## 2.7.9 Foundations of London Overground

Footings to the London Overground Viaduct create 45 degree exclusion zones beneath the pile caps. This stipulates that the ground around the footings cannot be altered unless the excavation is as far from the pile caps as it is deep.

## 2.7.10 Existing Basements

Existing basements contain historic accumulator rooms and the Sliver Rooms which are located between the suburban line and the main line railway cutting (Fig 2.7.4 - Fig 2.7.6). A constraint due to its positioning however, also an opportunity to be re-used and re-purposed.

## 2.7.11 Foundations of Listed and Historic Structures

Foundations to the boundary wall and Braithwaite arches have an assumed exclusion construction zone below ground.

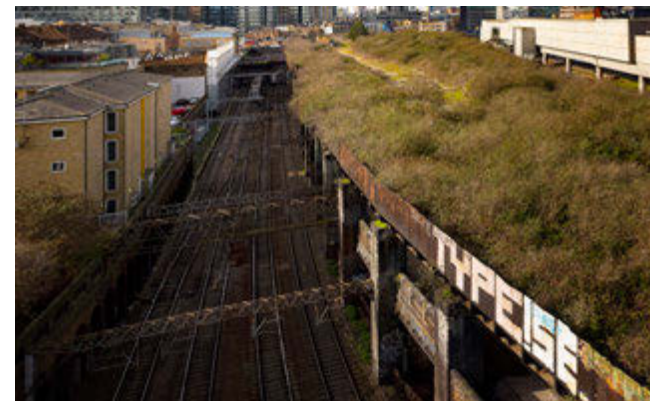


Fig 2.7.4: Mainline to Liverpool Street



Fig 2.7.5: Existing Basement, Accumulator room



Fig 2.7.6: Sliver Room Refuge on North Side of Suburban Line





Fig 2.7.7: Shoreditch High Street Station



Fig 2.7.10: The Shoreditch Arches, Wall and Gate (Oriol Gateway)



Fig 2.7.8: The Oriol Gateway



Fig 2.7.11: The Weavers' Cottages, Victorian Building & Chapel



Fig 2.7.9: View beneath the London Overground Viaduct



Fig 2.7.12: The Boundary Wall

## 2.7.12 Existing Buildings and Infrastructure Above Ground

The constraints above ground include listed and non-listed structures.

## 2.7.13 Shoreditch High Street Station

Shoreditch High Street Station is located towards the western end of the site within London Borough of Hackney. The entrance is located on Braithwaite Street. The station sits below the London Overground Viaduct.

Other than the station entrance, the other three sides of the station are non-accessible to the public. TfL require access to the station and have a 2m exclusion zone around its entrance. A future zone for an escape stair on either side is allocated should the station need to expand.

## 2.7.14 London Overground Viaduct Box

The London Overground Viaduct comprises a new rail line constructed on a raised viaduct running west to east across the site. The raised platform and station is constructed as concrete box supported on concrete columns. The foundation system comprises of pile foundations with pile caps located at each pier and escape stairs/lifts.

## 2.7.15 The Forecourt Wall and Gates

The Forecourt Wall (to the west) and Gates are listed Grade II. These are referred to as the Oriol Gateway in this Application.

## 2.7.16 The Boundary Wall

The Boundary Wall has a medium to high level of significance for historic interest.

## 2.7.17 The Weavers' Cottages/Former Mission Room

The structures have a medium to high level of significance for historic interest.

## 2.7.18 Victorian Building on Sclater Street

This building is identified by Historic England as having heritage value.

## 2.7.19 Existing Site Levels

The existing levels at ground level across the site vary from 12.21m AOD to 16.68m AOD. The lowest portion of the site is located toward the western perimeter adjacent to Commercial Street.

