

5.3 DESIGN DEVELOPMENT

FOURTH PRE-APPLICATION MEETING

The fourth pre-application consultation with LB Hackney was made in April 2017 to address massing, views, the public realm and roofscape.

The sitting and massing of an up to 6 storey and up to 9 storey scheme were compared for their

merits and enhancement to the canal and public realm. The up to 9 storey sitting allows for an open yard and great public access to the canal.

Roof forms were aggregated in length by dividing the accessible areas below into segmented duplex levels. This allowed the depth of the narrow blocks to be shallower and gives a

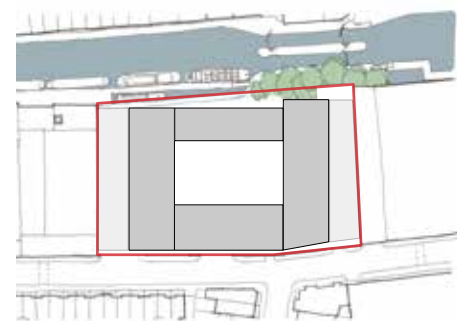
plurality to the roof collection.

Furthermore, the design team addressed views from Islington in context of changing surrounds, and the intent of the architecture's view from Islington's conservation area. to be a juxtaposed modern interpretation of the industrial past.

Block Diagrams



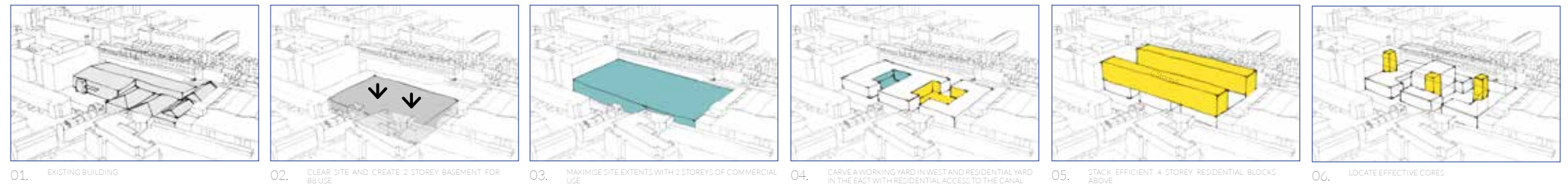
Proposal: East-West Blocks



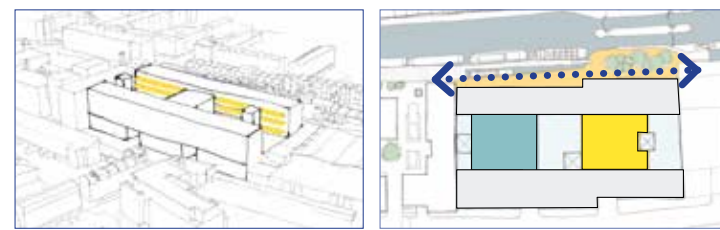
Proposal: Perimeter Block



Massing Principles of the East-West Block Proposal

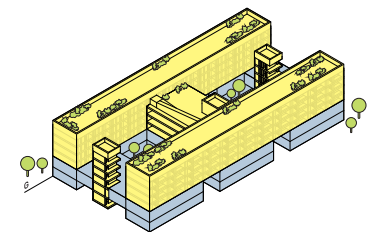


01. EXISTING BUILDING 02. CLEAR SITE AND CREATE 2 STOREY BASEMENT FOR B8 USE 03. MAXIMISE SITE EXTENTS WITH 2 STOREYS OF COMMERCIAL USE 04. CARVE A WORKING YARD IN WEST AND RESIDENTIAL YARD IN THE EAST WITH RESIDENTIAL ACCESS TO THE CANAL 05. STACK EFFICIENT 4 STOREY RESIDENTIAL BLOCKS ABOVE 06. LOCATE EFFECTIVE CORES



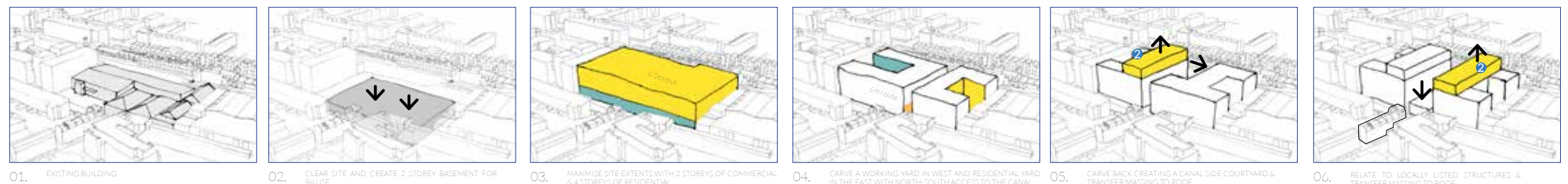
07. COMPLETE RESIDENTIAL PORTION WITH GALLERY ACCESS DECKS 08. EXTENDS THE PRIMARY WEST-EAST PUBLIC PEDESTRIAN ROUTE ALONG THE CANAL

