



THE GOODSYARD

Design Guide - Revision A

May 2020 - Part 6 of 6



ballymore.



4.6 PLOT 10

4.6.1 Use and Quantum

Plot 10 will be a mixed use building made up of retail and residential uses.

This supports the Revised Scheme's strategy to locate residential provision to the north and east of the site allowing for an office campus to the west.

4.6.2 Quantum of Uses

The maximum and minimum areas by use class are identified on table 4.6.1 -4.6.2.

A maximum and minimum set of areas allows for the development to come forward in the future with flexibility to respond to market demands.

4.6.3 The Ground Level

The ground floor level will be predominantly retail (A use) with residential above (C3 use). The plot will be serviced from the service yard that exists as part of plot 5.

This mix of uses will ensure an active ground floor and provide animation to the street.

The ground floor also includes for area that should be reserved for plot 7 plant facilities and ancillary spaces.

The development of the ground floor plan layout should consider the plant and servicing requirements of plot 7b, 7c, 7d & 7e.

4.6.4 Lower Levels

The lower levels consist of residential units with predominantly southern aspect.

This maximises floor area without compromising the quality of the residential units.

4.6.5 Upper Levels

The typical upper floor plans should be organised as small 'towers' of residential units clustered around a core.

This will optimise floor area for residential use with good aspect and will provide an articulated roof line of varying heights.

Level	Retail GEA m ²	Residential GEA m ²	Sui Gen GEA m ²	Plant/ Ancillary GEA m ²	Service Yard m ²	Total GEA m ²
Total	3,565	13,721	202	1,192	499	19,179

Table 4.6.1: Plot 10 maximum GEA

Level	Retail GEA m ²	Residential GEA m ²	Sui Gen GEA m ²	Plant/ Ancillary GEA m ²	Service Yard m ²	Total GEA m ²
Total	3,565	7,743	159	895	499	12,067

Table 4.6.2: Plot 10 minimum GEA

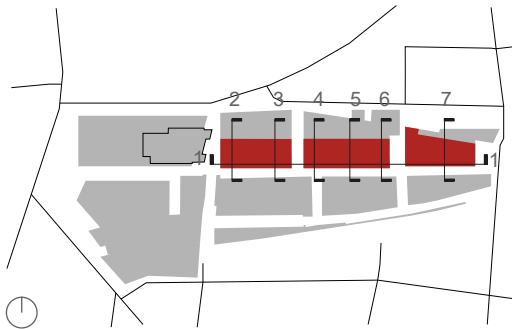


Fig 4.6.9: Site plan key

- Residential
- Mixed use (predominantly retail / residential cores)
- Roof Gardens
- Zone designated for Plot 7
- London Overground protected escape

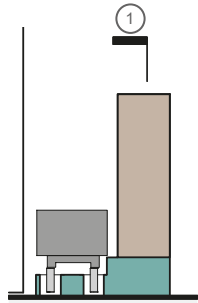


Fig 4.6.5: Section 2

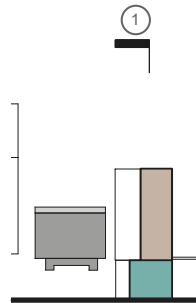


Fig 4.6.6: Section 3

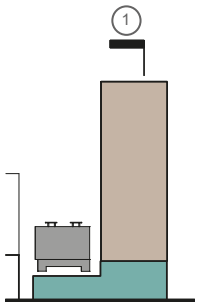


Fig 4.6.7: Section 6

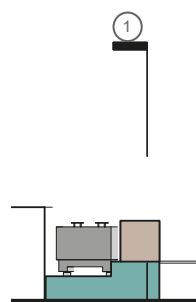


Fig 4.6.8: Section 7

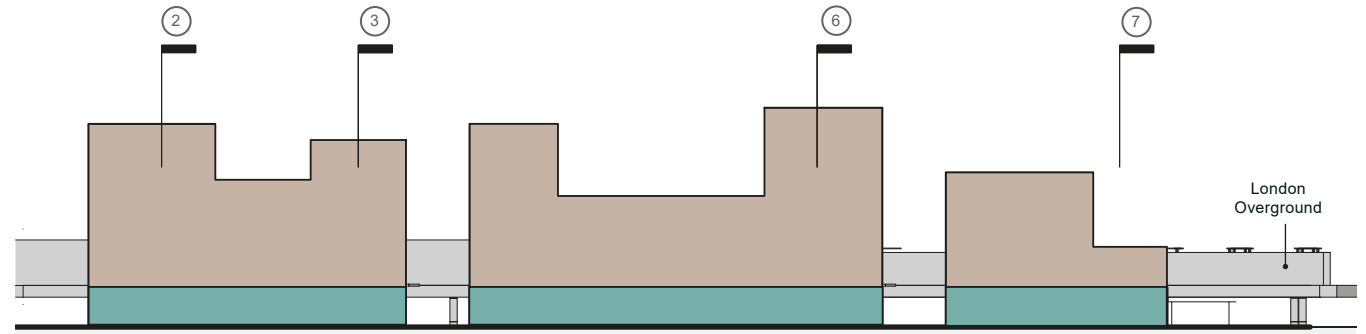


Fig 4.6.4: Section 1

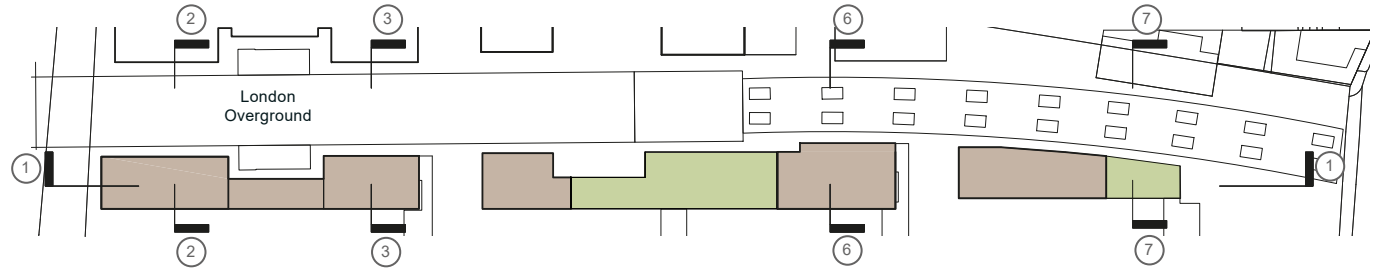


Fig 4.6.3: Upper Level Plan

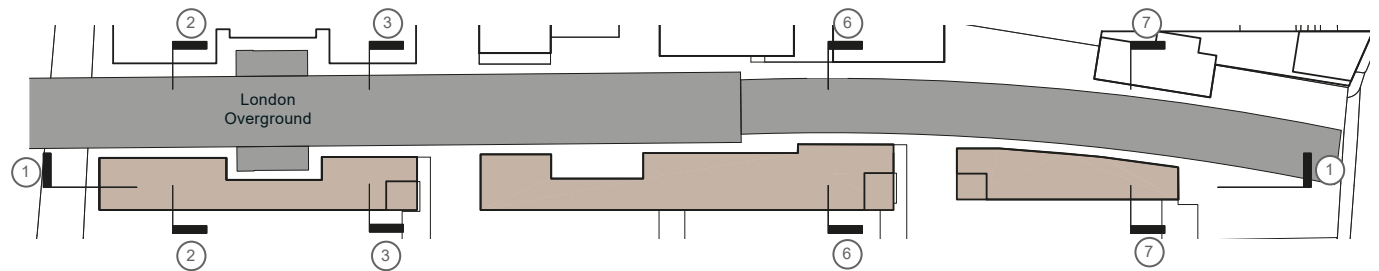


Fig 4.6.2: Typical Lower Level Plan

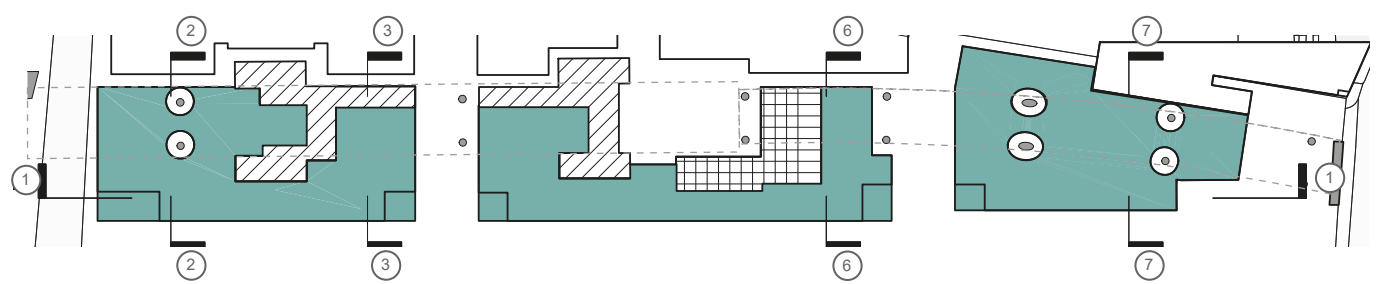


Fig 4.6.1: Ground Level

4.6.6 Scale and Massing

4.6.7 Constraints and Influences

The building has to respect the 2m exclusion zone around the London Overground viaduct in plan and section and avoid the zones associated with the structural footings.

This is a TfL restriction that must be adhered to.

The building must form the northern edge of the main east west route through the revised scheme. The 3 blocks will also form the edges of the north south public streets within the revised scheme.

This will (along with other plots) form edges to several key, internal routes within the revised scheme.

The buildings, where possible, should be designed to minimise daylight amenity impacts on adjacent existing buildings.

The articulation of the building height will help to reduce the impact on amenity of the proposed building plots 4 and 5 immediately north of the London Overground structure.

4.6.8 Heritage Interfaces

The southern boundary is determined by the identified grade II listed Braithwaite Viaduct. An appropriate separation is defined by the plot parameters. Plot 10's ground floor articulation will be complimentary to that of the existing retained arches.

Retention of the heritage asset will create a public retail route in front of the arches and will celebrate bringing them back into the public domain. Plot 10 will create a true two sided retail street through the heart of the revised scheme.

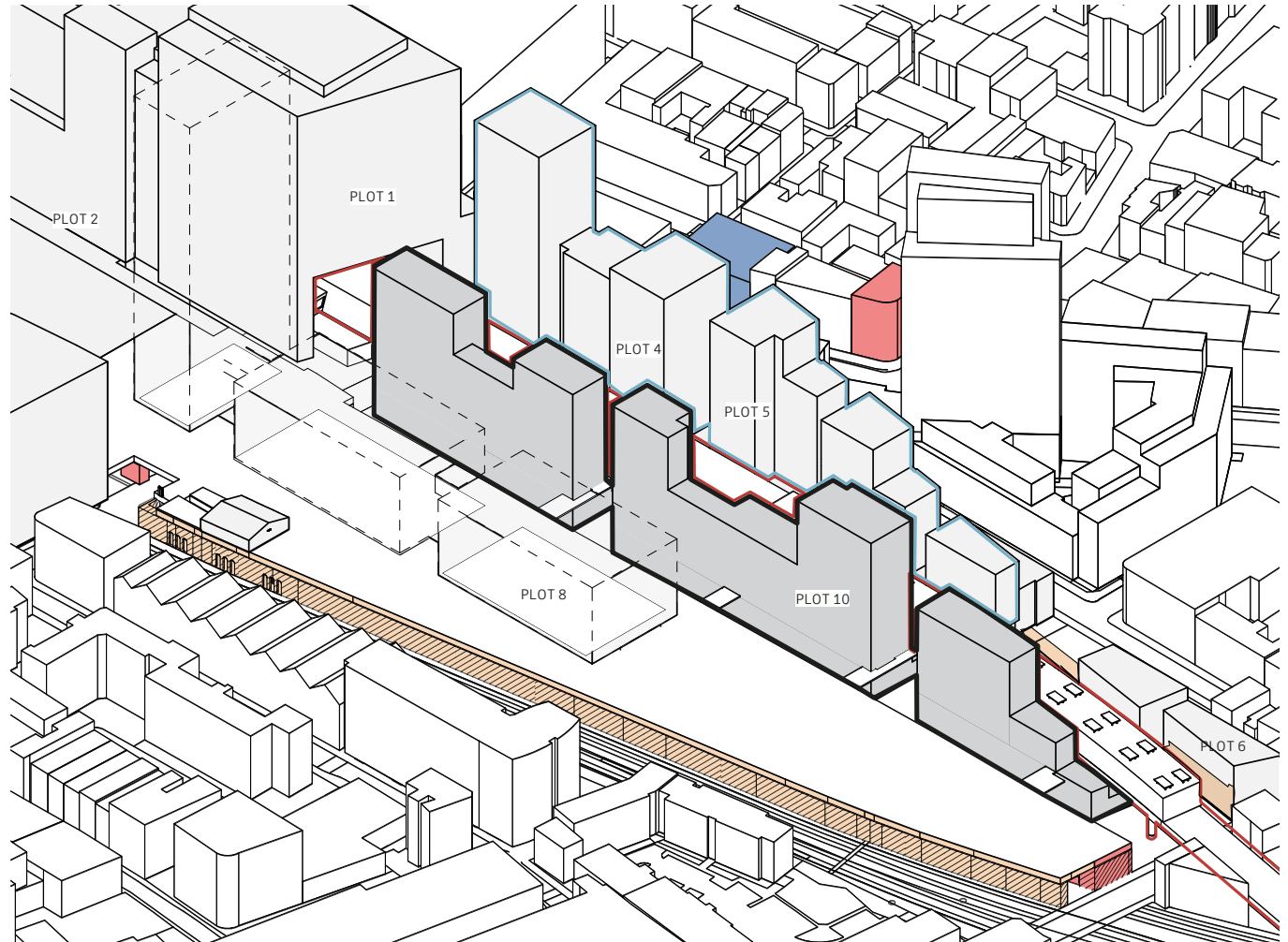


Fig 4.6.10: Southeast axonometric constraints and influences

- Statutory Listed Building (Grade II)
- Locally Listed Building
- London Overground 2m exclusion zone
- Proximity of plots 4 and 5

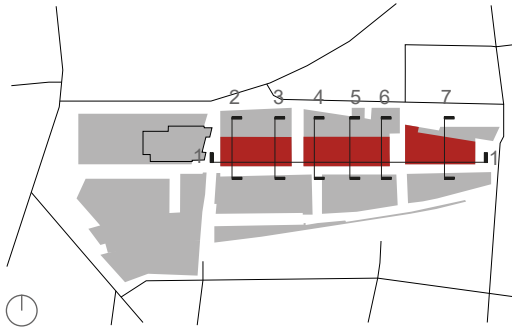


Fig 4.6.16: Site plan key

- Statutory Listed Building (Grade II)
- London overground 2m exclusion zone
- Proximity of plots 4 and 5
- Zone designated for Plot 7
- London Overground protected escape

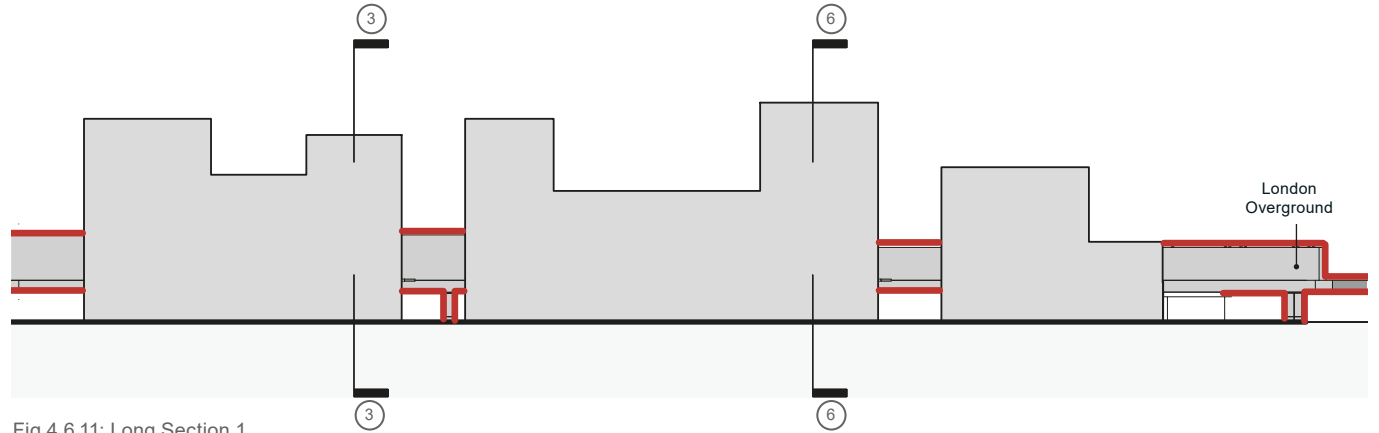


Fig 4.6.11: Long Section 1

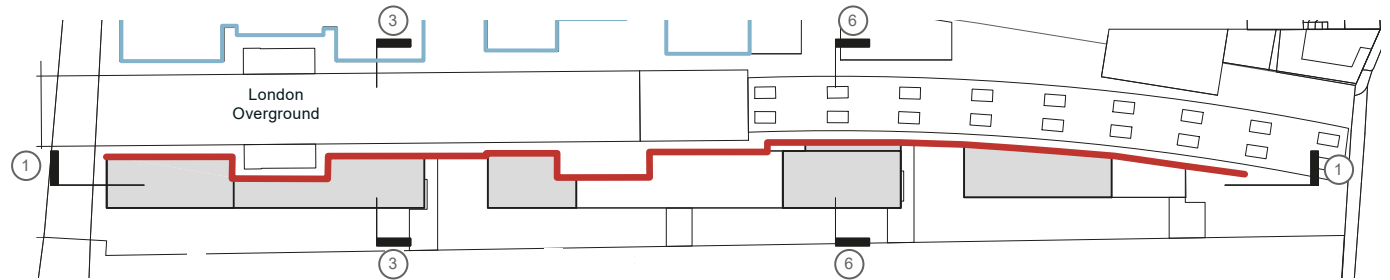


Fig 4.6.14: Upper Level Plan

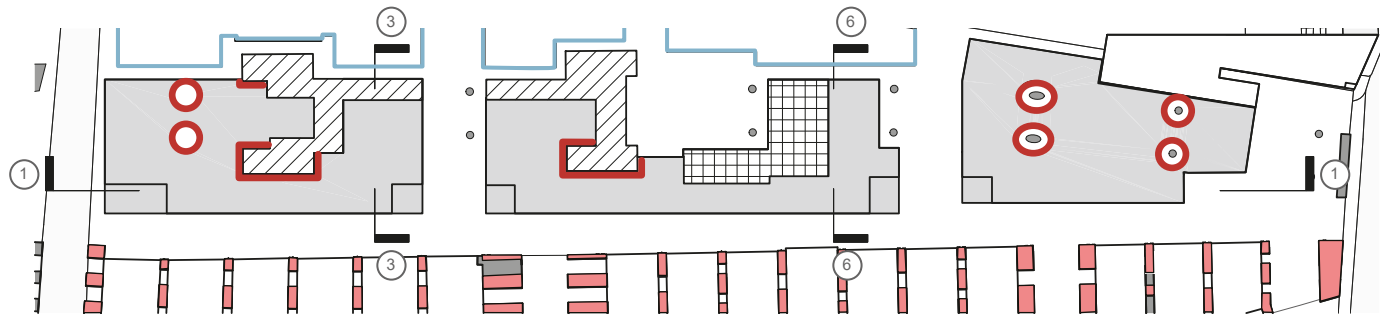


Fig 4.6.12: Ground Plan

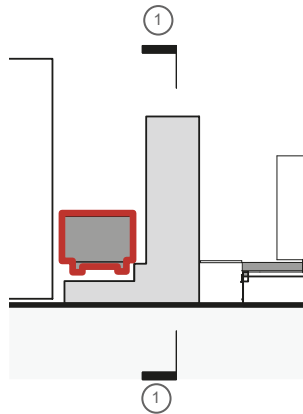


Fig 4.6.13: Section 3

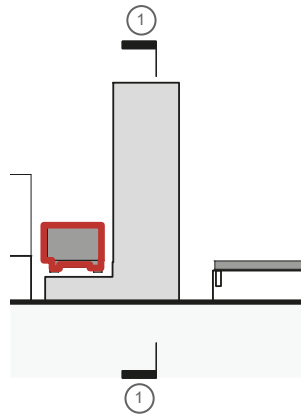


Fig 4.6.15: Section 6

4.6.9 Articulated Form

The proposed massing shall be composed as three separate blocks each with common design elements but differing aesthetics.