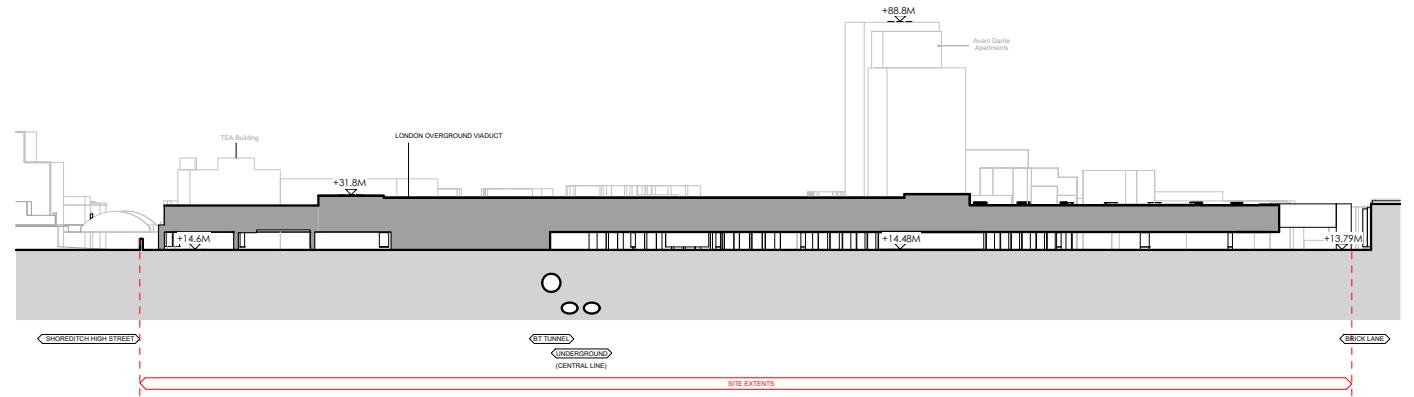


Fig 2.7.13: Existing Section 1-1

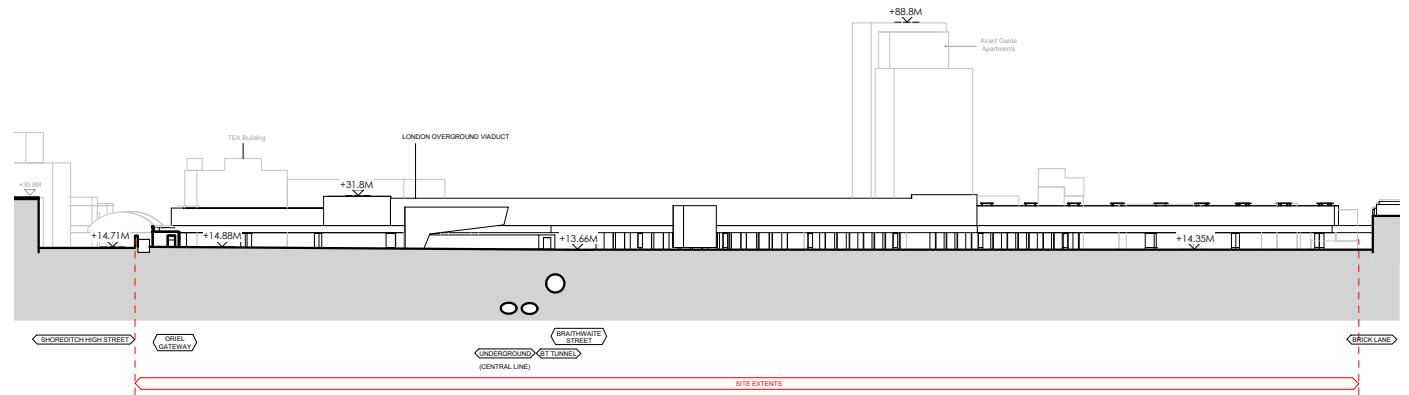


Fig 2.7.14: Existing Section 2-2

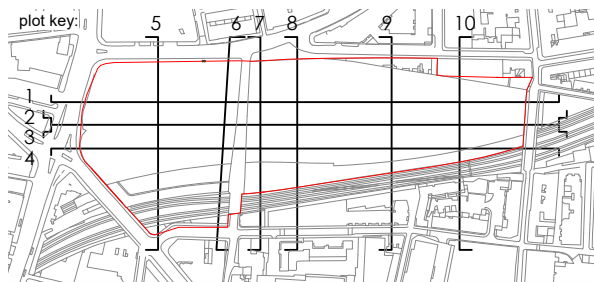


Fig 2.7.16: Key Plan

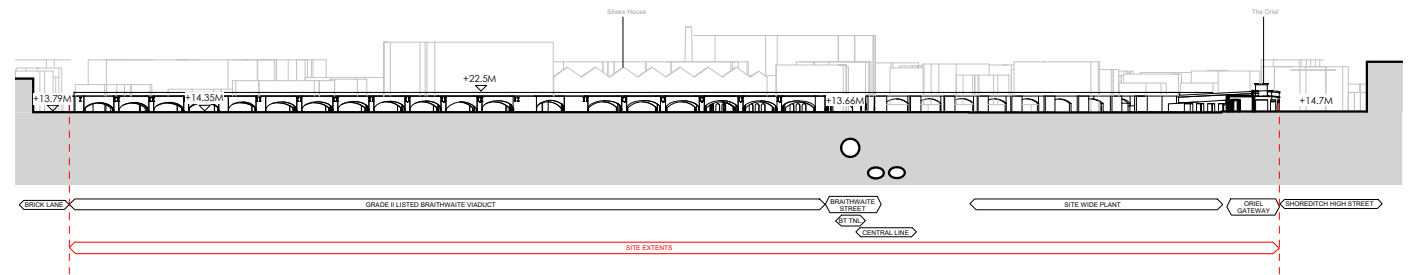


Fig 2.7.15: Existing Section 3-3



