

ADDRESS: Land Known As Bishopsgate Goods Yard Including Braithwaite Street As Bounded By Shoreditch High Street, Bethnal Green Road, Sclater Street, Brick Lane, Wheler Street, Commercial Street And Quaker Street Within The London Boroughs Of Hackney And Tower Hamlets, London, E1	
WARD:	Hoxton East and Shoreditch
REFERENCE NUMBER:	2023/0004/PA
APPLICANT:	(Hutchison 3G (UK) Limited)
ARCHITECT:	Gensler/ Buckley Gray Yeoman
PROPOSAL: Design Approach for 'Plot 1'.	

ANALYSIS INFORMATION

ZONING DESIGNATION	YES	NO
CPZ	X	
Central Activities Zone	X	
City Fringe Opportunity Area	X	
Conservation Area		X
Listed Building (Statutory)	X	
Listed Building (Local)		X
Priority Office Area	X	

1. PROPOSAL

- 1.1. The proposal relates to the reserved matters for Plot 1 of the Bishopsgate Goodsyard development. Plot 1 would be an office building on the northern boundary of the site. The building would cross the Borough boundary, with the western part in LB.Hackney (LBH) and the eastern part in LB.Tower Hamlets (LBTH).
- 1.2. The reserved matters application application will be decided by the Greater London Authority, as was the original hybrid application.
- 1.3. The current negotiations around the reserved matters involve some aspects outside of the parameters set out in the approved Design Guide for the hybrid application. These aspects will need to be decided by a Non Material Amendment application to LBH and a similar application to LBTH. It is therefore these changes to the design guide that are the focus of this pre application meeting.
- 1.4. The approved reserved matters would provide 61,572sqm (GEA) floorspace in the maximum parameter and 31,344sqm (GEA) in the minimum parameter. The building would principally provide office floorspace with some retail uses at ground floor level. 78% of the office floorspace within this building would be located within LBH.

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- 1.5. The illustrative scheme in the approved Design and Access Statement shows a building divided into two sections with a recessed interconnecting element. The eastern section is shown at 16 storeys (up to 85.2m) in height and the western section, which is located at the corner of Bethnal Green Road and Shoreditch High Street, is shown at 12 storeys (up to 69.15m). The building would enclose the existing Shoreditch High Street station with the existing entrance to the east retained and passive provision for a new access point to the north also provided. This results in narrower floorplates from floors 1-4 with larger floorplates on the floors above as the building spans the viaduct.
- 1.6. There has been extensive negotiation between the applicants, the GLA, LBTH and LBH since the Reserved Matters were first brought to pre application with the GLA last year. As a result, aspects of the scheme that would also have formed part of any NMA application have fallen away this month and the proposed changes to the design guide can now be summarised as follows:
- North east lobby extension
 - Elements around station and Railway structure
 - Curved building corners
 - Recessed façade at ground floor level
 - Loading Bay
- 1.7. It should be noted that the scheme that we are presenting here is the applicants' preferred option of two. LBH, LBTH and the GLA will decide on which option to bring forward once the applicants have provided all the necessary information. At present, the option being presented is considered likely to be the option that is finally chosen.

2. BACKGROUND

- 2.1. The proposals are currently at pre-application stage and have not been subject to formal public consultation through the planning process. Some public consultation was undertaken in June by the applicants to create local awareness of the forthcoming proposal for Reserved Matters on Plot 1.
- 2.2. The Reserved Matters being presented to Members have not yet been subject to a Design Review Panel (DRP).
- 2.3. The process subsequent to this meeting would be for the applicant to submit NMA applications in respect of the departures from the design code with LBH and LBTH. Following approval of these NMAs, an application to the GLA in respect of the Reserved Matters would follow.
- 2.4. The proposed development is being reported to the Planning Sub-Committee on a pre-application basis to enable members to view it at an early stage.