- ACCESS STORAGE
- RESIDENTIAL / RESIDENTIAL YARD (PRIVATE)
- PUBLIC SPACE
- WORKSPACE
- PRIMARY PUBLIC PEDESTRIAN ROUTE

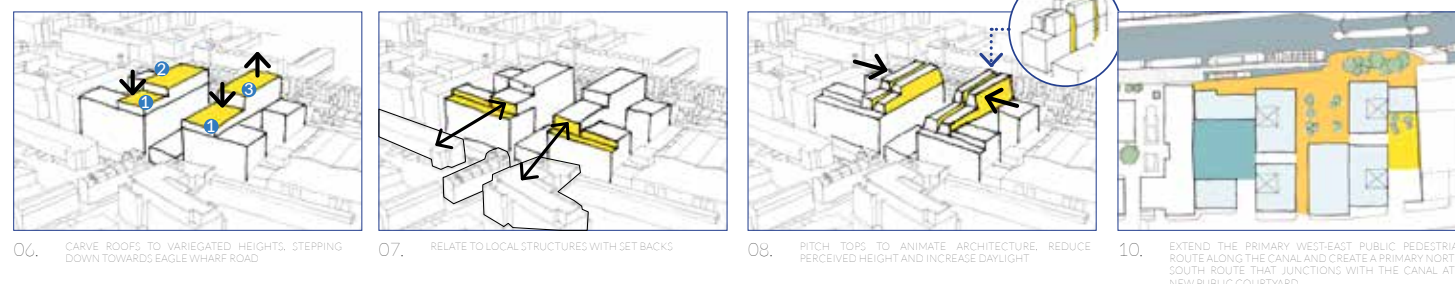


STACK UP TO A 6 STOREY SURROUNDING DATUM

Massing Principles of the North-South Block Proposal

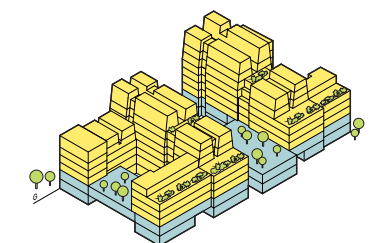


01. EXISTING BUILDING 02. CLEAR SITE AND CREATE 2 STOREY BASEMENT FOR B8 USE 03. MAXIMISE SITE EXTENTS WITH 2 STOREYS OF COMMERCIAL & 4 STOREYS OF RESIDENTIAL 04. CARVE A WORKING YARD IN WEST AND RESIDENTIAL YARD IN THE EAST WITH NORTH-SOUTH ACCESS TO THE CANAL 05. CARVE BACK CREATING A CANAL SIDE COURTYARD & TRANSFER MASSING TO ROOF 06. RELATE TO LOCALLY LISTED STRUCTURES & TRANSFER MASSING TO ROOF



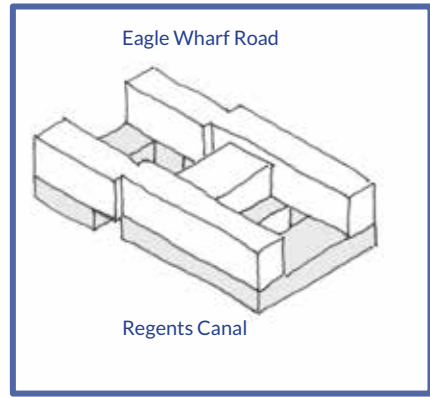
06. CARVE ROOFS TO VARIEGATED HEIGHTS, STEPPING DOWN TOWARDS EAGLE WHARF ROAD 07. RELATE TO LOCAL STRUCTURES WITH SET BACKS 08. PITCH TOPS TO ANIMATE ARCHITECTURE, REDUCE PERCEIVED HEIGHT AND INCREASE DAYLIGHT 10. EXTEND THE PRIMARY WEST-EAST PUBLIC PEDESTRIAN ROUTE ALONG THE CANAL AND CREATE A PRIMARY NORTH-SOUTH ROUTE THAT JUNCTIONS WITH THE CANAL AT A NEW PUBLIC COURTYARD.

