



THE GOODSYARD

Design and Access Statement

September 2019 - Part 6 of 21



ballymore.



4.0 PUBLIC REALM AND LANDSCAPE

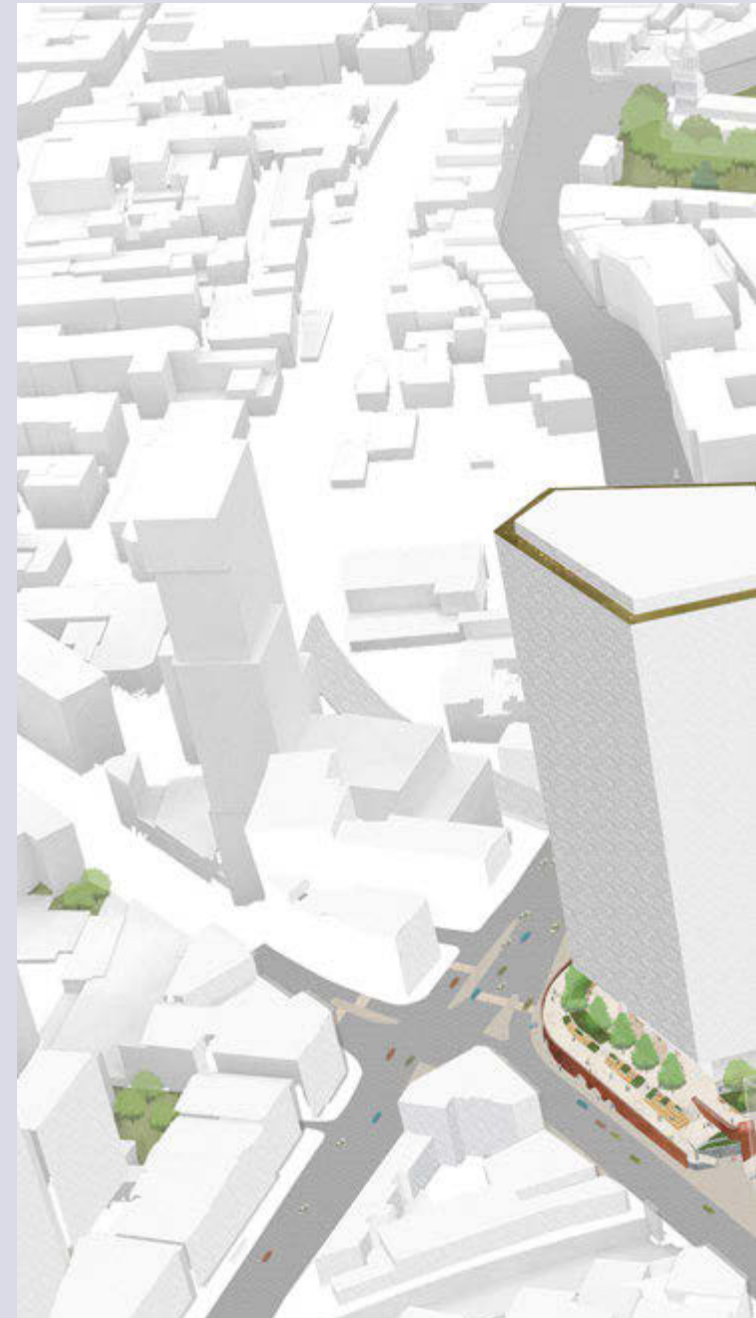
The Goodsyard represents a unique opportunity to deliver significant and special new public realm to this neighbourhood.

The design of the public realm and landscape for The Goodsyard builds on the principles of the masterplan and is founded on the historic fabric of The Bishopsgate Goods Yard.

From The Ground Up

The design is to create a rich multi-layered landscape from ground level to roofscape, from 'city to wilderness':

- A fast space at ground level - The Shoreditch Tapestry;
- A slow space on viaduct level - The Platform;
- A theatrical family of vertical circulation - The Stairways & Lifts;
- Amenity retreat on multiple levels - The Roof Gardens;
- Ecology retreats on high roofscape - The Wildlife Gardens.
- A new leisure destination capable of attracting people from across the globe to east London.









The design narrative respects, reflects and re-interprets the unique heritage of the site. A bustling urban realm of streets and lanes at Ground level is contrasted by a green oasis at Platform level.

A series of gateways and thresholds connect to a network of streets, lanes and open spaces. Characterised by the retained heritage structures and animated by active uses, the streets orientate around a series of feature stairways and lifts leading up to the Platform level. Here a series of interlinked gardens and open spaces stretch from Shoreditch High Street to Brick Lane, reflecting the huge scale of the former Bishopsgate Goods Yard.

4.1 CONTEXT

4.1.1 Wider context open space

The Goodsyard is located in a rapidly developing area of London that would benefit significantly from the provision of additional accessible public open space, green space and playspace now proposed.

In 1943/44 Patrick Abercrombie's study of open space provision within London found Shoreditch to have the least per head of population with just 0.04 ha (0.1 acres) for every 1000.

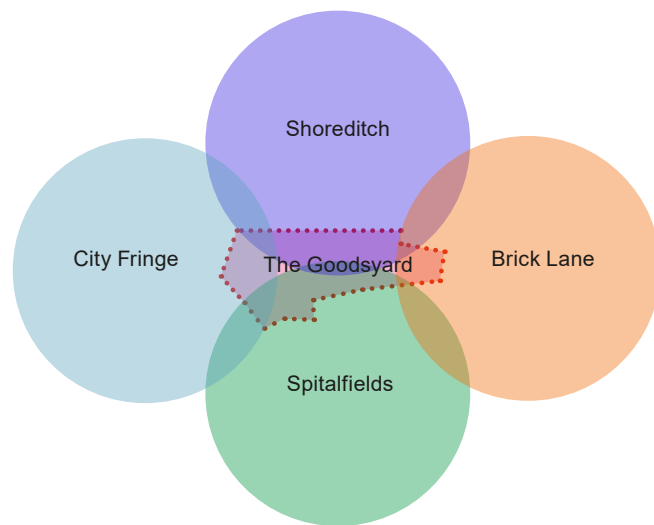


Fig 4.1.1: Neighbourhood context

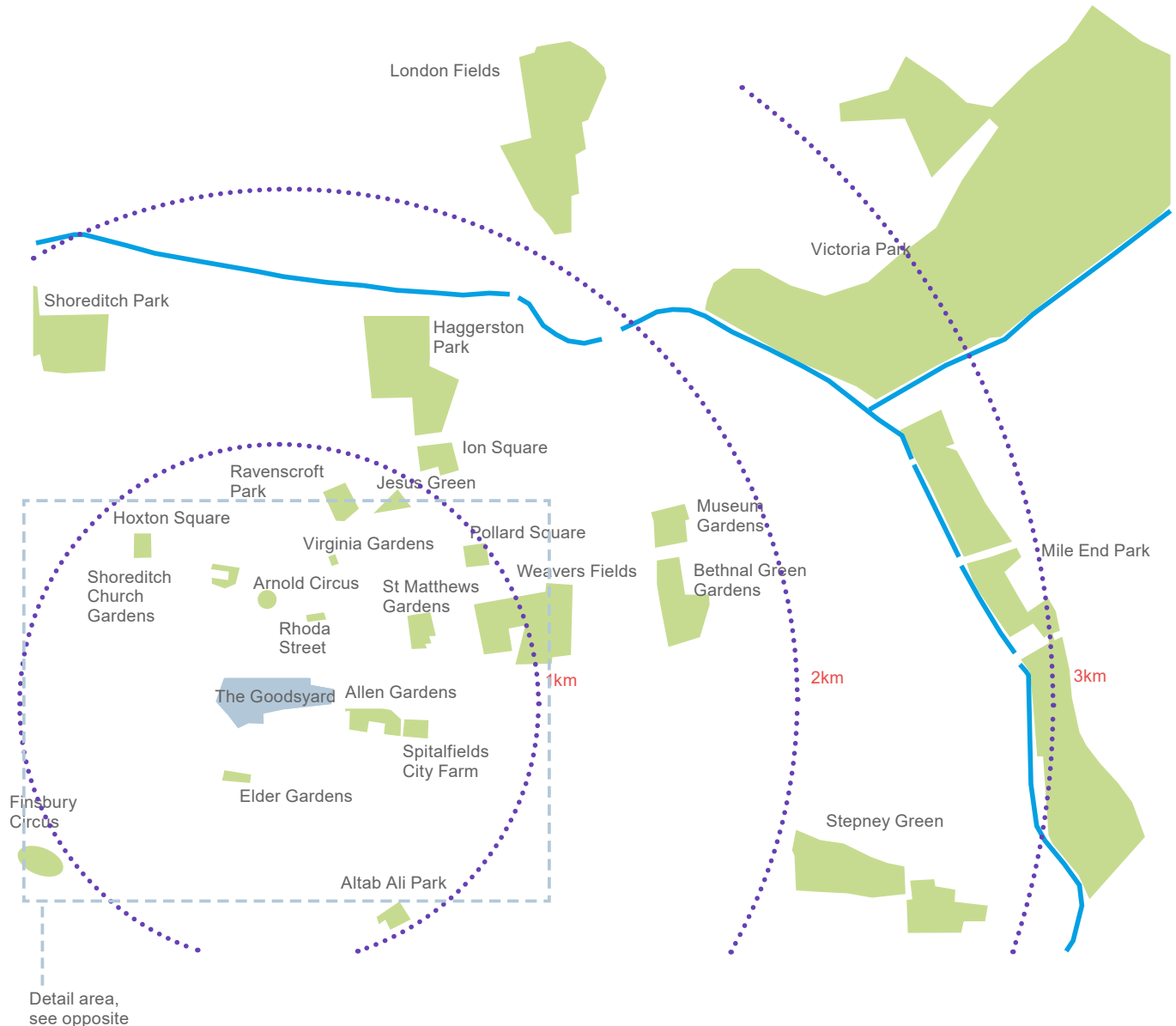
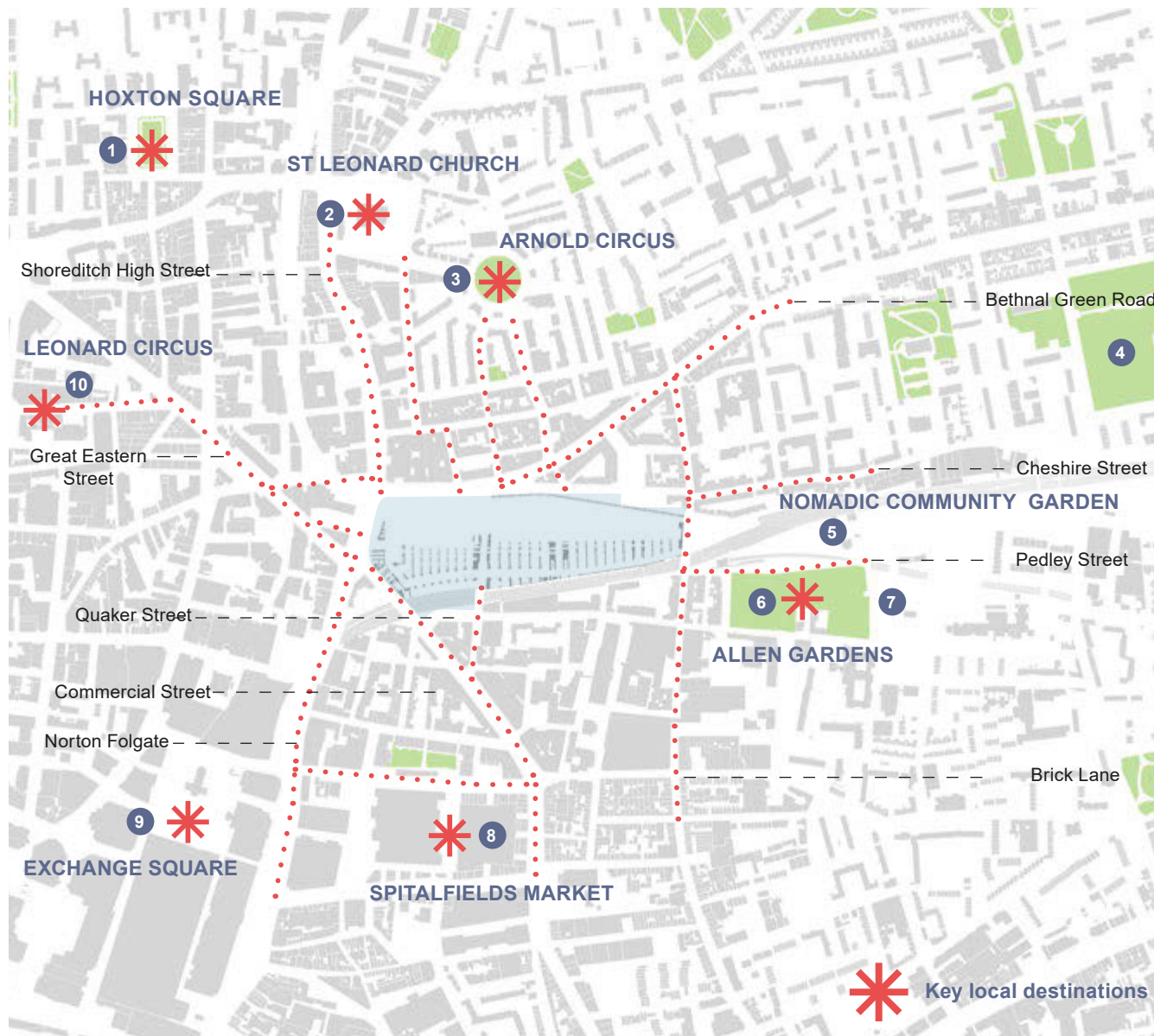


Fig 4.1.2: Wider context open space



4.1.2 Local open space

The local open space plan illustrates the principal parks and open spaces within the local area and their proximity to The Goodsyard.

- 1 **Hoxton Square** - Popular London square surrounded by bars, restaurants and art galleries.
- 2 **St Leonard's Church, 1740** - Peaceful churchyard with many mature trees.
- 3 **Arnold Circus, 1890's** - Elevated garden at the heart of the iconic Boundary Estate, Britain's first Council Estate.
- 4 **Weavers Fields** - Neighbourhood park containing children's play areas, sports pitches, woodland walk and community facilities.
- 5 **Nomadic Community Garden** - Popular meanwhile community garden with variety gardening, events and arts activities.
- 6 **Allen Gardens** - Neighbourhood park with open lawn areas and children's play facilities.
- 7 **Spitalfields City Farm** - A well used community farm with close connections to local School.
- 8 **Spitalfields Market** - A vibrant historic market at the edge of the City including a mix of uses including restaurants, bars and shops.
- 9 **Exchange Square** - Urban square for city workers, including a permanent lawn bowls green and stage.
- 10 **Leonard Circus** - Well known local open space re-furbished as a new shared space public realm, popular for lunchtime street food.

Fig 4.1.3: Local open space

4.2 CONCEPT

4.2.1 From the ground up

The design of the public realm and landscape for The Goodsyrd builds on the principles of the masterplan and is founded on the historic fabric of The Bishopsgate Goods Yard.

The provision of significant new public realm and green infrastructure are a key focus for the regeneration of this lost part of Shoreditch.