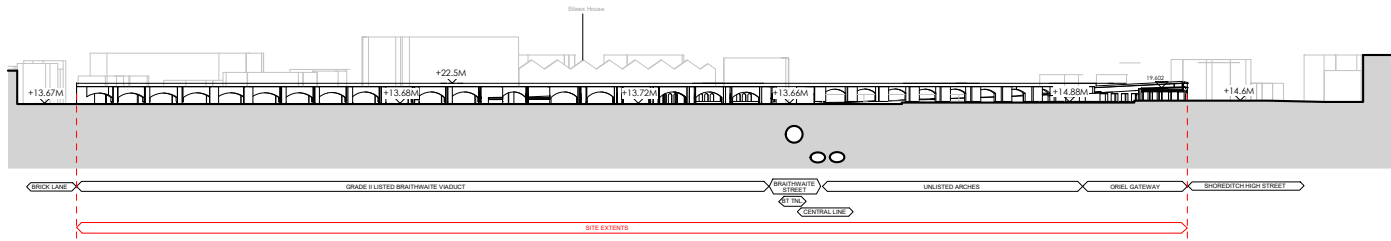


Fig 2.7.17: Existing Section 4-4

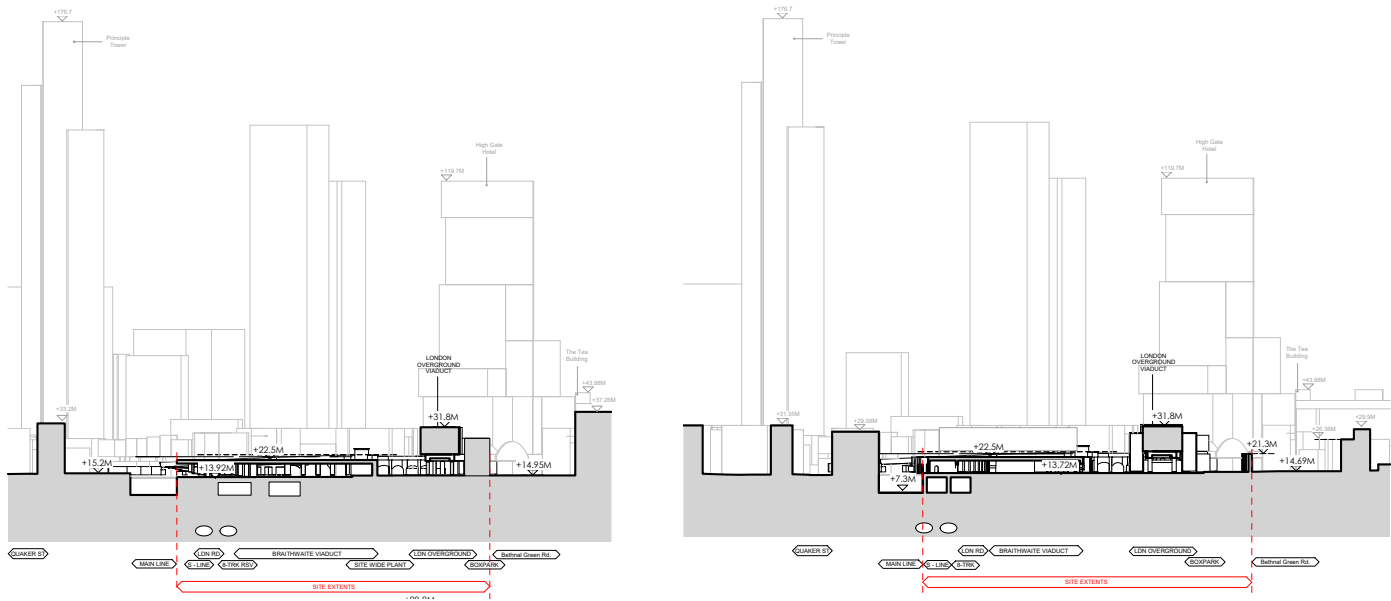


Fig 2.7.18: Existing Section 5-5

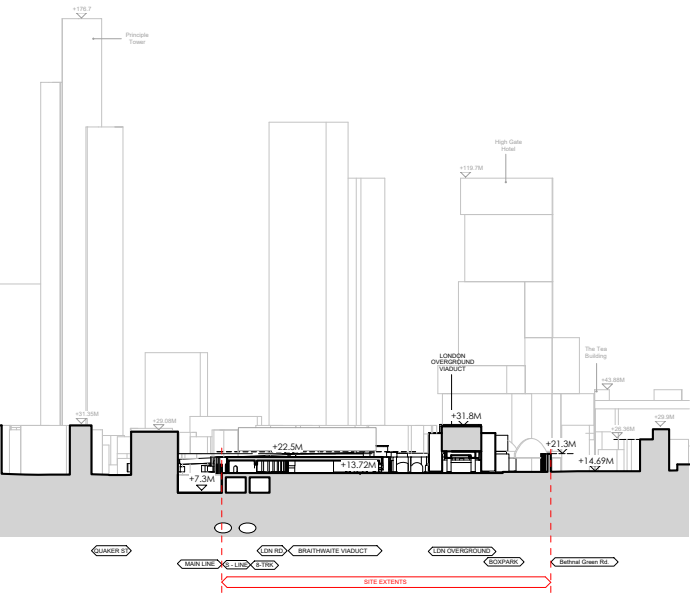


Fig 2.7.20: Existing Section 7-7

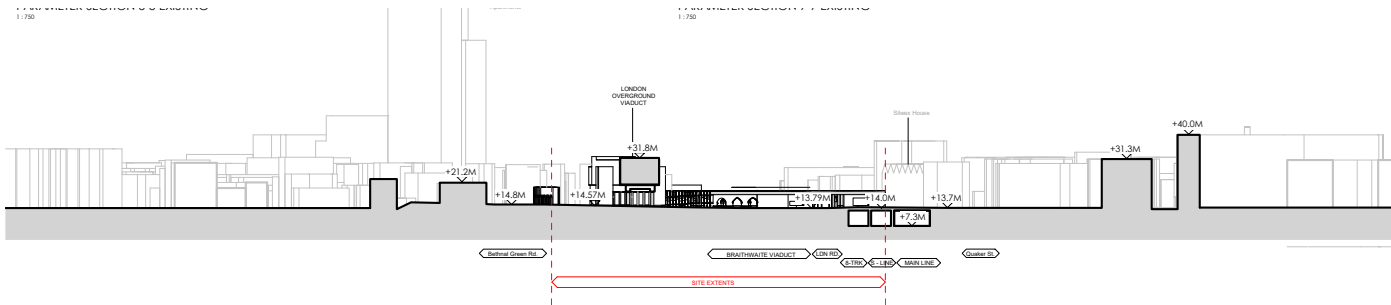


Fig 2.7.19: Existing Section 6-6