- ACCESS STORAGE
- RESIDENTIAL / RESIDENTIAL YARD (PRIVATE)
- PUBLIC SPACE / COURTYARD
- WORKSPACE / WORKING YARD (PRIVATE)
- PRIMARY PUBLIC PEDESTRIAN ROUTE

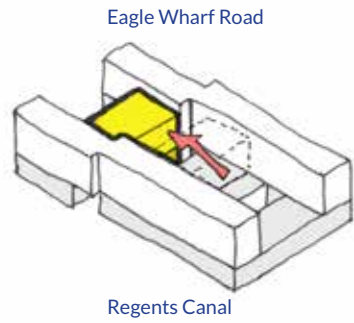


CARVE OUT FROM A 6 STOREY SURROUNDING DATUM

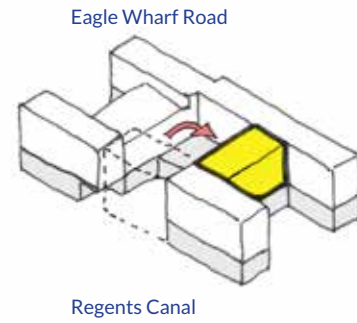
RELOCATING QUANTITIES OF A HEIGHT FOCUSED PROPOSAL INTO A PUBLIC REALM AND ROOFSCAPE FOCUSED PROPOSAL



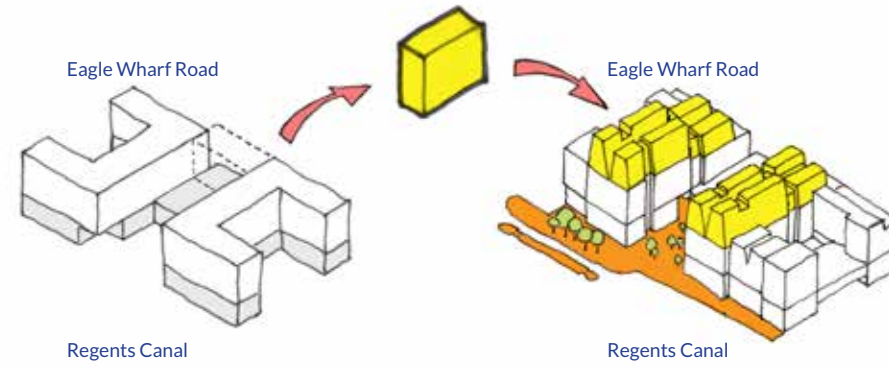
01. Start:
Height Focus Massing



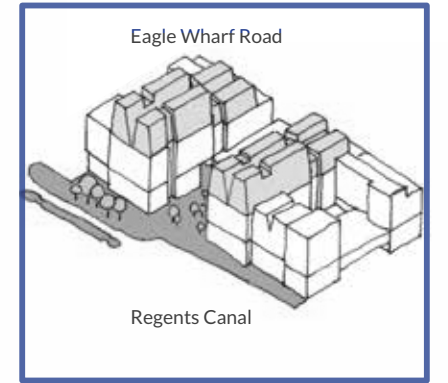
02. Shift
over mass to clear the centre link of the site



03. Rotate
central section of Regent's Canal facing east-west block to run north-south to create a public courtyard



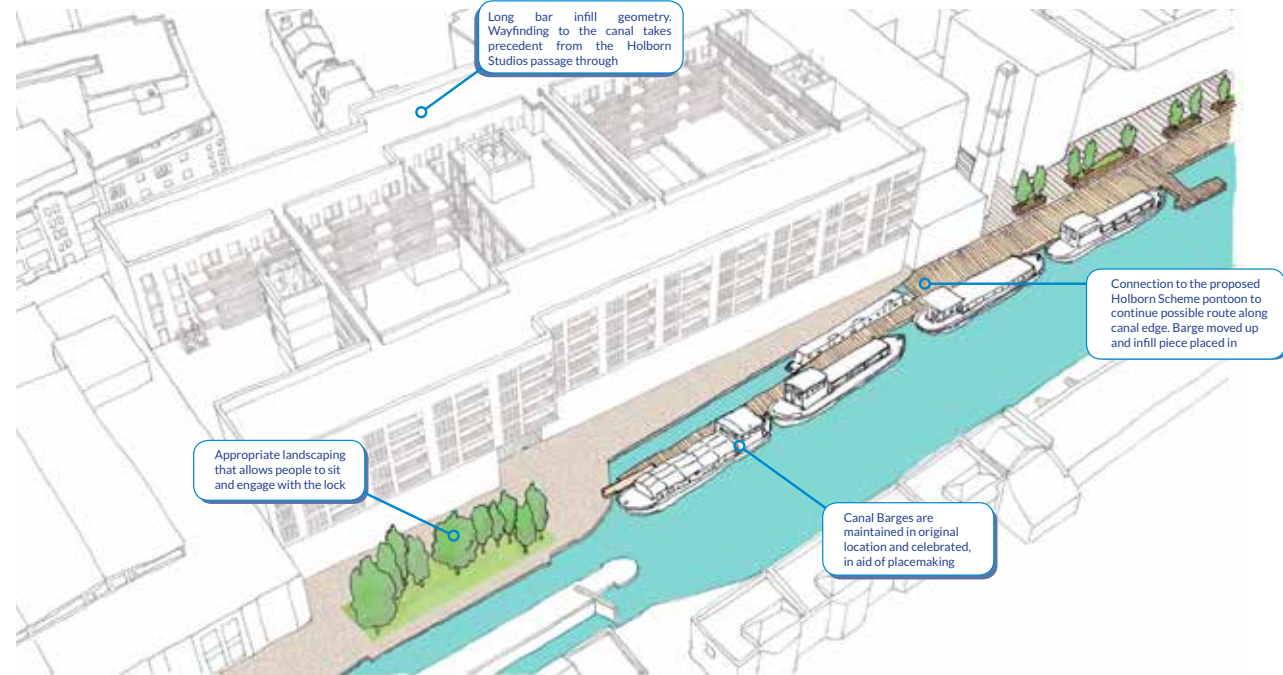
04. Relocate
central section of Eagle Wharf Road facing east-west block to tops of north-south blocks to create a low block adjacent to the courtyard