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3. SITE DESCRIPTION

- 3.1. The Bishopsgate Goodsyard site straddles the administrative boundaries of the London Borough of Hackney (LBH) and the London Borough of Tower Hamlets (LBTH) and is approximately 4.4 hectares (ha) in size. The site is bound by Bethnal Green Road to the north, Brick Lane to the east, a rail line (serving Liverpool Street Station) to the south and Shoreditch High Street to the west. Braithwaite Street runs through the site connecting Bethnal Green Road to Commercial Street. The LBH portion of the site lies to the west of Braithwaite Street.
- 3.2. The wider site originally housed Bishopsgate Station, which opened on the 1st July 1840, serving passengers for over 30 years until its closure in 1875. The site was then converted to a goods station which opened in 1881 and became known as Bishopsgate Goods Yard. The goods depot handled very large volumes of goods for onwards transportation until a fire destroyed the station and left the site derelict in 1964.
- 3.3. The Goodsyard site remained largely derelict other than periodic pop up uses until the remaining derelict buildings were demolished in 2003-04 with the exception of the Grade II listed structures: Braithwaite Viaduct which spans 260 metres from the centre to the western boundary of the site and the Forecourt Wall, Oriel and Gates to the Goods Station which lie on the eastern boundary in the location of the historical entrance to the site.
- 3.4. In April 2010, the new Shoreditch High Street Rail Station on the London Overground opened up on the site of Plot 1, with the 'boxed' London Overground providing services to the south east, north London and Canary Wharf. In the north of the site, adjacent to Bethnal Green Road, are a number of 'Power League' temporary football pitches and the temporary 'Box Park' Shopping Mall, comprising shops and cafes, in refurbished shipping containers.
- 3.5. 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*.
- 3.6. 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 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.

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- 3.7. 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.

4. PLANNING HISTORY

- 4.1. Planning reference: 2014/2425

Development Description: An OUTLINE application for the comprehensive mixed use redevelopment of the site comprising:

- Residential (Class C3) comprising up to 1,356 residential units; - Business Use (Class B1) - up to 65,859 sqm (GIA);
- Retail, financial and professional services, restaurants and cafes and hot food takeaways (Class A1, A2, A3 and A5) - up to 17,499 sqm (GIA) of which only 2,184 m² (GIA) can be used as Class A5;
- Non-residential Institutions (Class D1) - up to 495 sqm (GIA);
- Assembly and Leisure (Class D2) - up to 661 sqm (GIA);
- Public conveniences (sui generis) - up to 36 sqm (GIA);
- Ancillary and plant space - up to 30,896 sqm (GIA);
- Basement - up to 8,629 sqm (GIA);
- Formation of new pedestrian and vehicular access and means of access and circulation within the site; and
- Provision of 22,642 sqm of new public open space and landscaping.

The application proposes a total of 12 buildings that range in height, with the highest being 177.6 m AOD and the lowest being 23.6 m AOD. With all matters reserved save that FULL DETAILS are submitted for alterations to and the partial removal of existing structures on the site and the erection of three buildings for residential (Class C3), namely Plot C (ground level, plus 26-30 storeys, plus plant); Plot F (ground level, plus 46 storeys, plus plant); Plot G (ground level, plus 38 storeys, plus plant) comprising up to 940 of the total residential units; and retail and food and drink uses (A1, A2, A3, A5); and use of the ground and basement levels of the Braithwaite Viaduct for retail and food and drink / community uses (A1, A2, A3, A5/D1). Works to and use of the Oriel and adjoining structures for retail and food and drink uses (A1, A2, A3, A5). For that part of the site within LB Hackney, the proposed development comprises the following mix of uses: - Up to 64,330 m² (GIA) of Residential use (Class C3); - Up to 49,189 m² (GIA) of Business Use (Class B1); - Up to 6,515 m² (GIA) of Retail Use

Decision level: GLA Stage 3

Decision date: 3 December 2020

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- 4.2. Planning reference: 2014/2427
Development Description: Restoration and repair of existing Grade II listed oriel and gates and adjoining historic structures to provide principal western pedestrian gateway into associated development (2014/2425) and to accommodate proposed Class a1/A2/A3/A5 retail use into a number of the existing arches at ground floor. Part removal of a section of adjoining unlisted structures proposed to provide public realm and pedestrian access into the site.
Decision level: GLA Stage 3
Decision date: 3 December 2020