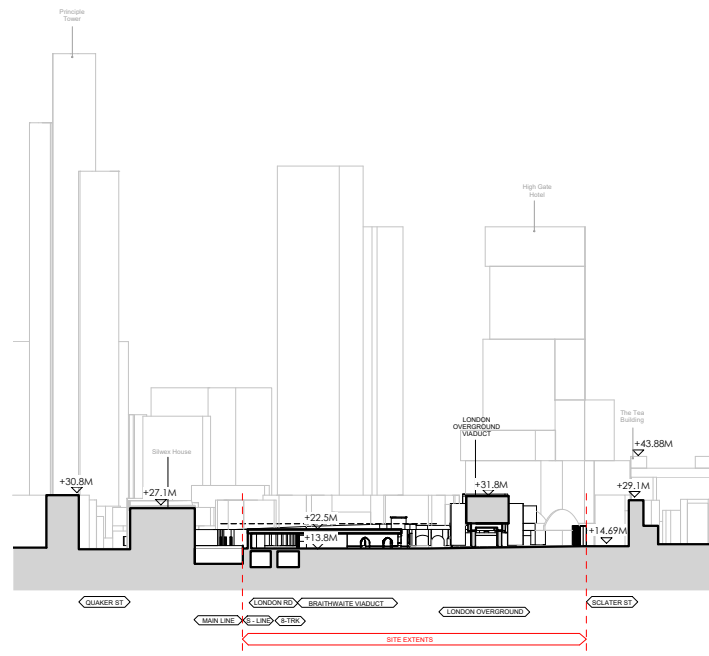


Fig 2.7.21: Existing Section 8-8

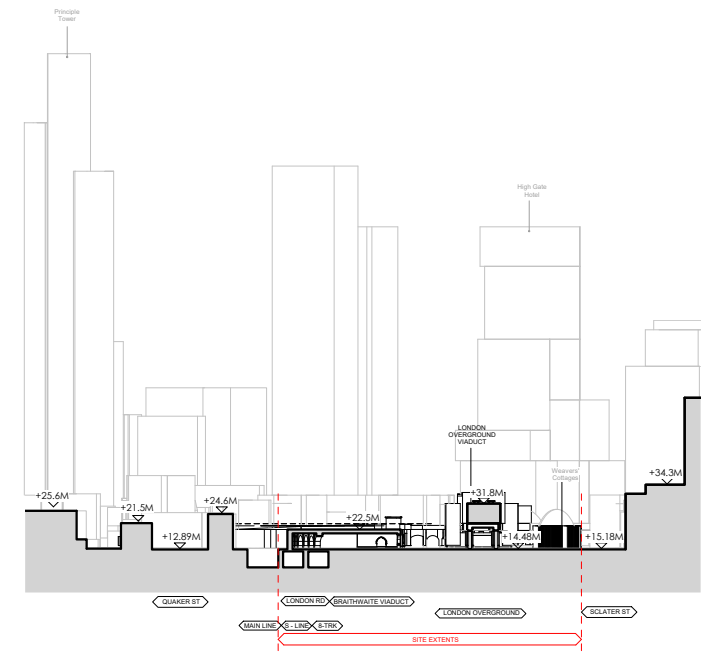


Fig 2.7.22: Existing Section 9-9

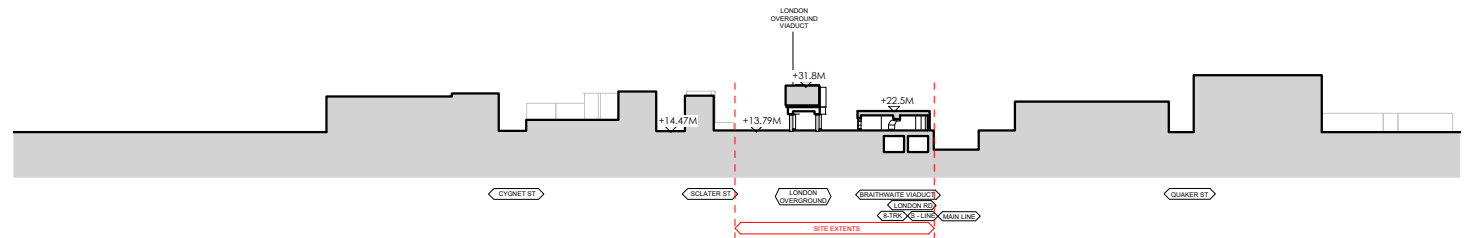


Fig 2.7.23: Existing Section 10-10





## 2.8 THE SITE OPPORTUNITIES

### 2.8.1 Introduction

This section summarises the key opportunities that the masterplan team have identified during the site analysis and throughout the design development process. The identified 'opportunities' have informed the development of The Goodsyard Design Guide and the Proposed Illustrative Masterplan.

