

Hello!

We're excited to share our latest proposals for the redevelopment of Elizabeth House on York Road.

You may have already attended our exhibition here at the Waterloo Action Centre in July, seen us at the pop-up exhibition at Waterloo Station in September or been at one of the many presentations we have given in the local area. This exhibition now displays more detailed proposals which have evolved over the last nine months alongside the consultation.

We are targeting the submission of a planning application to Lambeth Council early in 2019 and would like your further feedback on our proposals. You can provide us with your comments either through speaking to a member of the project team here today, filling out a feedback form or by contacting us using the details below.



consultation@hbreavis.com



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www.elizabethhousewaterloo.co.uk

About HB Reavis

We are a team of international workspace providers and one of the few that actually designs, builds and then manages our buildings for the long-term. Since we were founded in 1993 we have successfully delivered more than 11.4 million sq ft of commercial space and our buildings are used by approximately 66,500 people across Europe – in the UK, Poland, the Czech Republic, Slovakia, Hungary and Germany.

As a business, we have been in the UK for five years. We completed the purchase of Elizabeth House in 2017 – our fourth and largest investment in London to date – with the intention to deliver and then be the long-term owners of the new development here. We have also recently completed projects at Cooper & Southwark (61 Southwark Street), 33 Central near London Bridge and 20 Farringdon Street. In July 2018 we acquired Farringdon West, a Crossrail Over-site Development directly next to Farringdon station.

About the architects

Allford Hall Monaghan Morris

Established in 1989 with offices in London, Bristol and Oklahoma City, AHMM is known for its reinvention of buildings and places. The practice won the Stirling Prize in 2015. Previous projects include the BBC Television Centre, the Barbican, White Collar Factory, New Scotland Yard, as well as key new commercial, residential and education developments in Lambeth, London, around the UK and internationally.

About the structural engineers

Robert Bird Group

Established in 1982, Robert Bird Group is a specialist global structural and civil engineering consultancy with over 600 staff across ten global offices. They have extensive experience in designing complex structures adjacent to and above railway infrastructure, as well as high rise towers. Their London projects include 21 Moorfields, 100 Bishopsgate, Cannon Place (construction methodology) and Nova Victoria.

Other key members of the project team include:



Planning Consultants
DP9



Mechanical Engineering
Sweco



Landscape Architect
Exterior Architect



Transport Consultant
WSP Transport



Consultation
London
Communications
Agency

The site & local context

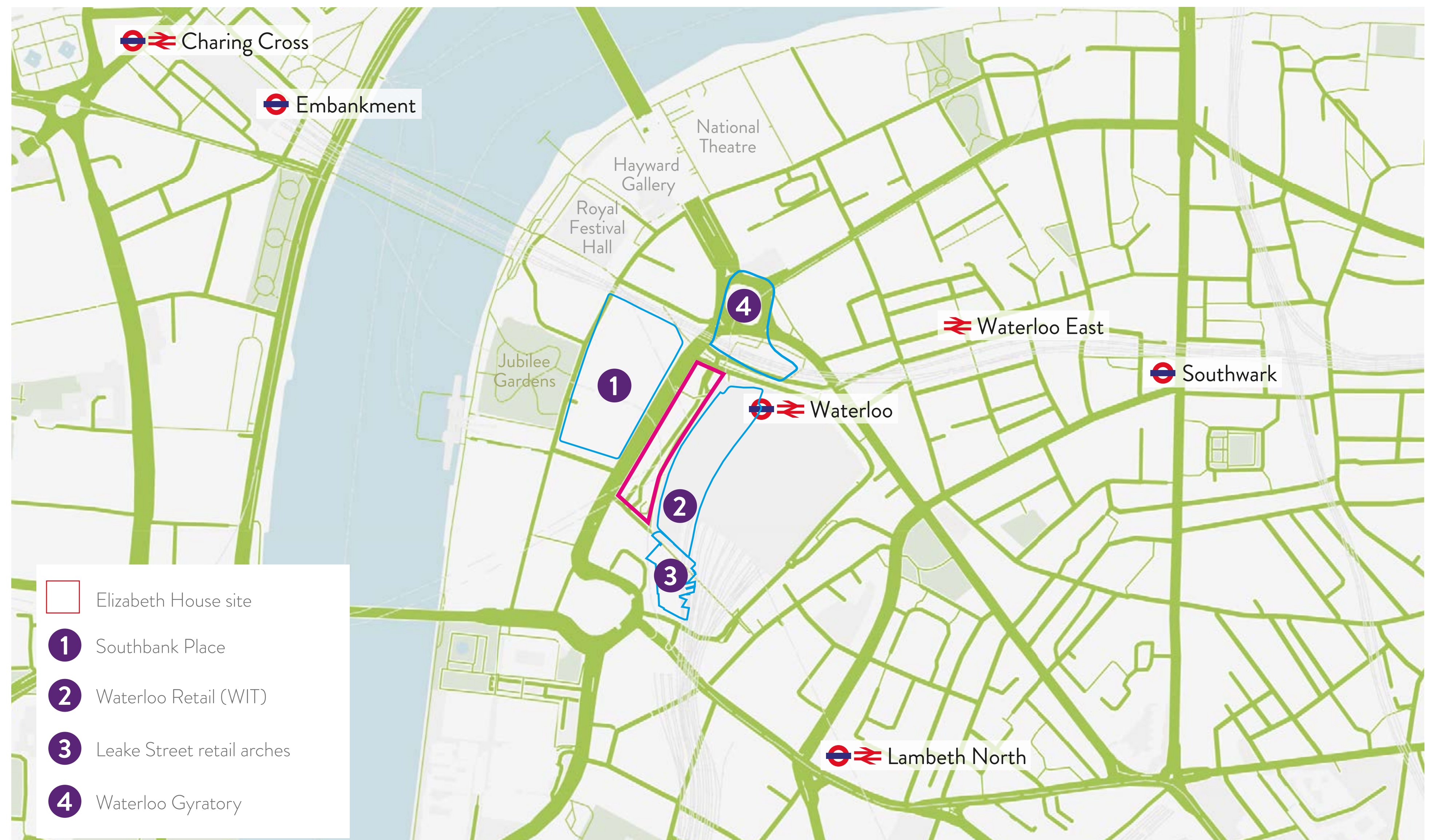
Elizabeth House is located on York Road between the UK's busiest train station and Europe's largest cultural quarter at the South Bank.

The existing Elizabeth House is an out-dated 1960s office building and desperately needs replacing. It spans unbroken for 203m along York Road and is a barrier to the new entrances being created to Waterloo Station as part of the upgrade works to the Waterloo International Terminal (WIT).

The public realm around the site is hostile and unattractive and does little to connect to the other fantastic places in Waterloo, including Leake Street and Lower Marsh, as well as the cultural destinations located on the South Bank.

There is an existing planning permission for a scheme designed in 2012, for new offices and also predominantly luxury apartments. However, the landscape has changed significantly since 2012 and we also do not believe this site should be used for this purpose when that space can support thousands of new jobs.