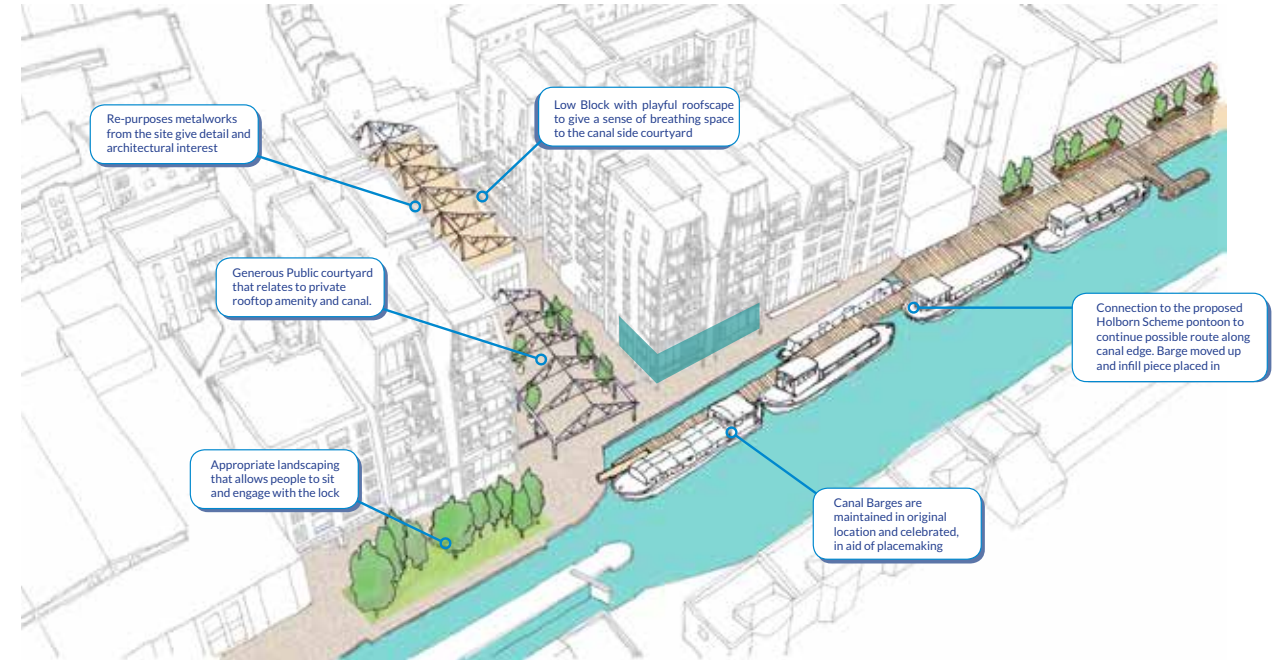
06. End
Public Realm and Roofscape Focused Massing

05. Pitch
the upper storey massing to create a dramatic roofline that mimics historic rooflines on the site

Height Focused Proposal



Public Realm and Roofscape Focused Proposal



DESIGN REVIEW PANEL

Following the fourth pre-application consultation with LB Hackney, the design team was invited to present to LBH's Design Review Panel in April 2017.

The images following are the panels presented.

The panel appreciated the overall approach to setting out and noted the landmark quality on the site along the canal with Sturt's Lock.