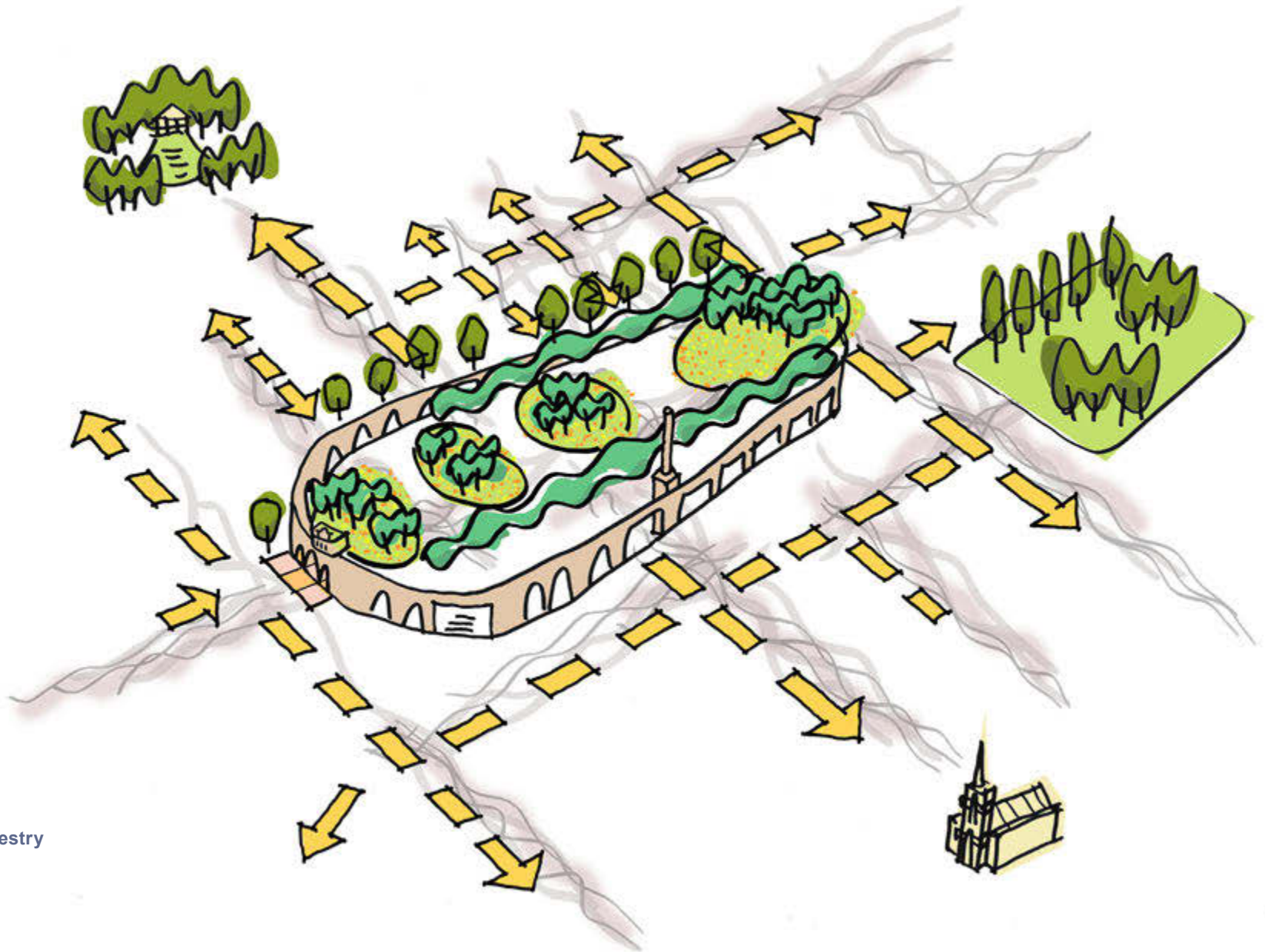
The design is to create a unique three dimensional landscape - the concept for which evolves 'From The Ground Up'.

Wilderness



City

Fig 4.2.1: The Goodsyrd Landscape



The Shoreditch Tapestry

Fig 4.2.2: 'From the ground up' - Concept sketch

4.2.2 Public Realm & Landscape Areas

4.2.3 Introduction

The following plans outline the full extent of the public realm and landscape within the proposed development. They are divided into the four levels.

4.2.4 Ground Level - publicly accessible open space

- Covered public realm space
- Open public realm space
-

4.2.5 Platform Level

- Public realm space
- Private realm space

4.2.6 Roof Garden Terrace Levels

- Private amenity residential
- Private amenity office

4.2.7 Roof Level

- Biodiverse roof

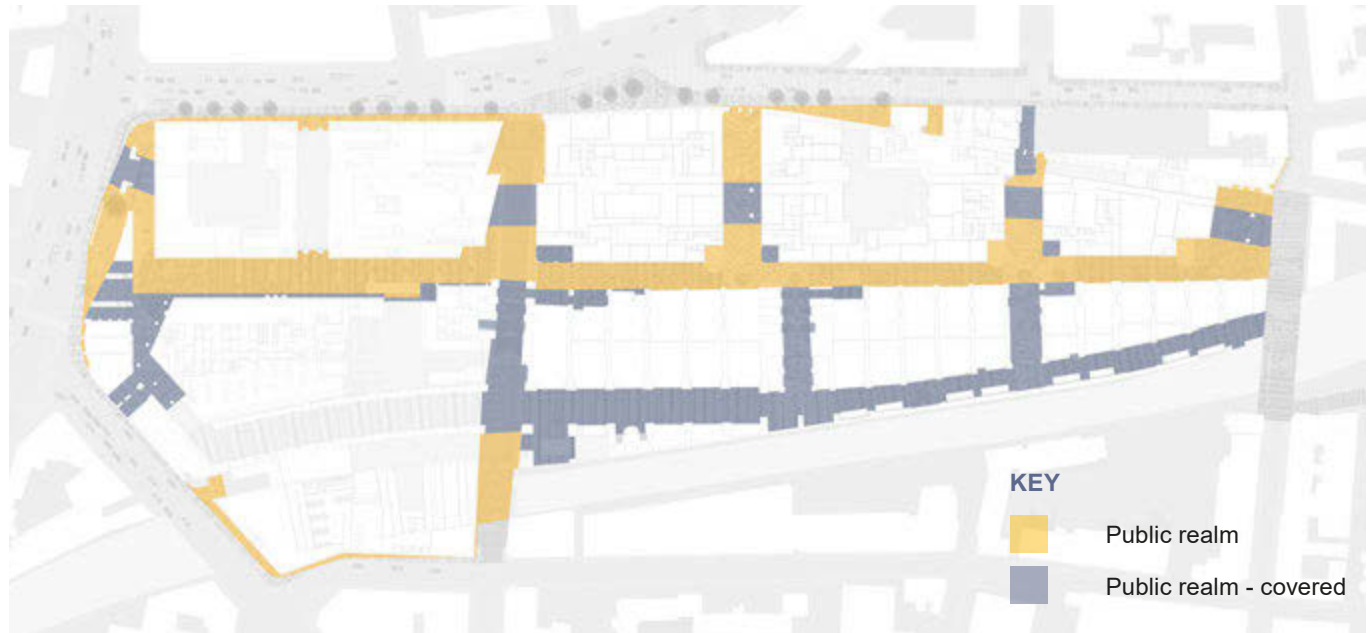


Fig 4.2.3: Ground level open space

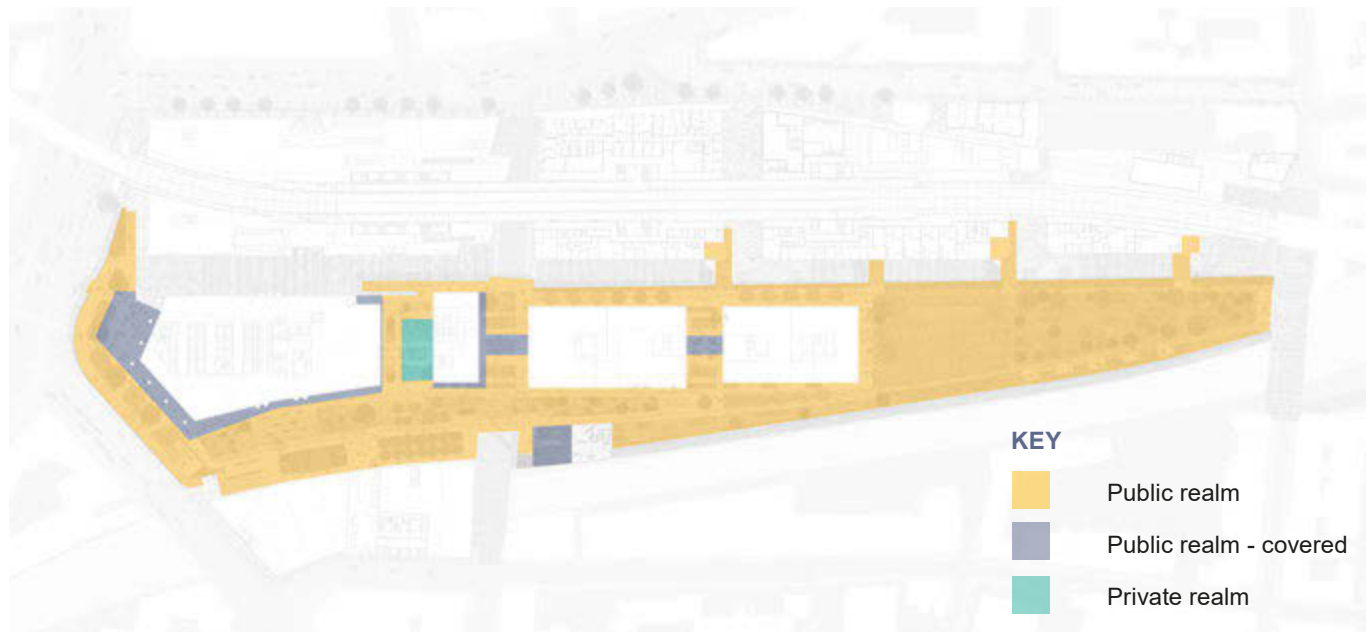


Fig 4.2.4: Platform level open space

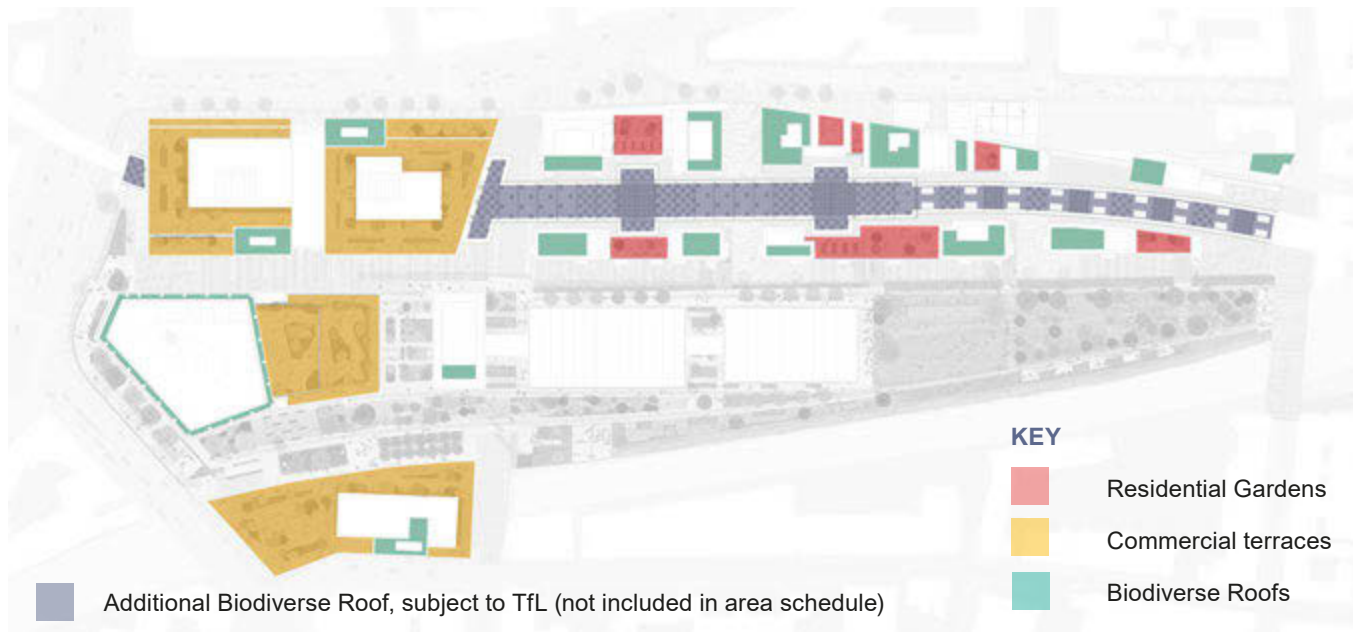


Fig 4.2.5: Roof level open space

Ground Level Public Realm	M ²	Hectares	Acres
Open	7005	0.70	1.73
Covered	5868	0.59	1.45
Total	12958	1.30	3.20
Platform Level Public Realm	M ²	Hectares	Acres
Open	12686	1.27	3.13
Covered	168	0.02	0.04
Total	12854	1.29	3.18
TOTAL PUBLIC REALM	25812	2.58	6.38

Platform level Private Realm	M ²	Hectares	Acres
Residential Garden	210	0.02	0.05
Platform Level Total	210	0.02	0.05
Roofscape level Private Realm	M ²	Hectares	Acres
Shared Residential Garden	1116	0.12	0.28
Commercial Garden	5439	0.54	1.34
Biodiverse Roof	2079	0.20	0.51
Roofscape Level Total	8155	0.82	2.01

Fig 4.2.6: Area schedule

4.3 GROUND LEVEL PUBLIC REALM

4.3.1 Introduction

This section describes the ground level illustrative design of the landscape and public realm within The Goodsyard.

The spatial arrangement of the public realm has been integral to the masterplan design evolution. It comprises an arrangement of streets and open spaces to create a permeable and legible public realm that is in scale with its local urban context.

Two primary streets, running north - south and east - west through the site, link to the surrounding streets of Bethnal Green Road, Brick Lane, Quaker Street and Shoreditch High Street.

Supporting this structure are a number of interconnecting streets and nodal spaces. These further articulate the public realm and create variety and legibility to the street scene.

4.3.2 The Shoreditch Tapestry

The ground level public realm celebrates the unique culture of Shoreditch, whilst referencing historic street patterns, the old Shoreditch Terminus, and the Bishopsgate Goods Yard.

Inspired by the textile tradition of the area, the public realm 'weaves' various references and narratives together. The 'warp' follows the main routes of circulation; the weft brings more intricate textures, related to the specific spaces and connections. The chosen textures derive from the materials found in the local area plus more allegorical elements that relate to the history of the place.