This will split plot 10 into appropriately scaled blocks, will improve the permeability of the revised scheme by creating new north south routes between each block and will unify the main east west route - reinforcing the significance of the arches opposite, without creating an overbearing, repetitive facade.

Each block shall consist of a unified base with tower elements and a central infill element with an accessible roof.

This approach will reduce the scale of the building, allow more southern light to the northern plots, and will allow outdoor space provision with good surveillance, easily accessed from building cores.

4.6.10 Building Maximum and Minimums

The plans, sections and 3D diagrams opposite define the maximum and minimum proposed extents for the building. A 2m wide balcony zone surrounds the maximum parameter envelope.

Both the minimum and maximum extents have been tested as part of the Environmental Statement (ES). The balcony zone allows flexibility on location subject to detailed design.



Fig 4.6.17: North West Massing Axonometric

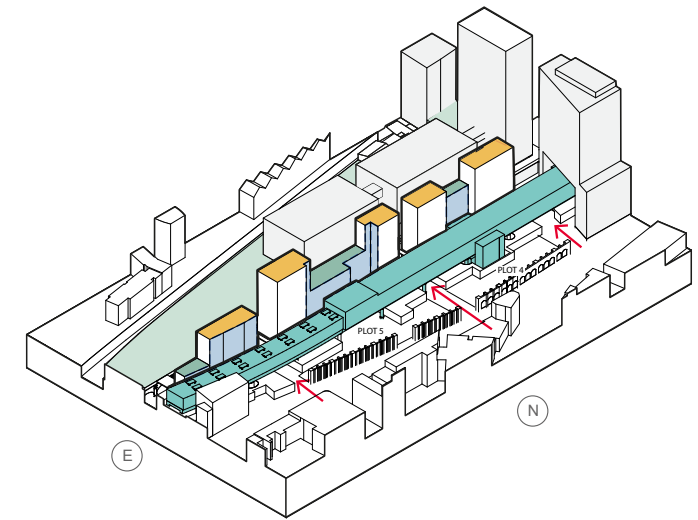
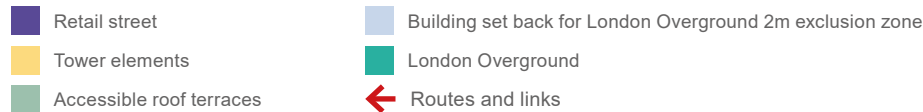


Fig 4.6.18: North East Axo - Minimum and Maximum Parameters

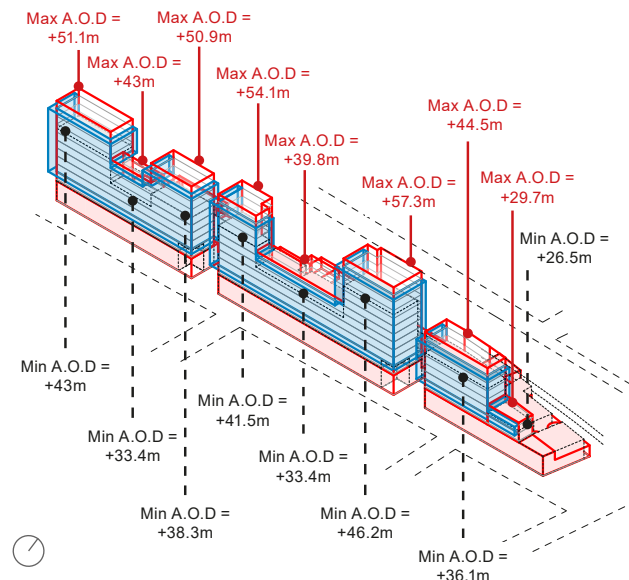
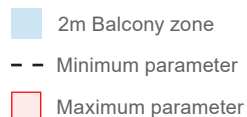


Fig 4.6.19: South East Axo - Minimum and Maximum Parameters



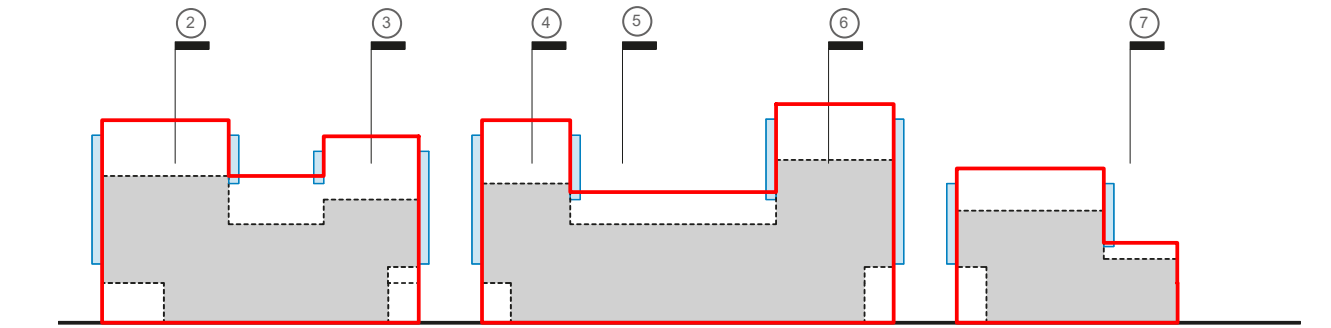


Fig 4.6.23: Long Section 1

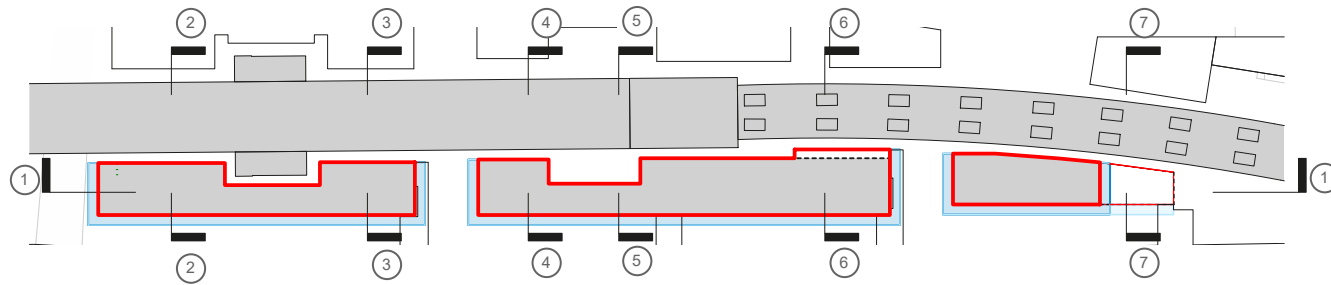


Fig 4.6.22: Upper Level Plan

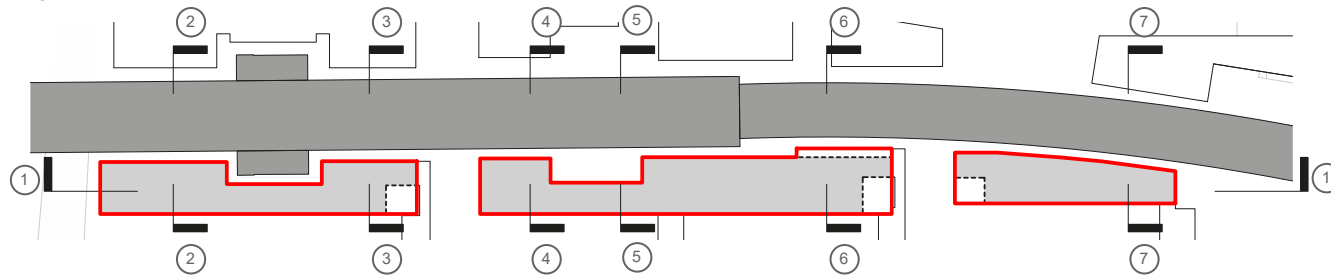


Fig 4.6.21: Lower Level Plan

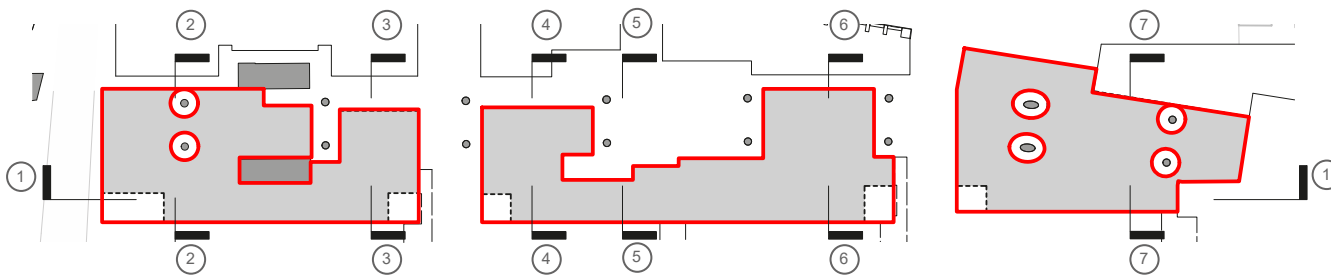


Fig 4.6.20: Ground Plan

- 2m balcony parameter
- Minimum parameter
- Maximum parameter

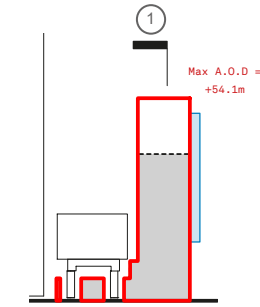


Fig 4.6.24: Section 2

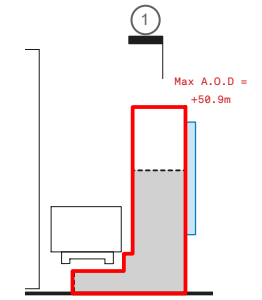


Fig 4.6.25: Section 3

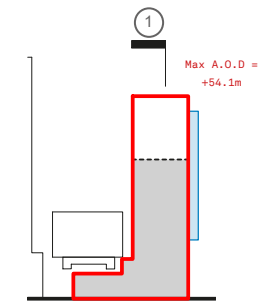


Fig 4.6.26: Section 4

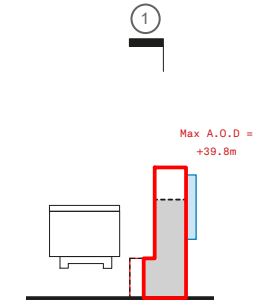


Fig 4.6.27: Section 5

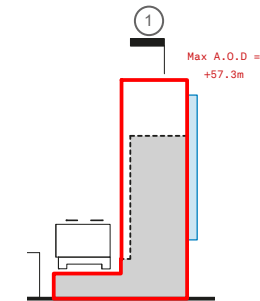


Fig 4.6.28: Section 6

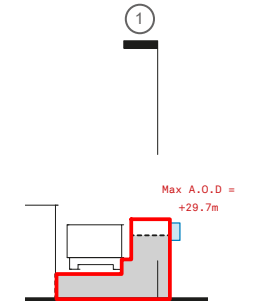


Fig 4.6.29: Section 7

4.6.11 Mass and Materiality

4.6.12 Composition

The building shall consist three blocks with a consistent base. Each block will share an architectural approach but be expressed differently along the street. Each block mass will be stepped vertically to vary the roof line along the street.

The scale of the building will be reduced when utilising this approach and will create a commonality across the revised scheme.

The approach to 'look and feel' will be elegant with timeless materiality and robust detailing - employing the contextual materials, features and proportions of Shoreditch.

This will ensure that the architectural language will fit with the spirit of the context and employ a limited, carefully considered material palette. This will reference the aesthetic of the converted warehouses prevalent in the area to provide a 'refined industrial' fenestration.

4.6.13 Base

Base - The maximum height of the base shall follow a fixed datum line derived from the revised scheme platform level.

The inclusion of a base will assist in introducing a human scale to the proposed massing and create a consistent language derived from the local context.

The base of the building should be clad in masonry portraying a sense of solidity and grounding and relating to the existing heritage asset opposite.

This will ensure the building ties visually, physically and contextually into Shoreditch.

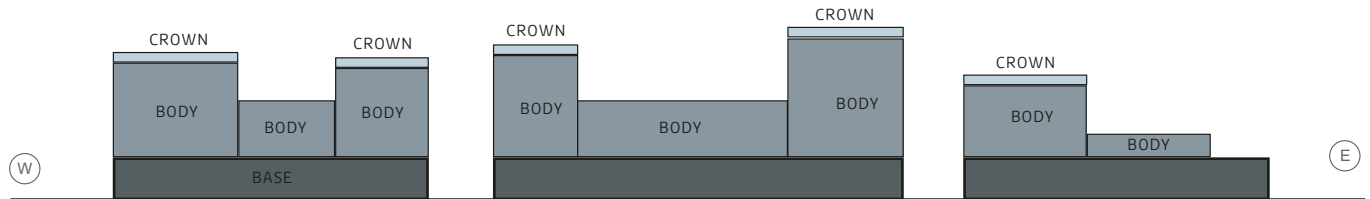


Fig 4.6.32: Approach to mass and materiality

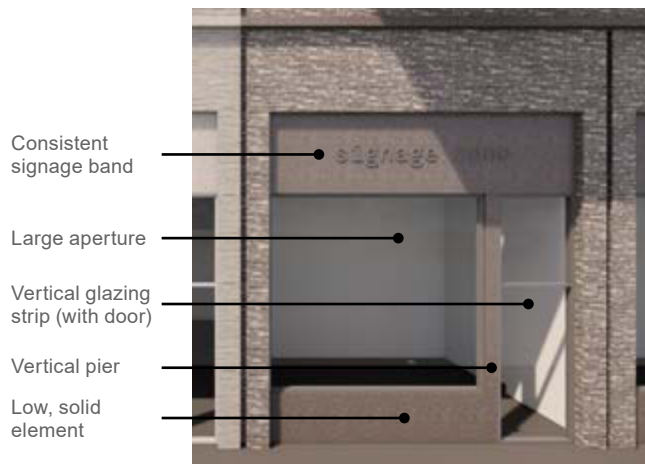


Fig 4.6.30: Shop front typology



Fig 4.6.31: Shopfront Shoreditch precedents

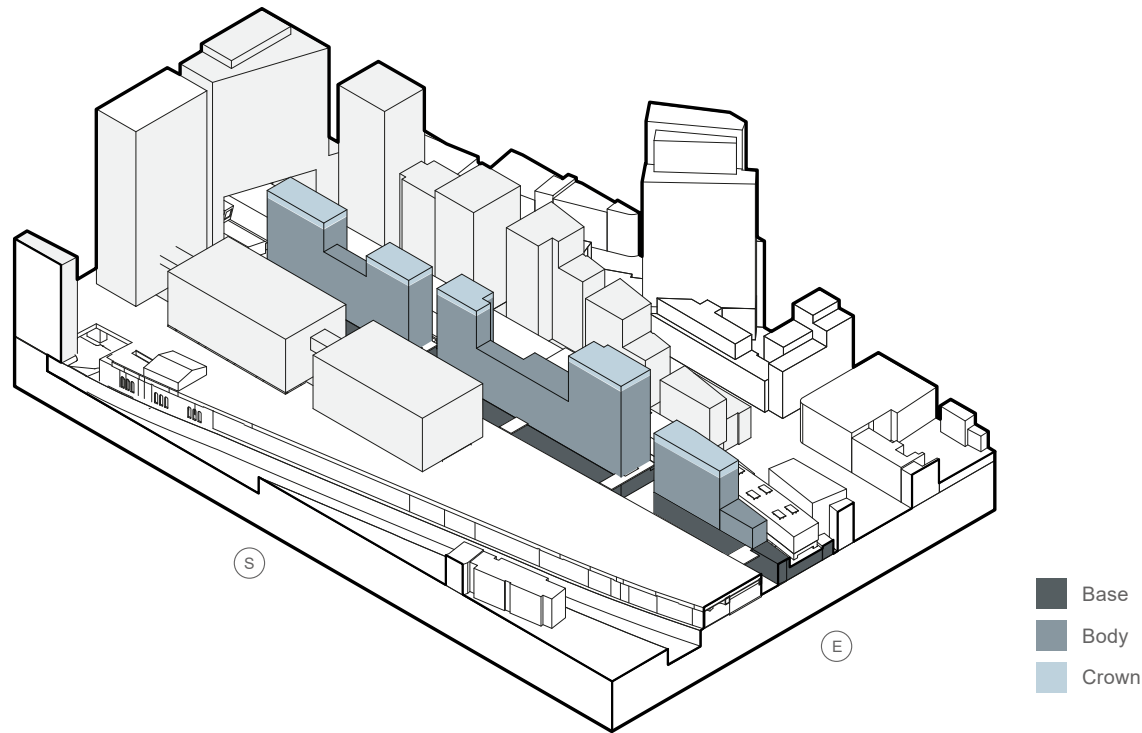


Fig 4.6.34: Massing axonometric

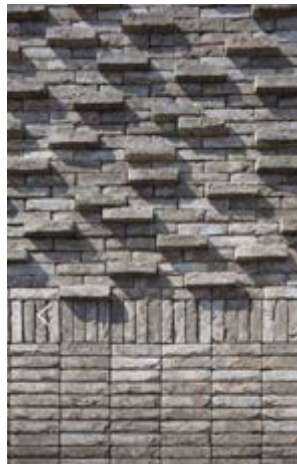


Fig 4.6.33: Material and detail precedents

4.6.14 Body

Body - The façade rhythm will be split into a series of 'terraced blocks' reflecting the rhythm of the heritage asset opposite. Each block will have differing fenestration and/or material to its adjacent.