The panel noted a successful landmark will be related to high quality of architecture and that a block of 9-10 storeys must be successfully designed.

The panel felt there is a trade-off between the height of the scheme and the required excellent quality of design, detailing and materials.

The panel did not consider the proposal to have a harmful effect on the Arlington Square Conservation Area.

The panel requested the following:

- Overshadowing analysis to be carried out;
- Further design should be given to the Eagle Wharf street elevation where Cropley Street terminates at the facade;
- Architectural interests to be rationalised;
- Detailing and materials of the pitched roofs to be of the highest quality;
- Finishes and illumination to the yards will be the key to their success;
- Further justification on the tree replacement strategy should be provided along with a visual impact assessment of the proposed trees in relation to visibility of the lock.

- SEW Response: Overshadowing analysis is included within the planning submission. The elevation at the junction of Cropley Street and Eagle Wharf Road has subsequently undergone further design refinement. Detailing of the roofs has subsequently undergone further refinement. Further illustration and analysis on the tree replacement strategy has been carried out.

FOURTH PRE-APPLICATION MEETING FEEDBACK

The council's observations received in May 2017 were made on the basis of the developed design presented in April and taking regard to the advice from the Hackney Design Review Panel.

It was agreed that the redistributing of density on the site (slightly increasing the height on Eagle Wharf and reducing it on the canal side) was an improvement as the Eagle Wharf elevation is still adequately integrated within the streetscape.

It was agreed the additional communal outdoor space accessible to residents is an improvement.

It was noted the officers feel the development will impact on the walking experience and perceived environment of the canal and Arlington Square and maintain concerns on scale and shadow.

The officers recommended consideration be given to a scenario where density is reduced on the canal and partially maintained in the central part of the site.

SEW Response: The design team has reviewed key views with a stepped roof form canal side but this reduced the legibility of the vertically

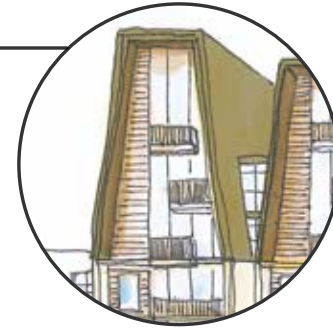
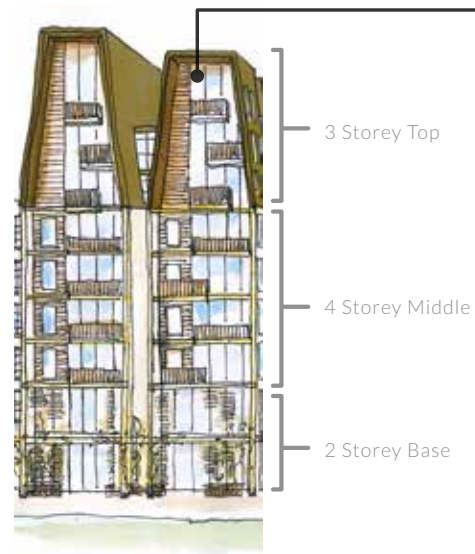
narrow pitched blocks and their re-orientation to the previous coupled gabled roof warehouse building line. Stepping gives a priority to the boxed massing which is unintended on this elevation. Furthermore the team considered an up to 8 storey scheme but the proportions of a 8 storey scheme design truncate the top in an unnatural balance to the below. The tops become hats rather than holistically sculpted as part of the massing.

When comparing the impacts of 8 vs 9, we don't think there is an appreciable difference and therefore the elegance of the 9 storey version is proposed. We felt the unified and balanced proportions of the 3 storey pitch allowed for a holistic massing that feels sculpted as one piece rather than placing a top hat. When looking at the visibility from Arlington Square we found difference was under-weighted by the experience along the canal.

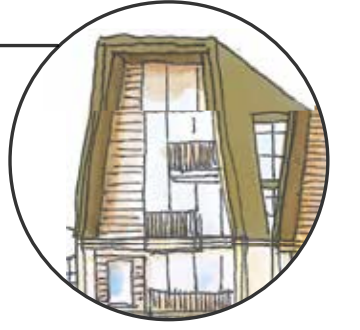
Furthermore, juxtaposed architecture precedent has been reviewed for insight to the treatment of the Regent's Canal Elevation that will viewshed into Arlington Square. Upon review the elevation treatment on the canal is designed in a contrasting language to that of Arlington Square so as to not confuse the architectures.