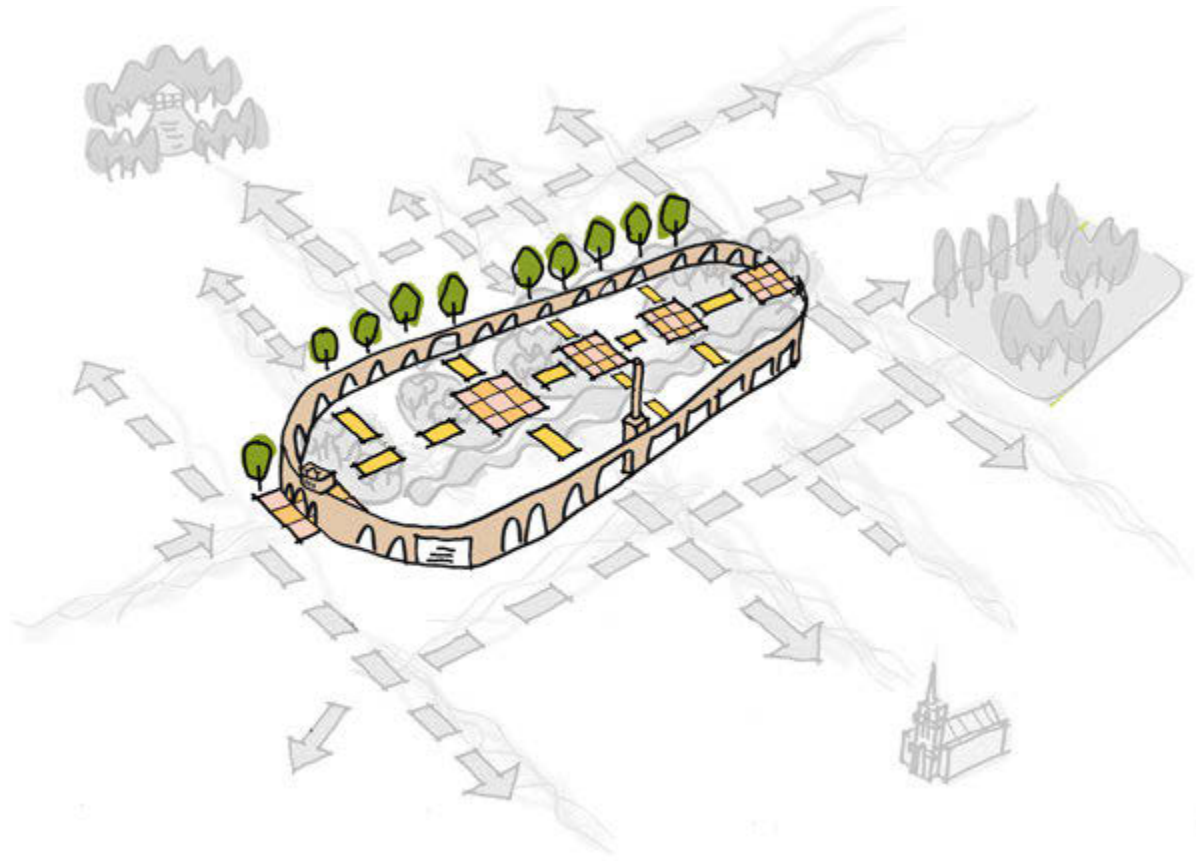


Fig 4.3.1: Concept sketch - ground level

The tapestry includes the restoration and re-use of areas where historic materials remain in place, primarily on London Road and Braithwaite Street. The historical narrative within the remainder of the site is created by re-using the existing granite setts and other materials from the site. These will be supplemented with new materials selected to add to the texture and story of the Goodsyard.



Fig 4.3.2: Engraving of John Braithwaite

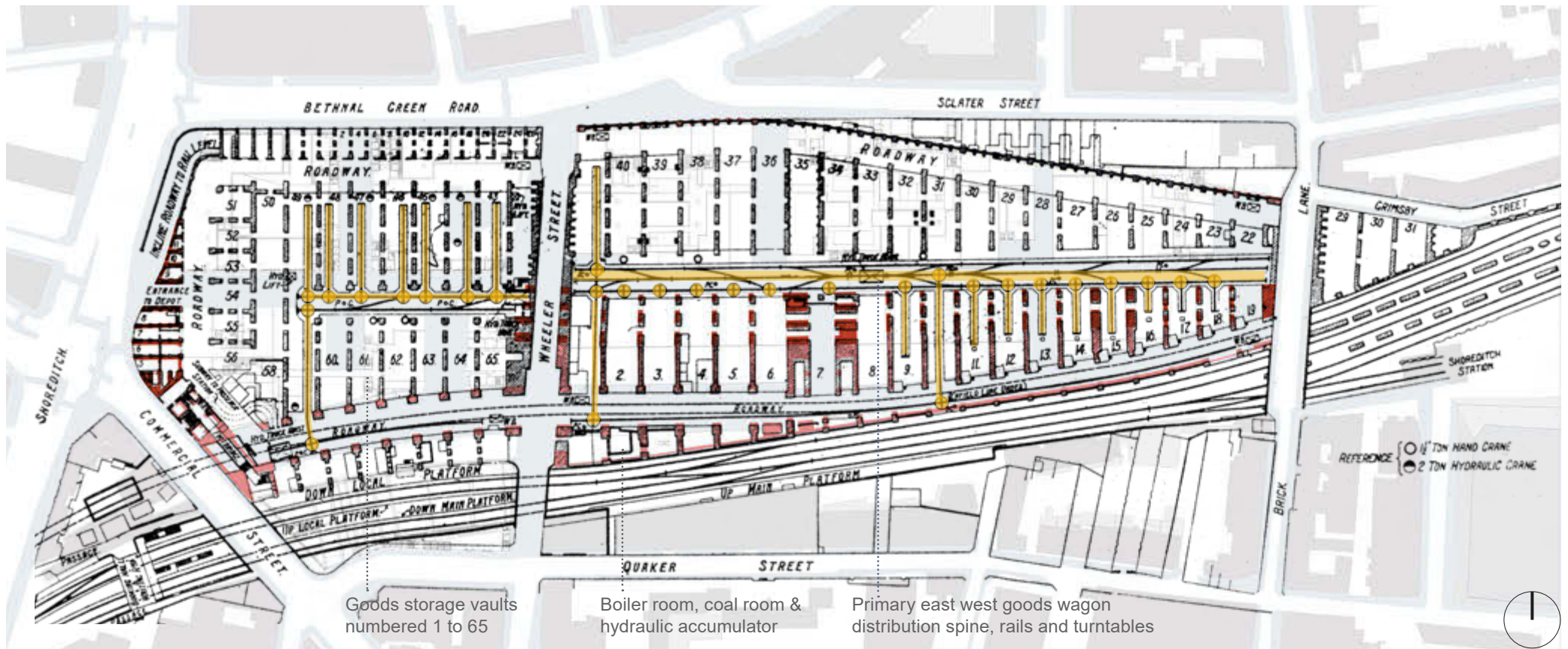


Fig 4.3.3: Historic plan: 1890s - Ground level Bishopsgate Goods Yard Station layout



Fig 4.3.4: The Shoreditch Tapestry precedent images

4.3.3 Ground Level illustrative masterplan

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

The main principles of the design include:

- **Heritage** - The design is to reveal and celebrate the history of the site;
- **High quality and robust materiality** - The existing historic granite setts and other items of interest will be re-used wherever possible. These will be supplemented with additional pavings include granite, yorkstone stone and brick;
- **Accessible** - The ground floor is to be fully accessible for all users;
- **Flexible** - Simple open spaces are to allow for a variety of uses;
- **Rich in narrative** - The surface of the public realm is reflective of memories from the rich history of The Goodsyard and the surrounding area;
- **Of the place** - The public realm is designed to seamlessly integrate with the surrounding streets and neighbourhoods, drawing upon the unique energy and creativity of Shoreditch;
- **Legible** - Clutter-free open spaces and streets with good sight lines are to create good legibility around the site, punctuated at key points such as street junctions with prominent stairways/lifts and active frontages.

Braithwaite Street and Middle Road are to be open for public access 24hrs.

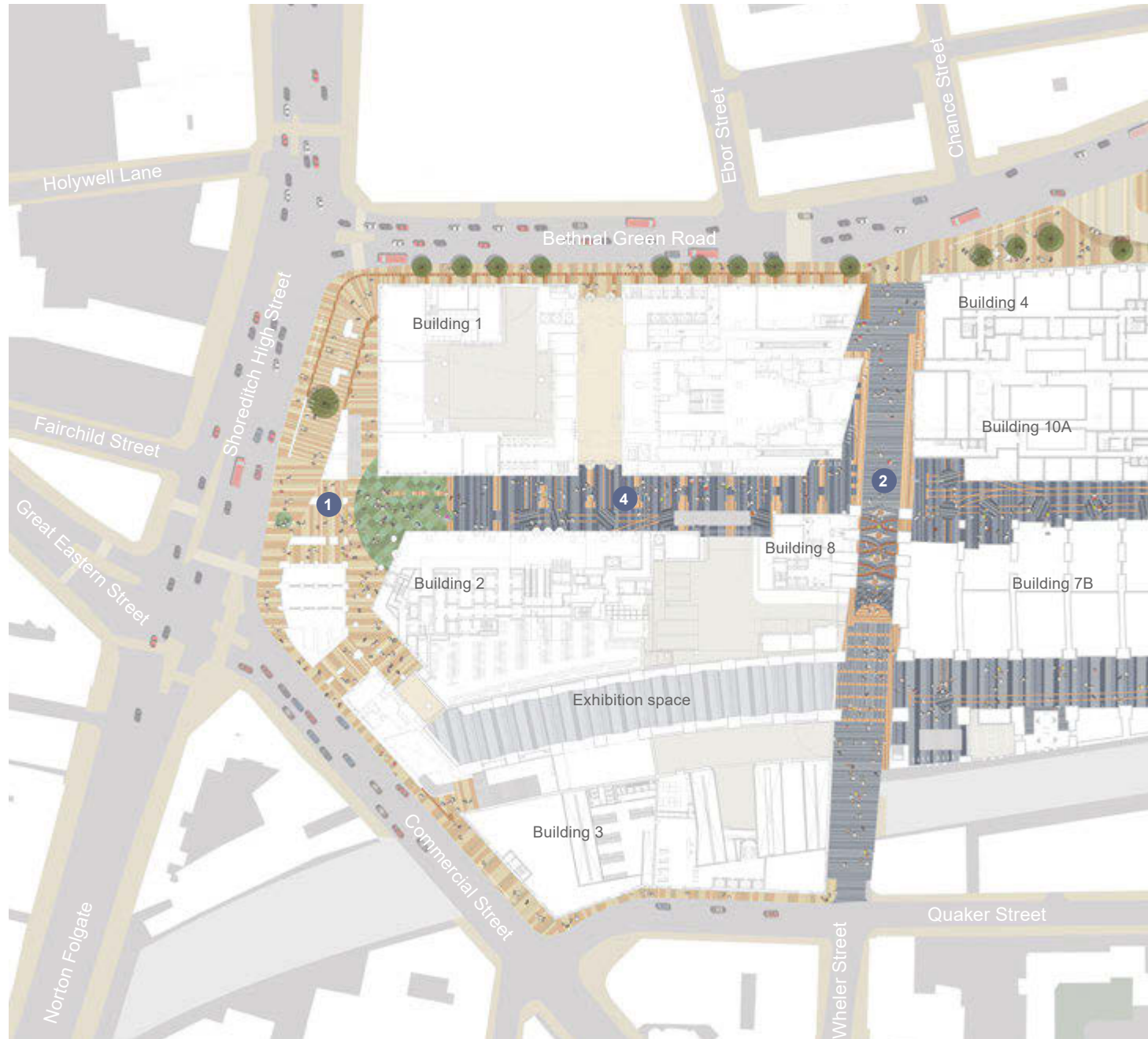


Fig 4.3.5: Landscape masterplan - ground level



KEY

1. Oriel Gateway & Webb Square

- Rhythm of demolished brick arches
- Footprint of forecourt to Shoreditch Terminus
- Green granite reference to planted Webb Square
- Goods Yard traffic island

2. Braithwaite/Wheler Street

- Woven pattern derived from folded Braithwaite openings and oculi
- Brick former street linings
- Round brick arch & jack arch reflection

3. Bethnal Green Road and Sclater Street

- Yorkstone pavements and raised tables
- Granite setts in carriageway
- Rope sculpture and tree retained

4. Middle Road

- Turntables, facing different directions
- Truck hoist bay and distribution rails
- Granite setts and brick pavers

5. London Road

- Existing granite sett paving restored
- Existing rails, turntables and incidental features retained and restored

6. Farthing Lane & Cygnet Lane

- Braithwaite arch woven pattern
- Rails & oculi
- Paving reference copper plugs in tin farthings
- Canary yellow

7. King Square

- Rhythm of demolished brick arches
- Truck distribution rails
- Green granite reference to planted King Square

8. Brick Lane

- Granite and brick unfolded arch elevations

4.3.4 Character areas

The public realm is defined by a hierarchical network of *Streets*, *Lanes*, *Gateways* and *Thresholds*. The character and identity of each is formed by its relationship to the remaining historic structure, a reimagining of the lost history and carefully articulated new interventions. These elements are ghosted into the ground plane to form a site wide narrative of the 'Shoreditch Tapestry'

The presence of the Goods Yard has been imprinted on the local neighbourhood and community through the presence of the remaining heritage, boundary wall, Oriel, Viaduct structure and rail edge. The landscape proposals seek to retain and build upon the character of these historic assets.

4.3.5 Streets

The *Streets* are active primary routes that bring you into the Goodsyard and connect onwards to the lanes.

4.3.6 Lanes (open/covered)

The smaller scale lanes stitch the development into the local neighbourhood.

4.3.7 Gateways

The proposals mark the entrances to the *Streets* with the Oriel, Brick Lane, Station and Quaker Street Gateways. The *Gateways* project a civic presence onto the surrounding areas and act as inviting markers into the Goodsyard.

4.3.8 Thresholds

Secondary points of access are provided at the lane thresholds.

