

Plot 1, Bishopsgate Goodsyrd, E1

Local Authorities: LB Tower Hamlets and LB Hackney

Local Authority references: PA/24/00688 and 2024/0821

Reserved Matters application (“RMA”) - Stage 3 referral

Town & Country Planning Act 1990 (as amended); Planning (Listed Building and Conservation Areas) Act 1990; Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Application for all Reserved Matters Approval (Access, Appearance, Landscaping, Layout and Scale) in respect of Plot 1, pursuant to LB Tower Hamlets outline planning permission ref PA/14/02011 (GLA ref. GLA/1200cd/12); LB Hackney planning permission ref. 2014/2425 (GLA reference GLA/1200cd/11) dated 25/03/2022, for the erection of a building comprising 51,309 sq m of office floorspace (Class B1), 831 sq m retail uses (Use Class A1-A5), 6,392 sq m plant and ancillary space, landscaping, public realm, and all associated works.

The applicant

The applicant is **Bishopsgate Goodsyrd Regeneration Limited**, and the architect is **Gensler Architects & Buckley Gray Yeoman**

Recommendation

The Mayor, acting as Local Planning Authority for the purpose of determining this application;

- i. grants reserved matters approval in respect of application GLA/2023/0836 pursuant to LB Tower Hamlets planning permission ref PA/14/02011 (GLA ref. GLA/1200cd/12) and LB Hackney planning permission ref. 2014/2425 (GLA reference GLA/1200cd/13) dated 25/03/2022 for the reasons set out in the approval section below and subject to the imposition of planning conditions.

Introduction

1. This report sets out the matters that the Mayor, acting as Local Planning Authority, must consider in determining whether to grant or refuse reserved matters approval and to guide his decision making. This report includes a recommendation from GLA officers, as set out below.

2. The Bishopsgate Goods Yard scheme was granted identical hybrid planning permissions (part outline and part detailed) for the parts of the site within LB Tower Hamlets and LB Hackney and associated listed building consents by the Mayor of London on 25 March 2022. In granting the hybrid planning permissions, the Mayor of London formally resolved to be the Local Planning Authority to determine any reserved matters applications.

Officer recommendation - reasons for approval

3. The Mayor, acting as the local planning authority, has considered this application against the Planning Permissions granted in 2022 along with all other relevant material considerations together with the planning policies contained within the relevant development plan. He has also had regard to observations made from statutory consultees including those made by London Borough of Tower Hamlets, London Borough of Hackney and TfL. It is Officers' view that the application proposals accord with the parameters are fully in line with the outline element of the parent permissions and the associated control documents namely the parameter plans, the design guide and the Development Specification and the relevant planning policies as detailed below in the Planning Assessment section below. In addition, the applicant is also required to submit a series of relevant planning conditions to accompany the reserved matters applications, which is discussed further below.

S106 legal agreement

4. The reserved matters applications do not seek changes to the S106 legal agreement and, therefore, the existing requirements under the outline permission remain applicable.

Publication protocol

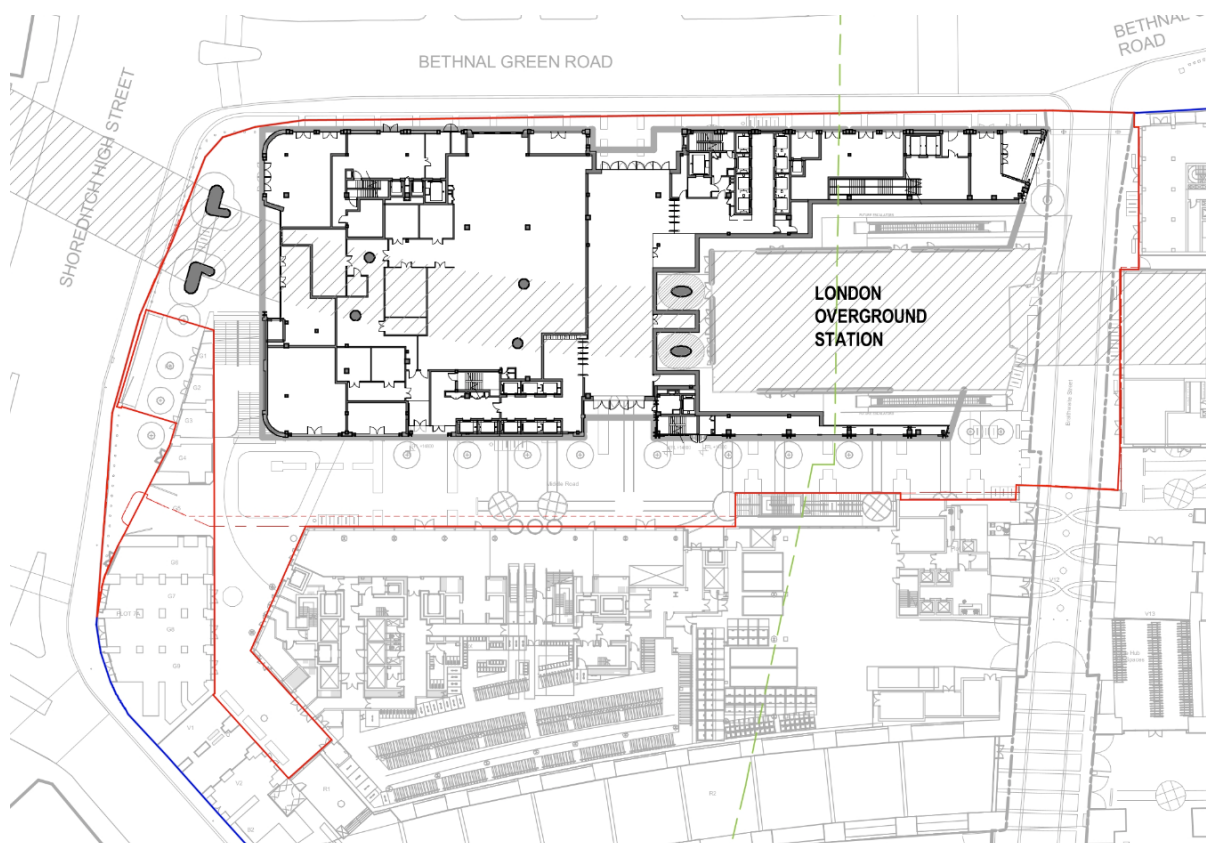
5. This report has been published seven clear days prior to the Planning Meeting.

Site description and Surrounding Area

6. The wider site (shown in figure 1) is 4.4 hectares in size and comprises the former Bishopsgate Goods Depot. Historically, the site was a goods station and a suburban railway passenger station prior to services moving to Liverpool Street Station. The site has been largely vacant following a fire in 1964. Approximately half of the remaining structures on the site were demolished in 2002/3 to allow the construction of the London Overground railway. Approximately 72% of the site is in Tower Hamlets, with the remainder in Hackney.
7. The application site is currently in temporary use as football pitches (Powerleague Shoreditch) and BOXPARK Shoreditch, comprising shopping and restaurant uses accommodated in shipping containers. Shoreditch High Street Station is also within the Plot 1 site boundary. The application site straddles the boundary between LB Tower Hamlets and LB Hackney.

8. The Goodsyard site is surrounded by five conservation areas: South Shoreditch (LBH), Brick Lane and Fournier Street (LBTH), Redchurch Street (LBTH), Boundary Estate (LBTH) and Elder Street (LBTH). There are two Grade II listed structures on site: Braithwaite Viaduct and the Forecourt Wall, Oriel and Gates to the Goods Station. There are also 272 listed buildings in the close vicinity of the site comprising of Grade I, Grade II and Grade II*
9. The wider site is shown in Figure 1 below outlined in blue with the RMA boundary of this current application shown by a dashed red line. Figure 2 shows the application site.