5. KEY MATERIAL CONSIDERATIONS

- 5.1. The LB.Hackney planning sub-committee voted to object to the bulk and massing of the Plot 1 building prior to its approval by the GLA. Nevertheless, following the Stage 3 process the building has been approved in outline by the GLA, so only the details of the design remain to be considered. This will be assessed by the GLA when they decide the Reserved Matters application.
- 5.2. Nevertheless, the applicant will need to make a Non Material Amendment to the approved Design Code and this falls to be considered by LB.Hackney. The pre-application sub-committee is asked to consider these changes in advance of the NMA application.
- 5.3. The pre-application will be made under s96a of the Town and Country Planning Act 2005 (as amended) for non-material amendments to planning permission 2014/2425. The issues raised by the proposal for a non material amendment to the design code are relatively narrow in scope. The primary consideration will be whether the proposed amendments are so minor as to not warrant a further planning application.
- 5.4. The key tests in determining this consideration are whether:
- The proposed changes are significant in terms of their scale (magnitude, degree etc.) in relation to the original approval;
 - The proposed changes result in a detrimental visual impact from the original approval; and
 - The interests of any person or body who participated in, or were informed of the original decision, are disadvantaged in any way.
- 5.5. Since the Reserved Matters application will be decided by the GLA, the sole purpose for the NMA that is decided by Hackney will be whether the amendments to the Design Guide should be considered acceptable.
- 5.6. *The Plinth Height*

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- 5.7. Prior to this discussion, it should be noted that LBH, LBTH and the GLA are still waiting for a final set of 'options' plans that will allow us to consider whether the option that is now to be presented to the pre-application sub-committee is preferred. There is a particular difference we see between all options previously discussed and that 'Option 3' that will be presented to the committee:
- The height of the plinth and its relation to the Tea Building adjacent.
- 5.8. The plinth section of the building was approved in the Design Guide to align with the parapet height of the Tea Building. Up until the production of this further option officers considered that a proposal to lower the plinth had the unfortunate result of making the upper part of the building appear much more top heavy. This aspect has now been rethought but it may be that it is reintroduced if there is no way to make the design work better with the higher plinth.
- 5.9. *'Option 3'*
- 5.10. The applicants are querying whether the Local Planning Authority has any current reason to find that a submission of this option would not be non-material or acceptable:
- *North/South Passageway Lobby*
This would allow a small lobby at ground floor level in the north/south passageway through the middle of the building. This would help activate the space.
 - *Elements around station and Railway structure*
This amendment would allow demountable grilles to be placed above the railway box. This would help better define the building frontage but is outside the agreed maximum parameters because it would be within the 2m exclusion zone around the TfL infrastructure.
 - *Curved building corners*
The curves are considered to be a beneficial design flourish but would take the building line within the minimum parameters of the Design Guide.
 - *Recessed façade at ground floor level*
Recessing the façade at three locations inside the approved minimum parameters would give space for retail opportunities to animate the frontage. Details of this aspect of the proposal are scant at this stage but are considered acceptable in principle and would be properly explained within the submission for any future NMA.
- 5.11. We ask members to consider, where the maximum parameters and minimum parameters are exceeded, whether they would impact negatively on the design of the scheme, on neighbouring amenity, or in any other material aspect.

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- 5.12. The current scheme raises the following material considerations in particular which will need to be addressed. Not all policies are outlined below as the scheme is still being developed.

6. Summary

- 6.1. If this option is carried forward to application stage, the main reason for objection- a reduced plinth height and the top heavy design- will have fallen away. The design development of the scheme will be assessed by the GLA in the reserved matters application. LBH will be required to consider whether remaining aspects represent acceptable non-material changes to the approved development.

No.	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1.	Hackney Local Plan 2033 (2020) and the London Plan (2021)	Nick Bovaird, X 8291	2 Hillman Street, London E8 1FB