This will allow the body to be consistent but not overbearingly similar, providing both a consistent approach but allowing detailing variation along the main façade.

4.6.15 Balconies

For units which have east or west aspect, priority should be given to placing balconies on these facades to reduce the number of projecting balconies to the south.

This will reduce the impact and number of projecting balconies above the main east west retail street below.

4.6.16 Parapet and Plant

Building parapets to be visually integrated into façade.

This will provide a coordinated approach to the appearance of building facades and provide safety for maintenance access to the roof.

4.6.17 Shop Front And Signage Strategy

Shop frontages will be comprised of a vertically orientated glazing strip and a large aperture. These are to be separated by a pier and framed at the top with a consistent signage band and with a low, solid element at the base. This composition will relate to the surrounding Shoreditch shopfront vernacular. Signage design shall allow for a variety of designs on a common background which responds to the unit use and will be visible from short and long distances.

This aligns with the site wide shop front design strategy.

4.6.18 Access and Servicing

4.6.19 Pedestrian Access

The primary building entrances (cores) for residential access are located on east and west facades to provide access from secondary routes within the revised scheme. These cores will also provide fire escape in accordance with the building regulations.

The arrangement of the cores allows for good access and surveillance from the ground plane without compromising prime retail frontage - maximising the east west route and allowing for safe residential entry and egress from the "cores".

The building footprint will include public vertical circulation which will connect to pedestrian bridges that lead across to the platform level.

This will improve the site wide connectivity of the public realm at both ground and platform levels.

4.6.20 Service Access

Plot 10 will be serviced from the service yard contained within Plot 5, accessed via Sclater Street and distributed into the masterplan by a series of service runs contained within Plot 10.

This is in accordance with the Traffic Assessment which accompanies the application.

Plot 10 will provide a vehicle service lift to facilitate servicing from the shared service yard contained in Plot 5 on to the podium via a bridge link.

The service lift and bridge should be sized in accordance with the site wide servicing strategy.

The ground layout shall ensure escape provision from the London Overground existing escape

stairs and also future reserved additional escape stairs.

This is a TfL agreement that must be adhered to.

4.6.21 Plant Strategy

Plant associated with the building is to be located on the roofs of the 'towers'. Plant should be visually enclosed on all sides but can be open topped.

This is to ensure that plant is concealed when viewed from ground level, whilst providing roof top amenity space for residents on accessible roof space.

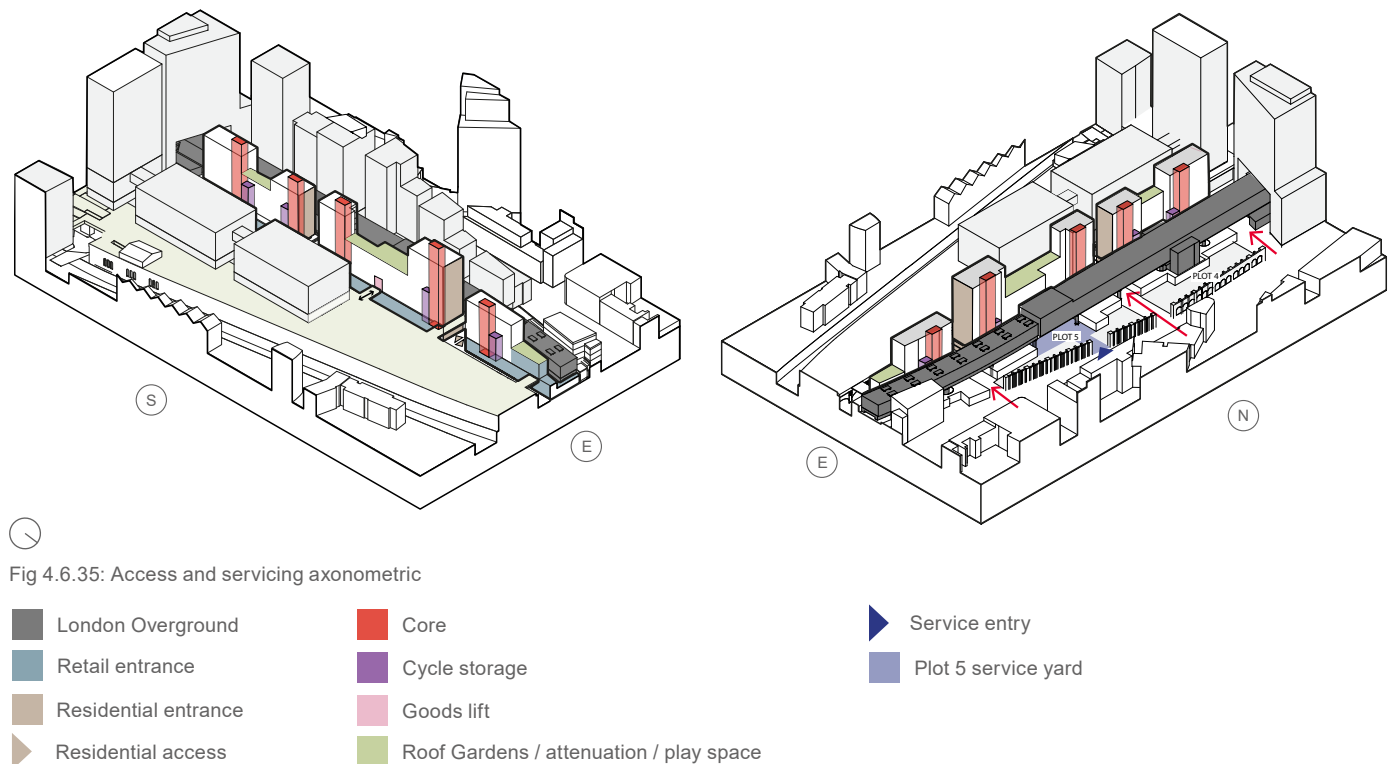


Fig 4.6.35: Access and servicing axonometric



Fig 4.6.38: Upper Level Plan Servicing and Access

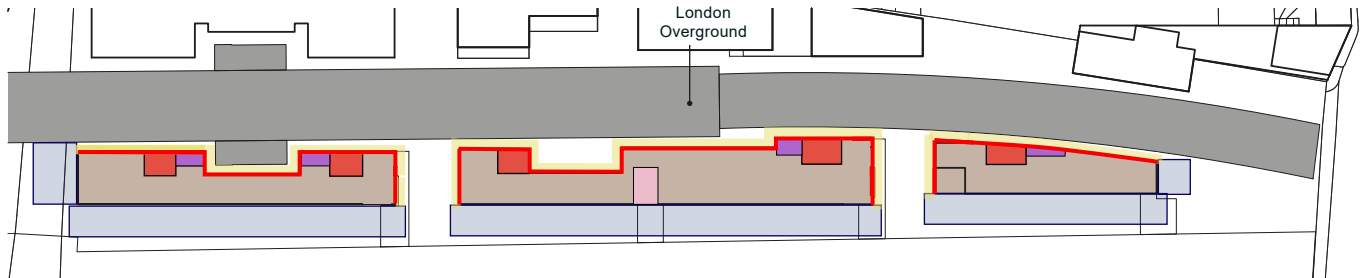


Fig 4.6.37: Typical Lower Level Servicing and Access

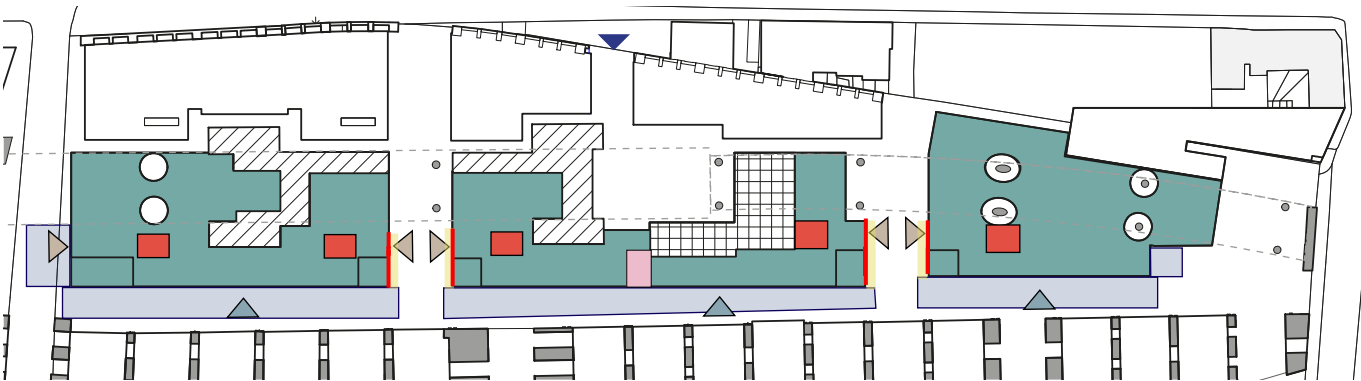
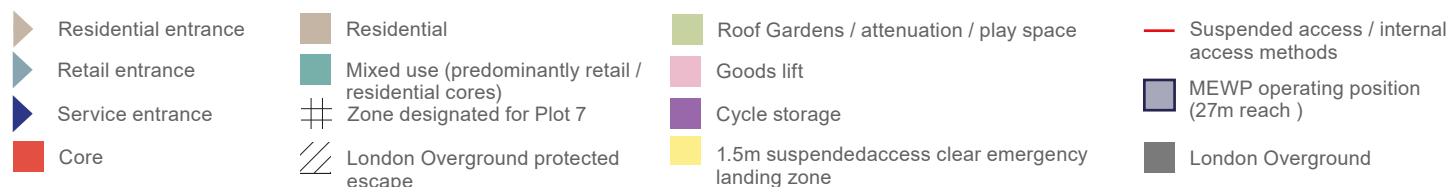


Fig 4.6.36: Ground Level Servicing and Access



4.6.22 MEP (Plant, Water, Substation location etc)

The building shall align with the SUDS attenuation strategy for the site which allows for the site to come forward in phases and supports a specific catchment area.

The proposed drainage network has been designed to contain the 1 in 100 year return period plus 40% climate change event.

Substations and LV rooms will be located at ground level with suitable access.

This aligns with the site wide energy strategy.

4.6.23 Maintenance Access

Plot 10's maintenance access strategy is a hybrid mobile operated working platform (MEWP) and suspended/internal access strategy. A 1.5m suspended access emergency landing zone is to be provided for areas where this strategy is employed.

This hybrid system will provide suitable and safe access to the entirety of the facade. Good practice solutions have been considered to enable all the tasks to be undertaken over the life cycle of the building so as to achieve an holistic solution and minimise risk to maintenance contractors.

4.6.24 Cycle Storage

Long stay residential cycle storage is to be located on floors 1-6 at the north of the plan on each block.

Due to the plots adjacency to the London Overground at the lower levels, cycle storage for residents is located where the area has no northern aspect.

Short stay visitor cycle parking will be positioned within the landscape.

4.7 PLOT 8

4.7.1 Use and Quantum

Plot 8 will be a mixed use building made up of retail, residential and hotel uses.

This supports the revised scheme intent to locate residential provision to the north, east and middle of the site allowing for an office campus to the west.

4.7.2 Quantum of Uses

The maximum and minimum areas by use class are identified on tables 4.7.1 - 4.7.6.

A maximum and minimum quantum enables the detail design to evolve and be tailored within the defined parameters and meet future market demands.

Within the areas shown, there are two options for use class at platform level, offering the flexibility for non-residential institutions (D1/D2) or retail (A1/A2/A3/A5) use to meet market demands.

4.7.3 The Ground Level

Block 8a will be the only part of plot 8 to touch the ground floor level and will house the residential lobby, the hotel lobby and some plant area.

This will provide access at grade to the hotel and the residential and allow the servicing to all uses via a dedicated service yard to the west of the plot.

4.7.4 The Platform Level

The platform level will be mixed use, predominantly retail with the residential core in plot 8a and hotel plant ancillary space and cores across all blocks.

This mix of uses will ensure an active podium plane and provide animation to the public realm.

4.7.5 Middle Lower Levels

The middle levels (2 - 4) will accommodate the Hotel.

The hotel will operate on these levels across all three blocks which shall be linked horizontally.

4.7.6 Upper Levels

In Block 8a the sixth floor upwards will provide residential accommodation. Level 5 shall be an interstitial plant and service floor for the residential accommodation.

The plant and ancillary areas associated with the residential shall be separated and independent from the hotel use.

4.7.7 Area Flexibility

The tables below indicate the minimum and maximum area parameters for the Plot; it should be noted that the sum of the maximum areas by use for the Plot exceeds the figure shown in the total maximum. This allows for a degree of flexibility in the distribution of uses within the Plot (see 4.7.2).

Level	Retail GEA m ²	Residential GEA m ²	Hotel GEA m ²	D1/D2 GEA m ²	Plant/ Ancillary GEA m ²	Service Yard m ²	Total GEA m ²
Total	2,578	11,300	11,595	299	2816	226	28,515

Table 4.7.1: Plot 8 maximum GEA

Level	Retail GEA m ²	Residential GEA m ²	Hotel GEA m ²	D1/D2 GEA m ²	Plant/ Ancillary GEA m ²	Service Yard m ²	Total GEA m ²
Total	2,123	7,323	10,135	295	2,678	226	22,780

Table 4.7.2: Plot 8 minimum GEA

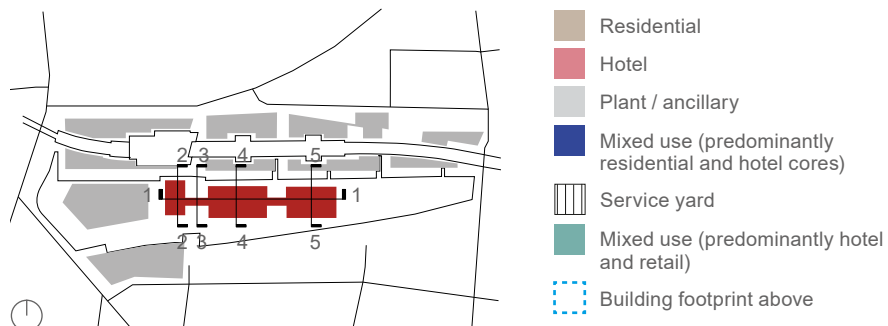


Fig 4.7.1: Site plan key - platform level

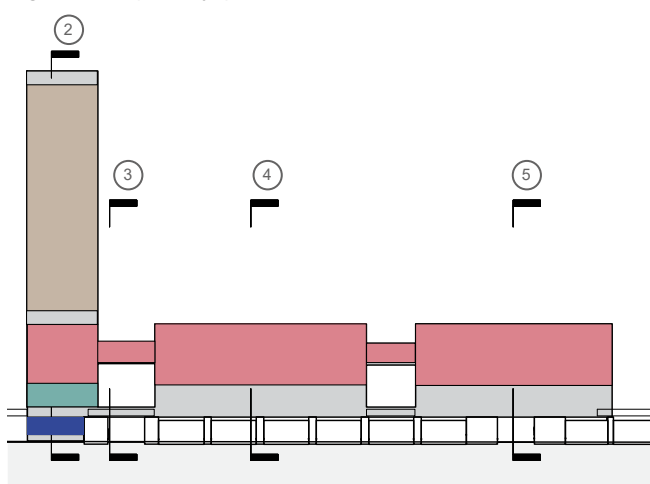


Fig 4.7.6: Section 1

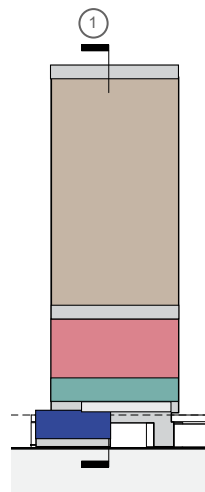


Fig 4.7.10: Section 2

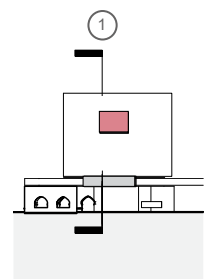


Fig 4.7.7: Section 3

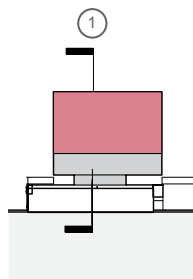


Fig 4.7.8: Section 4

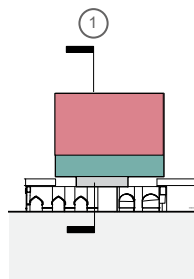


Fig 4.7.9: Section 5

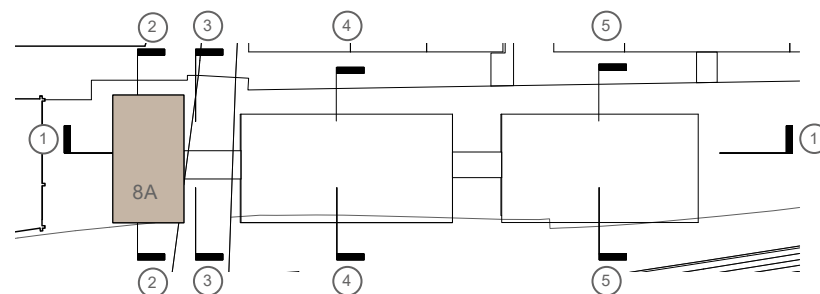


Fig 4.7.2: Upper levels - use

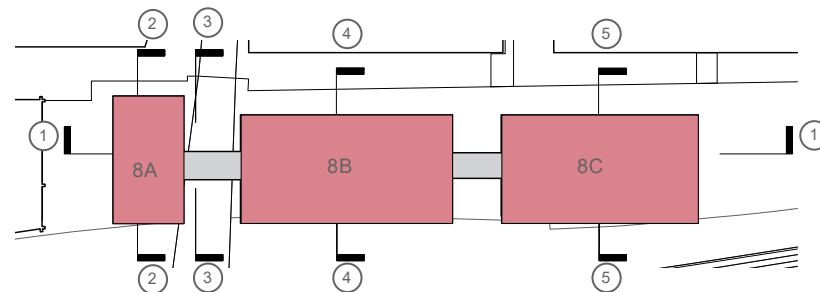


Fig 4.7.3: Fourth level - use

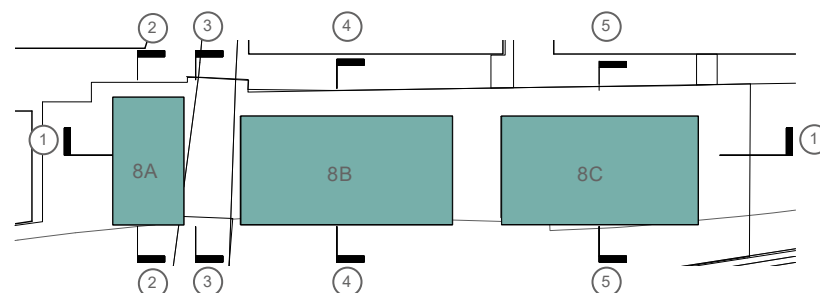


Fig 4.7.4: Platform level - use

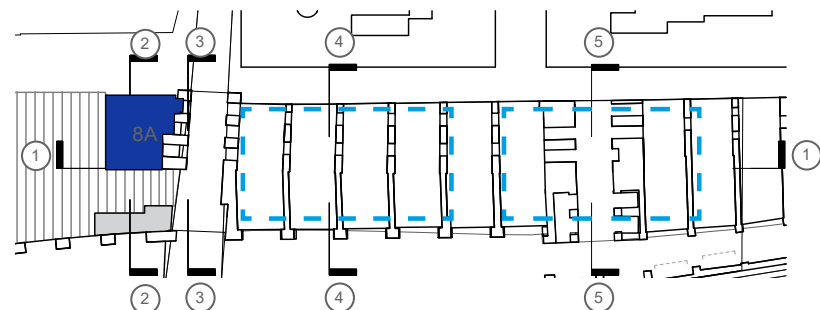


Fig 4.7.5: Ground level - use

4.7.8 Scale and Massing

4.7.9 Constraints and Influences

The building will be required (structurally) to avoid the underground constraints.