### 2.8.2 Evaluation

The overarching opportunity at the Goodsyard is to transform a underused and derelict 4.4Ha site into a multi-faceted vibrant and sustainable city quarter.

At a local level the regeneration of the Goodsyard has the opportunity to create and build strong relationships between the newly developed site and the local community.

There is a considerable opportunity to build on the existing positive characteristics of Shoreditch and its surrounding areas; this will be achieved by:

- Retaining and reusing the sites rich heritage assets and characterful existing structures
- Creating safe and publicly accessible spaces, open green parkland and animated streets connecting the site to its context
- Creating a vibrant and diverse space that supports a true mix of uses across the site.



Fig 2.8.1: Retention of heritage assets (Braithwaite Viaduct)



Fig 2.8.2: Retention of heritage assets (hydraulic accumulator)



Fig 2.8.3: Retention of heritage assets (northern boundary wall)





Fig 2.8.4: Opportunity to create significant open space at podium level



Fig 2.8.5: Strengthen links to local community



Fig 2.8.6: Create new safer spaces and routes (Braithwaite Street)

### 2.8.3 Opportunities for local people

There are a number of significant local opportunities that if realised will shape the new development and deliver value for the community:

- There is an opportunity to make a new direct East-West connection between Brick Lane (east) and Shoreditch High Street (west). This would connect to existing communities across a currently inaccessible island site. A new east west route would also open up wider connections to Whitechapel (east) and Old Street (west).
- There is an opportunity to open up new and improve exiting north south routes across the site. It would be appropriate to improve the environmental quality of the existing north south route Braithwaite St. / Wheler St.
- There is a significant opportunity to provide much needed publicly accessible green park space to support this part of the city.
- There is an opportunity to create generous public spaces at street level within which people can dwell and enjoy The Goodyard's unique qualities.
- There is capacity within the site to provide facilities for the local community, including:
  - There are opportunities to complement, utilise and tie into the site's existing public transport network
  - Spaces that provide local people with access to arts and culture
  - Education facilities and training during construction and occupation.



#### 2.8.4 Site Specific Opportunities

The site itself offers an unique opportunity to create an authentic and characterful place built on the past and that will shape the future:

- It is envisaged to build on the existing spatial morphology: creating spatial continuity with surrounding streets, and extend the vibrant street activity found on neighbouring streets into the site.
- The site has the potential to re-animate the perimeter streets and bring new activity to them.
- New pedestrian routes through the site create a sequence of experiences founded in the fabric of the site that can be enjoyed better sequentially and individually.
- The retention of the integrity of the site's perimeter wall structure enables a legible reference to the sites history to be enjoyed.
- The strategy to retain and refurbish the existing site heritage, structures and artefacts will provide a fabulous and authentic foundation that will go some way to defining the character of the regenerated Goodsyrd.
- Street modifications and new pedestrian crossings will enable safer crossing of existing highways.
- Limiting vehicular access and providing pedestrian priority will control the quality of the street environment within the Goodsyrd. There is a real opportunity to limit vehicle access to servicing at agreed times and emergency vehicles only.
- The opportunity to utilising existing structures will create a mix in scale and character of unit types and bring a natural diversity to the retail offer.

In order to capitalise on these assets



Fig 2.8.7: Breath new life into existing un-used buildings



Fig 2.8.8: Existing boundary wall to be re-used and re-purposed



Fig 2.8.9: Utilise existing structures across the site





Fig 2.8.10: Opportunity to create a unique raised deck of public realm

and enhance the wider area through the redevelopment of the site, a number of key areas needed to be considered:

- Creation of a cohesive, safe and unified masterplan to create a dynamic and welcoming place to live, work, play and socialise.
- Remodelling of existing site levels, creating new vertical links, allowing the site to be pedestrian focused.
- New links to education and outreach partners to be established.
- An approach to arts and culture has to be established.
- Strengthening links to the surrounding community through outreach partnerships and the community liaison group.