Figure 2 – Application red line



10. Plot 1 is heavily constrained by rail and telecommunications infrastructure. The 'boxed' London Overground line runs east to west across the northern part of the site. The Central Line tunnels run diagonal under Plot 1. A BT tunnel runs north-south across the site almost directly below the line of Braithwaite Street. Surveys show that the 7 feet diameter tunnel runs below the Central Line with a crown level varying from approximately 25m below grade level at Quaker Street to approximately 23m below grade at Bethnal Green Road.
11. The site has a Public Transport Accessibility Level of 6b (the highest possible rating). The site contains Shoreditch High Street Station serving the London Overground and also lies in close proximity to Liverpool Street Station which provides other London Overground (Central, Hammersmith and City, Metropolitan, Circle) and National Rail services. There are numerous bus routes that operate adjacent to or in close

proximity including the 135, 35 and 47 services, serving destinations across the whole of London. Existing vehicular access to the site is from Braithwaite Street.

Proposal

12. This application seeks Reserved Matters Approval (RMA) for the detailed elements of proposed Plot 1 which were reserved as part of the outline element of the Hybrid planning application highlighted above in the planning history section. The elements submitted relate to the Scale, Appearance, Layout, Landscaping and Access with further details below in relation to each matter.
 - 'Scale' – the height, width and length of each building proposed within the development in relation to its surroundings.
 - 'Appearance' – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.
 - 'Layout' – the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.
 - 'Landscaping' – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features;
 - 'Access' – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
13. Plot 1 would be an office and commercial building on the northern boundary of the site. The submitted documents describe a building of 18 storeys (70m) containing 51,309 sq m of office floorspace (Class B1) and 831 sq m retail uses (Use Class A1-A5).
14. The part of the site within LB Hackney, would contain the following mix of uses:
 - 38,985 sqm (GIA) of Business Use (Class B1).
 - 577 sqm (GIA) of Retail Use (Class A1, A2, A3)
 - 5,241 sqm (GIA) of ancillary and plant space.
15. The mix of uses within LB Tower Hamlets would be:
 - 9,243 sqm (GIA) of Business Use (Class B1).
 - 134 sqm (GIA) of Retail Use (Class A1, A2, A3)
 - 791 sqm (GIA) of ancillary and plant space.
16. The below CGIs show the proposed development both from an elevated point of view and from street level once constructed.

Fig: 3 View of the proposed scheme from Shoreditch High Street



17. The proposed building is planned to straddle the Overground box with a taller element to the east towards Shoreditch High Street station within the Tower Hamlets portion. The Design Guide provides further control over the approach to scale, form, composition and materiality. The building is subject to a number of technical constraints in terms of its relationship with the Overground infrastructure and station, including a 2 metre exclusion zone to allow for full access to the Overground box as well as existing and future entrance and exit requirements for the station, including escape routes.

Fig: 4 View from Bethnal Green Road of the proposed scheme looking west



Relevant Planning History

18. An OUTLINE application for the comprehensive mixed use redevelopment of the site comprising (floorspace in Gross Internal Area): Residential (Class C3) comprising up to 500 residential units; Business Use (Class B1) up to 130,940 sq.m.; Hotel (Class C1) up to 11,013 sq.m.; Retail, financial & professional services, restaurants, cafes & hot food takeaways (Class A1, A2, A3, A5) up to 18,390 sq.m. of which only 3,678 sq.m. can be used as Class A5; Non-residential Institutions (Class D1) / Assembly and Leisure (Class D2) up to 6,363 sq.m.; Public conveniences (sui generis) up to 298 m²; Basement, ancillary and plant up to 21,216 sq.m. Formation of new pedestrian and vehicular access; means of access, circulation and car parking within the site and provision of new public open space and landscaping.

19. The application proposed a total of 10 buildings that range in height, with the highest being 142.4m AOD and the lowest being 29.2m AOD. With all matters reserved save that FULL DETAILS for Plot 2 are submitted for alterations to, and the partial removal of, existing structures on site and the erection of a building for office (Class B1) and retail use (Class A1, A2, A3, A5) comprising a part 17/ part 29 storey building; and Plot 7 comprising the use of the ground level of the Braithwaite Viaduct for retail and food & drink uses (A1, A2, A3, A5) and works to and use of the Oriel and adjoining structures for retail and food & drink uses (A1, A2, A3, A5). (Amended Description).
20. For that part of the site within the London Borough of Tower Hamlets, the proposed development comprised the following: Up to 44,067 sq.m (GIA). of residential use (Class C3); up to 21,341 sq.m (GIA). of Business Use (Class B1); up to 11,013 sq.m (GIA). of Hotel Use (Class C1); up to 13,881 sq.m (GIA). of Retail Use (Class A1, A2, A3, A5) of which only 2,776 sq.m. can be used for hot food takeaways (A5); Non-residential Institutions (Class D1) / Assembly and Leisure (Class D2) – up to 4,109 sq.m (GIA).; up to 298 sq.m (GIA) of sui generis use; up to 8,464 sq.m (GIA) of ancillary and plant space.
21. For that part of the site within the London Borough of Hackney, the proposed development comprised the following: Up to 109,599 m² (GIA) of Business Use (Class B1); up to 4,509 m² (GIA) of Retail Use (Class A1, A2, A3 and A5), of which only 902 m² (GIA) can be used for hot food takeaways (Class A5); up to 2,254 m² (GIA) of Class D1 / D2 use; up to 12,752 m² (GIA) of ancillary and plant space.
22. Application for Non-Material Amendment to the approved parameter plans were submitted to and approved by both Boroughs in 2024 and the changes can be highlighted as follows:
23. Amendment to the approved **maximum** parameter plan drawings to allow the following design changes:
1. Lobby extension at ground floor brought outwards to the east, closer to the London Overground Station
 2. Changes to the façade, services, structure and floorplate around the station and railway infrastructure.
 3. Amendment to the northern façade to align the plinth and upper structure.
- Amendment to the approved **minimum** parameter plan drawings to allow the following design changes:
1. Curved corners onto Shoreditch High Street;
 2. Recessed façade on the southern side of the Plot 1 building at ground;
 3. Additional space made for the loading bay at ground level.

Publicity

24. The GLA carried out a consultation exercise which included consultation letters to neighbouring properties and statutory bodies and the erection of site notices in and around the site.
25. 8 neighbour responses were received together with representation from the Boundary Tenants and Residents Association. The following comments and objections have been raised.
- Light pollution from office development.
 - Unacceptable visual impact due to scale and inaccurate views shown.
 - Unacceptable overlooking or the building to neighbouring residential properties and unacceptable loss of light.
 - Proposal is of excessive scale height and massing.
 - The proposal would lead to a significant number of new occupants and there is insufficient infrastructure to cater for this increase.
26. The maximum parameters plans set out the quantum of development along with the scale, height and massing of the proposal. These matters are considered further below as part of the details for the RMA noting that the maximum parameters were tested for overlooking and overshadowing by the parent permission. In terms of light pollution, the applicant has acknowledged that there would be mitigation measures in place such as dimming nighttime lights and automatic blinds and for these reasons light pollution is not considered to unacceptably harm living conditions of existing and future residents.
27. Comments have been received from LBTH and LBH as per the tables below. In addition, London City Airport, the Environment Agency and the HSE offered no objections/comments in relation to the proposal.