The ground conditions are challenging and foundation design will need to consider, the following:

- Grade II listed Braithwaite Arches
- The BT Tunnel
- The Central Line
- 8 Track Reserve
- SLT (Suburban Line Tunnel)

The building footprint on the podium cannot exceed 4 storeys and the structural grid has to align with the Braithwaite Viaduct arched structure below.

This philosophy has been assessed and confirmed by engineers as being an acceptable approach to ensure the arches beneath remain unaltered by development above.

The footprint of plot 8 at ground floor is limited to the base of block 8a. Plots 8b and 8c shall be constructed from platform level.

The Braithwaite Viaduct and Braithwaite Street occupy the remainder of the plot boundary at grade.

The eastern edge of plot 8a has to consider its interface with the Grade II listed Braithwaite Viaduct arched structure below.

Structural solutions such as transfer structures will need to be utilised.

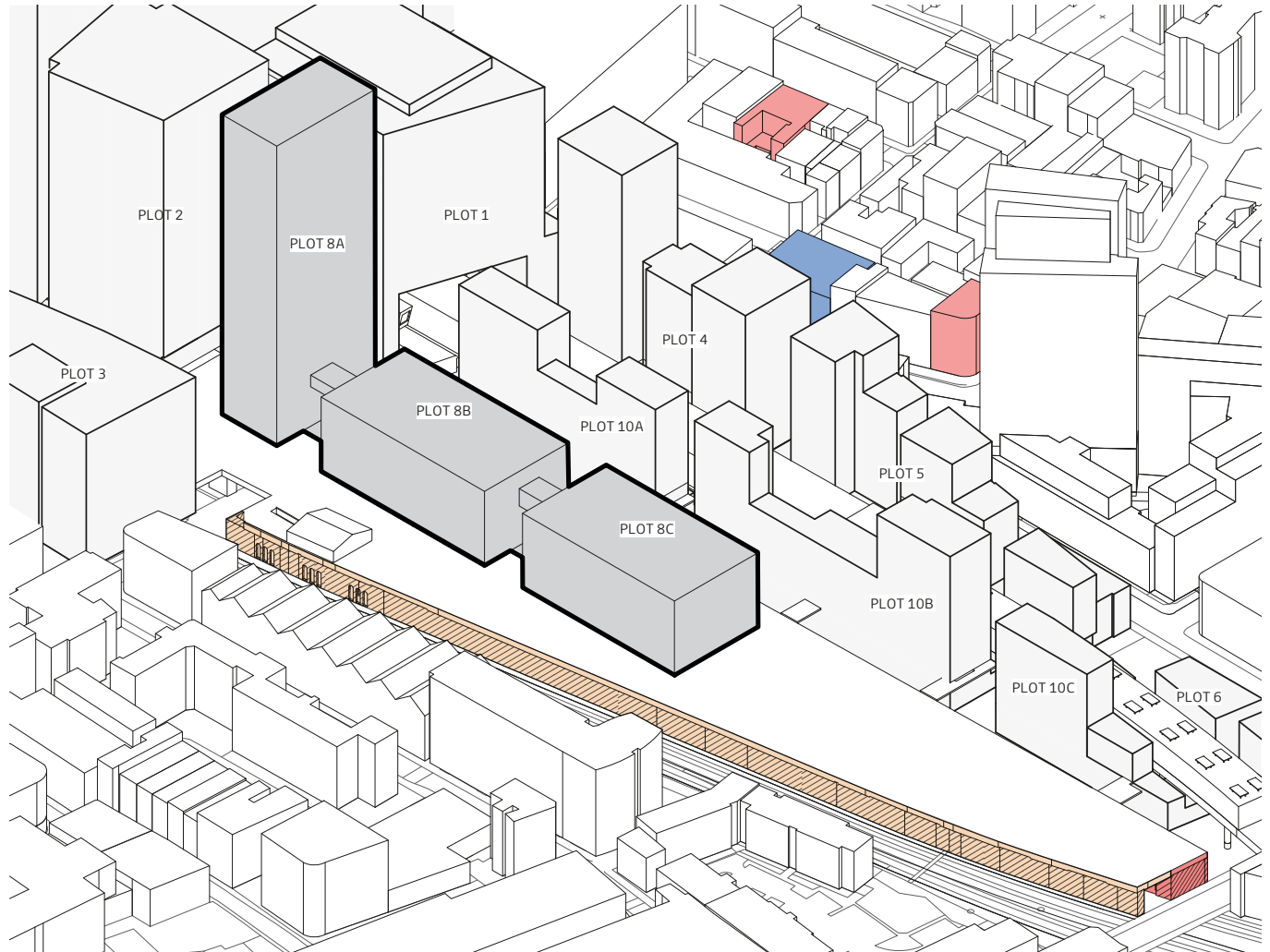


Fig 4.7.11: Constraints and Influences

- Plot 8
- Statutory Listed Building (Grade II)
- Locally Listed Building
- Historically significant to be retained

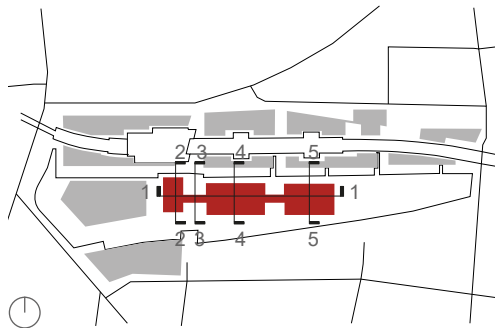


Fig 4.7.12: Site plan key

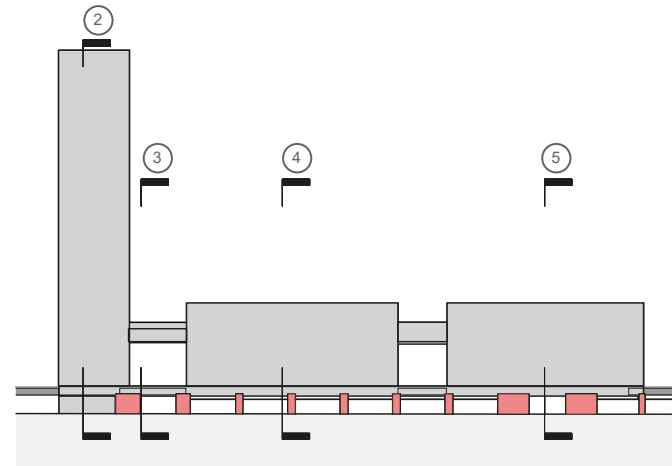


Fig 4.7.14: Long section 1 - constraints and influences

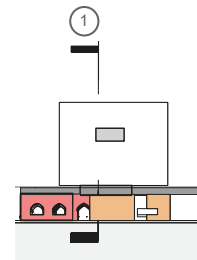


Fig 4.7.15: S2

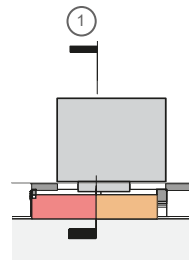


Fig 4.7.16: S3

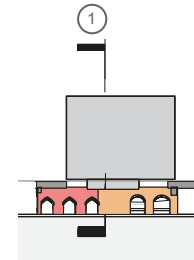


Fig 4.7.17: S4

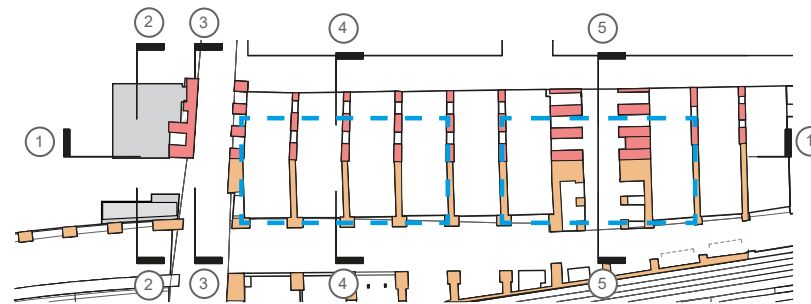


Fig 4.7.13: Ground level - constraints and influences

- Plot 8
- Statutory Listed Building (Grade II)
- Locally Listed Building
- Historically significant to be retained
- Plot 8B and 8C above arches

4.7.10 Heritage Interfaces

The grade II listed Braithwaite Viaduct is to be protected and will not be interfered in any way from the development above.

This supports the revised scheme approach to retain heritage where elements shall be refurbished, retained and re-purposed where possible.

Buildings with structural loads being transferred to the arches can be up to 4 storeys maximum from podium level. Loads shall be transferred via a raft slab with transfer structure on the level above to displace column loadings onto the line of existing masonry pier between vaults below.

The maximum loading for the arches have been assessed and designed into the maximum building parameters. To achieve the optimum loading potential the point loads have to be transferred directly down into the masonry piers.

4.7.11 Articulated Form

The proposed massing shall be composed as three separate blocks.

This will split plot 8 into appropriately scaled blocks, ensuring public realm between blocks is open and usable for all.

The block to the west (8a) will be a tower.

Plot 8 will visually connect the adjacent plots respecting the site wide approach (tall to the west and decreasing in height to the east).

The hotel accommodation in blocks 8a, 8b and 8c will be connected via overhead linking bridges.

This will unify the hotel allowing for safe entry and egress without the need to have separate grade level access to each block. It will also improve surveillance and allow for podium level for active frontage and public spaces.

The roof form of plots 8b and 8c will take into consideration and be influenced by the historic typologies in the surrounding area and reference the former Goodsyards structures.

The roof design shall contribute to the varied urban townscape and to the unique identity of plot 8 within the revised scheme.

Building Maximum and Minimums

The plans, sections and 3D diagrams opposite define the maximum and minimum proposed extents for the building. The maximum parameters allow for variation of the roof pitch for plots 8b and 8c.

Both the minimum and maximum extents have been tested as part of the Environmental Statement (ES) and respond directly to the contextually appropriate composition, articulation and materiality rules.

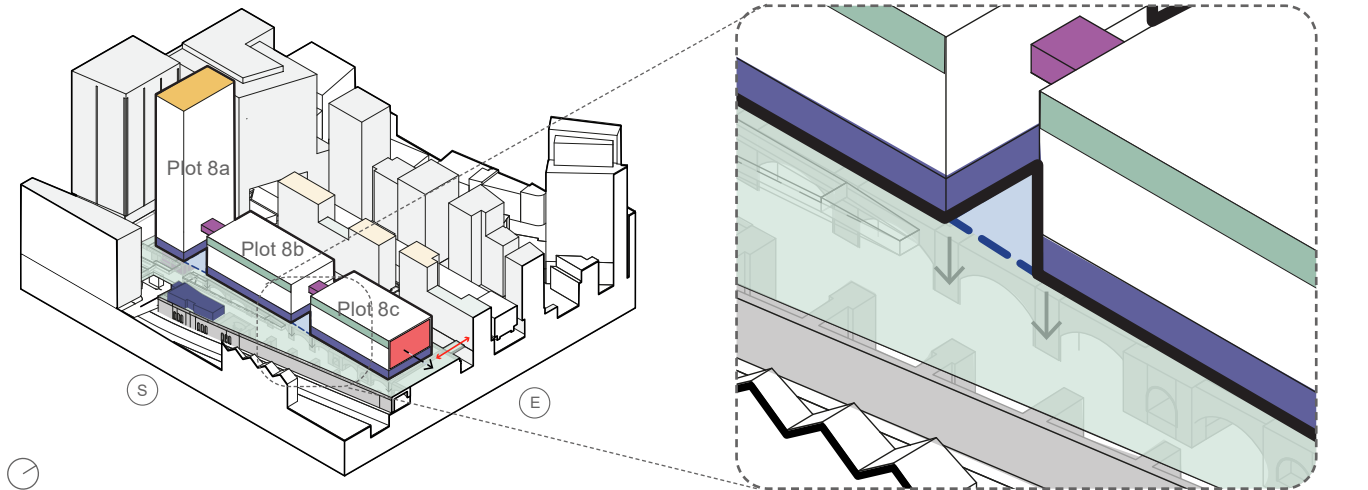


Fig 4.7.18: South East Massing Axonometric

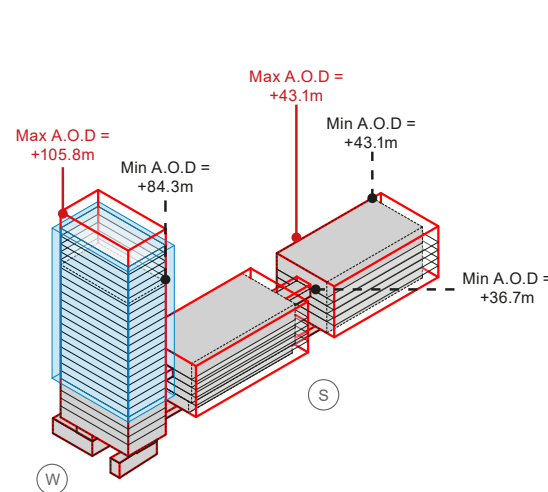
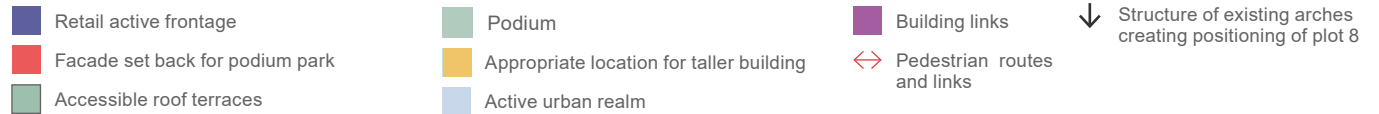