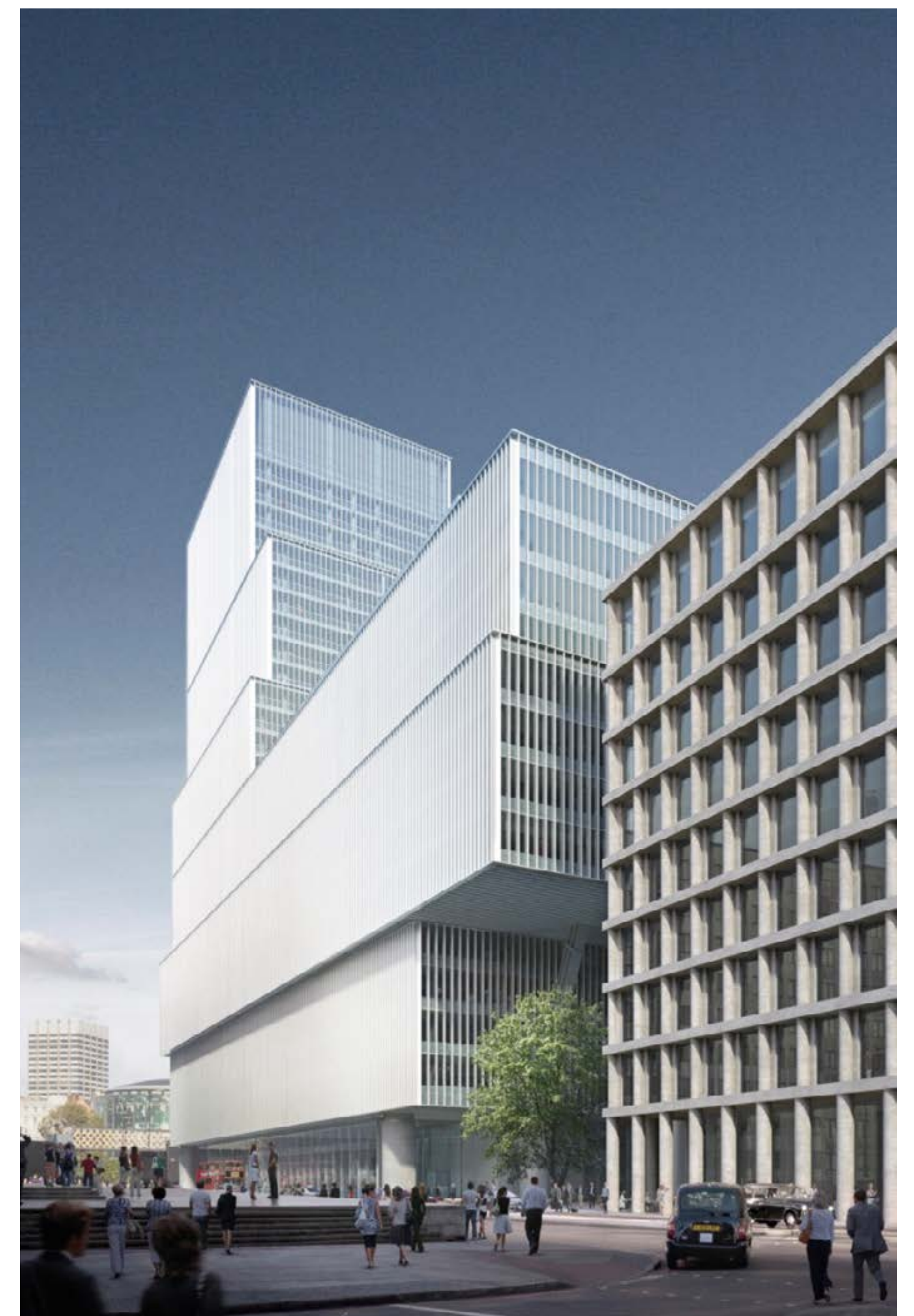
The plans we are bringing forward take into account a number of recent developments in the area, including Southbank Place, Waterloo Retail (WIT) and Leake Street Arches, in addition to TfL's proposals for the Waterloo Gyratory, as shown on the map to the right.



Map showing neighbouring local development proposals.



Elizabeth House as viewed from Sutton Walk.



Computer generated image of the currently consented plans for Elizabeth House.

Your feedback so far

Since the beginning of summer we've been sharing our proposals with the community and gathering feedback on the plans. We hosted an initial public exhibition on our emerging proposals in July, a pop-up at Waterloo Station in September and have presented at a series of local public meetings.



South Bank Forum
June 2018



Waterloo Station pop-up consultation
September 2018

Public exhibition
July 2018



South Bank Forum
October 2018



During the first public exhibition in July:

- 84% of attendees supported the focus on new office accommodation and job creation, with retail uses on the ground floor.
- 95% of attendees said they would visit the Waterloo Curve, with the most popular suggestions being for eating and drinking or for shopping.
- We had a host of suggestions as to what we could call the new public space on York Road including Skylon Square and Waterloo Square.