LBTH Comment	GLA Officer response
<p>The 'Station Square' is not in accordance with the Design Guide and Site Allocation aspirations for additional public realm and a public square in the key, busy pedestrian approach to Shoreditch High Street station.</p> <p>The building massing/ footprint should be reduced to the minimum parameter extent at this location in order to provide the necessary</p>	<p>The building massing and footprint are within the approved minimum and maximum parameters and so is therefore in accordance with the approved parameter plans under the parent planning permission.</p> <p>Whilst the Design Guide seeks to 'open up' the pedestrian approach corner at ground floor, the applicant has expressed concerns that it may attract anti-social behaviour and rough sleeping following consultation with the Secured By Design Officer. In particular it was acknowledged that Plot 1 interacts with the public realm at both street and Platform level. On both levels the building's footprint follows a simple geometry, maintaining clear visibility lines and avoiding any recesses or 'dark corners'.</p> <p>The active frontages at ground and Platform level</p>

additional public realm promised by the Design Guide	<p>overlook the public realm and enhance the public's safety through natural surveillance. These façades will be fully glazed using a curtain wall with secure glazing retention system, in accordance with the guidance provided in Secured by Design Commercial Guide 2023.</p> <p>Additionally, there is a TfL requirement to accommodate an escalator box on either side of the station in the future and this would place further demands on the space.</p> <p>The space is designed to be opened up for public convenience during opening hours with the possibility to have a second entrance into a shop or café unit at this point. During the evening and night, the corner unit could be shuttered to prevent rough sleeping and anti-social behaviour which GLA Officers consider acceptable.</p> <p>Notwithstanding the above the applicant has proposed, in consultation with LBTH that this element of the building would be the subject of a condition on any reserved matters approval requiring the submission and approval of further details. Accordingly, the proposed condition is considered appropriate and acceptable.</p>
The close proximity of the eastern end of the future residential plots would result in unacceptable mutual overlooking and poor levels of privacy to the new housing on the wider site.	<p>The building is within the approved minimum and maximum building parameters which have been tested as part of the outline consent and therefore is in accordance with the approved plans under the outline planning permission.</p> <p>Determining the exact proximity to future residential plots like Plot 4, will be a matter of detail design when the reserved matters for those plots are brought forward.</p>

LBH Committee Report Comment	GLA Officer Response
Design	
Lack of curved corners on the upper parts of the building creates a somewhat discordant and jarring juxtaposition between the curved corners on the base. Irregular grid appears	<p>The curved facade on the lower element of the building is set out from the springing point of the square top which providing a positive design response to the public realm at the lower levels. Curving the upper steelwork would not be in context with Plot 2.</p> <p>The primary structure of the grid follows from the top to the ground in elevation. The setback, the location of the</p>

cluttered and confused. Improvements to biodiversity should be given greater emphasis.	overground station box, and the non-rectangular nature of the plan mandates a different treatment.
Concerns that the scheme should go beyond the aims of the Biodiversity Gain Plan.	<p>The urban greening has been maximised with the introduction of additional street trees and planting areas at ground level, and the inclusion of extensive areas of biodiverse roof and planting areas to the terraces.</p> <p>The proposed development would result in an estimated loss of 0.19 baseline habitat BU on-site and an estimated creation of 0.69 post intervention habitat BU on-site. Overall, the proposed development would therefore lead to a predicted increase of 0.50 BU through on-site changes. This project would deliver an increase in the habitat biodiversity value of approximately 261.82%.</p> <p>Most of the ground level public realm will need to be hard landscaped to allow for comfortable flow of pedestrians around the site, it is not appropriate to introduce the extent of urban greening which would be required to achieve a policy compliant score within this RMA.</p>
Transportation & Waste	
<p>Transport concerns are a key component of the Reserved Matters assessment to be made and we note that the proposal appears deficient in many respects that would benefit from further design work prior to any approval.</p> <p>Commercial operators have been chosen, waste management should be scrutinised at this stage.</p>	<p>The closest street to the Plot 1 building entrance where accessible on-street parking is feasible and permitted is Sclater Street.</p> <p>Further surveys may reveal whether further bays can be converted from standard bays in the future.</p> <p>The Plot 1 Transport Assessment (December, 2023) set out two issues identified in the Stage 1 Road Safety Audit undertaken in 2020 relating to the proposed vehicle access on Bethnal Green Road and vehicles exiting the site eastbound overrunning the existing bus cage. To resolve, the eastbound bus stop would need to be relocated further east and the carriageway lane arrangement revised on Bethnal Green Road.</p> <p>This would be subject to further discussions with LB Hackney, LB Tower Hamlets and TfL post approval of the RMA under a S278 Agreement.</p> <p>The proposed type and quantity of long-stay cycle parking is in accordance with standards and considered adequate and it is noted TfL offer no objections (below).</p>

	<p>The store can be defined by labelled zones and supported by signage and/or colours/themes if needed.</p> <p>The initial Annual Monitoring Report, which would be undertaken at 75% occupancy, would survey the modes used to access the site to identify the baseline mode share for cyclists, which would then allow for improvement year-on-year through the Travel Plan process.</p>
Sustainability	
<p>Clear opportunities have been missed to reduce the embodied, operational and whole life cycle carbon footprints and we note the issues this causes in relation to approved Conditions 42 (Energy strategy for Reserved Matters), 44 (Photovoltaics) and 72 (Sustainability strategy) and suggest that the application should not be approved by GLA officers until these issues are resolved.</p>	<p>A 'cooling hierarchy' is provided. The application documents explain how various mitigation measures have been considered.</p> <p>The glazing g-value has been provided and the space heating demand of building exceeds the best practice value and is acceptable.</p> <p>This building is to be fully air-conditioned building due to its expected occupancy and function with space cooling has been sized appropriately to maintain comfortable conditions. A detailed study was undertaken to determine the solar gain experienced around the building perimeter which was also reviewed against the BCO guidance.</p> <p>The scheme is future proofed and can connect to a District Heat Network at a later date if available and discussions have been held recently on this matter.</p> <p>A Stage 2 NABERS Assessment has been undertaken for the client which uses a robust modelling methodology similar to CIBSE TM54. It calculated a value of 51.19 kWh/m² (NIA) which acceptable.</p> <p>The proposal has accounted for all feasible area at this stage whilst further provision would be welcome, the current provision is considered acceptable.</p> <p>Ground Source Heat Pumps (GSHPs) have been deemed not suitable due to extensive ground works needed including ground survey on a site where the building straddles over the Shoreditch station and elevated East London line, the areas in the ground which could accommodate GSHPs are limited as there are also exclusion zones around the piling of East London Line.</p> <p>As part of the BREEAM target all water fittings are required to achieve low flow fittings.</p>

The proposal cannot meet the minimum threshold as follows:

- More Photovoltaic panels - maximised at current stage, however, can be reviewed further - see above
- GSHP led DHN - not suitable due to site constraints - see above
- WWHR - not suitable due to site constraints - see above
- Further reduce cooling demand - cooling demand reviewed and reduced significantly using DSM using the cooling hierarchy.

The planning conditions on each planning permission state that 'Where the energy addendum demonstrates that the relevant phase will not comply with the energy reductions targets specified, a carbon offset payment shall be required.'

Hence payment of £532,579.50 will be required.

The S106 Agreement includes a carbon offset contribution clause whereby the financial contribution for each Plot will be made to off-set any shortfall of the carbon emissions from the relevant Plot. The financial contribution is therefore allowed for and will be made under the existing S106 Agreement.

28. TfL have responded as per the Table below:

TfL Comments	GLA Officer response
<p>TfL received a Shoreditch High Street Station Feasibility Study, that informed the design of Plot 1 building in relation to the LO station.</p> <p>We need to agree any traffic on Bethnal Green Road that effects the operation of the Transport for London Road Network (TLRN).</p> <p>The long stay cycle parking for office is 784 spaces and the layout is stated to be in accord with London Cycle Design Standards, which is welcomed.</p> <p>The general approach to short stay is acceptable to TfL, useful to understand co-ordination of provision with future occupation and any meanwhile provision associated with Plot 1, related to the station and construction.</p> <p>Cycle Hire position as agreed, so the only comment is making sure we minimise impact on existing cycle hire docks during construction.</p> <p>Delivery and Servicing Plan, TfL published our Cargo Bike Action Plan in March 2023, DSP will need to consider this aspect in more detail.</p> <p>Braithwaite Street is proposed to be improved public realm, to be agreed with Tower Hamlets as highway authority. Its currently a no-through route, and fire strategy now proposes to use this route to access Plot 1. Useful for Tower Hamlets confirm this can be done in accord with Healthy Streets approach, increased footfall and ensure access for all to the station.</p>	<p>Comments noted.</p>
<p>TfL has concerns about the sign oversailing Braithwaite Street, legibility/ wayfinding to the station and vehicle access. We accept this is no more restrictive than the railway bridge, and 6 metres allows normal vehicle vehicles on the network.</p>	<p>Comments noted.</p>

29. In addition to the above the proposals were presented and reviewed by the London Review Panel (LRP) in summer 2023 which summarised as follows:

'The LRP finds much to admire in the emerging reserved matters proposals for Plot 1 of Bishopsgate Goodsyrd. It appreciates the complexity of the design challenge, and that there are differing views on a number of design issues, including the plinth height which is a storey lower than required by the design code.'

