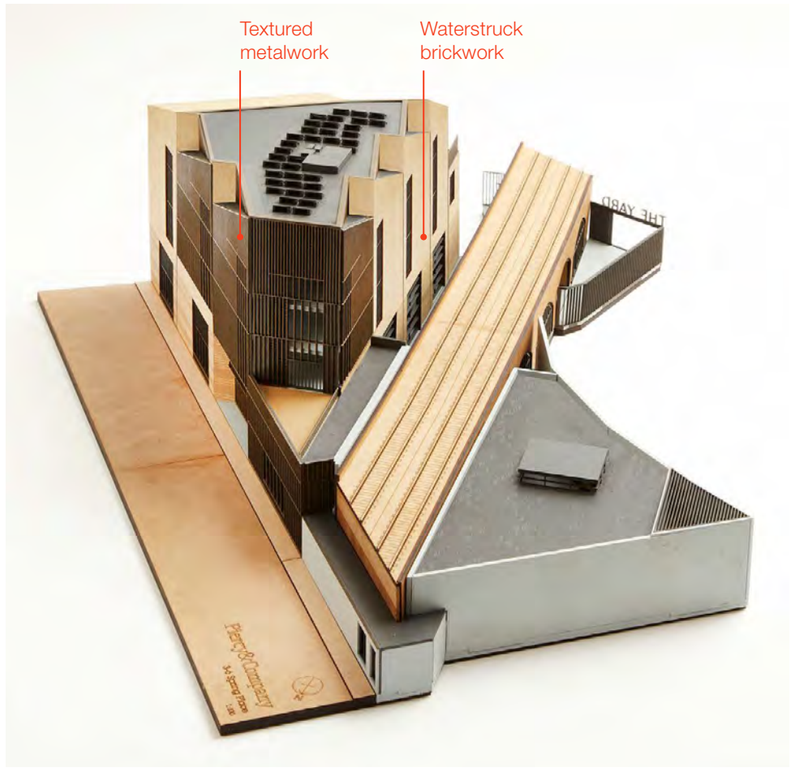
Envelope Update
Facade

Consented Scheme Physical Model



Updated Proposal Physical Model - the brickwork is extended on the railway side creating a brickwork volume bookended by a textured metal one.

The facade design has been worked through towards a more rationalised system which eases construction and maintenance processes, two of Network Rail's areas of concern (please refer to appended email from Network Rail).

The main updates are as following:

Rationalised fins over glazing

A unified solution has been applied to both brickwork and rainscreen openings, adopting a capped system to improve the buildability and quality of the built detail.

Reducing the extent of opening lights

In response to clear feedback from Network Rail and with the removal of the perforated sheet the number of opening lights have been reduced. This also helps to improve the internal daylighting and buildability.

Balanced approach to materiality

Increased brick coverage to unify the materiality in both the east and west elevation. By mirroring the east elevation to the west the facade presents a more consistent design when viewed from street or from the train.

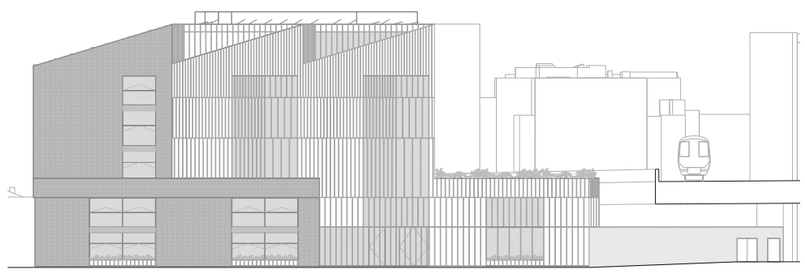
Maintenance Access

Increasing the brick coverage also reduces maintenance access requirements, responding to Network Rail comments.

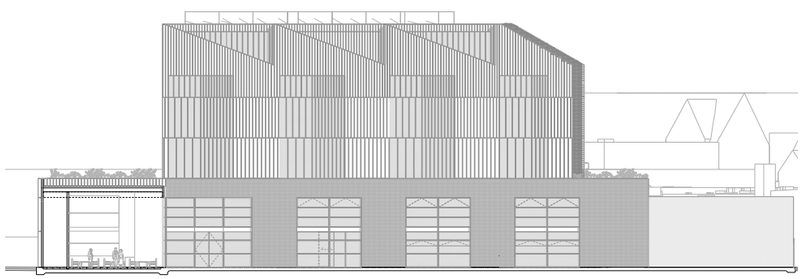
All these changes have been reviewed by the designated Network Rail Team and meet their requirements for the delivery of the scheme. [See email as Appendix to this document]