At the pop-up at Waterloo Station:

- 92% of people said that they believed the proposals would improve access to and from Waterloo Station.
- 80% of people said they supported the introduction of more places to eat and shop close to the station.

We also asked people what information they would like to see at this exhibition. They said:

- The height of the proposed development
- How the servicing to the building will be managed
- Proposed architecture of the building
- The type of retail
- The potential to provide affordable housing
- More detail on when construction would be completed
- The long-term ownership and operation of the building
- Images of key local views

People also asked for a scale model of the full proposals which we are displaying at this exhibition.

A new landmark for Waterloo

The workspaces being created would support thousands of new jobs here in Waterloo. The development would also make a real, tangible difference to the local area through the creation of new public spaces that will hugely improve the pedestrian experience around the site and create better links into Waterloo Station and to the surrounding area.

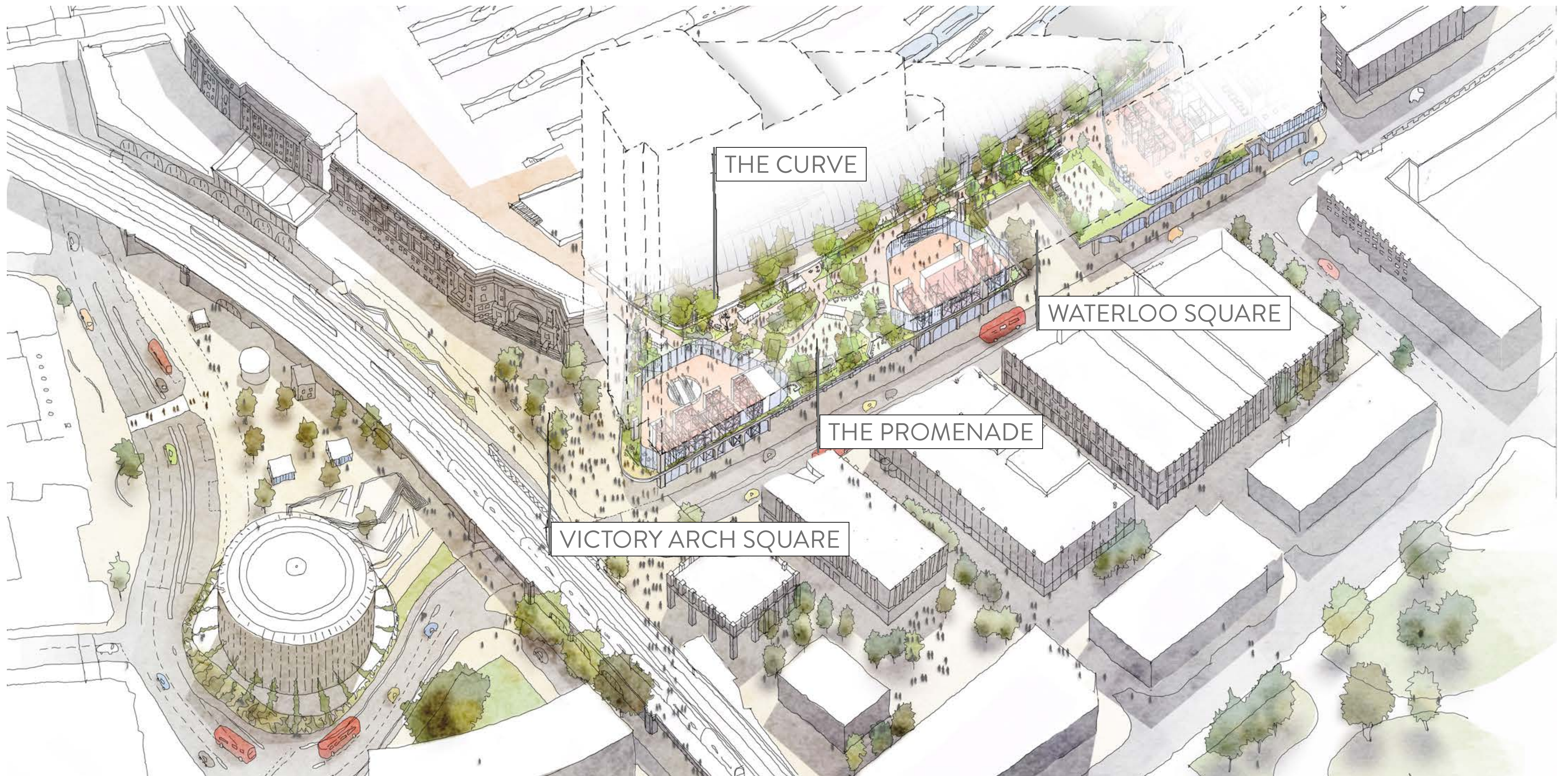


Image showing creation of proposed public spaces and new entrances to Waterloo Station

Through our proposals we will:

1. Demolish the existing Elizabeth House, which is an eyesore for Waterloo and replace it with a beautiful new building providing exceptional office space that will support approximately 12,000 new jobs.
2. Provide much-needed capacity relief at Waterloo Station by removing the existing Elizabeth House, which acts as a physical barrier to the new entrances being created at Waterloo International Terminal, and opening up three new access points to the station along York Road.
3. Create over 1.5 acres of new public space, greater in size than Waterloo Millennium Green, including a beautiful, new, publicly-accessible garden promenade.
4. Create Victory Arch Square, a major new public space that enables step-free access from the South Bank to Waterloo Station. In addition we also intend to improve the setting of the Victory Arch by giving it a new western elevation.
5. Create the 'Waterloo Curve', a new pedestrian street lined with shops and cafés which would run between Elizabeth House and Waterloo Station.
6. Enhance the pedestrian experience around the site, with a new crossing across York Road at Chicheley Street and a widened, safer crossing point at Sutton Walk.
7. Maintain a similar height to the consented scheme whilst delivering much improved public realm and local connections.
8. Deliver a design which celebrates the 'architecture of engineering', with the building's structural form a core part of its visual appearance.
9. Provide flexible retail space which can be configured to meet future requirements.

New workspace for Waterloo

Waterloo is a designated strategic location at the centre of London. It used to be a prime office location but has seen a decline in the number of jobs and there is a lack of high-quality office space needed to attract major employers to the area.