In the panel's view, departing from approved design codes can be a normal part of the planning process, where benefits can be demonstrated, for example improved safety or legibility of the public realm. Continuing design development will be needed in consultation with the local planning authorities and GLA to reach consensus on these issues. The panel's comments are intended to support this process, by providing analysis of the design options and recommendations for improvements. The panel did not reach a unanimous view on the plinth height. However, the majority of panel members feel a case could be made for this being four storeys as currently proposed, with a glazed set back at level 5. As part of this process, further exploration of the architecture and materiality would be encouraged.

Detailed comments on the plinth, set back level 5 and vertical link and circulation cores are provided below. In general, the panel would encourage greater simplicity and cohesiveness in the architectural expression of the scheme. The amount of publicly accessible open space is welcomed. Middle Road will have a challenging microclimate, and this needs to inform its design, and tree planting. The podium level landscape promises to be very successful, keeping the essence of what currently exists on the viaduct. However, the stair leading to it would benefit from greater generosity. The Station Square although a small area of the site, will be critical to the success of the scheme, and needs more thought. It is also essential that the North-South link is perceived as, and functions as, a public route. All areas of the public realm need careful thought about surveillance and sight lines, to ensure they feel well overlooked and safe.'

30. In terms of the plinth height this matter was resolved via the NMA submissions, and the other elements of the detailed design are discussed in the planning assessment section below.

Planning Assessment

31. The report will then examine relevant planning issues pertinent to this RMA in terms of Access, Appearance, Landscaping, Layout and Scale along with whether the proposal meets the requirements of the parent permission (i.e. to ensure compliance with the approved documents and relevant planning conditions). In this instance the proposals are also assessed in relation to housing, heritage, amenity and highways and waste.

Compliance with the Parent Permission (Land Use and Quantum)

32. The table below shows the total quantum of floorspace proposed by the RMAs set against the overall floorspace permitted by the approved Development Specification of the parent permission for Plot 1 and highlights compliance.
33. The RMA proposes three land uses. The table below sets out how the Proposed Development, by land use, complies with the maximum floorspace in the Development Specification submitted with the parent permissions/OPPs for Plot 1.

Land Use	Proposed RMAs Floorspace (sqm GEA)	Development Specification Maximum (sqm GEA)	OPPs Compliance
Office (B1)	51,039	54,230	Yes
Retail (A1, A2, A3, A5)	831	945	Yes
Plant/Ancillary	6,392	7,038	Yes

34. The parent permissions contain several planning conditions which require particular assessments to accompany the submission of an RMA. The Table below highlights conditions which require various assessments to be submitted with the RMA.

Table 1: Conditions to be submitted

Condition LBH	Topic	Submitted with RMAs
18 a)	Cycle Parking Provision	Yes
34	Air Quality Monitoring	Yes
42	Energy Strategy for RMA	Yes
44	Photovoltaics	Yes
49	Circular Economy (Outline Elements)	Yes
54	Urban Greening Factor	Yes
67	Accessible Car Parking	Yes
72	Sustainability Strategy	Yes
Condition LBTH	Topic	Submitted
17	Cycle Parking Provision	Yes
36	Air Quality Monitoring	Yes
44	Energy Strategy for RMA	Yes
46	Photovoltaics	Yes
51	Circular Economy (Outline Elements)	Yes
55	Urban Greening Factor	Yes
68 b)	Accessible Car Parking	Yes
72	Sustainability Strategy	Yes

35. As set out above, the parent permissions require certain assessments to be submitted with each RMA. In addition, GLA Officers note that submissions demonstrate a policy compliant provision of car and cycle parking, how the urban greening factor has been maximised and how the Energy Strategy has been achieved.

Scale

36. The parent permissions set out the maximum and minimum parameters which the building can fall within. Subsequent to the aforementioned permissions, the approved parameters were amended under non-material amendment application 2023/2566 which was approved by both Boroughs. The massing proposed as part of this application sits within the guidelines as shown by the image below.