Envelope Update
Facade

Consented Scheme



East Elevation - Spring Place



West Elevation - Railway side

Consented Scheme - View from Holmes Rd and Spring Place junction

Updated Scheme

East Elevation - Spring Place

West Elevation - Railway side

Updated Scheme - View from Holmes Rd and Spring Place junction

View from Spring Place

East Elevation / North Elevation - Approved Scheme

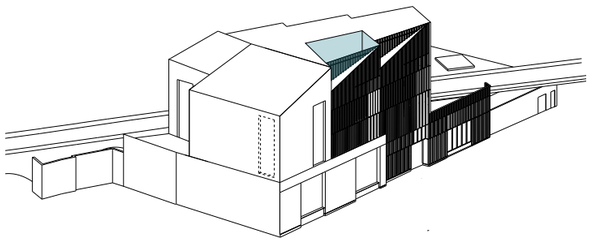
East Elevation / North Elevation - Proposed

Examples of textured brickwork proposed to differentiate the base of the building

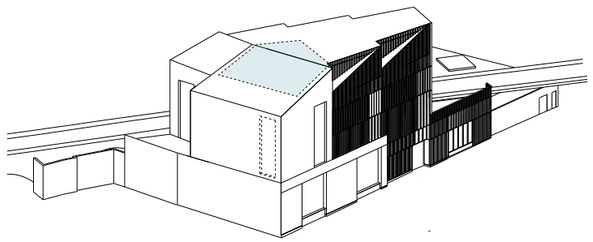
- Increased brick facade to second bay
- Perforated sheet removed from openings to improve internal daylighting
- Rationalised fin arrangement to utilise capped system, improving buildability and enhancing internal daylighting
- Remove hit-miss brickwork over brickwork openings to improve internal daylighting
- Concrete upstand at street level to ensure robustness and longevity of design

For further details please refer to the updated Townscape Assessment developed by Peter Stewart Consultancy on pages 18-22.

Envelope Update
Roof Plant Relocation - Eastern Block



Roof plant location as per consented scheme

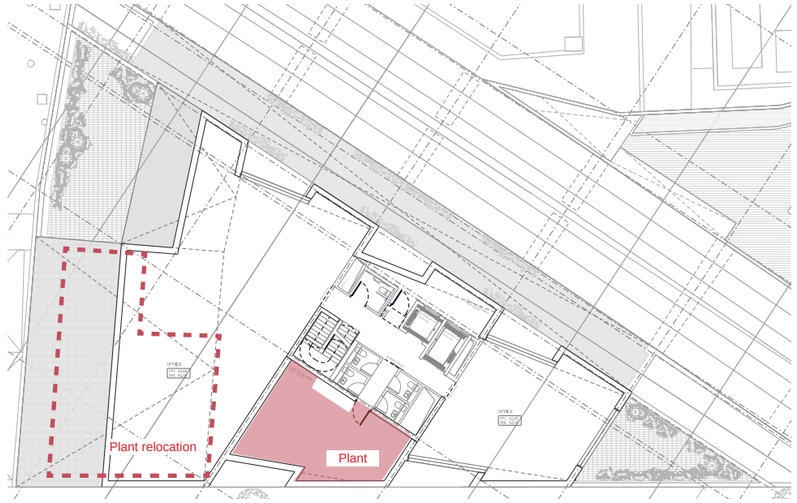


Proposed plant location concelaed under pitched roof

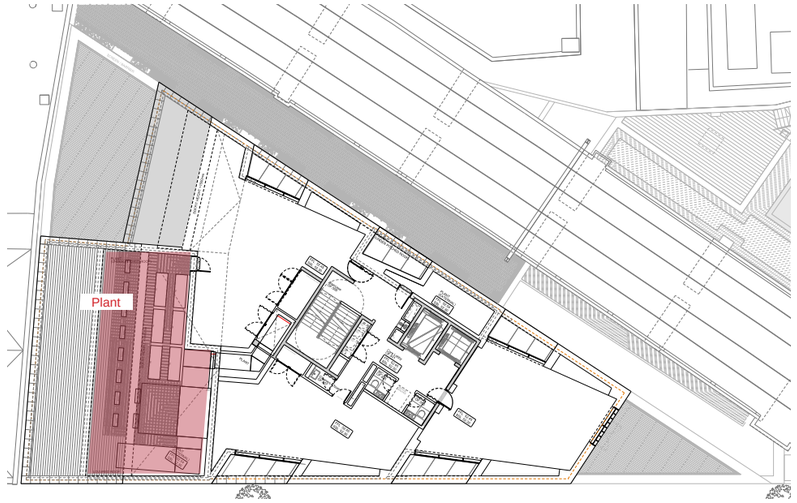
Further development of the MEP requirements for the building allowed for the plant to be relocated from the lightwell on the top floor to the area underneath the pitched roof area. This way the plant is still concealed from sight at street level and the workspace on the top floor is improved, bringing additional daylight into the space.

While there is no area gain, the new proposal achieves a better quality space.

For further details please refer to the revised Noise Impact Assessment Note, which can be found as an Appendix to this document.



5th floor Consented Scheme plant location



5th floor Proposed plant location

View from Inkerman Conservation Area
Roof plant not visible from street level