Fig 4.7.19: Northeast axonometric - minimum and maximum parameters

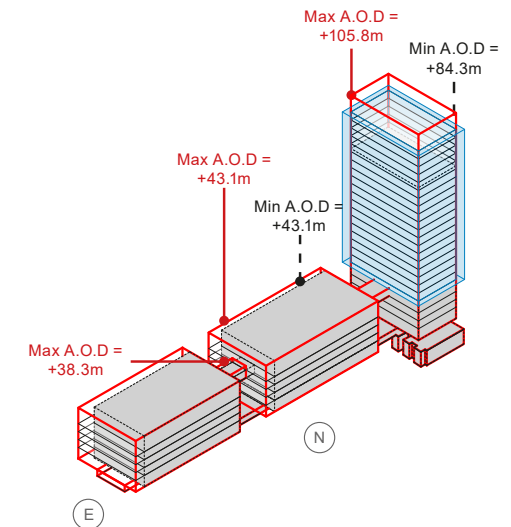


Fig 4.7.20: Southwest axonometric - minimum and maximum parameters

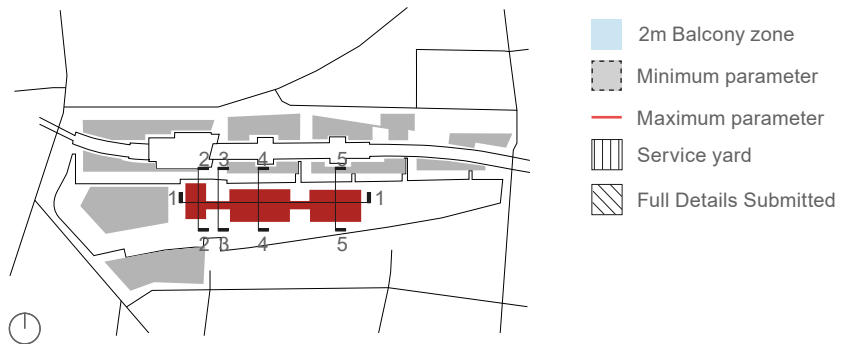


Fig 4.7.21: Site plan key

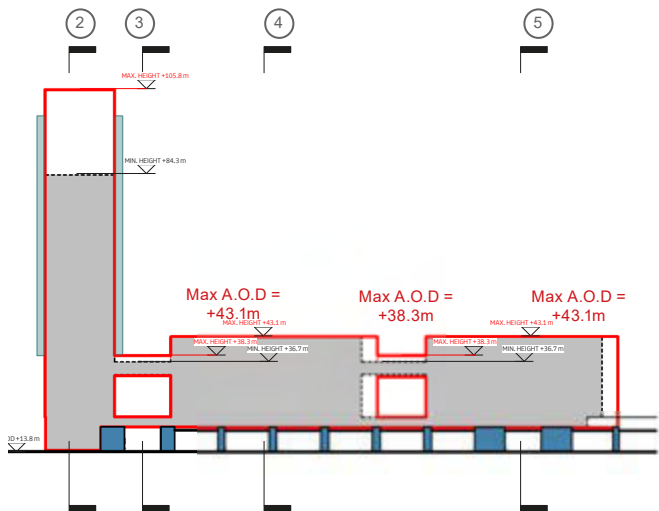


Fig 4.7.22: Long section 1 - minimum and maximum parameters

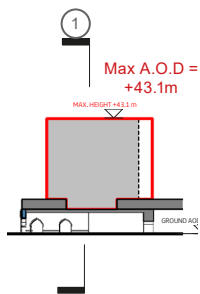


Fig 4.7.23: Section 5

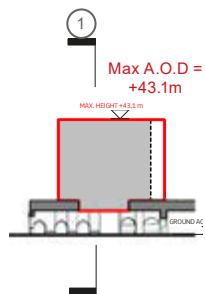


Fig 4.7.24: Section 4

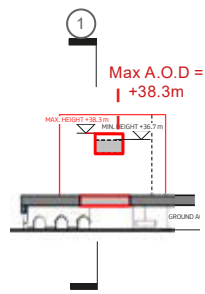


Fig 4.7.25: Section 3

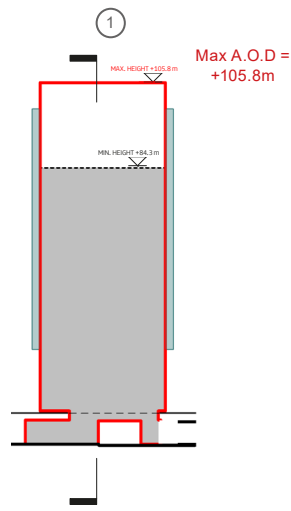


Fig 4.7.26: Section 2

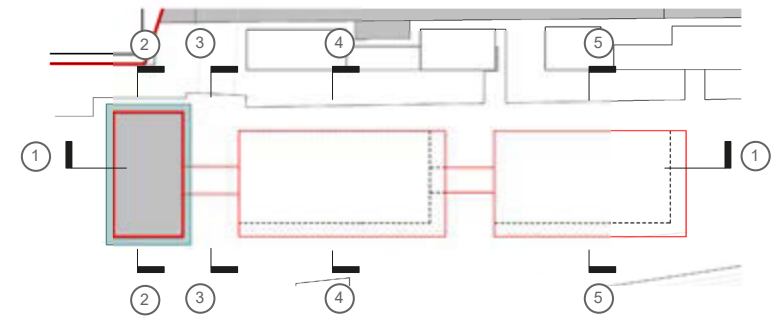


Fig 4.7.27: Upper levels - minimum and maximum parameters

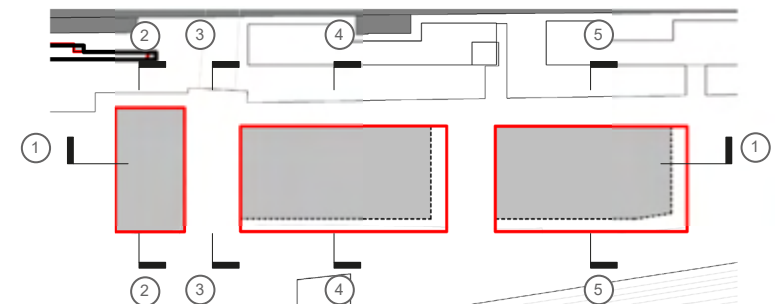


Fig 4.7.28: Platform level - minimum and maximum parameters

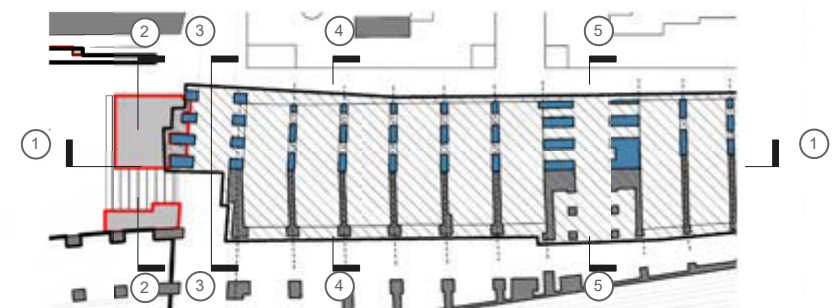


Fig 4.7.29: Ground level - minimum and maximum parameters

4.7.12 Composition and Materiality

4.7.13 Base 8a

There will be glazing to the street frontage and an integration with the historic structures, with careful intervention to promote new entrances reusing the listed cross vaults in the viaduct.

This will create defined building entrances, engagement with the central masterplan street and re-use of a heritage structure, through a carefully considered interface.

4.7.14 Base 8b & 8c

There will be large glazed openings where the building meets the platform level to all sides.

This will provide frontage for retail units and restaurants to create active frontage to the public park and provide transparency between internal spaces and public realm.

A chamfer or set-back is to be considered at podium level only on the south eastern corner of 8c aligning with the edge of the site.

This may provide beneficial pedestrian flows around the base of the building.

4.7.15 Body 8a

Plot 8a will consist of an expressed masonry pier frame with a 'double-storey' order by utilising horizontal masonry lintels positioned at every other level.

This framing picks up on the industrial character aesthetic rigorous throughout the illustrative scheme. The double order softens the impact of scale and should be used to mediate scale against the backdrop of building 2.

4.7.16 Body 8b & 8c

Plot 8b and 8c will be divided into a series of bays by vertical metal channels.

This helps reduce the mass of the blocks and reflects the rhythm of the historic warehouses previously located on the site.

The building should have horizontally paired or banded openings referencing the former warehouses.

The architectural language should celebrate the industrial heritage.

The buildings should be designed to appear as unique structures situated in a vast soft public realm space.

The building should have its own unique identity and a relationship with the use of and impact upon the surrounding public realm.

4.7.17 Crown

The framework will overrun the top two floors of plot 8a.

This will create a roof feature and define the crown and act as a visual screen to any roof top plant.

The roof form of plot 8b and 8c are to be defined from the historic typologies in the surrounding area.

The design will be a historically sensitive yet contemporary building, unique in its location.

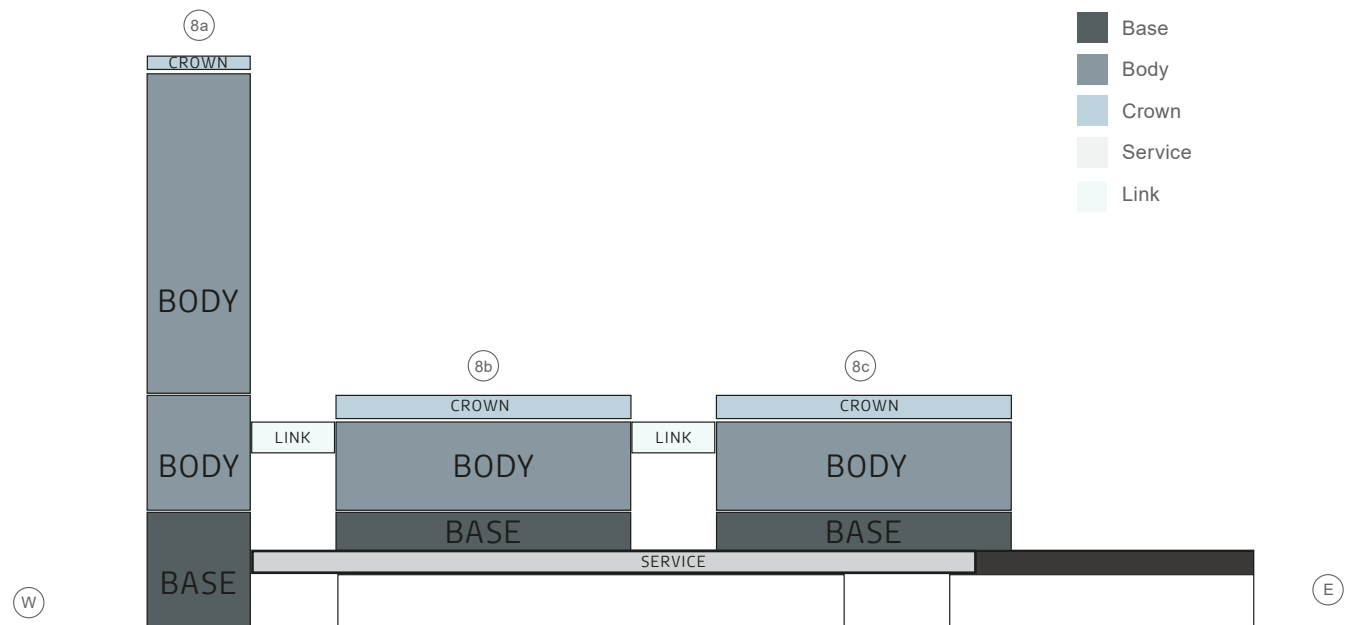


Fig 4.7.30: Approach to mass and materiality

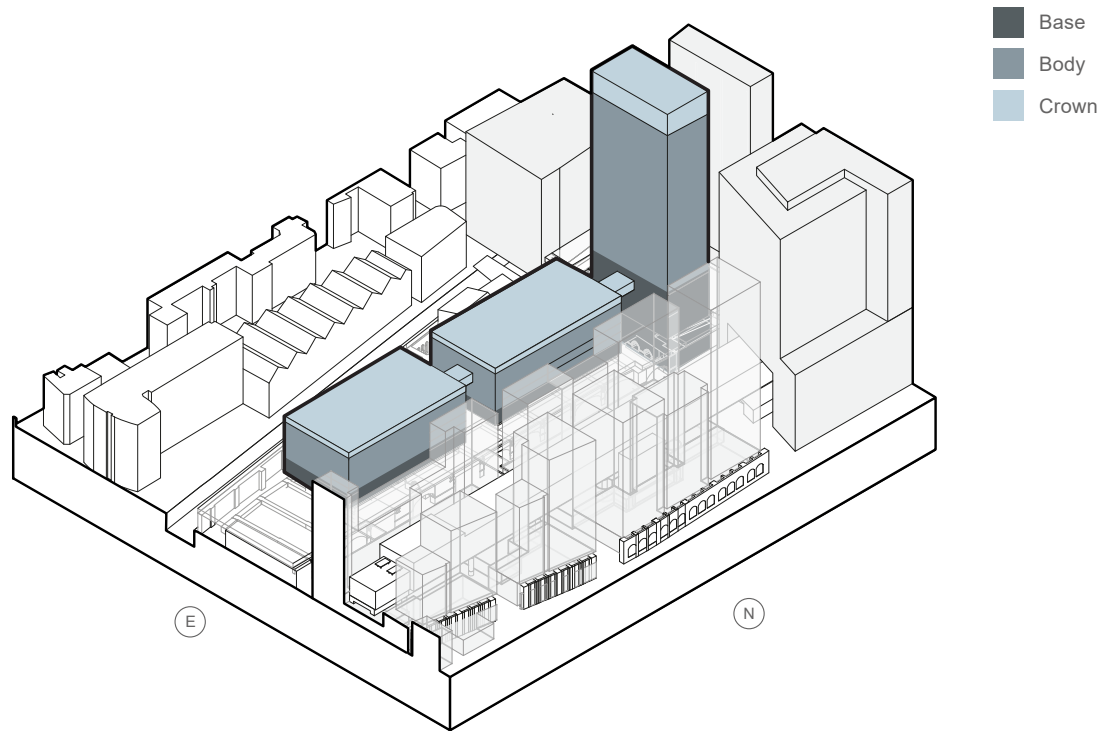


Fig 4.7.31: Massing axonometric



Fig 4.7.33: Materials



Fig 4.7.32: Tower precedent



Fig 4.7.34: Historical precedent
- warehouse roof repetition

4.7.18 Link

The three blocks will be connected via a glazed bridge link which will have minimal visual disruption between plots and no impact on the public realm spaces between.

The link will provide a route between the hotel facilities on level 4 and the hotel rooms and should be a delicate transparent connection.

4.7.19 Signage Strategy

Signage design shall allow for a variety of designs on a common background which responds to the unit use and will be clearly visible and identifiable from short and long distances.

This aligns with the site wide approach to shop front design as described in the retail strategy of the Design and Access Statement.

4.7.20 Access and Servicing

4.7.21 Pedestrian Access

The hotel will have a main ground level access in plot 8a and will also be able to be accessed from platform level. Residential access will be via a separate lobby located at level 00 within plot 8a.

This will allow for safe and private entry, will split the uses (hotel/ residential) and will offer good surveillance.

4.7.22 Service Access

Plot 8 will be serviced from the service yard located at ground floor between plots 2 and 8, accessed via Wheeler Street.

This is in accordance with the traffic assessment that accompanies the application.

Hotel servicing will be via plot 8a and an undercroft service corridor linking plots 8b and 8c, contained within the landscape build up on the platform level.

This is to ensure public and servicing circulation is separated and public spaces between the blocks are open and usable.

4.7.23 Plant Strategy

The plant space for residential use will be situated at ground and level 5 within plot 8a. An undercroft level maintenance corridor at platform connects the hotel use blocks to the service yard and provides service connections.

Service access and service routing for the plot has to go through the service yard to ensure the grade II listed Braithwaite viaduct is unaffected.

Plot 8b and 8c will have limited plant at platform level and plant within concealed roof areas. Kitchen extract ductwork routes will be concealed within plots 8b and 8c via risers.

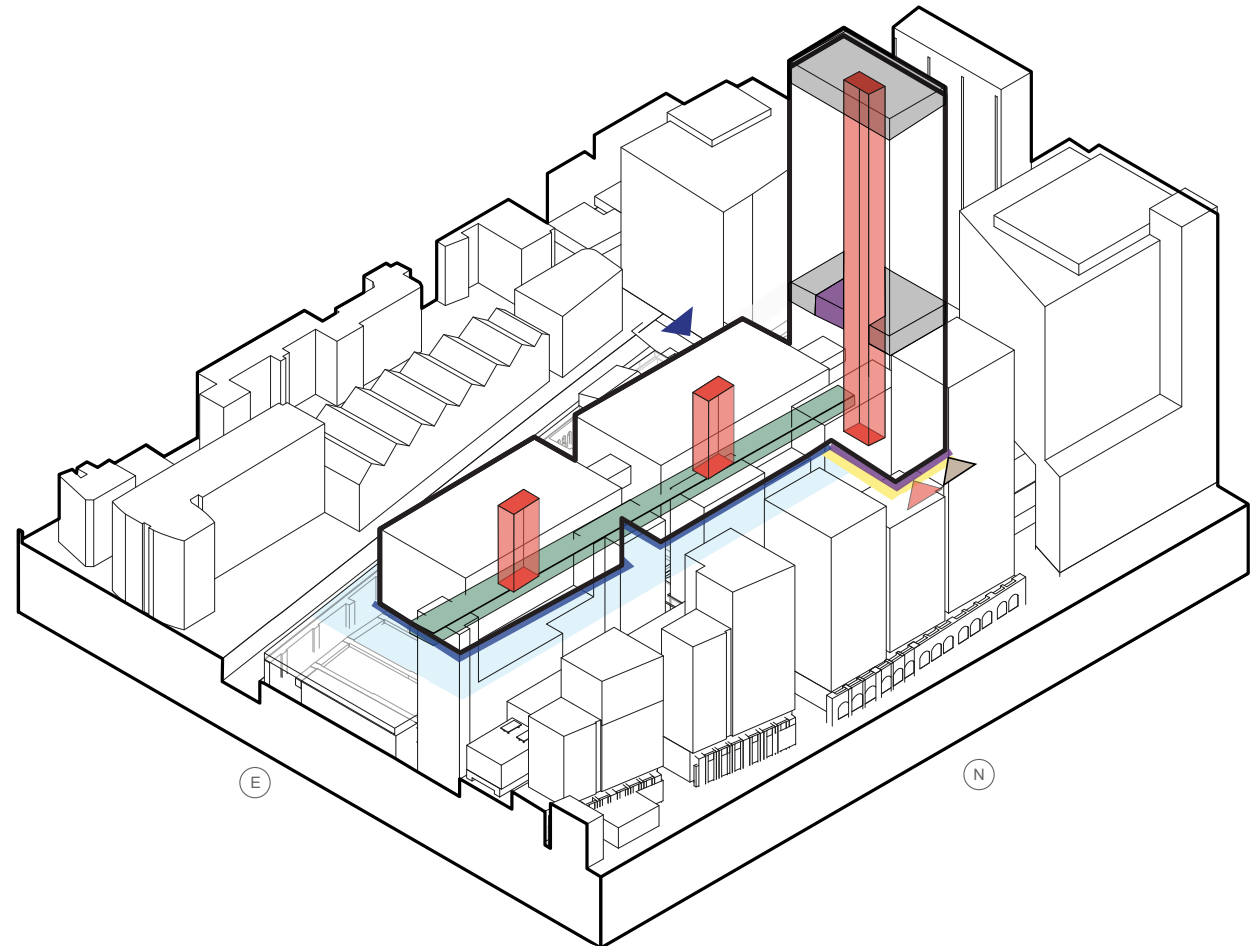


Fig 4.7.35: Access and servicing axonometric

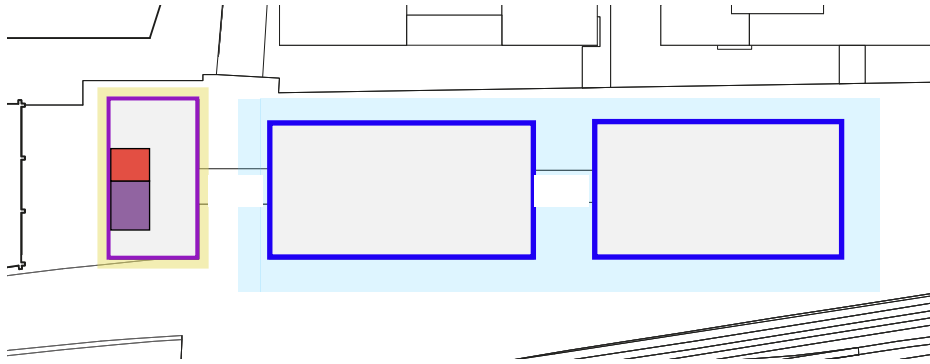


Fig 4.7.36: Fifth Floor - access and servicing

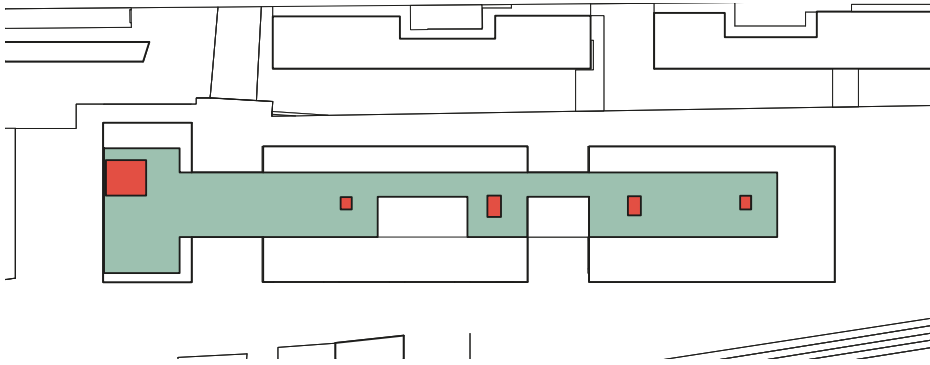


Fig 4.7.37: Mezzanine level - access and servicing

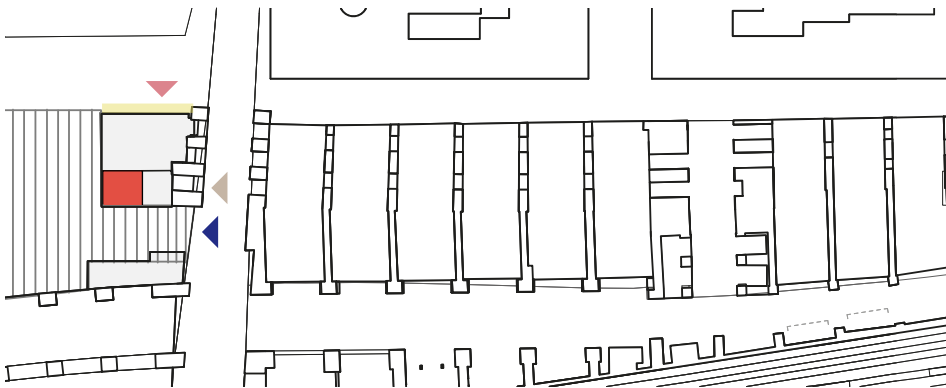


Fig 4.7.38: Ground level - access and servicing

- 1.5 suspended access clear emergency landing zone
- BMU access - operating parameters to be reviewed
- MEWP operating position
- Bike store
- Service corridor
- Residential access
- Hotel access
- Service access
- Core
- Service yard

This is to ensure plant is visually screened from surrounding context and public areas within the revised scheme.