Regent's Canal Elevation - 9 Storey Scheme



Regent's Canal Elevation - 8 Storey Scheme



6 Storey Scheme



8 Storey Scheme



9 Storey Scheme



11 Storey Scheme



6 Storey Scheme



8 Storey Scheme



9 Storey Scheme



11 Storey Scheme

FIRST GLA PRE-APPLICATION MEETING

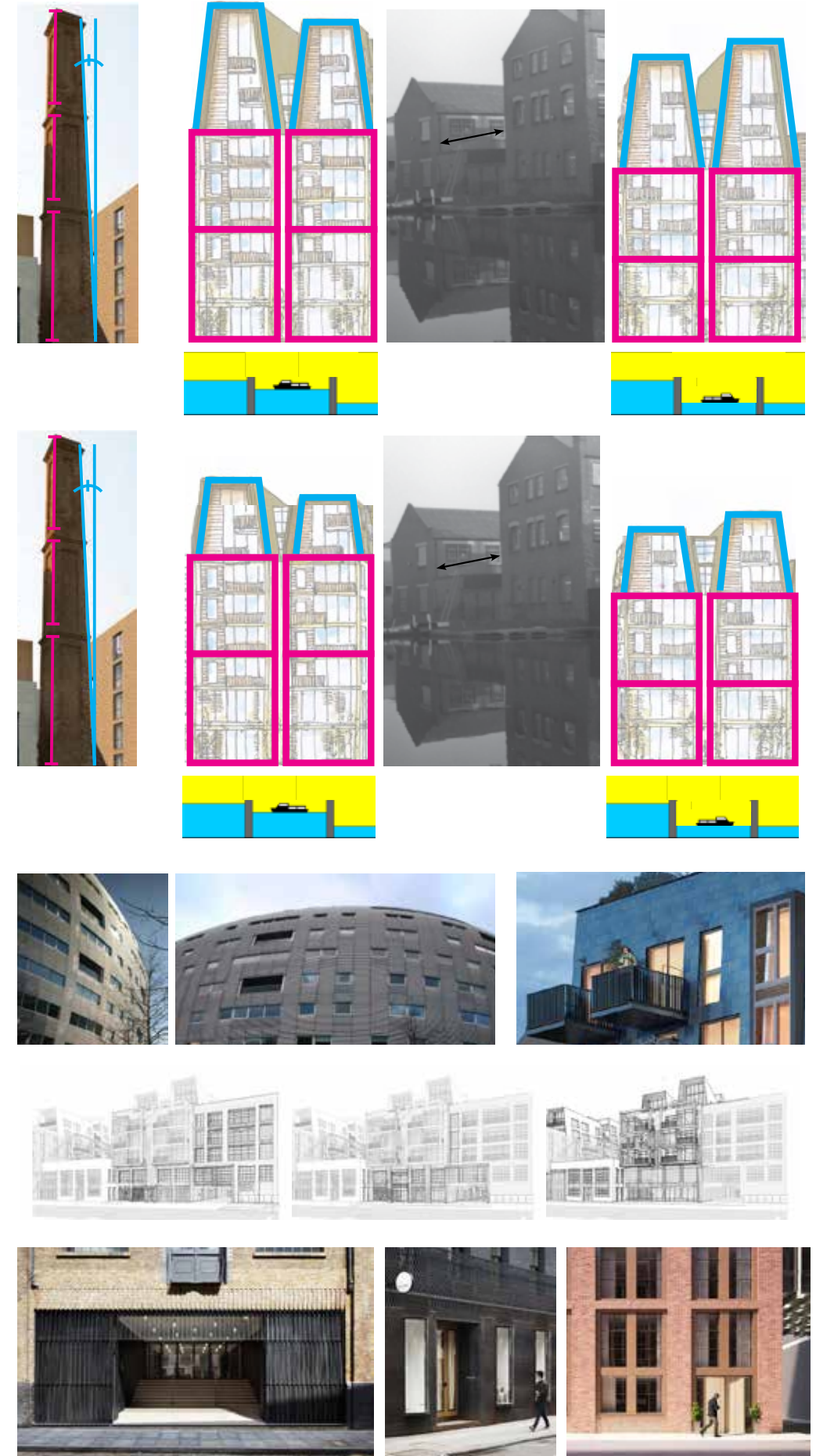
Following the pre-application consultations with LB Hackney, the team consulted with the Greater London Authority in May 2017.

Key points raised at the meeting:

- The GLA welcomed the improved permeability and public linkages through the site to the canal and lock.
 - It was agreed that the development did not constitute over development and that the current density levels were justified given the sites overall accessibility.
 - Further consultation on affordable housing, affordable workspace, and various viability scenarios should be reviewed with the GLA.
 - Further plan noting where and how much child play space will be provided (particularly for those under five years old).
 - Further townscape analysis in the form of key views should show various locations within Arlington Square to demonstrate where the proposal can be seen from.
 - Consideration should be given to the roof materials and with regards to the building aging over time.
 - The site should consult with the Canal and River Trust in regards to using the canal for construction servicing.
 - Further consideration to the location of the substation.
 - An overheating assessment should be carried out.
 - Opportunities to increase dual aspect homes should be reviewed.
 - The GLA welcome a SUDS strategy.
 - The submission is to include an Inclusive Design Statement.
- SEW Response including providing the GLA with the following:
- Further analysis on the Arlington Square and its context with new buildings of height.
 - Key verified views showing height options that

have been tested including an up to 6 storey, 8, 9 and 11 storey scheme.