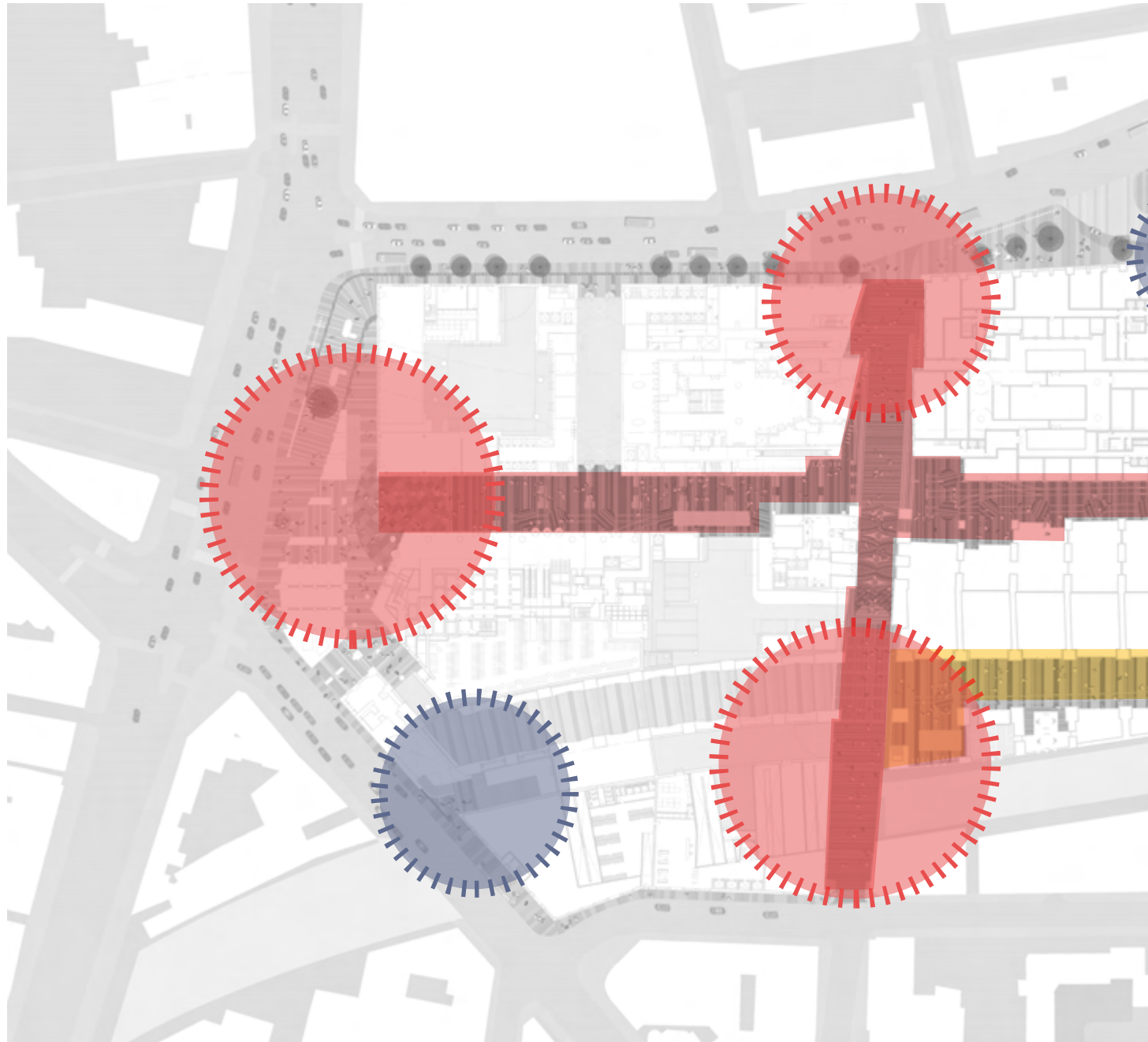
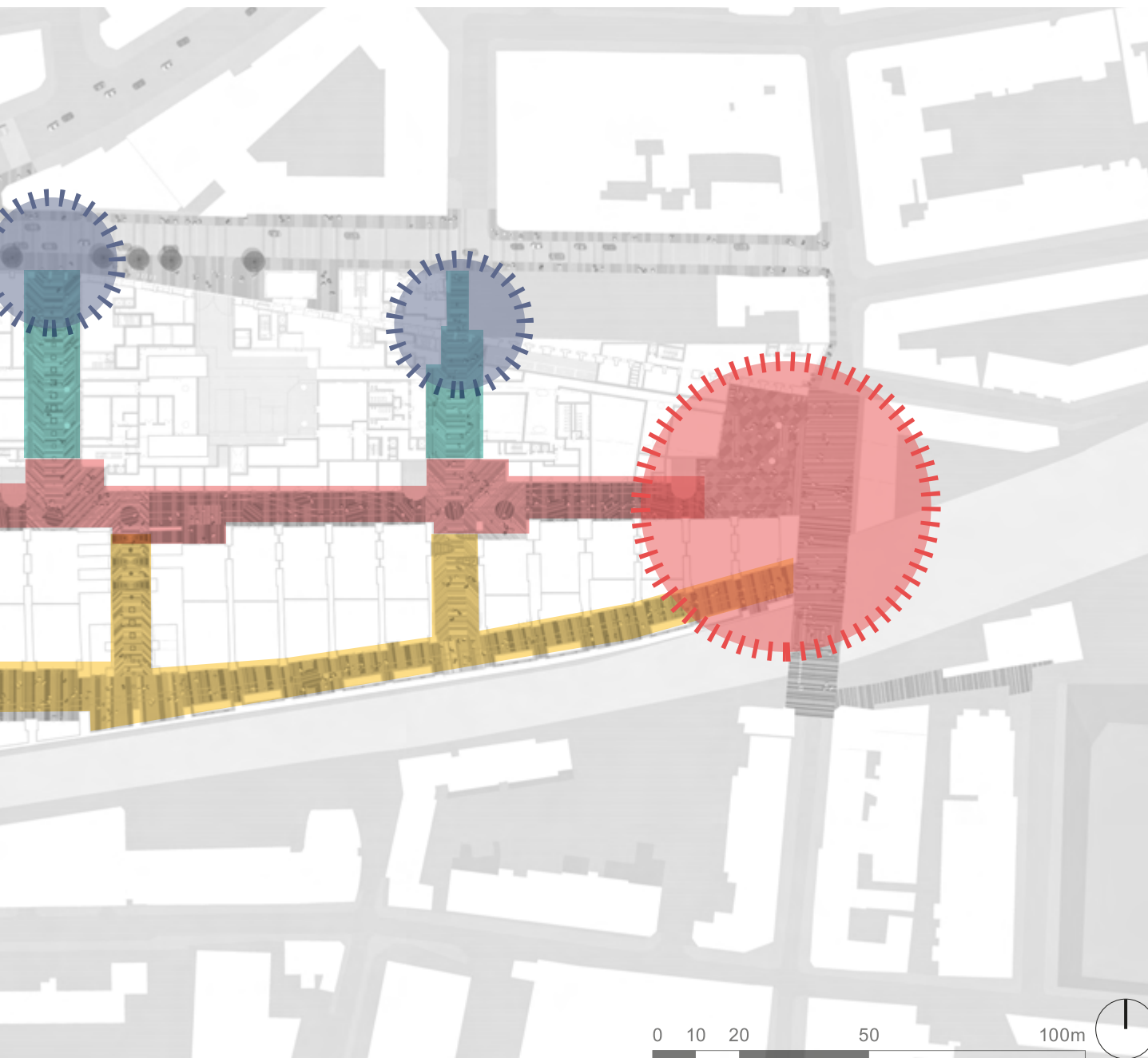


Fig 4.3.6: Character areas



KEY



Gateways



Thresholds



Streets



Lanes (open)

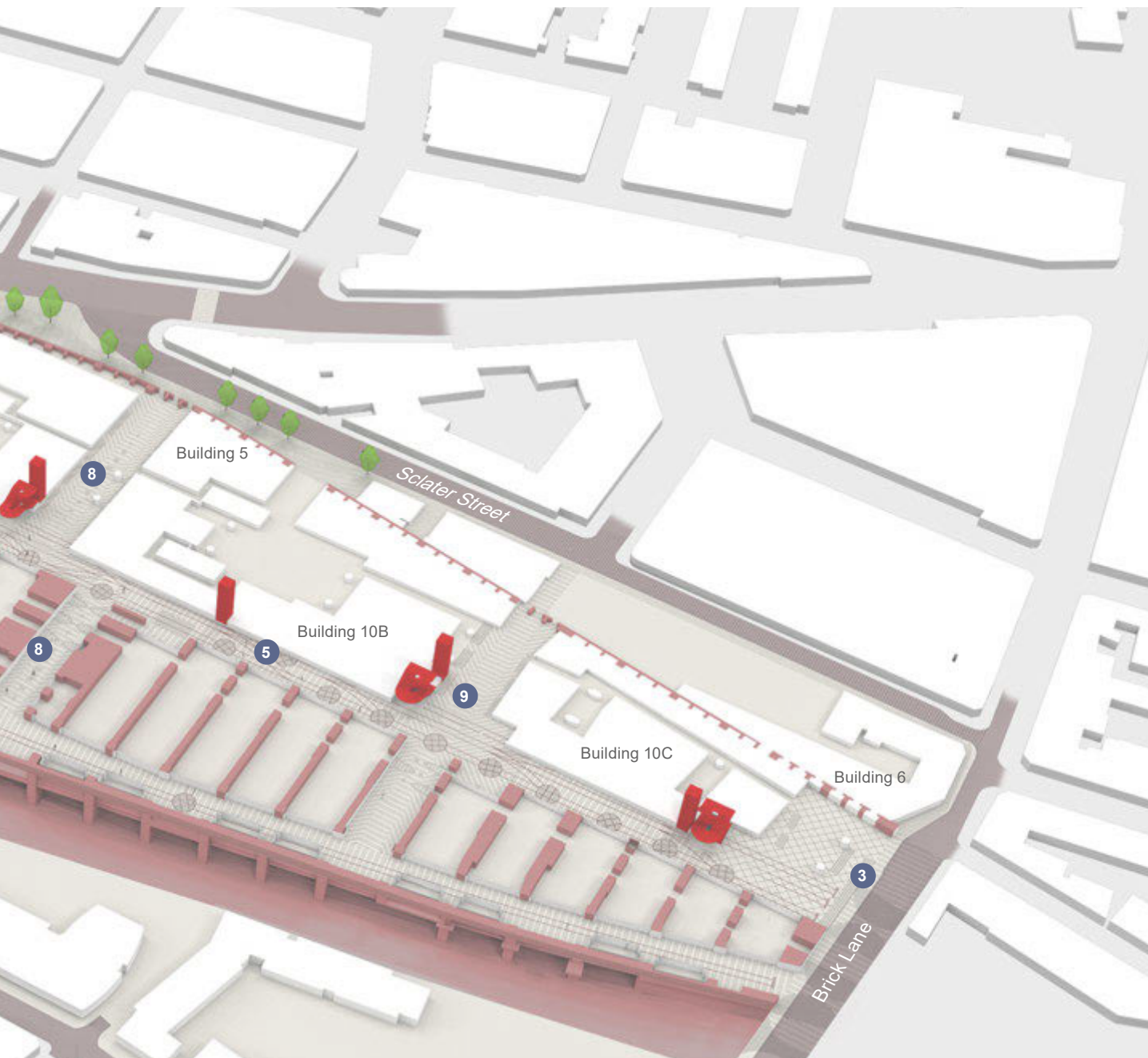


Lanes (covered)





Fig 4.3.7: Design model overview



KEY

The Gateways

1. Oriel Gateway
2. Station Gateway
3. Brick Lane Gateway
4. Quaker Street Gateway

The Streets and Lanes

5. Middle Road
6. Braithwaite/Wheler Street
7. London Road
8. Farthing Lane
9. Cygnet Lane

4.3.10 Landscape strategies

4.3.11 Access and levels

Creating an inclusive environment is a key consideration within the design proposals. The existing land rises gently from east to west and also from south to north. The level difference in both instances is circa 1 metre in height.

Buildings are set at levels to coordinate with this and create a ground level public realm that is free of steps and ramps throughout.

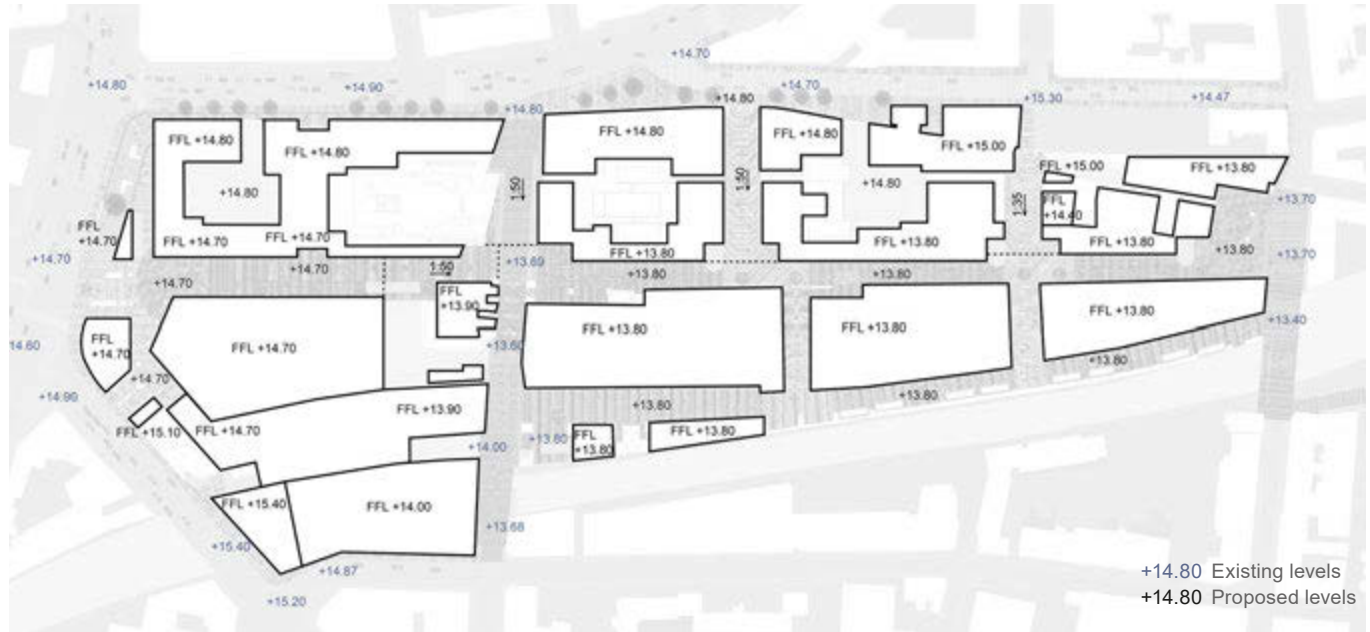


Fig 4.3.8: Levels

4.3.12 Cycle culture

Cycling is an increasingly active part of everyday life for London commuters with TfL figures suggesting more than 670,000 cycle trips being made a day. The landscape proposals seek to incorporate the increased demand on space to provide secure and covered visitor cycling spaces.

As a strategy the Goodsyrd places general visitor parking provision on the perimeter of the scheme and two cycle hubs with additional facilities being provided on Braithwaite Street (close to Shoreditch High Street Station) and Cygnet Lane.

TfL docking stations will be increased with new locations being provided on Shoreditch High Street and Commercial Street.