Fig:5 Maximum heights

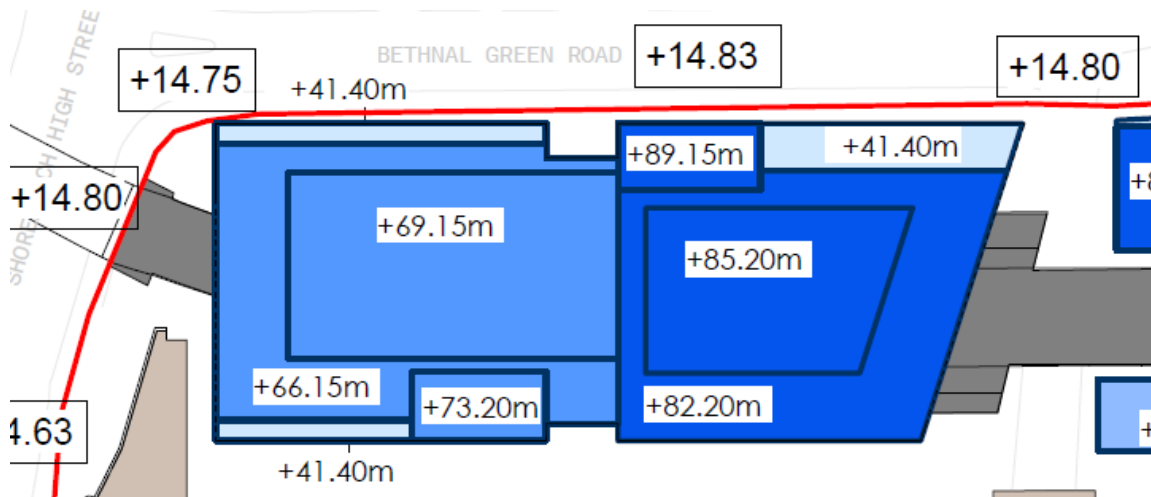
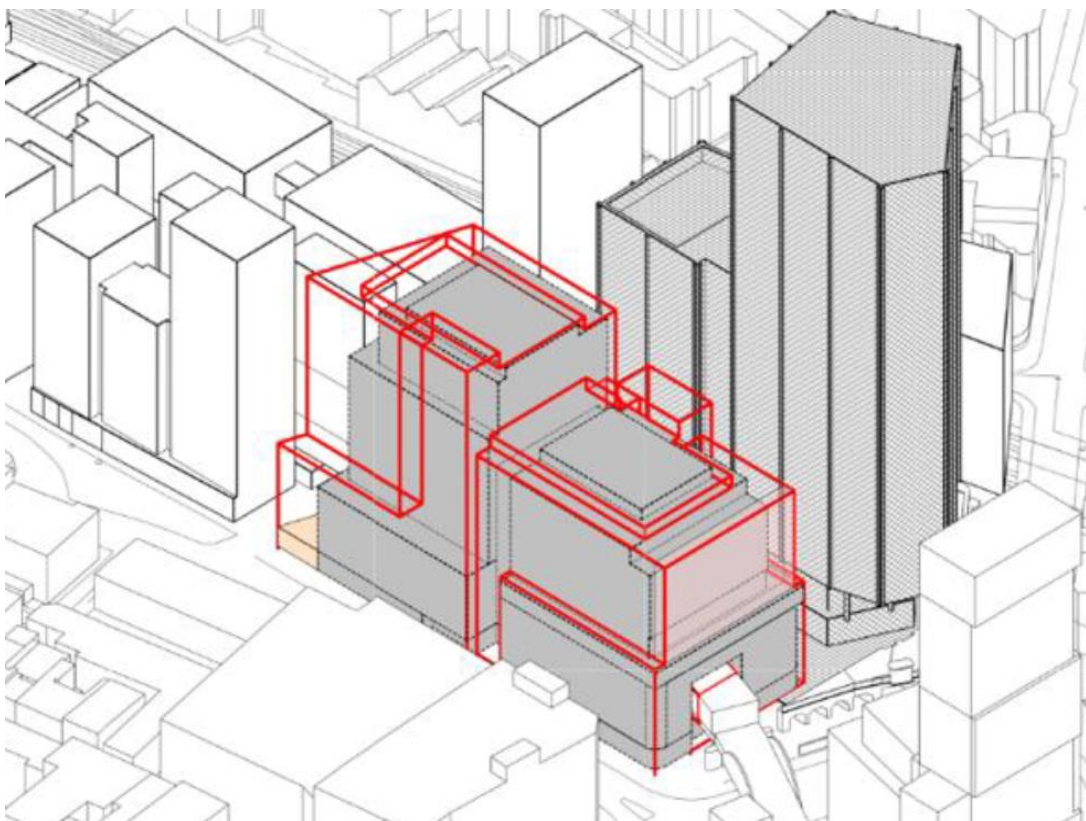
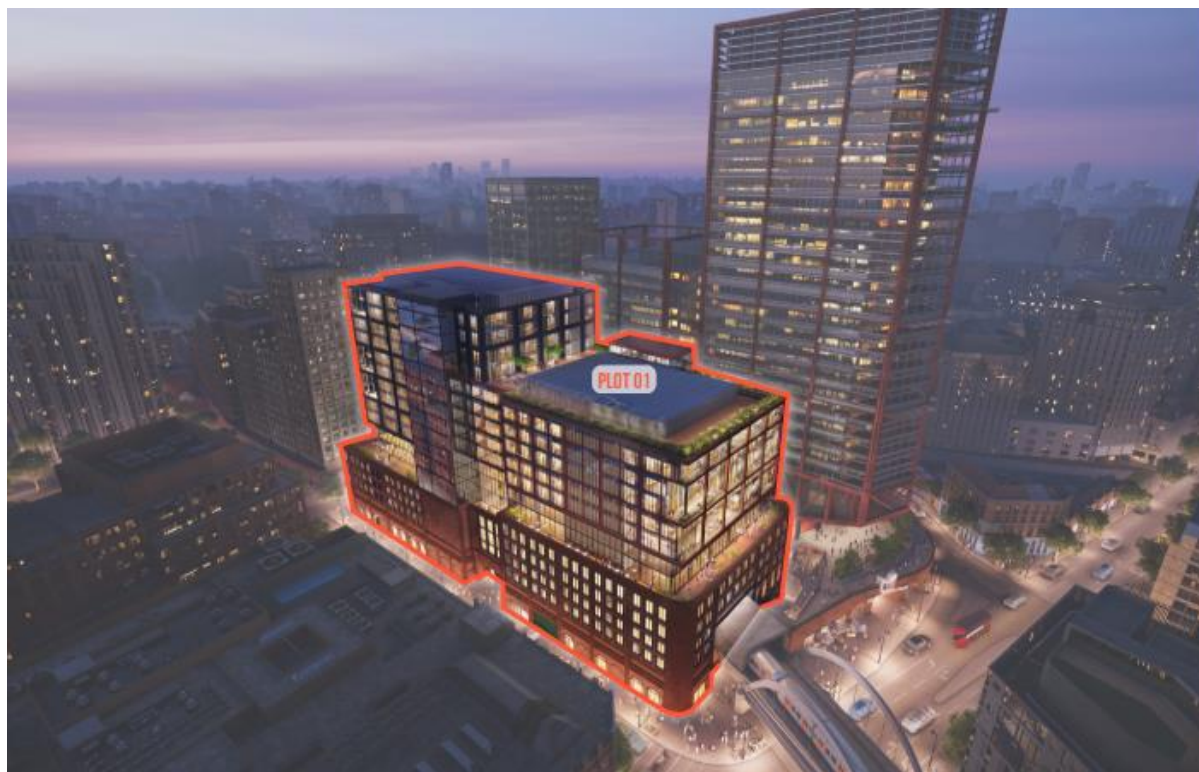


Figure 6 - Massing (red outline) and minimum massing (grey massing within red outlines)



The figure / image below shows how the design fits within the approved parameter plans.

Figure 7 – Aerial image



37. The Design Guide sets out the approach to a range of matters, including scale (ie the height, width and length of the building in relation to its surroundings). The Guide set out horizontal layers to follow at reserved matters, i.e. Plinth Base, Plinth, Body and Crown as well as prescribing the form of the link between the two blocks. The proposed development falls within the approved parameters in respect of building footprints, heights, scale and massing and the submitted 'Design Overview Statement – RMA' includes a checklist of all relevant Design Guide points for Plot 1. This checklist outlines how the proposed development has complied with all relevant Design Guide guidance for Plot 1 and is supported by justification within the wider Design Overview Statement and the Environmental Compliance Report (Townscape and Visual Impact Addendum).
38. The amenity impacts of the scheme were also considered to be acceptable at outline stage, an assessment which included the maximum allowed parameters for this plot. The maximum parameters were marginally altered by the non-material amendment applications, but the changes would have no material amenity impact. The proposed development is within those approved maximum parameters and the amenity impact of the proposed development is acceptable and GLA Officers consider the scheme complies with Policies D1, D3 and D4 of the London Plan.

Appearance

39. Turning to the appearance of the proposed building has been influenced by the existing arches and historic boundary wall which in turn creates a solid base for the

building. The proportion of the arches reflect a similar rhythm and size as those displayed on the remaining historic wall. This creates a consistent datum line which stretches around Plot 1 and aligns with the existing detail brick balustrade height. Figure 4:

40. The building is broken down into a Base, Middle and Upper. The Base of the building attempts to link into the character of Shoreditch. At ground level the arches successfully provide a historic link to the Oriel Wall and at ground level help to tie it into the rest of the site. The detailing although similar to the historic walls is in a contemporary manner and includes hit and miss brickwork, horizontal banding which relate to Shoreditch. In addition, the introduction of curved corners to the west help to provide a degree of interest to the building and softening at ground level.
41. The Middle is constructed of brick and picks up on the proportions and detail of historic Shoreditch Warehouses. It provides a heavy, solid base to the upper storeys of the building.
42. The upper parts continue the grid set up by the base and the middle to ensure a continuity between the various parts of the building but articulated in a steel frame construction to articulate the lightweight top to contrast the lower floors. Whilst upper parts of the building would not continue the curved corners given that it takes a different form of design being largely glazed within a steel grid this variation works well.
43. The relationship between the Tea Building on Bethnal Green Road, in particular the parapet level at the junction of Shoreditch High Street has been an important consideration throughout the development of these proposals and the proposed building sits well within its surrounding context. In addition, a setback glazed area helps break down the building and ensure that the strong brick base relates more comfortably and has a close relationship with the adjacent Tea Building. This also provides an additional area of amenity space.
44. Although the upper parts are different in terms of materiality (steel frame and glazing), the columns and regular spacing successfully link it to the brick base. In addition, the use of glazing helps to ensure that light floors deep into the building create a high-quality office space. The colour of the grid differentiates from the east side of the building and the red helps to acknowledge the red brick commonly found within the Shoreditch Area.
45. In townscape terms the proposal successfully responds to this highly constrained site, in that it is well-designed building using high quality materials and set within high quality public realm. which. The overall appearance is one that respects local character and context whilst also optimising the employment and regeneration opportunities which this important corner site offers.
46. For these reasons the proposed development is acceptable and complies with Policies D1, D3 and D4 of the London Plan.