- Justification for proportions and comparisons of 8 and 9 storey pitched roof elements.
- Further design detail of the pitched roofs
- Through flats within the centre of the north-south blocks was considered however deemed unachievable due to the creation of far oversized or undersized units when attempting the change.
- Child Play space targets and provisions described.
- Design development to the elevation at the junction of Cropley Street and Eagle Wharf Road.
- Substation moved to a less sensitive location.
- A SUDS strategy involving the mixture of permeable paving, attenuation tanks, and attenuating green/brown roofs systems on multiple levels of roof.
- An inclusive design statement is included within the application.



5.4 FURTHER DESIGN DEVELOPMENT

FIFTH & SIXTH PRE-APPLICATION MEETING

The fifth pre-application consultation with LB Hackney was made in July 2017 to address the design development with officers in relation to:

- Layout - Additional office use was added to the first level of basement with large rooflight extents to increase employment density and decrease self-storage space that lies within the pedestrian accessed east basement.
- Layout - Additional cycle storage has been located at the lower basement level of the east basement.
- Layout - The amount of dual aspect units has increased following a setting back of the facade extents on the wing blocks.
- Design - Workspace elevations were reviewed to discuss active zones.
- Detailing - Roof materiality and profile options were tabled. The design team expressed their preference for an anodised aluminium extruded tube system in a colour to compliment the surrounding industrial heritage assets.
- Detailing - Window surround options were tabled. The design team expressed their preference for sat up surrounds.
- Detailing - Roof form assembly of roof extents, balconies and space frame were tabled. The design team expressed their preference for no balconies at the highest level, the space frame to end at the vertical stories and for the pitched roofs to have transparent thin edging of extruded tubes half the depth of the space frame (as opposed to the full depth as had been previously designed).
- Detailing - Roof material extents were reviewed. The design team expressed their preference for the roof material to fold onto the vertical walls of the open yard to assist in form reading of the blocks and to allow a metallic lining to the yard.
- Concept and Character of each yard or terrace
- Material palette
- Planting Strategy and ecological enhancement
- Canal Path Improvements

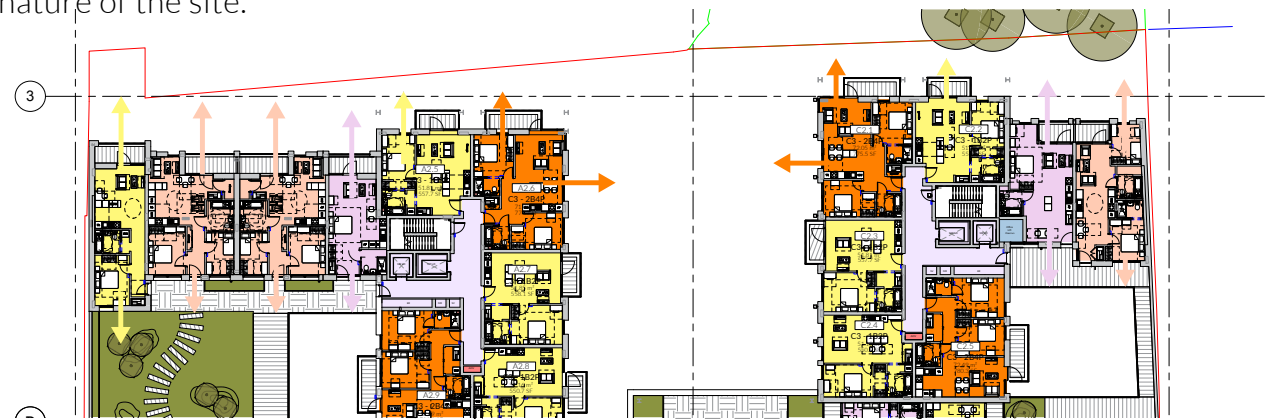
- Tree replacement strategy
- Sensitive Lighting

SECOND GLA PRE-APPLICATION MEETING

Following further pre-application consultations with LB Hackney, the team consulted again with the Greater London Authority in July 2017 in regards to design development. The meeting focused on viability framework and updates to layout and detailing.