Fig 4.3.9: Cycle culture

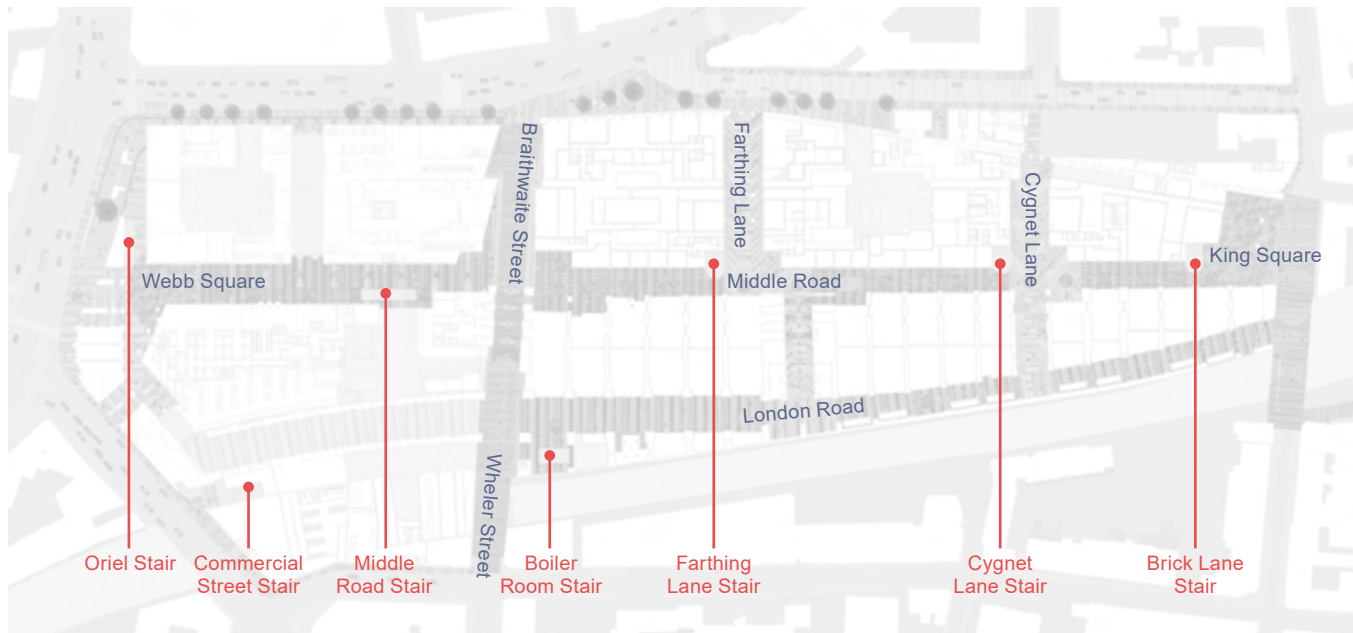


Fig 4.3.10: Place names



Fig 4.3.11: Stairs / Lifts

4.3.13 Place names

Placemaking is at the core of the landscape proposals. The identity being sought for the Goodsyards is one built on the historical narrative of the site.

Names given to the streets, lanes and open spaces draw their references from a variety of ages, from early medieval settlement, through the densification of industrialisation, and its life as both passenger station and finally as the Bishopsgate Goods Yard.

4.3.14 Stairways / lifts

An exploration and enjoyment of the relationship between the ground and The Platform levels is a core aspect to the landscape design concept. Visually interesting and theatrical connections between levels are fundamental to the design.

Each stair is complemented by an adjacent lift, generally housed within the architecture, to provide inclusive access. Locations have been carefully choreographed to be clearly visible along key routes.

4.3.15 Scale

At ground level a total of over 3 acres, 1.3ha of public realm is being proposed, including the establishment of Middle Road, a 400m long key east-west route linking Shoreditch High Street to Brick Lane.

The diagram opposite further illustrates the scale and dimensions of the various gateways, thresholds, streets, and lanes that make up the ground level landscape.

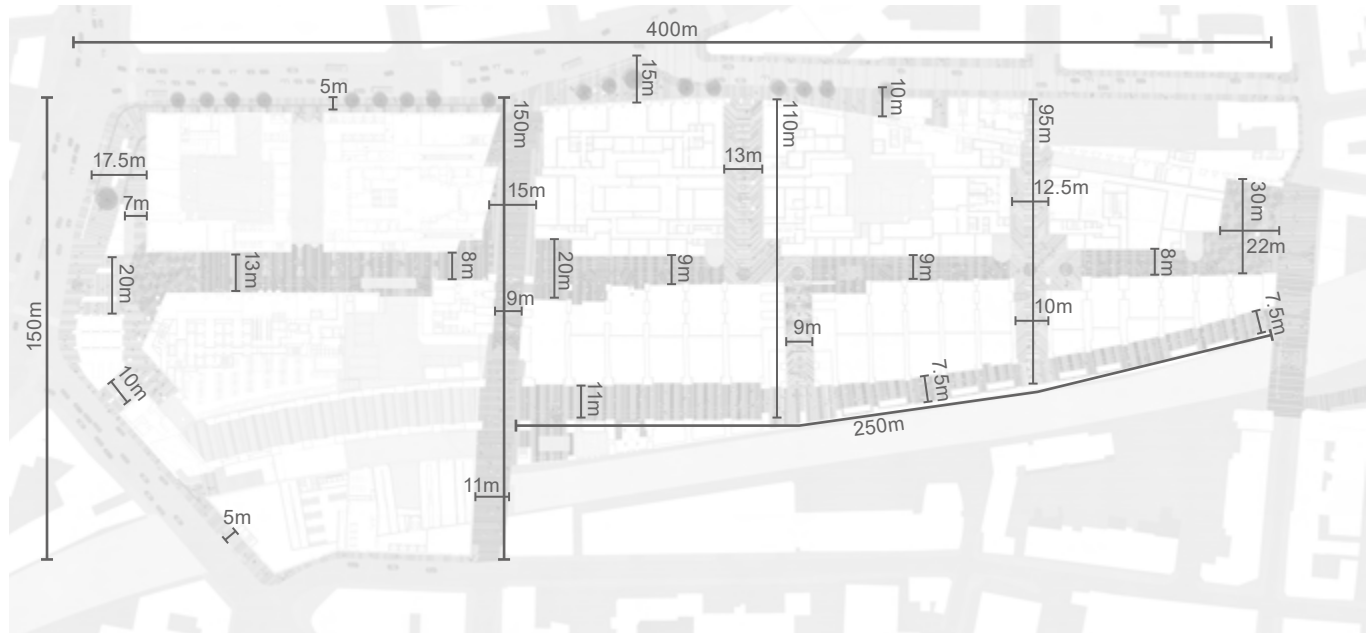


Fig 4.3.12: Scale



Fig 4.3.13: Biodiversity

4.3.16 Biodiversity

Proposed street trees will provide habitat for wildlife.

Opportunities for vertical greening at ground level will be explored at detailed design stage.

4.3.17 Oriel Gateway

4.3.18 Introduction

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

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

The 3 open arches, framed by active retail uses, allow clear visibility in to the site and along to the Middle Road Stairway.

4.3.19 Function

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

4.3.20 Soft Landscape

- Tree planting
- Climbing plants

4.3.21 Hard Landscape

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

Fig 4.3.14: View: Oriel Gateway

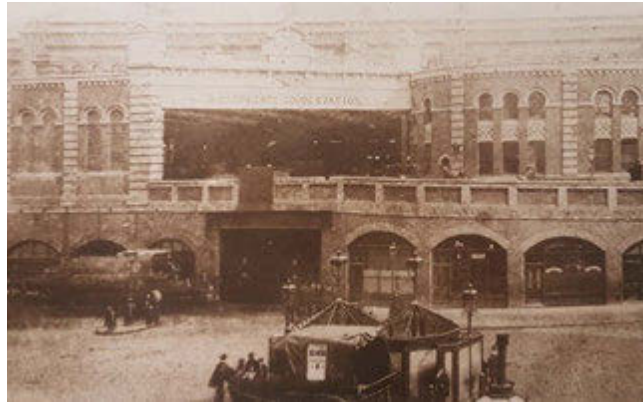


Fig 4.3.15: Photo: c.1881 Oriel screen not yet installed



Fig 4.3.16: Photo: 1924, Oriel screen installed



Fig 4.3.17: Photo: c.2005 North Ramp Approach Road gates



Fig 4.3.18: Photo: c.1960



Fig 4.3.19: Photo: 2000, Main Entrance gates



Fig 4.3.20: Photo: 2018, east side of retained structure



KEY

1. Retained wall , gate pier and gates
2. Paving arrangement references the former inclined roadway to platform level and associated walls linking to retained wall and gates.
3. TFL docking station
4. Visitor cycle stands
5. Oriol stairway
6. Main entrance formed of 3 open archways
7. Webb Square threshold space, paving references forcourt of the Shoreditch Station passenger terminus
8. Public lift within Building 2
9. Commercial Street entrance formed of 2 open archways
10. Entrance to Events space and Building 2 cycle store
11. Building 2 entrance
12. Middle Road, paving references Bishopsgate Goods Yard vault structure with truck distribution rails and turntables

Fig 4.3.21: Plan: Oriol Gateway



Fig 4.3.22: View looking east to Oriel Gateway



KEY PLAN



Fig 4.3.23: Section: Oriel Gateway

4.3.22 Station Gateway

4.3.23 Introduction

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

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

4.3.24 Function

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

4.3.25 Soft Landscape

- Tree planting (subject to review of existing services)

4.3.26 Hard Landscape

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



Fig 4.3.24: Photo: 1900s Bethnal Green Road



Fig 4.3.25: Photo: 1941 Bethnal Green Road



Fig 4.3.26: Photo: 1969 Bethnal Green Road



Fig 4.3.27: Photo: Current view looking east along Bethnal Green Road



Fig 4.3.28: Photo: Current view looking west along Bethnal Green Road



Fig 4.3.29: Photo: Current view looking south into Braithwaite Street

KEY

- | | | | |
|----|---|----|--|
| 1. | Existing pedestrian crossing | 5. | New pedestrian crossing |
| 2. | Footway, paving references historic Goodsyards perimeter wall | 6. | Gateway entrance, framed by Building 2 and retained historic wall and viaduct structures |
| 3. | Service yard entrance | 7. | Shoreditch High Street Station entrance |
| 4. | Building 2 entrance & through route to Middle Road | | |



Fig 4.3.30: Plan: Bethnal Green Road

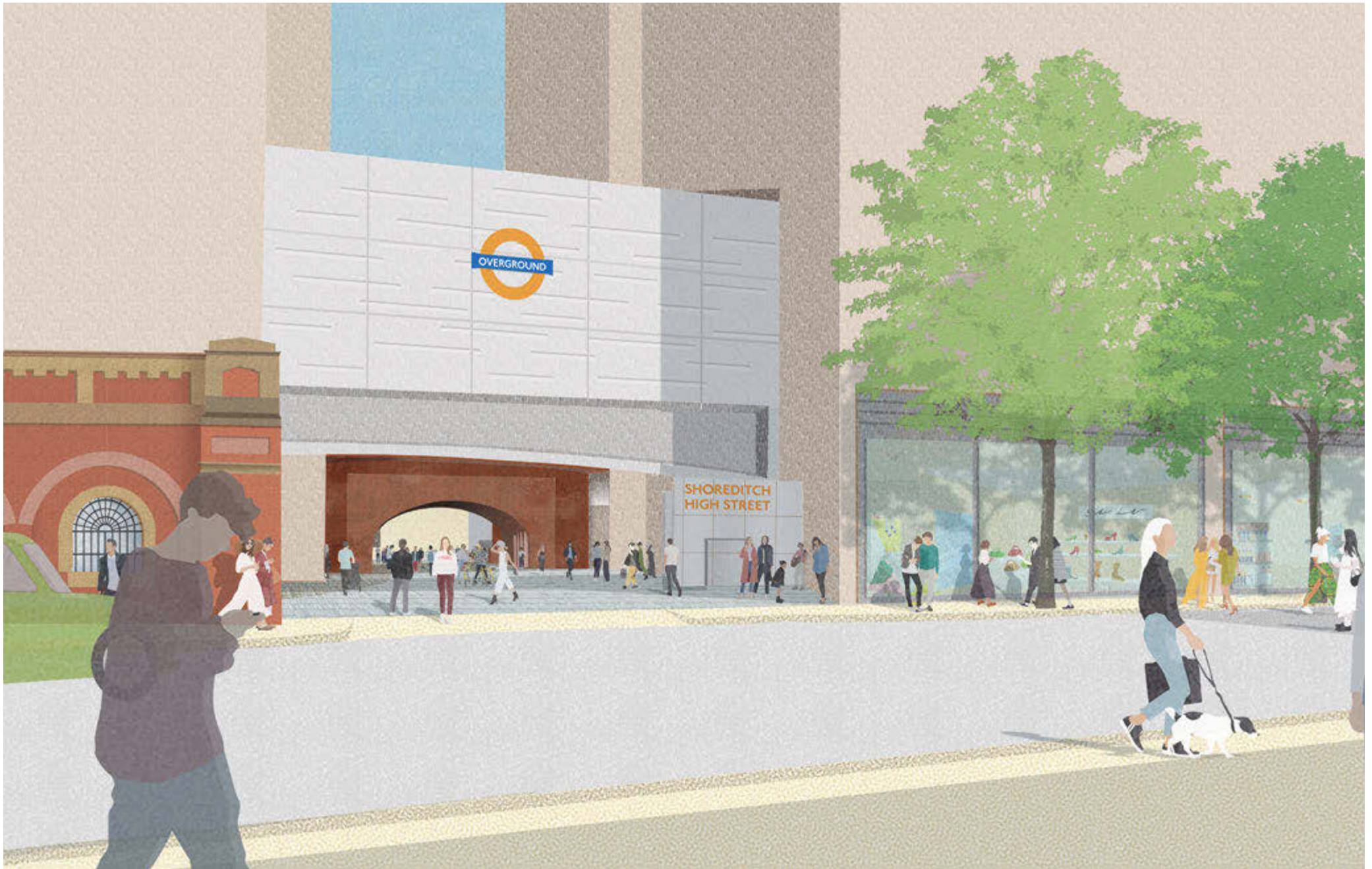


Fig 4.3.31: View looking south to Station Gateway

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4.3.27 Sclater Street

4.3.28 Introduction

The smaller scale and grain of Sclater Street provides the context setting for this section of the northern boundary of the site .

The backdrop to the public realm is formed by the historic perimeter wall and the restored buildings.

New public realm is created around the Mission Chapel through removal of the non-historic wall, allowing animation through cafe spill out uses.

The existing tree on the junction of Bethnal Green Road is to be retained.

Additional threshold entrances at Farthing Lane and Cygnet Lane provide access into the site

4.3.29 Function

- Celebration of heritage
- Service vehicle access
- Gateways and entry space
- Retail frontage

4.3.30 Soft Landscape

- Retained mature tree
- Tree planting (subject to review of existing services)
- Planting to historic wall

4.3.31 Hard Landscape

- High quality Yorkstone and granite paving
- Signage and way finding
- Operational and feature lighting
- Retained artwork
- TFL docking station
- Visitor cycle stands



Fig 4.3.32: Photo: 1890 Bird market



Fig 4.3.33: Photo: 1979 View looking east along Sclater Street



Fig 4.3.34: Photo: Current view looking east along Sclater Street



Fig 4.3.35: Photo: Current view looking west along Sclater Street

KEY

- | | | | |
|----|--|----|--|
| 1. | Existing TFL docking station retained | 5. | Pavement of varying width |
| 2. | Existing tree retained | 6. | Service yard entrance |
| 3. | Taxi drop-off | 7. | Cafe spill-out area to Mission Chapel |
| 4. | Threshold entrance through wall to Farthing Lane | 8. | Mission Chapel |
| | | 9. | Threshold entrance through wall to Cygnet Lane |



Fig 4.3.36: Plan: Sclater Street



KEY PLAN



Fig 4.3.37: Section: Sclater Street



KEY PLAN



Fig 4.3.38: Section: Sclater Street

4.3.32 Brick Lane Gateway

4.3.33 Introduction

King Square, framed by the historic perimeter wall and active retail frontages, is to provide a characterful new public realm space and gateway entrance into Middle Road.