Layout

47. At ground floor the proposed entrances and shop detailing are well considered and appropriate for the context. The two main lobbies are connected by an engaging thoroughfare that forms a public connection between Bethnal Green Road and Middle Road. Smaller lobbies to levels 2-4 are separated from the main lobby and can be accessed directly from Middle Road and Bethnal Green Road.
48. At ground floor retail active frontage have been maximised despite the large amount of plant and back of house space required on this level. Ground floor is crafted with various retail spaces of unique character that form an engaging and welcoming retail experience. Different building users are provided with different entrance experiences promoting an active frontage around the whole building. The current design proposes there will be seven one storey retail units located around the building. The units will be accessible from Bethnal Green Road, Shoreditch High Street and Middle Road.
49. All entrances are weather protected, level and step free and will be developed in accordance with the recommendations set out in Approved Document Part M and BS8300 and the proposed development is acceptable and complies with Policies D1, D3 and D4 of the London Plan.

Access – (Highways including servicing and waste)

50. A Transport Assessment (TA) has been submitted in support of the RMAs which outlines that Shoreditch High Street forms part of the TLRN. Bethnal Green Road is a two-way carriageway with a single lane for general traffic in each direction. There is a bus lane for westbound services only which stops just to the west of the junction with Braithwaite Street.

Car and Cycle Parking

51. As set out above, under conditions attached to the parent permission, each RMA is required to include sufficient detail to demonstrate that a policy compliant level of cycle parking is provided.
52. The accompanying Transport Assessment confirms that the number of long-stay cycle parking spaces required are in accordance with the London Plan minimum cycle parking standards and the parent permission. The proposals are therefore acceptable.

Vehicle access

53. Vehicle access into the Plot 1 building is via Bethnal Green Road. The proposed vehicle access is approximately 9 metres wide and situated 34 metres east of the stop line on Bethnal Green Road at the junction with Shoreditch High Street. The Plot 1 site access layout retains a continuous footway for pedestrians on Bethnal Green Road. This means that access is proposed as a crossover arrangement which would be suitable for use by larger delivery vehicles in terms of loading and turning movements. In terms of the previously submitted Road Safety Audit, as previously set out, two issues were identified, relating to the proposed vehicle access on Bethnal Green Road and vehicles exiting the site eastbound overrunning the existing

bus cage. To resolve, the eastbound bus stop would need to be relocated further east and the carriageway lane arrangement revised on Bethnal Green Road. The proposed works and a further Stage 1 Road Safety Audit would be agreed with LB Hackney, LB Tower Hamlets and TfL as part of a future S278 Agreement.

Servicing

54. The proposed service yard is laid out to provide five loading bays (1 x 11m long loading bay; 2 x 8m long loading bays; 2 x 6m long loading bays). The service yard access width is shown as 9m wall-to-wall. In terms of vehicle numbers, the application states that the site-wide delivery and servicing cap is set at 126 two-way trips. Whilst LBH Streetscene are concerned about the number of delivery and servicing movements accessing the Plot 1, site trip numbers should be lower than the cap in the short to medium term, especially owing to the heavily trafficked nature of Bethnal Green Road and significant pedestrian flows outlined above.
55. The proposal also includes measures to reduce, retime and consolidate trips as part of the DSP, along with prioritised measures to achieve the 20% reduction target which whilst being less than the suggested 10-year target time period is considered acceptable given the site constraints.

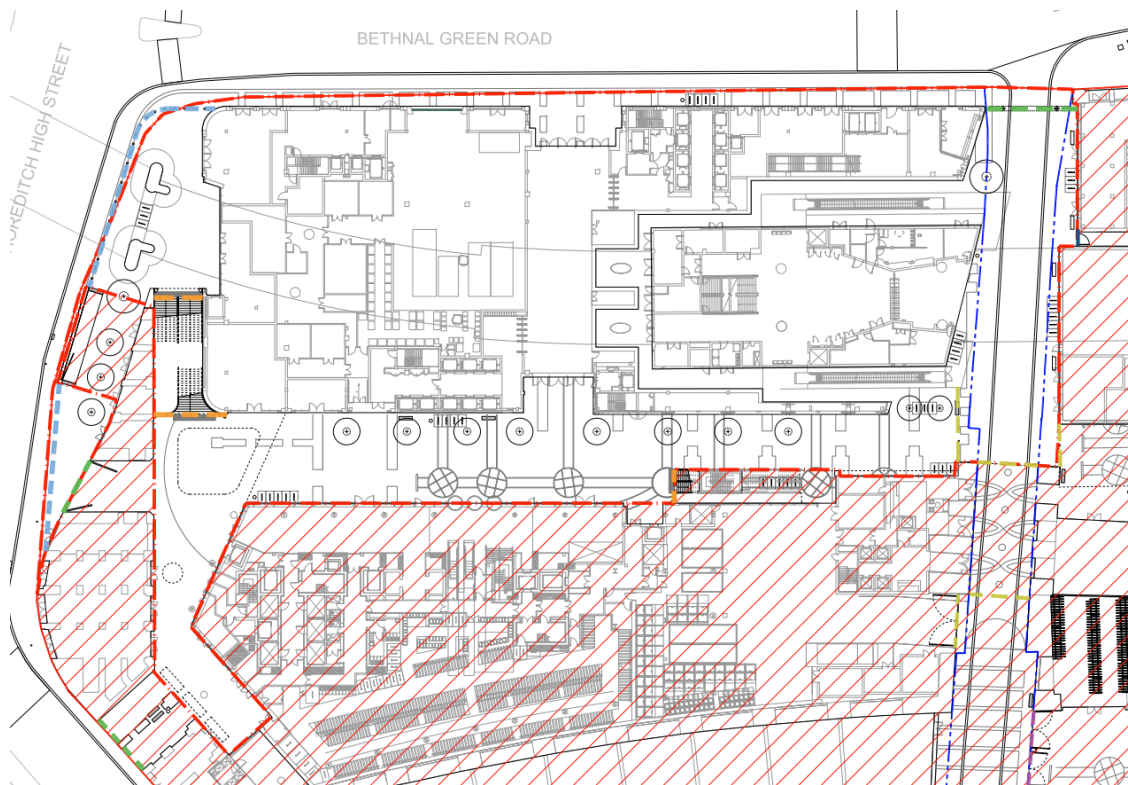
Waste

56. The waste storage area within the Plot 1 servicing yard has been designed to accommodate the number of bins required for a daily collection, and a worst-case approach provided across all non-residential units which is acceptable.
57. The access and control strategy has been developed principally to ensure that the site is a pedestrian priority zone. Vehicular movements will be limited to those which are essential for the operation of the site. Braithwaite Street will be maintained as a cycle route, and cyclists will be permitted across the ground level. Access to London Road, the platform level park, and residential access areas will be managed with gates.
58. For the reasons outlined above the proposed development is acceptable and complies with Policies T1, T2, T3, T4, T5 and T6 of the London Plan.

Landscaping and public realm

59. In terms of landscaping the existing site is predominantly hard landscaped. The Landscape and Public Realm Strategy for Plot 1 draws on the key principles in the outline planning application by creating a ground and an upper, platform level, a new network of streets and lanes and repair of the lost perimeter of the Goods Yard as illustrated in the Figure 8 below.