4.7.24 SUDS

The building shall align with the SUDS attenuation strategy for the site, which allows for the site to come forward in phases and supports a specific catchment area.

The proposed drainage network has been designed to contain the 1 in 100 year return period plus 40% climate change event.

4.7.25 Maintenance Access

Plot 8's maintenance access strategy is a hybrid mobile operated working platform (MEWP) and suspended/internal access strategy. A 1.5m suspended access emergency landing zone is to be provided for areas where this strategy is employed.

This hybrid system will provide suitable and safe access to the entirety of the facade. Good practice solutions have been considered to enable all the tasks to be undertaken over the life cycle of the building so as to achieve an holistic solution and minimise risk to maintenance contractors.

4.7.26 Cycle Storage

Long stay residential cycle storage is located on the 5th floor of plot 8a.

The fifth floor will be dedicated to plant, bike and bin storage for the residential accommodation.

Short stay visitor cycle parking will be appropriately positioned within the landscape.

4.7.27 Parameter Clarifications

“There is a pinch point associated with this building to the area of open space at platform level, the width of which narrows substantially at the eastern edge of this plot. We would like the applicant to take on the Council’s recommendation that the building be either brought back or chamfered so that more breathing space is given to the open space in this location.”

The south east corner of the plot (8C) has flexibility between the maximum and minimum parameter of 3.4 metres to the south and 4 metres to the east. This allows the building to be both brought back or chamfered, the final design subject to a reserved matters application.

The distance to the perimeter edge of the site (south) is between 9.7 and 13.7 metres wide from the minimum and maximum parameter; this reduces to 6.7 and 10.7 metres when the 3m deep rail setback is overlaid. These dimensions are indicated on figure 4.6.1.

An example illustrative building line has been shown on figure 4.6.2 to the south and east facades (blue line). This line is 1m offset from the maximum parameter and shows a chamfer that matches the angle of the site perimeter. This provides a 13.6m (10.6m clear) wide zone and demonstrates that a chamfer can be introduced within the parameters set.

For clarity and for comparison these dimensions have been compared against significant, well known London landmark pavement widths (over page).



Fig 4.7.1: Parameter clarifications - distances from site perimeter

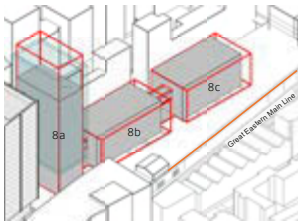


Fig 4.7.2: Parameter clarifications - illustrative chamfer

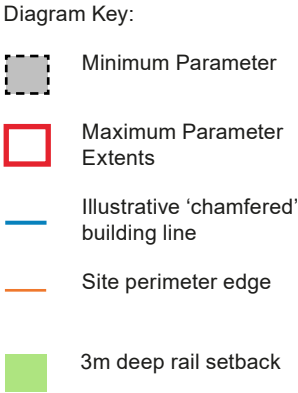




Fig 4.7.3: City Hall, London. Distance to South Bank wall

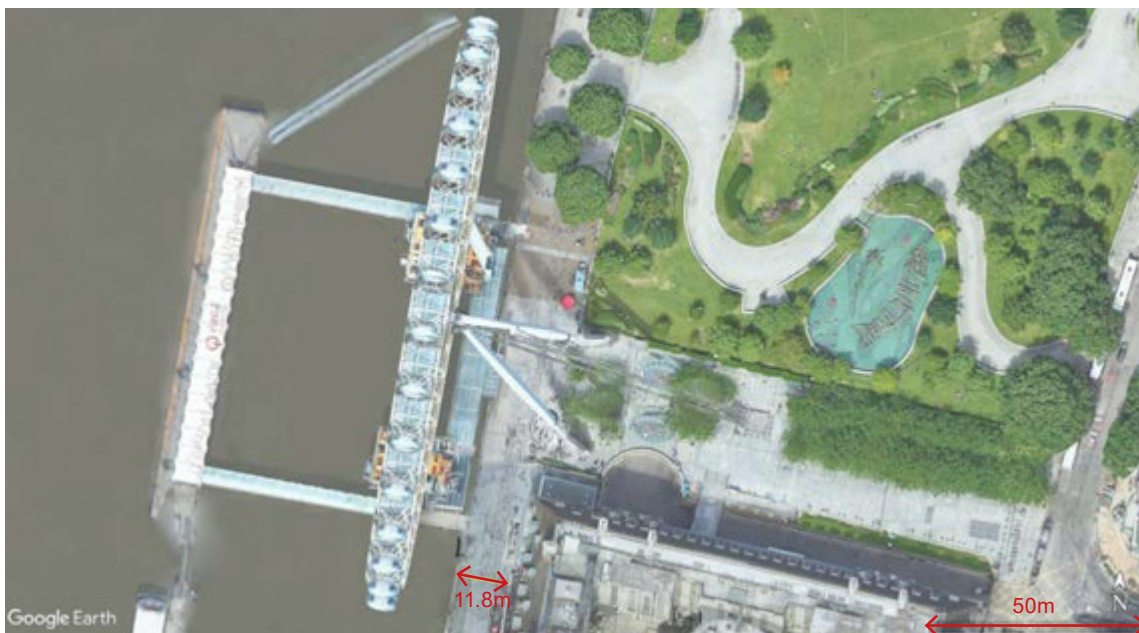


Fig 4.7.4: County Hall - London Eye pavement width

4.7.28 Landmark Comparisons

The adjacent images display the pavement widths adjacent to two well known, iconic landmarks and public spaces within London.

The pavement width to the north of City Hall is approximately 10m. The pavement width to the west of County Hall (adjacent to the London Eye) is approximately 11.8m.

4.8 PLOT 6

4.8.1 Use and Quantum

Plot 6 will be a building for cultural use (D1/D2).

The building will provide a link between the site and the local community, providing much needed community space.

4.8.2 Quantum of Uses

The maximum and minimum areas by use class are identified on table (Table 4.8.1 and Table 4.8.2).

A maximum and minimum set of quantum allows for the development to come forwards in the future so that it can respond to market demands.

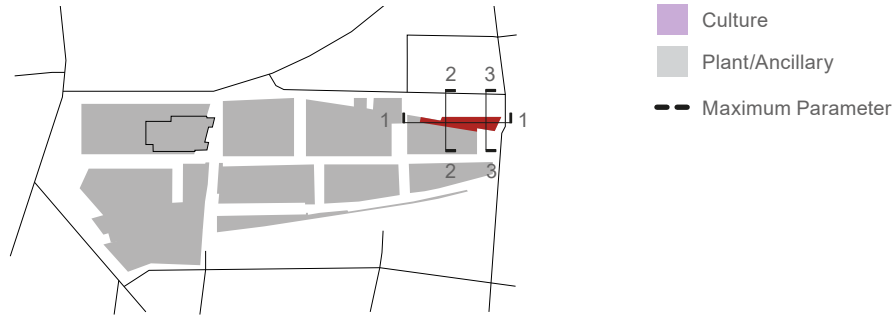


Fig 4.8.1: Plot location key

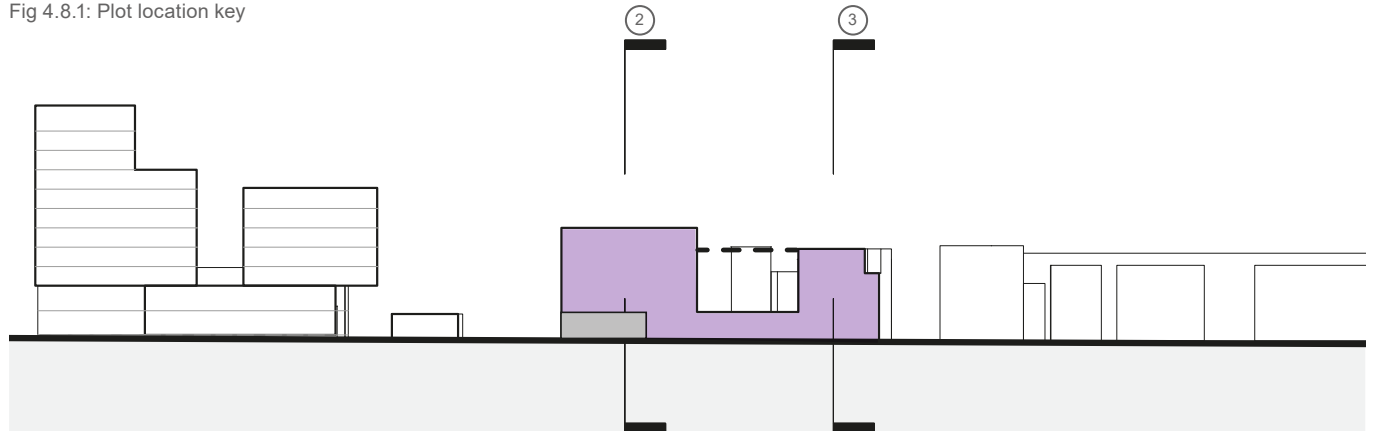


Fig 4.8.2: Typical use split, Long Section - 1

Level	D1/D2 GEA m ²	Plant/ Ancillary GEA m ²	Total GEA m ²
Total	2,385	78	2,463

Table 4.8.1: Plot 6 Maximum GEA

Level	D1/D2 GEA m ²	Plant/ Ancillary GEA m ²	Total GEA m ²
Total	1,768	78	1,846

Table 4.8.2: Plot 6 Minimum GEA

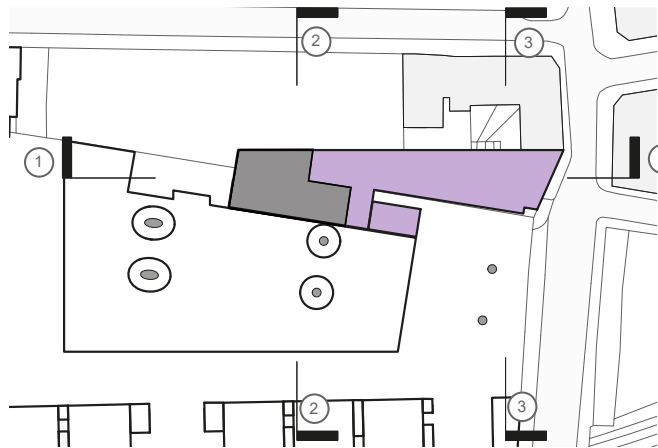


Fig 4.8.3: Ground Level

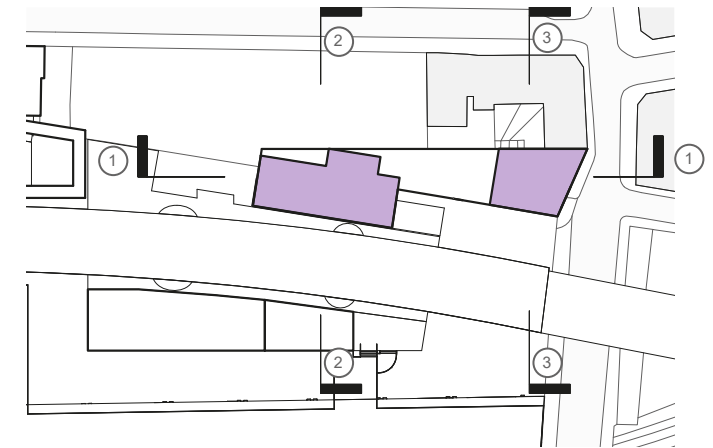


Fig 4.8.4: Typical Upper

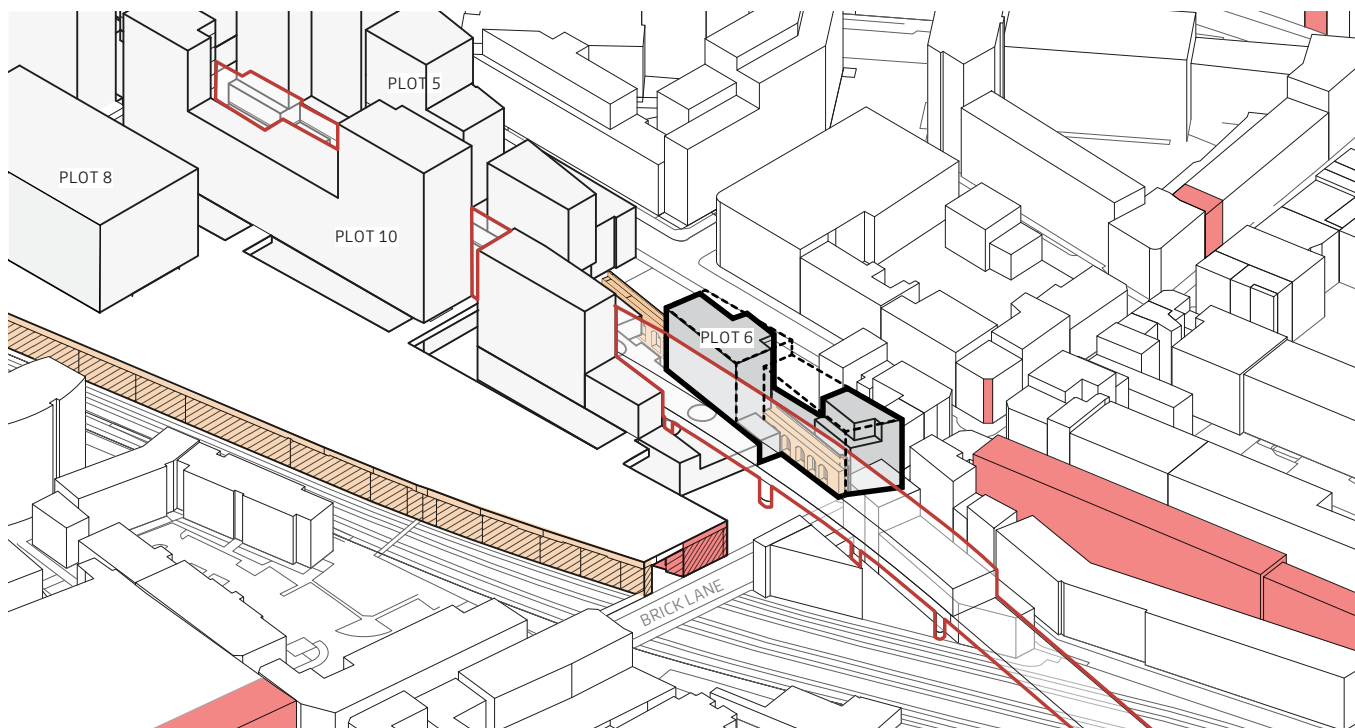


Fig 4.8.5: South East Axonometric Constraints and Influences

4.8.3 Scale and Massing

4.8.4 Constraints and Influences

The building has to respect the following TfL constraints and restrictions:

- A 2m exclusion zone around the London Overground viaduct in plan and section;
- Avoid the restriction zones associated with the structural footings.

Heritage Interfaces

The building footprint will straddle part of the existing Boundary Wall, which will become part of the elevation appearance and address the new public square to the south.

This supports the revised scheme approach to heritage where elements shall be refurbished, retained and re-purposed where possible. The wall appears as a plinth to plot 6 – grounding it in the street to create a relationship between the site heritage and new building. The building will create an urban marker for the wider revised scheme on Brick Lane.

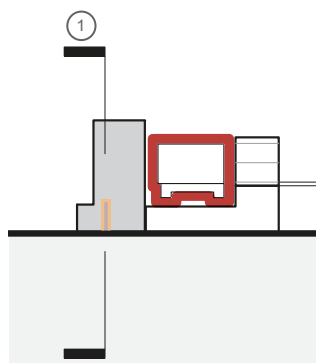


Fig 4.8.7: Section 2 Constraints

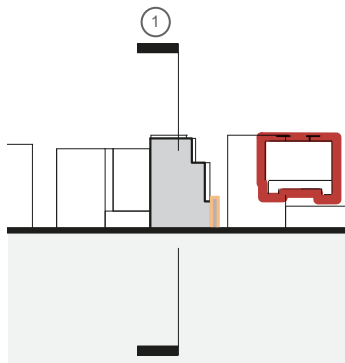


Fig 4.8.8: Section 3 Constraints

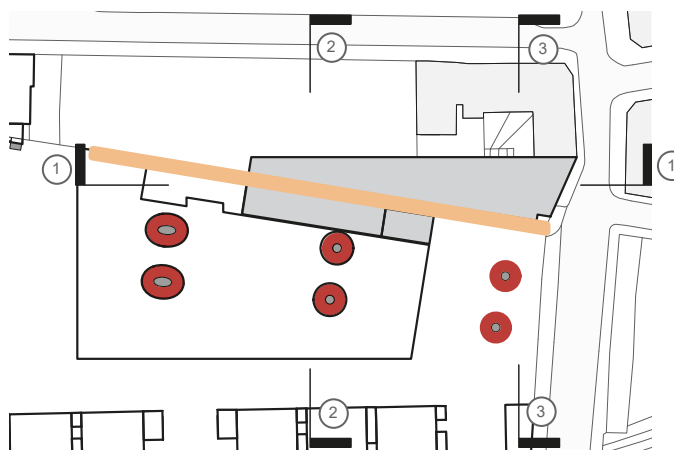


Fig 4.8.6: Ground Level Constraints

- Statutory Listed Building (Grade II)
- Historically significant to be retained
- London overground 2m exclusion zone

4.8.5 Articulated Form

The proposed massing will present itself to the east as a welcoming beacon fronting Brick Lane.