Along with the entrance to London Road the new square will create a much needed breathing space along this busy thoroughfare.

The Water Tower above will create a visible new landmark along Brick Lane marking the Platform Level landscape above.

Function

- New urban square for Brick Lane
- Heritage celebration
- Public gateway space and meeting point
- Retail frontage with cafe and retail spill out
- Cycle parking
- Residential access
- Service vehicle access
- Access to Platform Level via lift and stairs

4.3.34 Soft Landscape

- Climbing plants

4.3.35 Hard Landscape

- High quality natural stone and clay paving
- Bespoke seating and furniture
- Operational and feature lighting
- Signage and wayfinding

4.3.36 Connection to Allen Gardens

The Goodsyard is to complement Allen Gardens, the closest significant open space, as part of a family of local amenity provision.



Fig 4.3.40: Photo: 1955 live goose shop



Fig 4.3.41: Photo: 1957 view along Brick Lane



Fig 4.3.42: Photo: 1980s shopfront



Fig 4.3.43: Photo: 1987 Jolly Butchers pub



Fig 4.3.44: Photo: Current view looking south



Fig 4.3.45: Photo: Current view looking north

Fig 4.3.39: View of Oriel Gateway



KEY

1. Middle Road, paving reference to distribution rail and turntable of Goods Yard
2. Brick Lane Stair / Lift
3. King Square, paving reference to early 18th century square.
4. Visitor cycle stands
5. Cultural Building
6. London Road
7. Brick Lane, paving reference to demolished historic vault arches
8. Allen Gardens

Fig 4.3.46: Plan: Brick Lane Gateway



Fig 4.3.47: View looking south-west to Brick Lane Gateway



KEY PLAN



Fig 4.3.48: Section: Brick Lane Gateway

4.3.37 Quaker Street Gateway

4.3.38 Introduction

Building 3 and its surrounding streets provide the context for this southern gateway into the Goodsyards. The primary north-south route of Braithwaite Street is an important and bustling link from Shoreditch Overground station south to Spitalfields.

The Goods Yard chimney that once stood over the boiler room is recreated in a contemporary fashion referencing the historical built form and acting as a landmark at this gateway location. The chimney also functions as a housing for the lift adjacent to the stairway here.

4.3.39 Function

- Heritage celebration
- Public gateway space + meeting point
- Cycle parking
- Event space access
- Building 3 access
- Service vehicle access
- Access to Platform Level via lift and stairs

4.3.40 Soft Landscape

- Climbing plants

4.3.41 Hard Landscape

- High quality natural stone and clay paving
- Bespoke seating and furniture
- Operational and feature lighting
- Signage and wayfinding

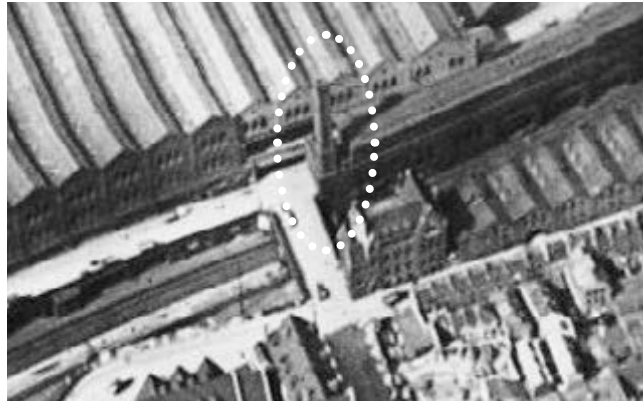


Fig 4.3.49: Photo: c.1945 aerial view with Boiler Room Chimney



Fig 4.3.50: Photo: Current view at junction with Commercial street



Fig 4.3.52: Photo: Current view looking west along Quaker Street



Fig 4.3.51: Photo: c.1900 view looking west along Quaker Street



Fig 4.3.53: Photo: Current view looking east along Quaker Street

KEY

1. Exhibition Space
2. Entrance to Building 3 service yard
3. Boiler Room Stairway & Lift within chimney
4. Cycle hub
5. Braithwaite Street, paving references overhead jack arch structure of Goods Yard
6. Building 3 entrance



Fig 4.3.54: Plan: Quaker Street/Wheler Street



Fig 4.3.55: View: Plot 3 Quaker Street Gateway



KEY PLAN

Fig 4.3.56: Sectional elevation: Braithwaite Street looking east

4.3.42 Middle Road

4.3.43 Introduction

Middle Road forms the primary east west route, an active and animated retail street connecting Webb Square at the western end to King Square in the east. Running alongside the exposed Grade II Listed Viaduct with active retail frontage the street is punctuated by a series of nodal spaces at junctions. These spaces create moments of pause in the streetscape are characterised by cafe and restaurant activity. These are also the location for the stairway and lift locations further assisting the articulation and legibility of the street.

It measures 375m in length by 8m at its narrowest and 16m at its widest. The distinct character of the street is formed by its adjacent architecture. To the East, there is a strong

relationship with the Braithwaite viaduct and the Platform level above. To the West, where it is widest, Buildings 1 and 2 rise up above the street.

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

Function

- Primary east-west route
- Heritage celebration
- Animated retail street
- Public seating and rest points

- Provision of break-out spaces
- Residential access
- Legible access points to Platform Level
- Emergency vehicle access

4.3.44 Soft Landscape

- The Braithwaite Viaduct planted edge

4.3.45 Hard Landscape

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

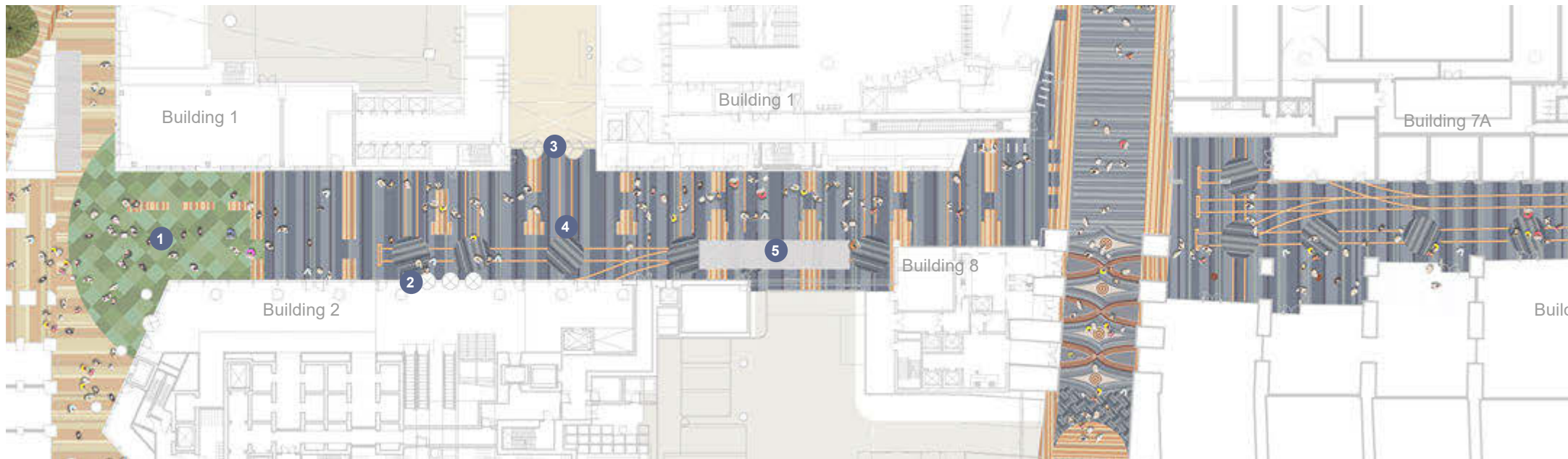


Fig 4.3.57: Plan: Middle Road



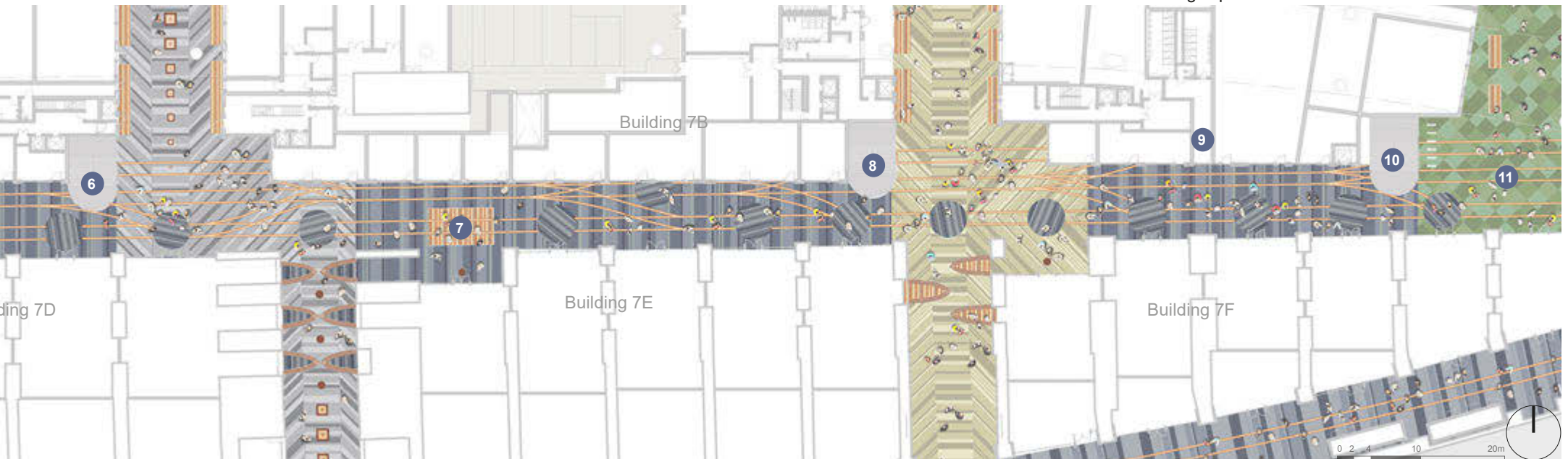
Fig 4.3.58: c.1970 View along Middle Road

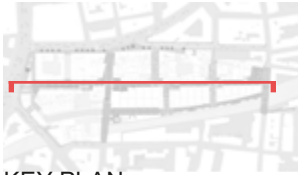


Fig 4.3.59: Existing view of Middle Road frontage

KEY

1. Webb Square
2. Building 2 entrance
3. Building 3 entrance
4. Paving references Goods Yard distribution network of rails and turntables
5. Middle Road Stairway & Lift within Building 2
6. Farthing Lane Stairway & Lift
7. Cafe spill-out space, paving references Goods Yard truck hoist location
8. Cygnet Lane Stairway & Lift
9. Public toilets
10. Brick Lane Stairway & Lift
11. King Square





KEY PLAN

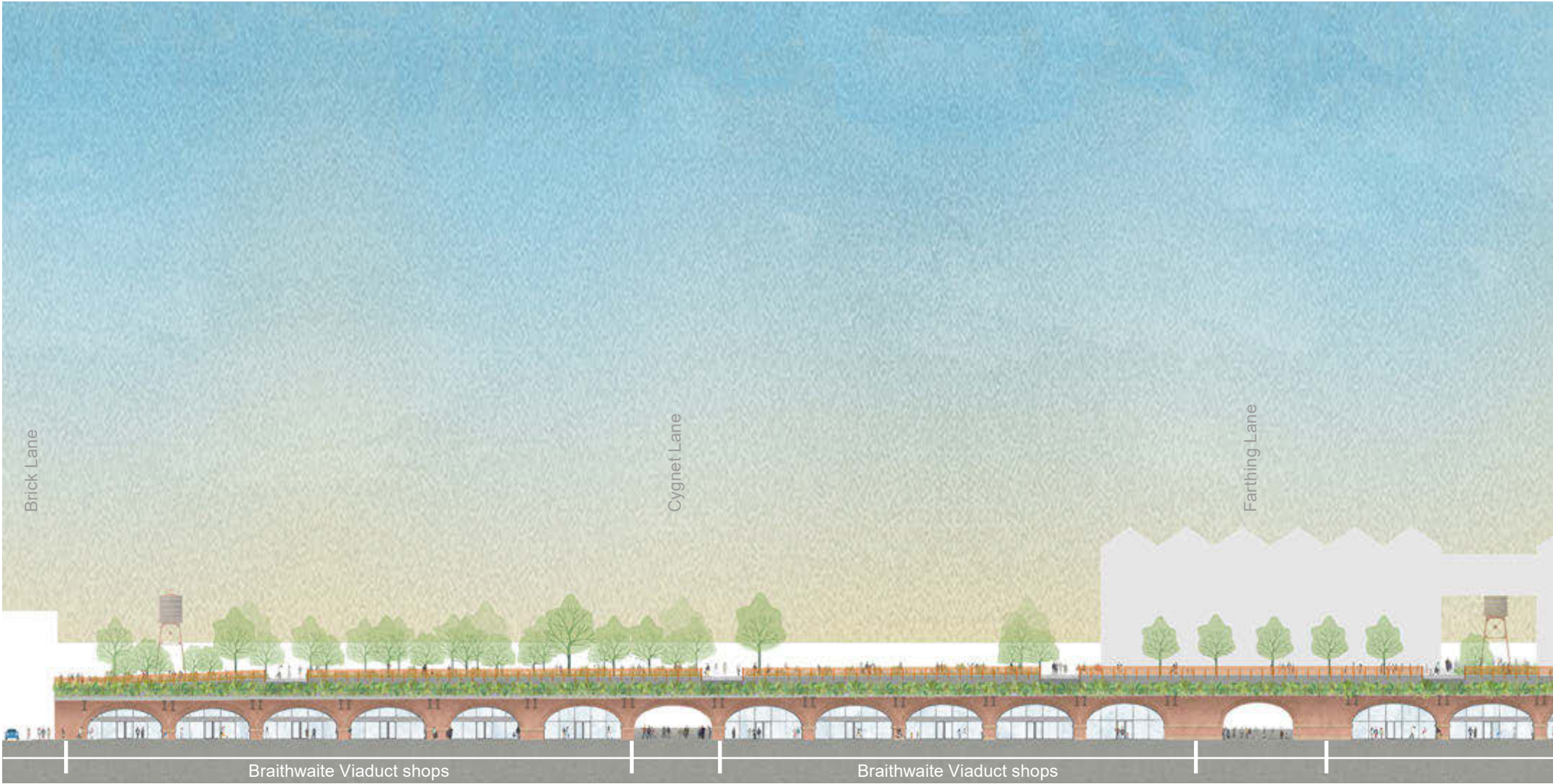
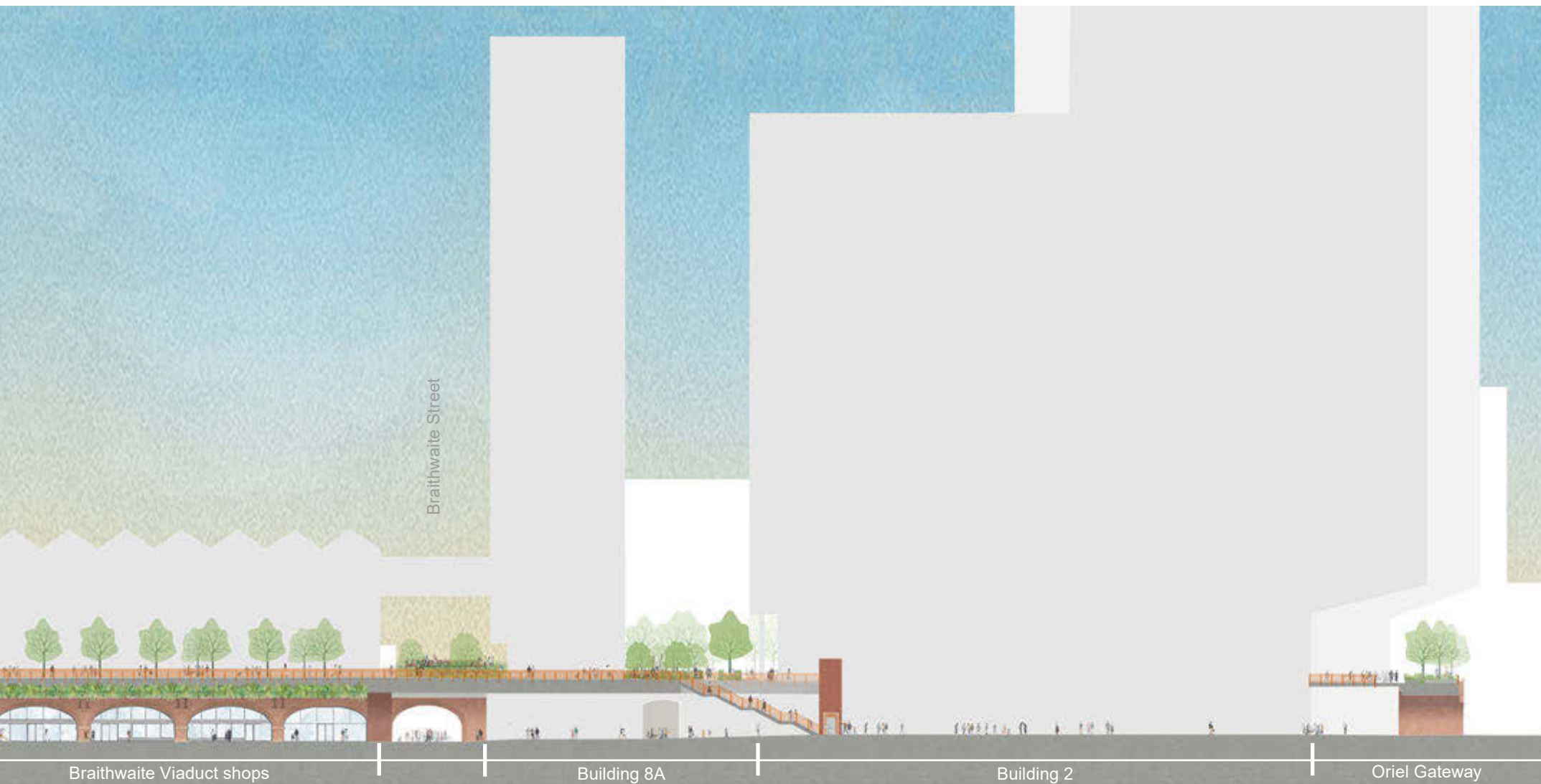