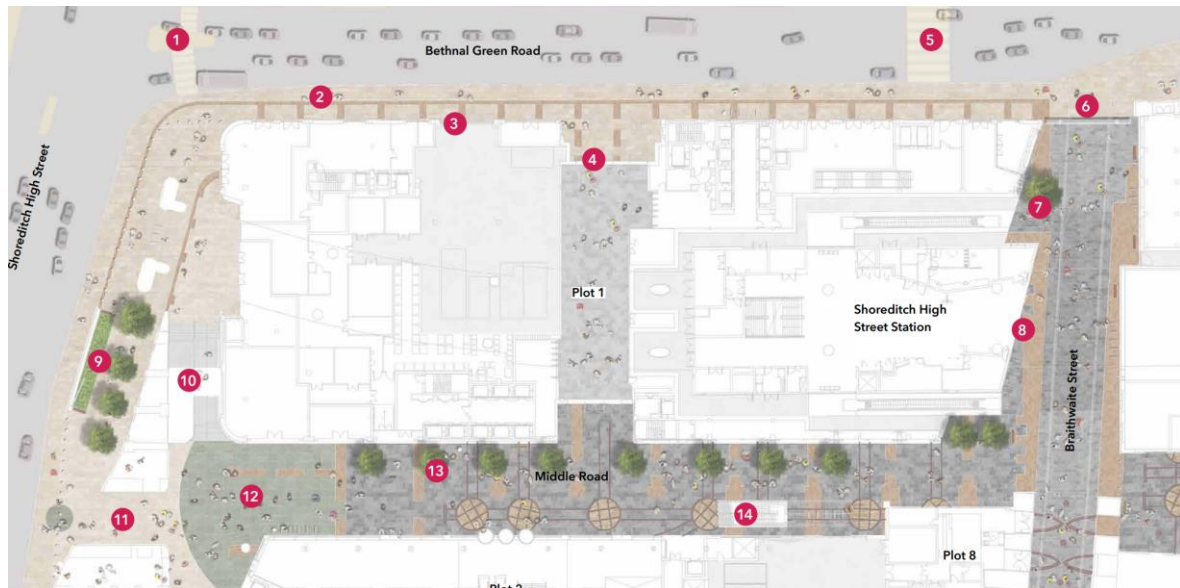
Figure 8 – Extent of Landscaping within the Plot



60. The ground level is primarily hard landscaping to allow for the comfortable flow of pedestrians using the station, the office buildings, and visiting the site. The levels and drainage strategy has been coordinated with plot architects and the wider team and is based on the high level strategy produced at the planning stage. The strategy provides a public realm which is accessible to all. This is interspersed with areas of urban greening, in the form of street trees and planted areas, such as on Middle Road as shown on Figure9 below.
61. The station gateway, at the northern end of Braithwaite Street develops the concept of defining the historic perimeter of the Goods Yard with a new gantry feature. Public access to the platform level has been developed with the enhancement of the Oriel Stair, with access from both Middle Road and Shoreditch High Street.
62. In terms of materiality the ground level hard landscape materials will be robust, high quality, and appropriate for their intended use. There is a particular opportunity on this site to re-use the existing hard landscape materials, creating a public realm which is sustainable, and which celebrates the history of the site. Around the perimeter of the site, Yorkstone paving will stitch the public realm into its context. Yorkstone is used widely in central London and is seen as a material which denotes public space.
63. Within the perimeter of the site, the existing granite setts will be lifted and refurbished. They will then be sorted based on their colour and re-laid to elaborate the history of the site with the 'Shoreditch Tapestry'. The historic rail line and turntables will be re-laid flush with the surrounding paving, with timber inset paving to the turntables. These reclaimed materials will be supplemented with new Porphyry

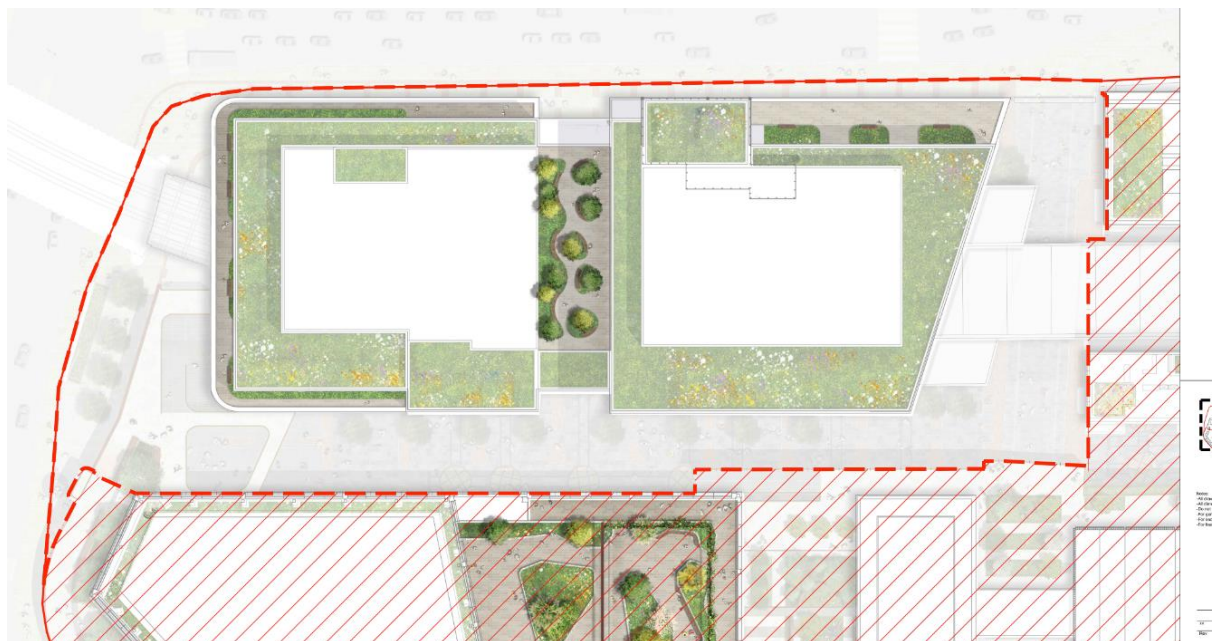
paving, selected due to its robust qualities suitable for vehicular movements, and its tones which complement the other materials.

Figure 9 – Ground floor landscape plan



64. At roof level, the edge areas are green roofs with a central amenity area with decking and soft landscaping as shown on Figure 10 below.

Figure 10 – Roof landscaping render



65. In terms of soft landscaping opportunities to maximise urban greening at the ground level have been maximised, bearing in mind the various constraints such as existing and proposed utilities, light levels, wind, vehicular movements and heritage sensitivities.

66. The plans show that all existing trees around the site will be retained wherever possible. Opportunities to provide vertical greening in the form of climbing plants will be explored wherever possible. The images above show some potential tree locations which may be used for planting at ground level. The species will be selected based on their suitability to microclimate, their aesthetic qualities, and their ability to support biodiversity and it is noted that there is a detailed planning condition which forms part of the parent permission that will require to be addressed prior to superstructure works commencing.
67. The approach to public realm and hard and soft landscaping is in accordance with the details that were approved at the outline application stage and are acceptable. The Landscape and Public Realm Strategy sets out how the RMA site achieves a compliant score of 0.30 across the site, despite the considerable constraints and is acceptable and complies with Policies D1, D3 and D4 of the London Plan.

Heritage Assessment

68. The maximum and minimum parameters for Plot 1 were approved in outline as part of the original hybrid permissions. The GLA Stage 3 Report for that scheme considered the direct and indirect harms to heritage assets arising from the maximum parameter plans submitted and, although harm was found, this was considered by the Mayor to be outweighed by the public benefits.
69. The RMAs are for full details of Plot 1 and the associated landscaping nearby. The submitted documents include a detailed consideration of whether new or additional harm is caused to heritage assets by the proposed details for the RMAs and concludes that no different or additional harm is caused. The relevant conservation consideration is whether the submitted details for the RMAs cause different or additional harm to heritage assets from that consented in outline. Having examined the submitted plans and documents, it is considered that no additional harm is caused.