This will ensure that the building serves the community by being open and welcoming for local groups to use the facility, as well as acting as a marker to this important threshold.

The building will help to animate the public square.

This will create an active public square and spill out space from the ground floor, softening the edge between inside and outside.

The building will consider the proximity to the existing buildings immediately north of the plot.

The massing and articulation will consider the daylight amenity of the existing buildings.

4.8.6 Building Maximum and Minimums

The plans, sections and 3D diagrams opposite define the maximum and minimum proposed extents for the building.

Both the minimum and maximum extents have been tested as part of the Environmental Statement (ES). They allow the brief to evolve once a building user is known and allow flexibility in the size of floor space brought forward for reserved matters approval.

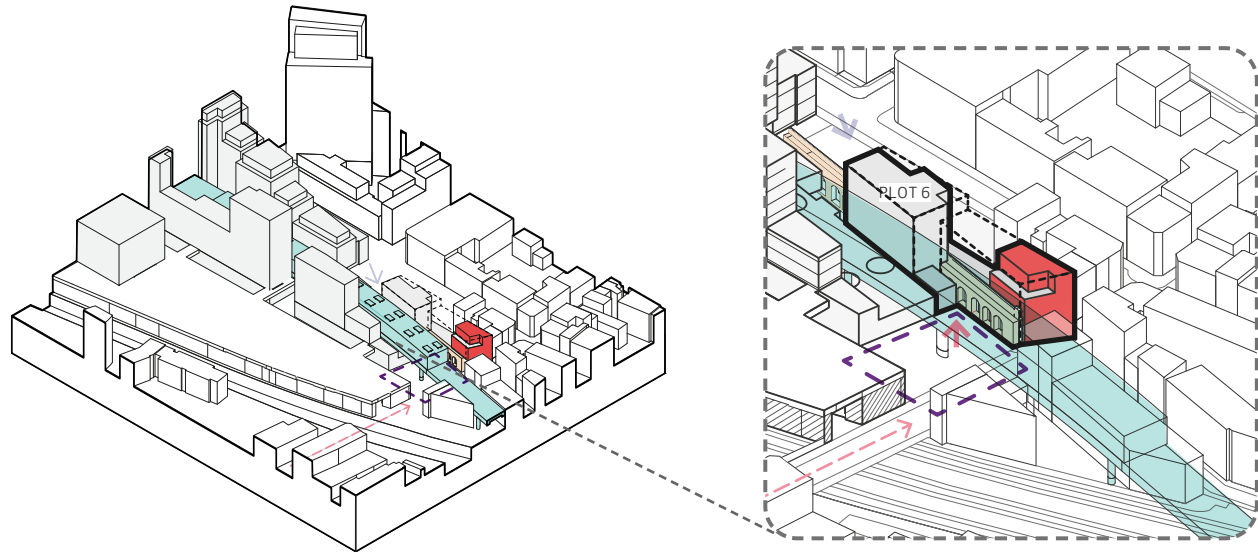


Fig 4.8.11: South East Massing Axonometric

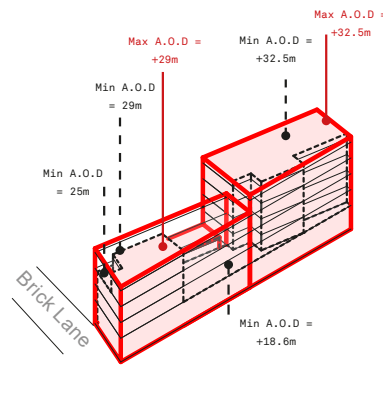


Fig 4.8.9: South West Axo - Minimum and Maximum Parameters

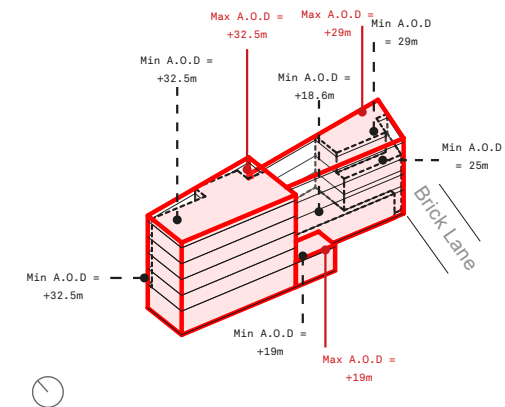
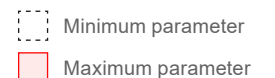


Fig 4.8.10: North East Axo - Minimum and Maximum Parameters



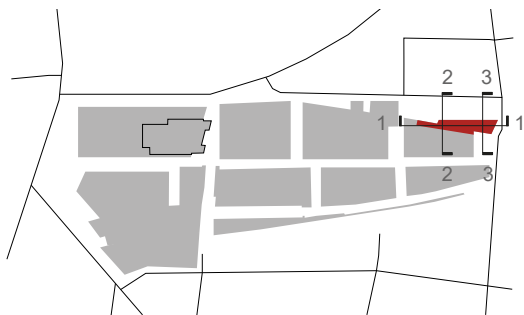


Fig 4.8.12: Plot location key

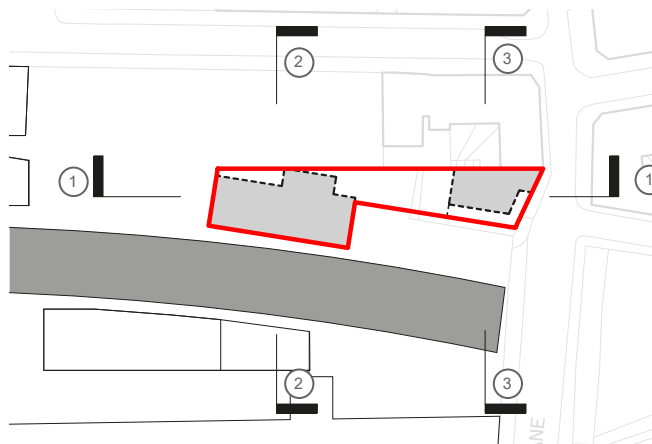


Fig 4.8.18: Typical Upper - Minimum and Maximum Parameters

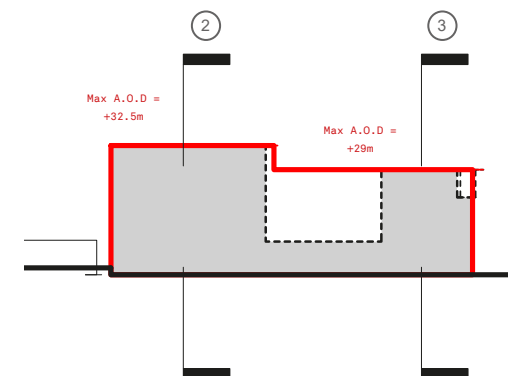


Fig 4.8.13: Long Section - 1 - Minimum and Maximum Parameters

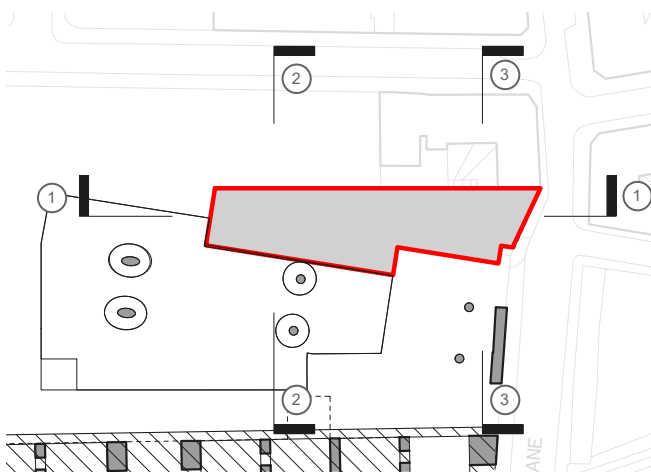


Fig 4.8.17: Ground Floor - Minimum and Maximum Parameters

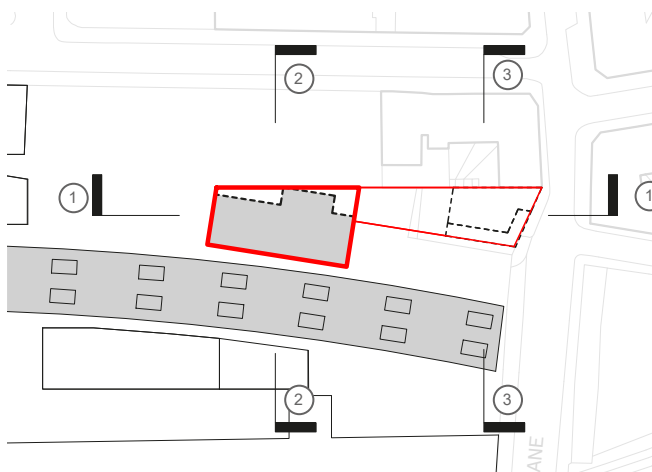


Fig 4.8.16: Typical Mid - Minimum and Maximum Parameters

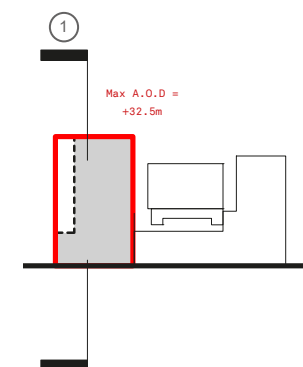


Fig 4.8.14: Short Section - 2

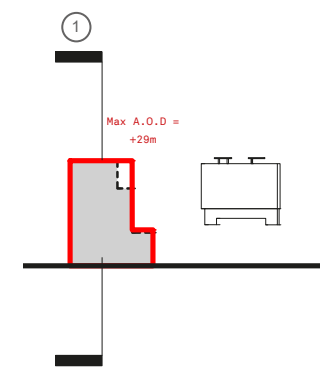


Fig 4.8.15: Short Section - 3

- Minimum parameter
- Maximum parameter

4.8.7 Mass and Materiality

4.8.8 Composition

The building shall be composed of two volumes and the historical Boundary Wall plinth.

The wall shall be integral to the ground floor appearance and the building shall be sensitive to the immediate context.

4.8.9 Wall

The Boundary Wall is to be retained and refurbished and will form part of the base of the new building.

The Boundary Wall is an important retained heritage asset spanning the length of Sclater Street.

4.8.10 Eastern Volume

The east massing will sit to the north of the Boundary Wall in an infil plot on Brick Lane, forming a new party wall to the existing building. The building will integrate with the Boundary Wall and form new street frontage to Brick Lane.

The eastern edge of the building should be designed as a contemporary urban marker to the development, but consider its relationship between existing built form north and south.

4.8.11 Western Volume

The west massing will straddle the Boundary Wall and form the northern edge of the site boundary. It shall be a homogenous block with a high level of architectural detail interest.

The western edge of the building is contained to the south by the London Overground Viaduct. The upper levels should make a positive contribution to the existing townscape.

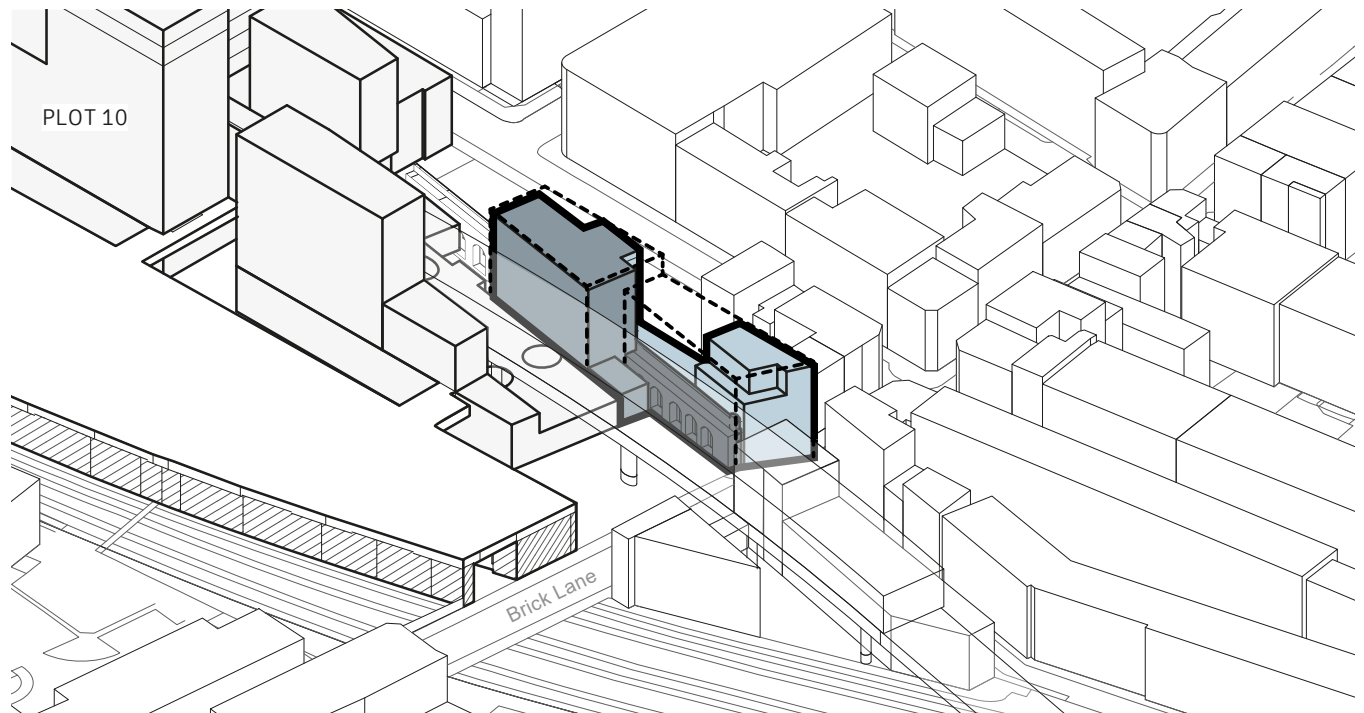


Fig 4.8.20: South East Diagrammatic Axonometric

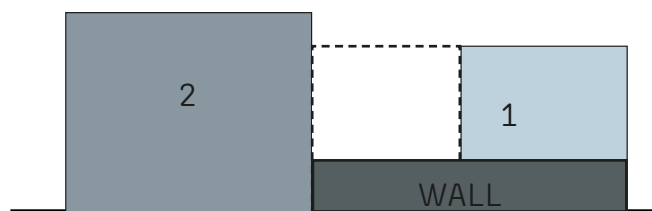


Fig 4.8.19: Elevation Key



Fig 4.8.21: Precedent

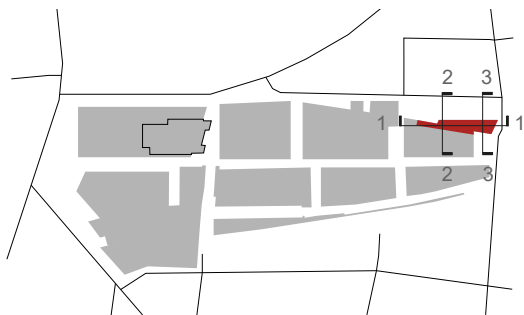


Fig 4.8.25: Plot location key

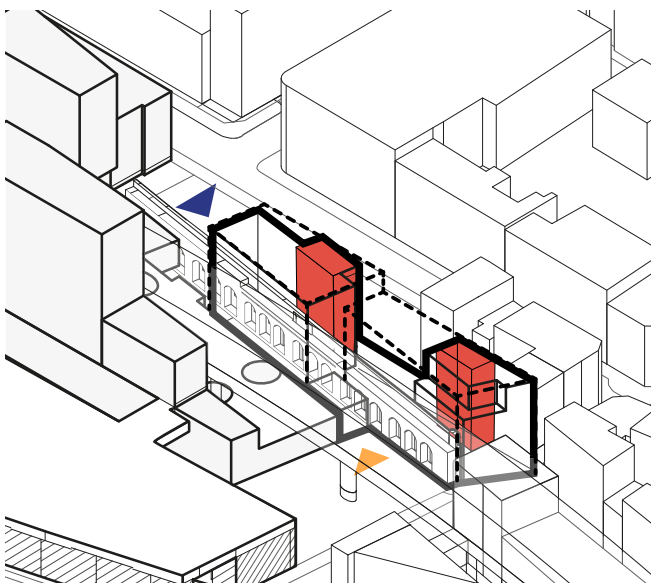
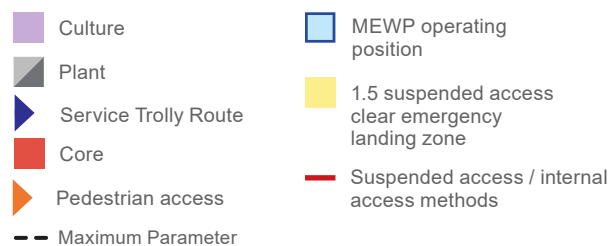


Fig 4.8.22: South East Massing Axonometric

4.8.12 Access and Servicing

4.8.13 Pedestrian Access

The cultural building will be accessed from the lobby at the north west corner of the public square at grade.

This will help animate the square and allow for a spill out space, drawing foot fall through the space and creating strong links to the community.