Fig 4.3.60: Middle Road elevation looking south



4.3.46 Braithwaite/Wheler Street

4.3.47 Introduction

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

The street reveals its history from the Braithwaite viaduct to the later vaulted additions and jack arch structures. The diverse active frontages from station entrance, retail, hotel lobby, event space, cycle hub and London Road add to the drama and character of the street.

In addition to the busy pedestrian activity the street has also to accommodate service vehicles and taxi drop-off requiring careful management.

4.3.48 Function

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

Soft Landscape

- Climbing plants

Hard Landscape

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



Fig 4.3.61: Photo: Current view looking south from Bethnal Green Road



Fig 4.3.62: Photo: Current view looking north from Quaker Street



Fig 4.3.63: Photo: Current view showing jack arch, barrel vault and listed viaduct structure



Fig 4.3.64: Photo: Current view of in-filled cross arches within listed viaduct



Fig 4.3.65: Photo: 1980 View during demolition for Overground works

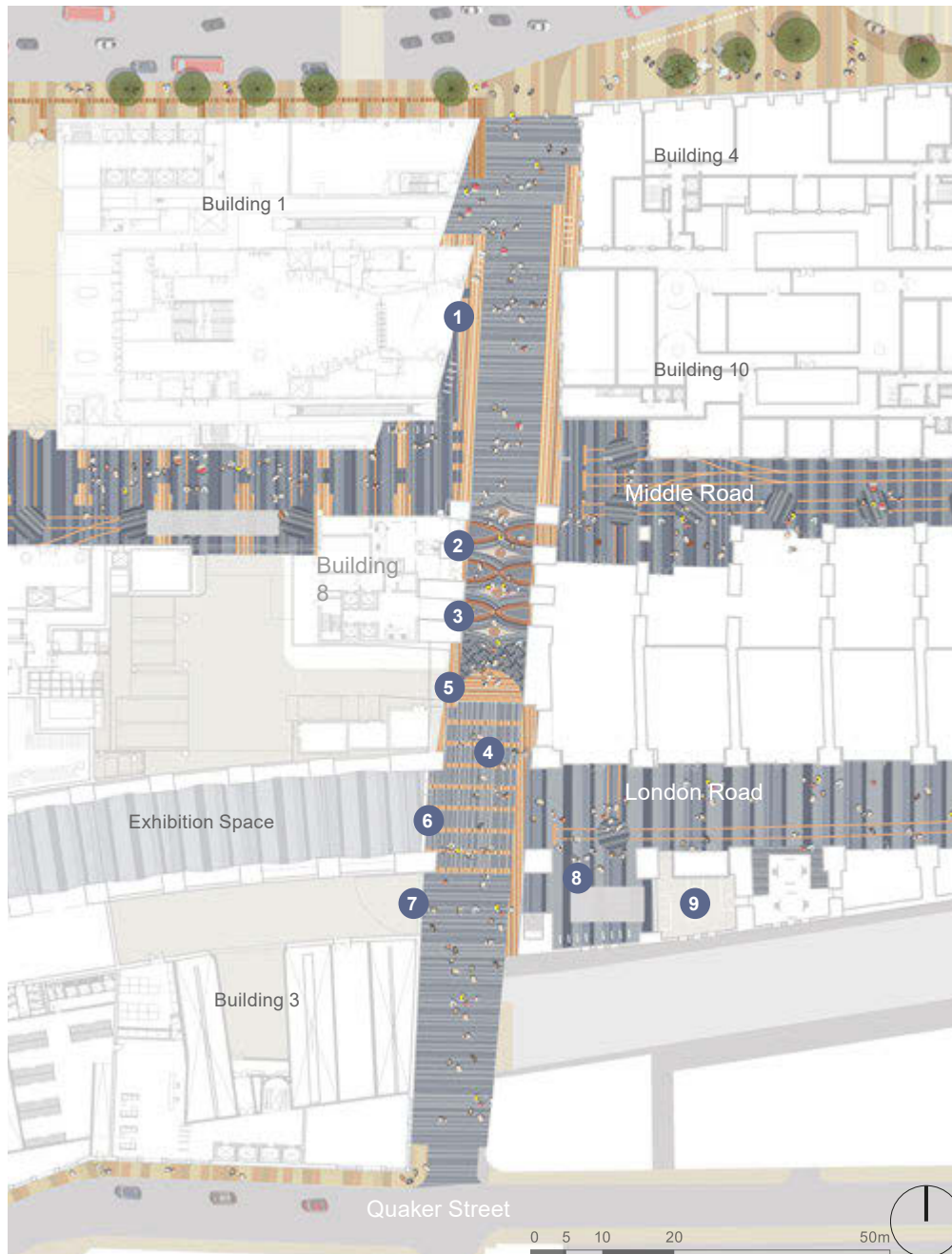
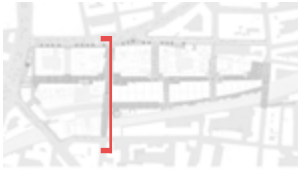


Fig 4.3.66: Plan: Braithwaite Street

KEY

1. Shoreditch High Street Station entrance
2. Building 8 Hotel lobby entrance
3. Building 8 Residential lobby entrance
4. Paving references historic structures including reflected cross arches, barrel vaults, jack arches and walls of the Goods Yard, providing contrast of colour texture and scale
5. Gates to entrance of service yard, part of family of gates around the site, woven metal design references history of Huguenot weavers
6. Entrance to Exhibition Space
7. Entrance to Building 3 service yard
8. Boiler Room Stairway & Lift
9. Cycle hub



KEY PLAN



Fig 4.3.67: Sectional elevation: Braithwaite Street looking west



KEY PLAN

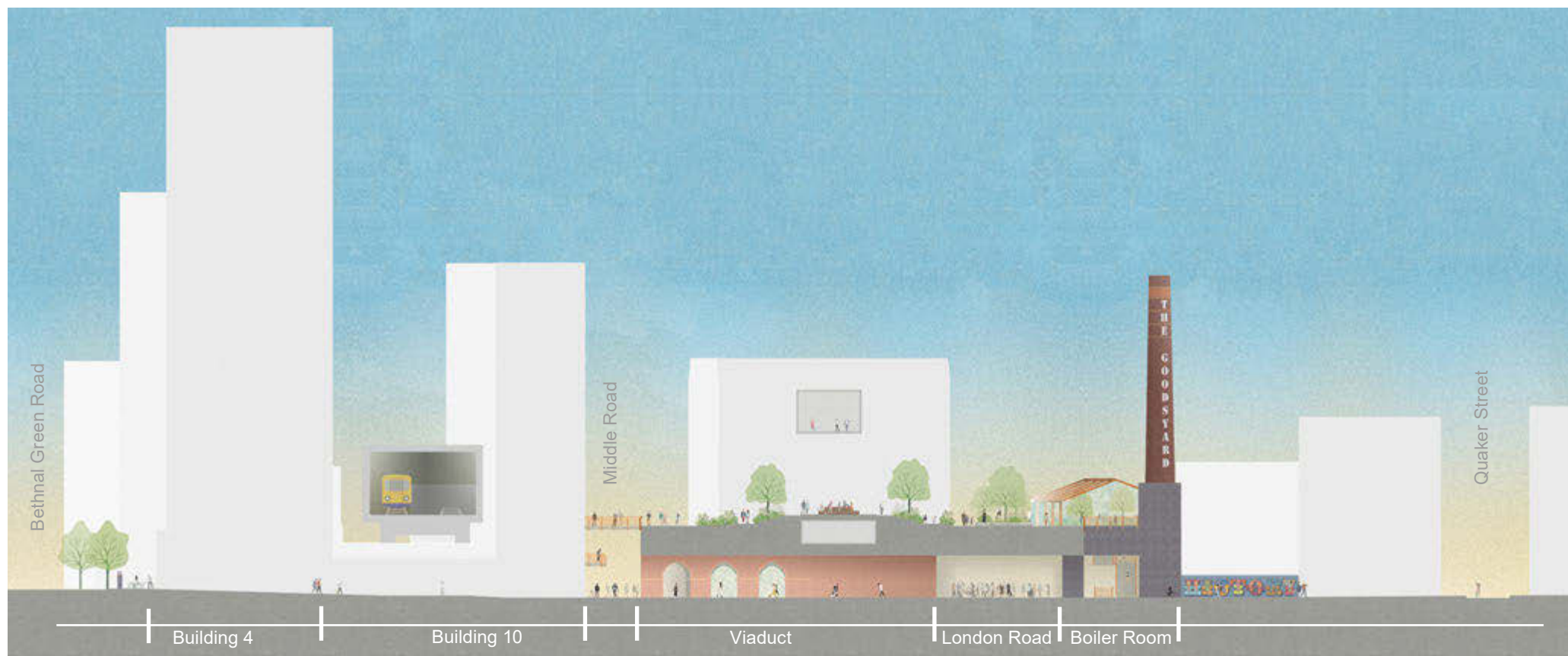


Fig 4.3.68: Sectional elevation: Braithwaite Street looking east

4.3.49 London Road / Farthing Lane / Cygnet Lane

Introduction

The Lanes form a secondary network of streets within the Masterplan. Some covered and some open to the sky providing a variety of conditions and character most evidently formed by the historic fabric that defines the spaces.

Gates are located at each end of London Road and north end of Farthing Lane / Cygnet Lane to allow public access to be controlled if required.

London Road

250m long by 8m - 15m wide. London Road is covered by the historic jack arch and dramatically lit through the openings to the rail side wall. It has active retail frontage along the northern side and includes small scale retail kiosks on south side and openings to the adjacent rail line.

Farthing Lane

120m long by 9m -12.5m wide. Farthing Lane runs north south and is partially covered by historic structure and the Overground rail line box. The boundaries are formed from a combination of retail, residential entrances and gated service access entrances.

Cygnet Lane

90m long by 4m - 10m wide. Cygnet Lane also runs north south and is partially covered by historic structure Overground box. The boundaries are formed from a combination of retail, residential entrances and service access entrances.