LAST DESIGN REFINEMENTS

- Betterment to overheating through glazing reduction across residential homes (C3) and commercial offices (B1).
- Refined roof line and massing in west wing blocks creates better proportions along Eagle Wharf Road and Regents Canal elevations.
- Consolidation of detailing on lower floors adding more heritage style windows to ground and first floors in line with the historic industrial nature of the site.



ROOF DETAILING - ROOF MATERIALITY PREFERENCE



02 Vertical Standing Seam
Anodised Aluminium
Colour: Anodik 543 Paper Liner

04 Vertical Standing Seam
Anodised Aluminium
Colour: Anodik 543 Bronze

07 Vertical Standing Seam
Copper Alloy
Colour: K&E TRCU Bronze



13 Even Spaced Tubes
Transparent Glass
Product: Nibk Tenon Squette
Colour: Combination of V215-141, V215-121, V215-120

14 Even Spaced Tubes
Product: Nibk Tube
Colour: Anodik 543 Liner
Pre-treated: Alkon Riverside

ROOF DETAILING - BALCONY, PROFILE & ROOF EXTENTS PREFERENCE



27 Thin Metal Edge at high level

28 Thin Tube edging at high level

ROOF DETAILING - ROOF MATERIALITY EXTENTS PREFERENCE



36 Roof material to podium - to be patterned throughout courtyard



5.5 MASSING DEVELOPMENT

7TH & 8TH PRE-APPLICATION MEETING

Post-submission feedback has requested a reduction of visual impact to the conservation areas, in particular that of Arlington Square. Further consultation with LB Hackney to review massing was held in March 2019 and May 2019.

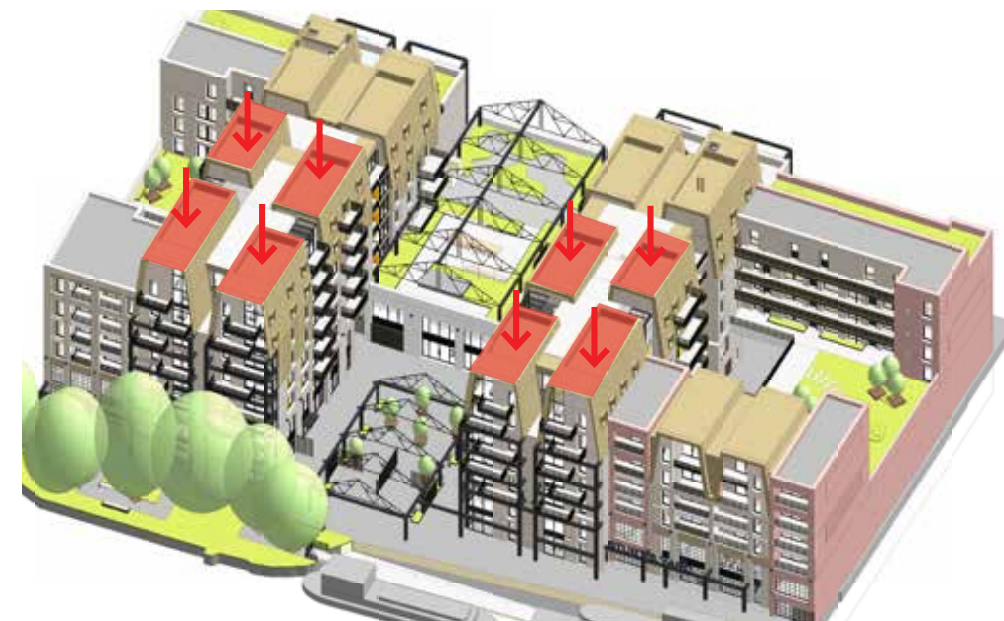
Regent's Canal Elevation - The design team undertook heights and area tests that results in the removal of the 7th, 8th, and 9th storeys from the canal elevation all the while maintaining the central public open space yard that fronts onto the canal. This left a 6 storey articulated massing along the canal elevation with minor parapet variation for architectural interest.

Eagle Wharf Elevation - The design team undertook heights and area testing that results in the removal of the 8th storey massing previously visible from southern views along Eagle Wharf Road and further. This leaves a 5 storeys massing that sets back to 6 and 7 storeys, an enhancement on the elevation fronting 7 storeys at the approved Holborn Studios development adjacent to this scheme.

In order to recover lost accommodation area, building offsets were altered to 18metres from 21metres between the scheme's own buildings. This alteration allows for the proposed building floor-plates in depth resulting in more traditional building dimensions where deck accessed homes can convert to internal corridor accessed homes.

The council preferred the up to 7 storey massing as opposed to the up to 8 storey massing test.

The massing development was further consulted with Councillor Nicholson.



9 STOREY VS 8 STOREY MASSING TEST