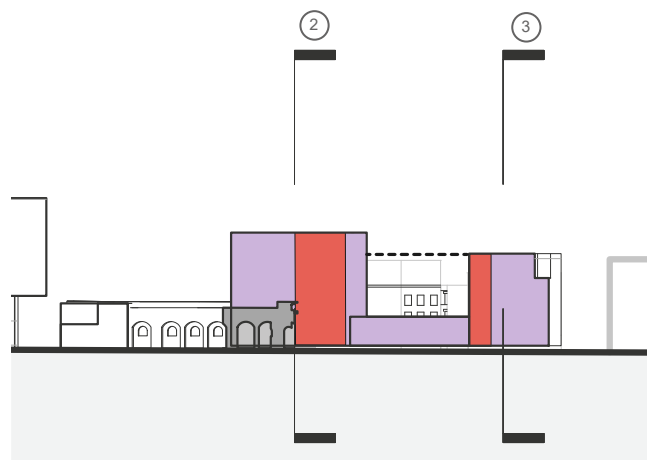


Fig 4.8.23: Long Section - 1 Servicing Diagram

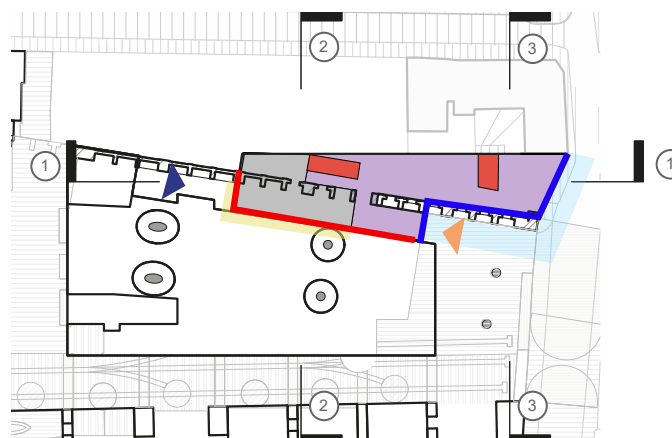


Fig 4.8.24: Ground Floor

Service Access

4.8.14 Plot 6 will be serviced from the service yard contained within Plot 5 accessed via Sclater Street and distributed into the wider scheme via a series of service runs contained within Plot 10.

This is in accordance with the transport assessment which accompanies the application.

4.8.15 Plant Strategy

Plant is to be provided at ground floor and the upper roof.

This will ensure that plant is concealed from the street and allows for easy access from the site wide servicing route.

4.8.16 SUDS

The building shall align with the SUDS attenuation strategy for the site which allows for the site to come forward in phases and supports a specific catchment area.

The proposed drainage network has been designed to contain the 1 in 100 year return period plus 40% climate change event.

4.8.17 Maintenance Access

Plot 6's maintenance access strategy is a hybrid mobile operated working platform (MEWP) and suspended/internal access strategy. A 1.5m suspended access emergency landing zone is to be provided for areas where this strategy is employed.

This hybrid system will provide suitable and safe access to the entirety of the facade. Good practice solutions have been considered to enable all the tasks to be undertaken over the life cycle of the building so as to achieve an holistic solution and minimise risk to maintenance contractors.

4.9 PLOT 11

4.9.1 Use and Quantum

Plot 11 will be a small retail pavilion at platform level.

4.9.2 Quantum of Uses

The maximum area by use class is identified on table (4.9.1).

4.9.3 Scale and Massing

Plot 11 will be limited to a single story building.

This will ensure the building has minimal impact on the surrounding plots amenity.

The buildings will form part of the required rail operator 3m high barrier to the south.

The building should have a solid edge along the southern boundary with no opening elements.

4.9.4 Articulated Form

The building will be one story with a pitched roof.

The pitched form references the Shoreditch warehouses, and adjacent roof typologies and site history.

4.9.5 Building Maximum and Minimums

The plans, sections and 3D diagrams within this spread define the maximum proposed extents for the building.

The maximum extents have been tested as part of the Environmental Statement (ES).

Level	Retail GEA m ²	Total GEA m ²
Total	170	170

Table 4.9.1: Plot 11 maximum and minimum GEA

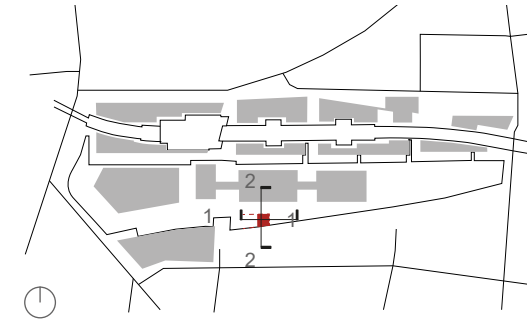


Fig 4.9.1: Plot location key

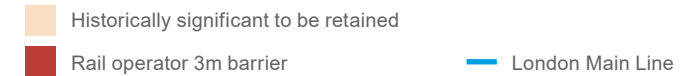


Fig 4.9.2: Platform level today (view east)

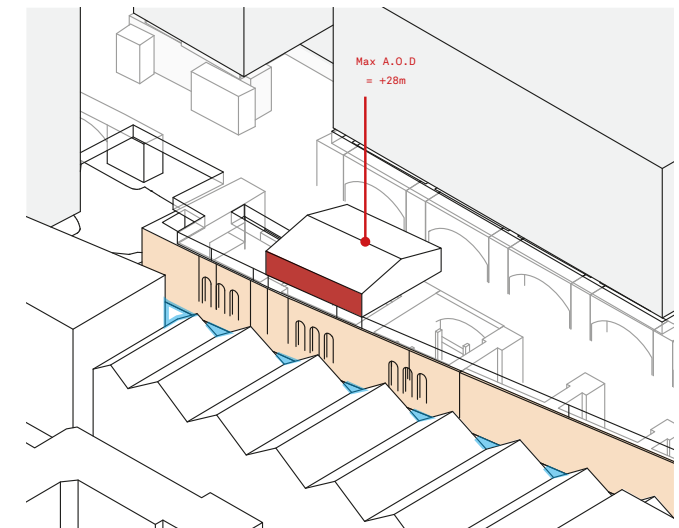


Fig 4.9.3: Southeast axonometric - constraints and influences

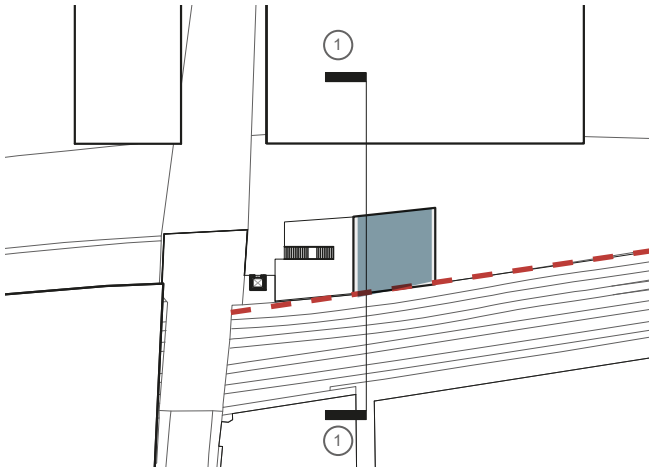


Fig 4.9.4: Podium plan - constraints and influences

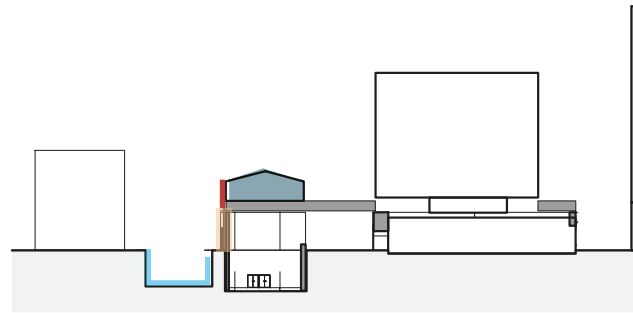


Fig 4.9.5: Short section 1 - constraints and influences

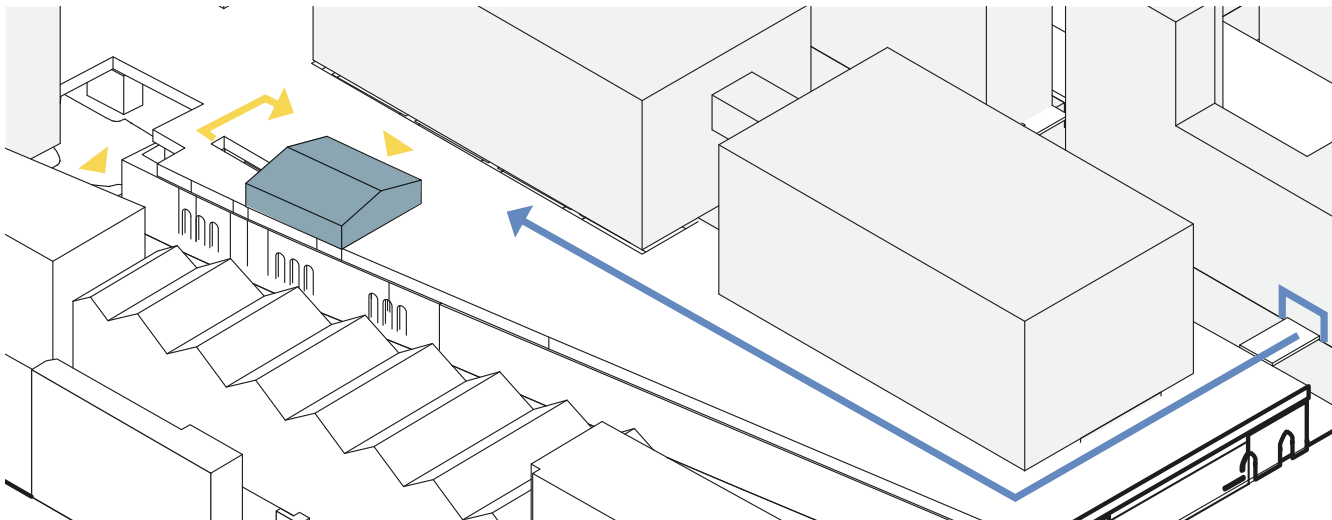
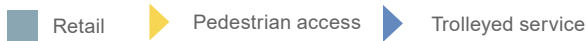


Fig 4.9.6: Southeast axonometric - access and service

4.9.6 Composition and Materiality

4.9.7 *The building will be highly glazed and have the ability to engage with the surrounding public realm.*

This will create the impression of a blurring between internal and external space.

The building will have the ability to be opened up fully to the north and west.

The building should have the ability to feel part of the public realm offer.

The building will have an extending canopy to the west which shall act as a cover to the public stair connecting the platform with Wheeler Street.

The canopy should extend to protect the head of the stair from adverse weather. The canopy should be designed holistically with the building.

4.9.8 Access and Servicing

4.9.9 Pedestrian Access

The building is accessed from platform level.

Seven vertical circulation points are created across the masterplan to provide an appropriate amount of accessibility to the platform level.

4.9.10 Service Access

The building will be trolley serviced via a goods lift connecting to the plot 5 service yard.

4.9.11 Plant Strategy

Plant extract will be designed to have a minimal impact on the public realm.

4.10 PLOT 7E

4.10.1 Use and Quantum

Plot 7E is made up of retail and culture and consists of the existing enclosed London Road and the arches to the southern edge. Three of these arches are double height with a floor level below London Road at track level.

Plot 7E will incorporate the historic Boiler Room, hydraulic accumulator and provide space for interpretation linked to the sites historic features.

The hydraulic accumulator is an important relic of the Goodsyards former use and operation and should be restored as a feature of interest.

The existing arches along the south edge of London Road(highlighted on plan) will be refurbished will be refurbished as retail units.

The arches will have glazed shop fronts to match the northern edge of London Road.

A zone has been established along the open southern edge of London Road. This zone will house small kiosk units within each bay. The edge detail will deal with Network Rail requirements for security and safety, but will also allow the natural southern light onto the road to be maintained.

The kiosk units will have a dual purpose of animating the southern edge of the street and providing an edge protection to restrict access onto the parapet wall overlooking the main line. Some of the bays should be left open, but with appropriate edge protection and translucency in keeping with the existing character of London Road.

Level	Retail GEA m ²	D1/D2 GEA m ²	Sui-Gen GEA m ²	Total GEA m ²
Total	384	390	99	873

Table 4.10.1: Plot 7E maximum GEA

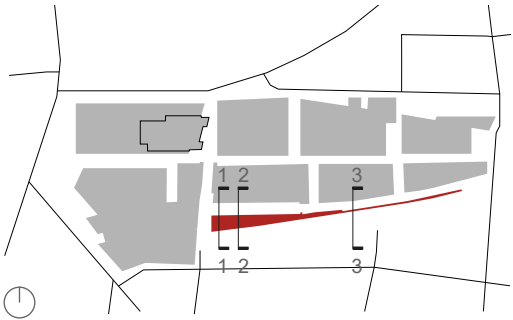


Fig 4.10.1: Plot location key



Fig 4.10.2: The hydraulic accumulator

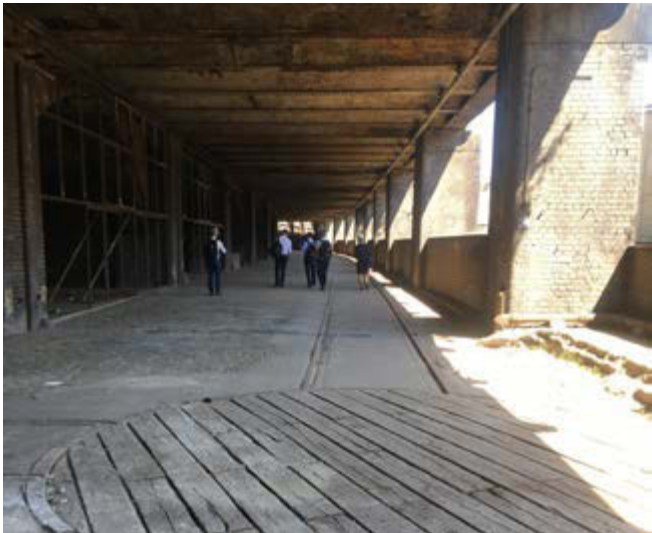


Fig 4.10.3: London Road

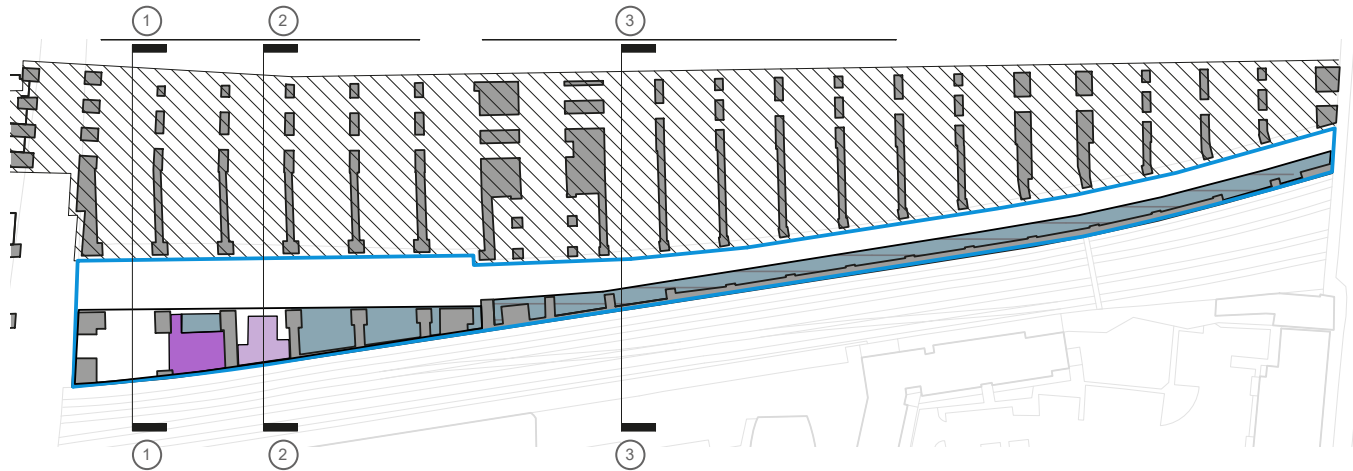


Fig 4.10.5: Ground plan

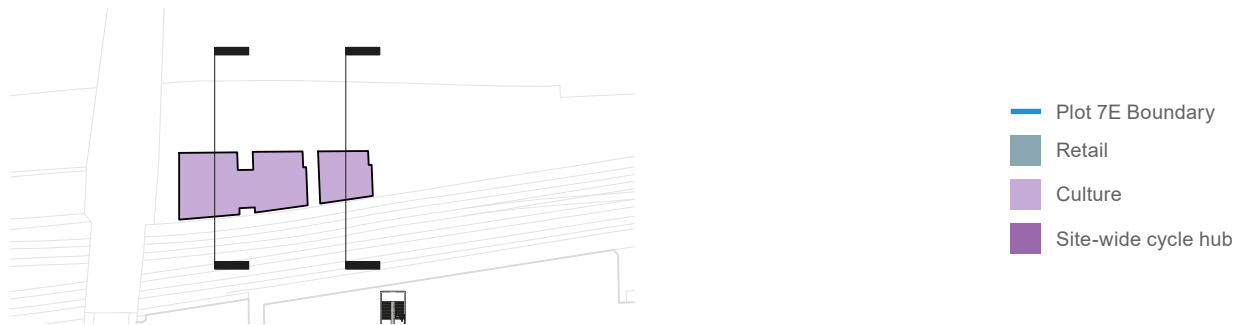


Fig 4.10.4: Basement plan

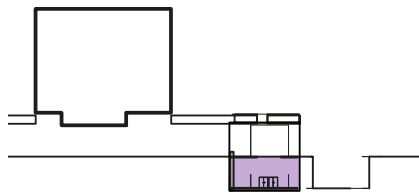


Fig 4.10.6: Section 1

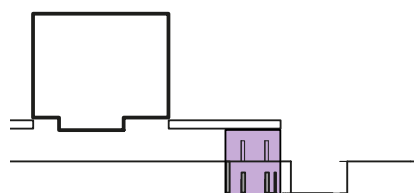


Fig 4.10.7: Section 2

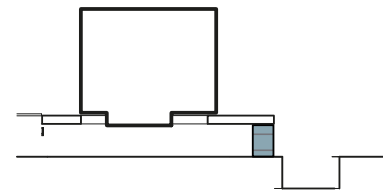


Fig 4.10.8: Section 3

4.10.2 Quantum of Uses

The maximum area by use class is identified on table (4.9.1).

4.10.3 Composition and Materiality

The scheme shall celebrate the historic features of London Road and retain the historic paving layouts incorporating cobble setts, rails and turntables. These shall be retained and relaid to an appropriate level for public realm use.

London Road is not listed. However, it is of historic interest and important heritage feature within the Goodsyrd development.

4.10.4 Access and Servicing

The western most arch at the junction of London Road and Braithwaite Street will contain a public stair and lift serving basement, ground and platform.

This is an important pedestrian node and a key access location within the masterplan.

4.10.5 Service Access

The building will be serviced out of hours by a managed trolley access.

4.10.6 Plant Strategy

The plot will be serviced as part of the site wide network. Services will be provided from the platform level build up, dropping down in discreet locations to serve London Road.

ballymore.



Hammerson