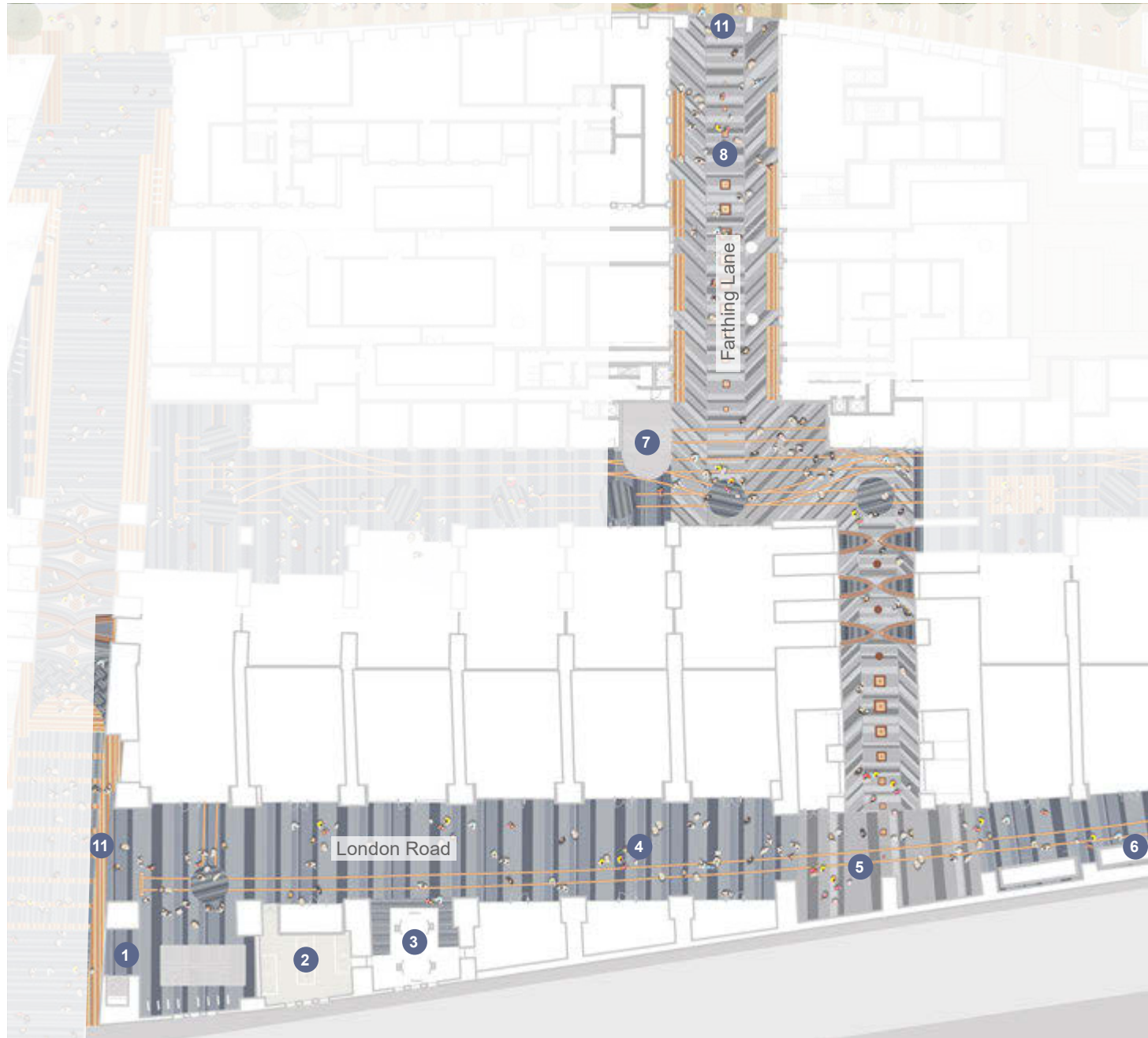


Fig 4.3.69: Plan: London Road



KEY

1. Boiler Room Stairway & Lift housed in chimney
2. Hydraulic accumulator viewing gallery and heritage interpretation centre
3. Cycle hub
3. Existing granite paving restored, including historic rails, turntables and incidental rail paraphernalia
4. Open space to allow views out and light in
5. Retail pods
6. Farthing Lane Stairway & Lift
7. Farthing Lane paving woven arches, rails, turntables & oculi
8. Cygnet Lane Stairway & Lift
9. Cygnet Lane paving woven arches, rails, & turntables, canary yellow
10. Gates to control access if required

Function

- Active retail lanes
- Heritage celebration & interpretation
- Pedestrian routes with views
- Break out spaces with seating
- Service vehicle access
- Residential access
- Access points to Platform Level

Hard Landscape

- High quality granite and brick paving
- Seating
- Operational + feature lighting
- Signage and way finding
- Retained and refurbished heritage features



Fig 4.3.70: Photo: 1980's events space



Fig 4.3.71: Photo: 1980's Market Sports swimming pool



Fig 4.3.72: Photo: Current view showing London Road



Fig 4.3.73: Photo: Current view of granite cobbles



Fig 4.3.74: Photo: Current view of Hydraulic Accumulator



Fig 4.3.75: Photo: Current view of jack arches with Oculi opening



Fig 4.3.76: Photo: Current view down Farthing Lane



Fig 4.3.77: Photo: View out of London Road 'Window'



Fig 4.3.78: Photo: View out of London Road 'Window'



Fig 4.3.79: View: Looking east along London Road

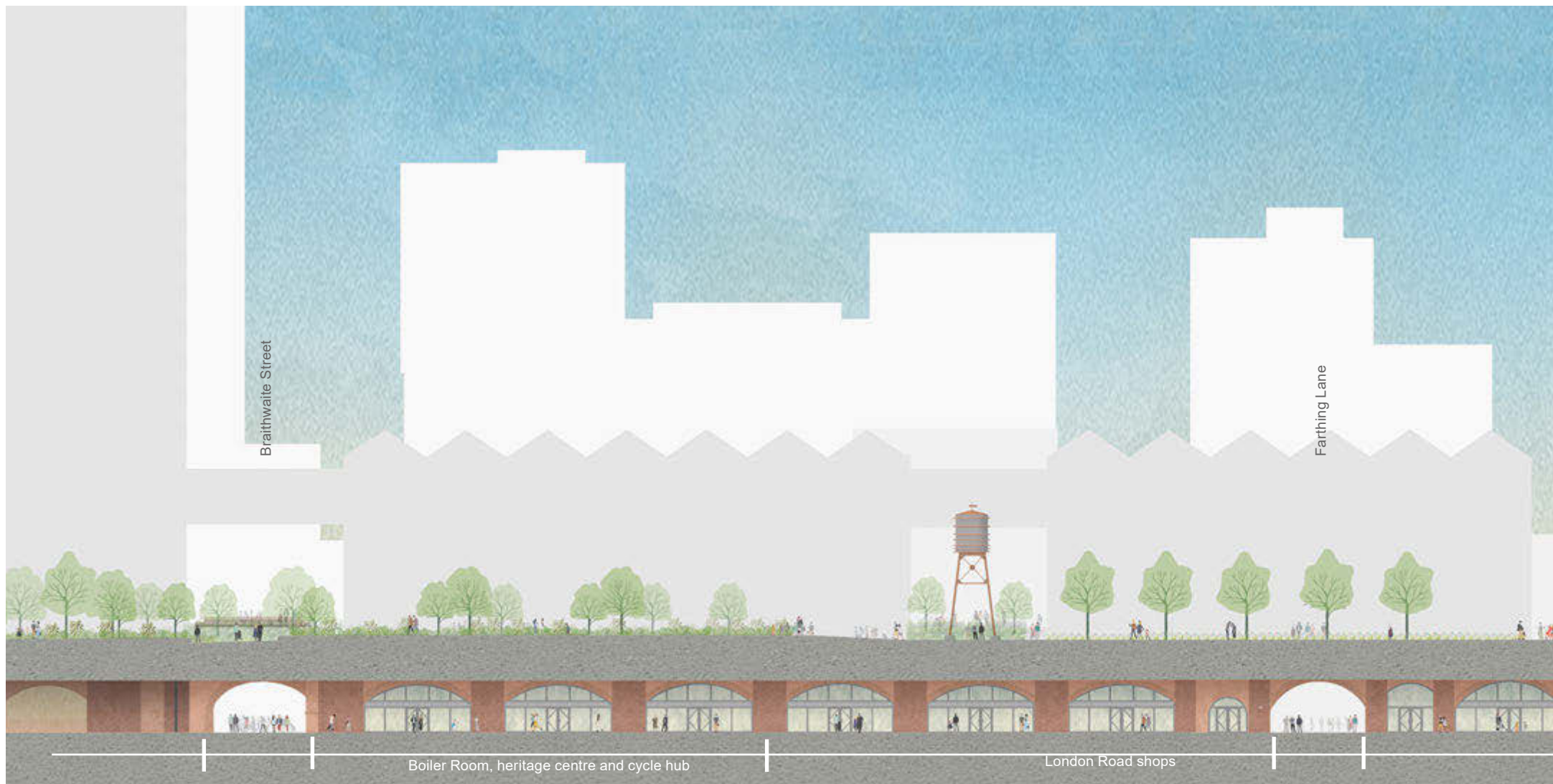
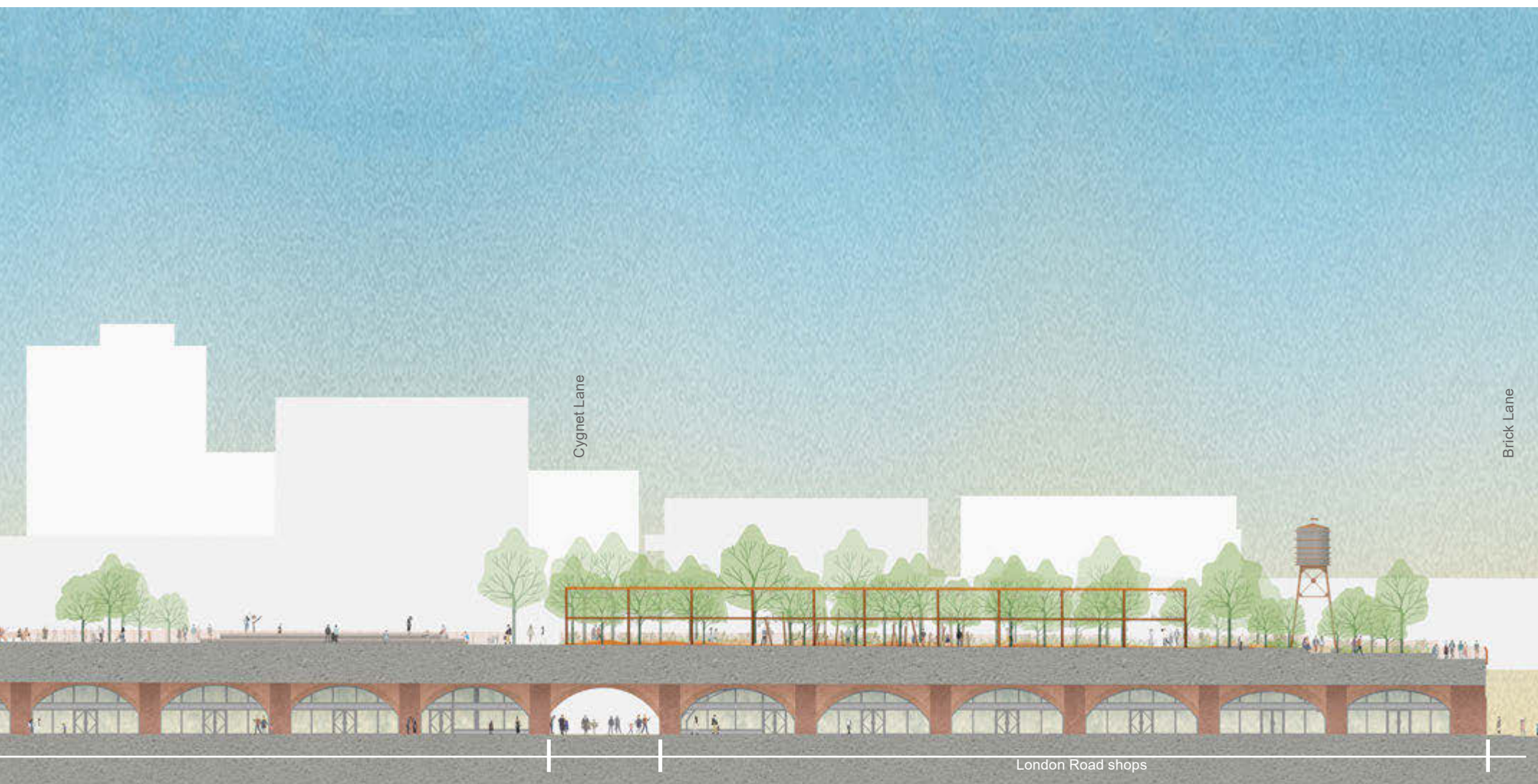


Fig 4.3.80: Sectional elevation: London Road looking north



KEY PLAN





KEY PLAN

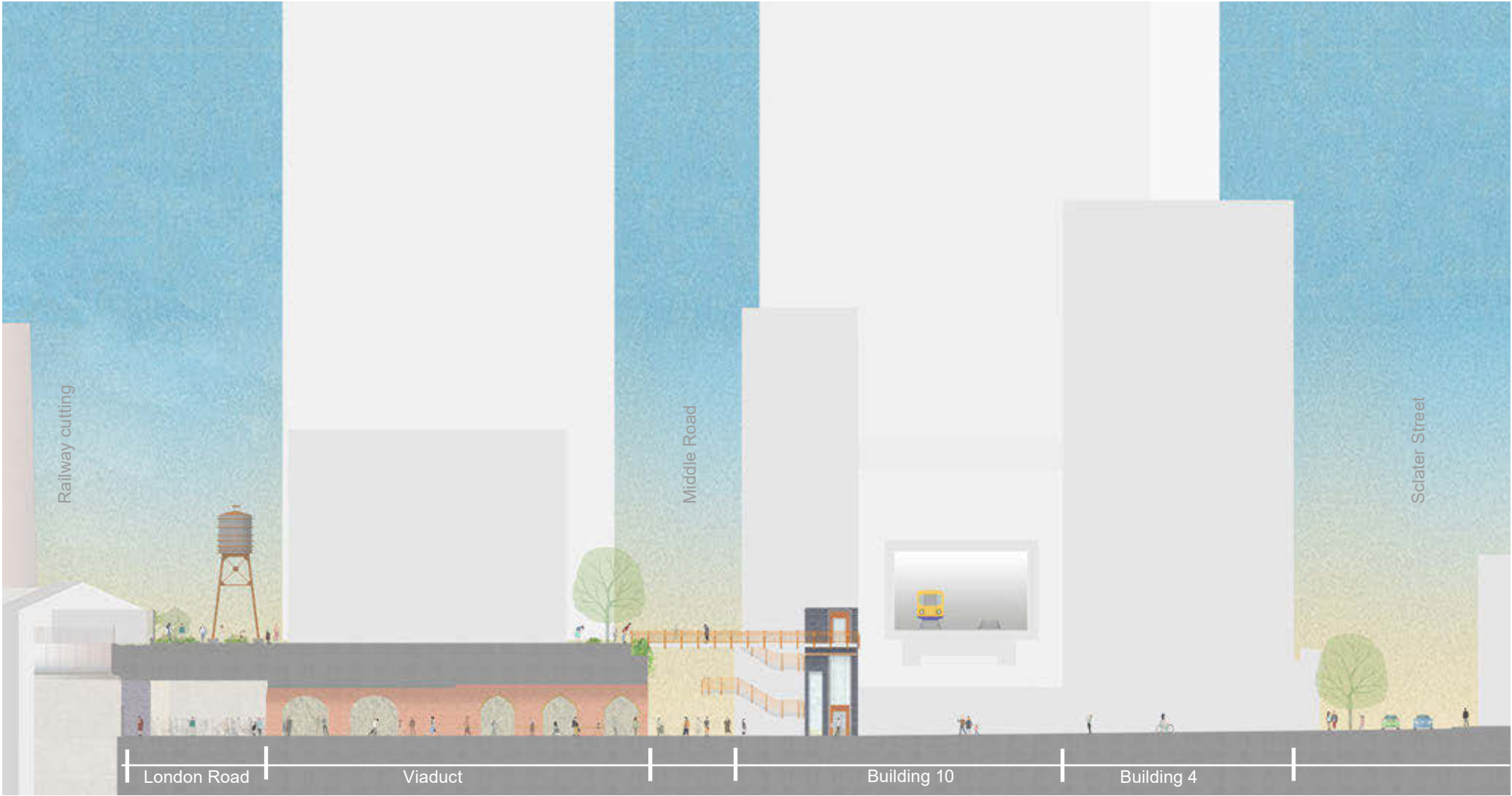


Fig 4.3.81: Sectional elevation: Farthing Lane looking west



KEY PLAN



Fig 4.3.82: Sectional elevation: Cygnet Lane looking west