Design Guide compliance

70. As stated above the submission has provided a checklist to show that the proposal has complied with the overarching Design Guide from the parent permissions.

Environmental Impact Assessment

71. The RMA is accompanied by an Environmental Statement Compliance Report. This assesses the extent to which the RMA is compliant with the likely significant effects as presented in the 2019 Environmental Statement Addendum, with any changes appropriately assessed and presented.
72. The submitted Environmental Compliance Report has found that there are no changes to the findings of the 2019 Environmental Statement Addendum as a result of the Proposed Development. There are also no changes to the findings of the cumulative assessment from those presented in the 2019 ES. This has been verified by the GLA's independent review consultants.

Conclusion

73. This report has considered the material planning issues associated with the proposed development in conjunction with the parent permissions and associated control documents as highlighted above together with the relevant policies within the development plan. Officers have found that the proposed development is acceptable. Accordingly, it is officers' recommendation that reserved matters approval should be granted.

Drawing numbers and documents

SUPPORTING DOCUMENT	AUTHOR
Environmental Compliance Report	Temple
Design Overview Statement	Gensler and Buckley Gray Yeoman
Planning Compliance Report	DP9 Ltd.
Landscape and Public Realm Strategy	Spacehub
Transport Assessment, including <ul style="list-style-type: none">• Delivery and Servicing Plan• Car and Cycle Parking Management Plan• Travel Plan• Outline Construction Logistics Plan	WSP
Energy Strategy Addendum	Hoare Lea
Sustainability Strategy	Hoare Lea
Circular Economy Statement	Temple
Whole Life Carbon Assessment	Temple
Statement of Community Involvement	Cascade Communications

Planning Drawings

GENERAL ARRANGEMENT PLANS
BGY-GEN-01-00-DR-A-10201 P02: Site Location Plan
BGY-GEN-01-B1-DR-A-00231 P06: GA Plan – Level B1
BGY-GEN-01-00-DR-A-00231 P07: GA Plan – Level 00
BGY-GEN- 01-01- DR-A-00231 P06: GA Plan – Level 01
BGY-GEN- 01-02- DR-A-00231 P06: GA Plan – Level 02

BGY-GEN- 01-03- DR-A-00231 P07: GA Plan – Level 03
BGY-GEN- 01-04- DR-A-00231 P06: GA Plan – Level 04
BGY-GEN- 01-05- DR-A-00231 P06: GA Plan – Level 05
BGY-GEN- 01-06- DR-A-00231 P06: GA Plan – Level 06
BGY-GEN- 01-07- DR-A-00231 P06: GA Plan – Level 07
BGY-GEN- 01-08- DR-A-00231 P06: GA Plan – Level 08
BGY-GEN- 01-09- DR-A-00231 P06: GA Plan – Level 09
BGY-GEN- 01-10- DR-A-00231 P06: GA Plan – Level 10
BGY-GEN- 01-11- DR-A-00231 P06: GA Plan – Level 11
BGY-GEN- 01-12- DR-A-00231 P06: GA Plan – Level 12
BGY-GEN- 01-13- DR-A-00231 P06: GA Plan – Level 13
BGY-GEN- 01-14- DR-A-00231 P06: GA Plan – Level 14
BGY-GEN- 01-15- DR-A-00231 P06: GA Plan – Level 15
BGY-GEN- 01-16- DR-A-00231 P06: GA Plan – Level 16
BGY-GEN- 01- RL- DR-A-00231 P06: GA Plan – Roof Level 01
BGY-GEN- 01- RL- DR-A-00232 P06: GA Plan – Roof Level 02
BGY-GEN-01-ZZ-DR-A-00531 P06: GA Section – North-South 1
BGY-GEN-01-ZZ-DR-A-00532 P06: GA Section – North-South 2
BGY-GEN-01-ZZ-DR-A-00533 P06: GA Section – East-West
BGY-BUC-01-ZZ-DR-A-00432 P01 Proposed North Elevation
BGY-BUC-01-ZZ-DR-A-00433 P01 Proposed South Elevation
BGY-BUC-01-ZZ-DR-A-00434 P01 Proposed East Elevation
BGY-BUC-01-ZZ-DR-A-00435 P01 Proposed West Elevation
BGY-BUC-01-ZZ-DR-A-00436 P01 Proposed Contextual North Elevation
BGY-BUC-01-ZZ-DR-A-00437 P01 Proposed Contextual South Elevation
BGY-BUC-01-ZZ-DR-A-00438 P01 Proposed Contextual East Elevation
BGY-BUC-01-ZZ-DR-A-00439 P01 Proposed Contextual West Elevation
BGY-BUC-01-ZZ-DR-A-00631 P01 Proposed North Elevation Bay Study 1

BGY-BUC-01-ZZ-DR-A-00632 P01 Proposed North Elevation Bay Study 2
BGY-BUC-01-ZZ-DR-A-00633 P01 Proposed South Elevation Bay Study 1
BGY-BUC-01-ZZ-DR-A-00634 P01 Proposed South Elevation Bay Study 2

BGY-SPA-SW-00-DR-L-94251 P01	Site Location Plan - Existing
BGY-SPA-SW-PX-DR-L-94252 P01	Site Location Plan - Proposed
BGY-SPA-SW-RL-DR-L-94253 P01	Ground Level GA
BGY-SPA-SW-00-DR-L-94254 P01	Platform Level GA
BGY-SPA-SW-PX-DR-L-94255 P01	Roof Level GA
BGY-SPA-SW-RL-DR-L-94256 P01	Rendered Plan - Ground Level
BGY-SPA-SW-00-DR-L-94257 P01	Rendered Plan - Platform Level
BGY-SPA-SW-PX-DR-L-94258 P01	Rendered Plan - Roof Level
BGY-SPA-SW-RL-DR-L-94259 P01	Levels and Drainage - Ground Level
BGY-SPA-SW-00-DR-L-94260 P01	Levels and Drainage - Platform Level
BGY-SPA-SW-PX-DR-L-94261 P01	Levels and Drainage - Roof Level
BGY-SPA-SW-RL-DR-L-94262 P01	Hard Landscape - Ground Level
BGY-SPA-SW-00-DR-L-94263 P01	Hard Landscape - Platform Level
BGY-SPA-SW-PX-DR-L-94264 P01	Hard Landscape - Roof Level
BGY-SPA-SW-RL-DR-L-94265 P01	Furniture - Ground Level
BGY-SPA-SW-00-DR-L-94266 P01	Furniture - Platform Level
BGY-SPA-SW-PX-DR-L-94267 P01	Furniture - Roof Level
BGY-SPA-SW-RL-DR-L-94268 P01	Soft Landscape - Ground Level
BGY-SPA-SW-00-DR-L-94269 P01	Soft Landscape - Platform Level
BGY-SPA-SW-00-DR-L-94270 P01	Soft Landscape - Roof Level
BGY-SPA-SW-ZZ-DR-L-94271 P01	Access and Control
BGY-SPA-SW-ZZ-DR-L-94272 P01	UGF GA plan
BGY-SPA-SW-ZZ-DR-L-94551 P01	Section Key Plan
BGY-SPA-SW-ZZ-DR-L-94552 P01	Landscape Sections
BGY-SPA-SW-ZZ-DR-L-94553 P01	Landscape Sections
BGY-SPA-SW-ZZ-DR-L-94554 P01	Landscape Sections
BGY-SPA-SW-ZZ-DR-L-94555 P01	Landscape Sections
BGY-SPA-SW-PX-DR-L-94601 P01	Detail Key Plan
BGY-SPA-SW-PX-DR-L-94603 P01	Platform Buildup - Oriel Balcony
BGY-SPA-SW-PX-DR-L-94608 P01	Balustrade
BGY-SPA-SW-ZZ-DR-L-94951 P01	Oriel Stair

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