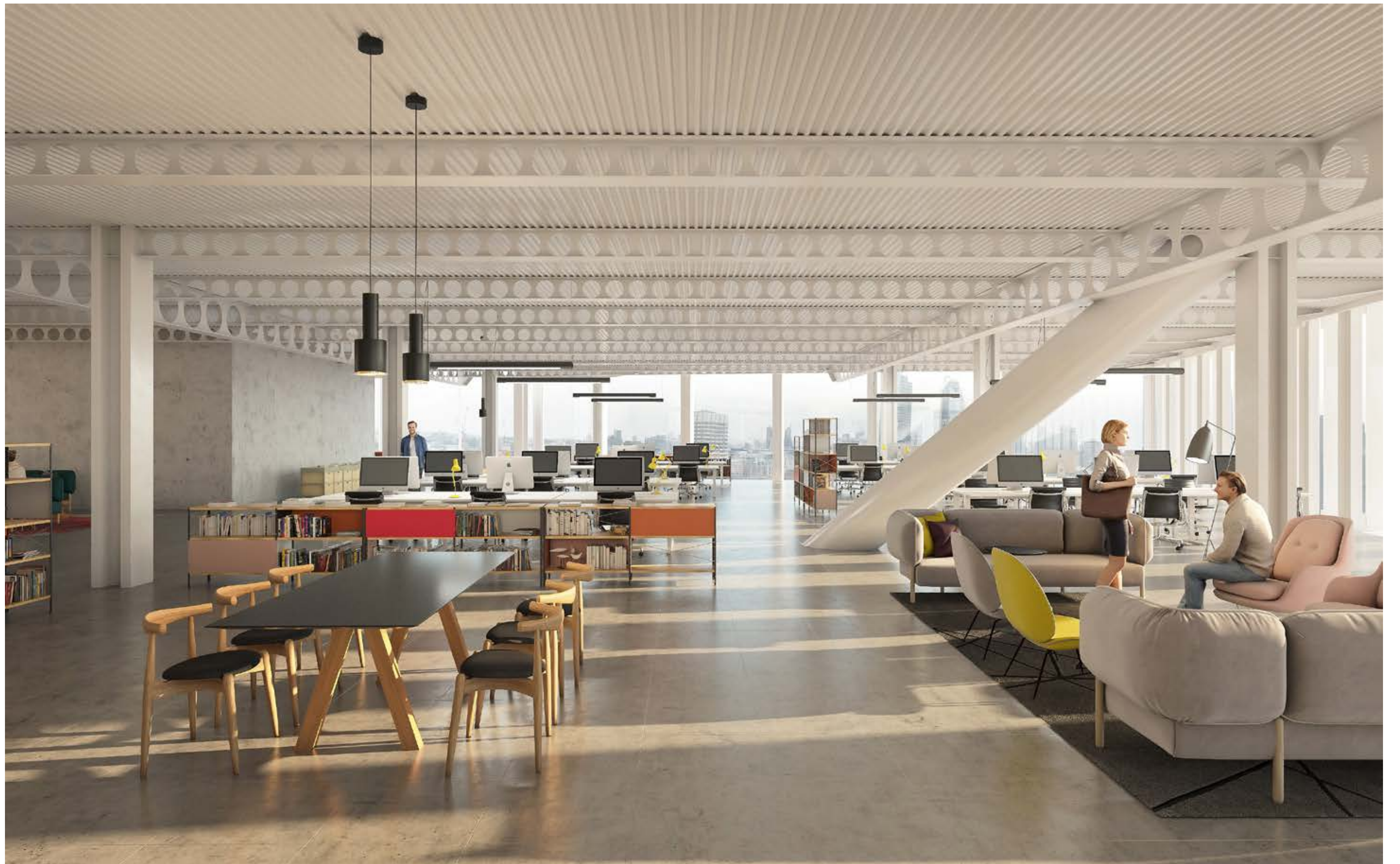
The development of Elizabeth House will bring exceptional office accommodation to Waterloo and could support up to 12,000 jobs. With plans to attract a variety of different businesses, from large global companies through to start-ups and scale-ups, we plan to create an ecosystem of workspaces.

In creating a fantastic place to work, we aim to place emphasis on well-being, including physical and mental health through the provision of greenery, terraces and a variety of exciting and delightful office spaces.

We are proposing roughly 55,000 sq ft of terrace space to provide recreational spaces for the office workers and to help limit the impact on local parks and amenities such as Jubilee Gardens and Bernie Spain Gardens.

In addition we are proposing:

- **Every occupier would have access to a garden.** In addition to the Garden Promenade, the proposals feature a series of roof top gardens for office workers.
- **Future-proofed and flexible floor space.** There will be a variety of floor spaces to provide maximum flexibility for different types of businesses and sectors, allowing companies to grow and thrive within the building.
- **Every floor would have a great view.** Whether opening up breath-taking views across the City, Crystal Palace or unique views across the roof of Waterloo Station, each floor will have interesting vistas of London and beyond.



Indicative image of interior workspaces.



Image of model showing new terrace spaces.

Victory Arch Square

Our proposals offer a fantastic new public square in front of Victory Arch, providing step-free access between Waterloo Station and the South Bank.



Proposed Victory Arch Square. Inset, image of existing Victory Arch entrance.

In its current state, the space in front of Victory Arch is cluttered, hostile, unpleasant and unattractive. It restricts pedestrian flows and makes wayfinding a challenge for those visiting Waterloo. It is not an entrance befitting the UK's busiest train station.

We propose to transform the space to create Victory Arch Square, a high-quality new public realm that will provide a proper front door to Waterloo Station, suitable for all station users.

In particular, our proposals will:

- Realign Cab Road and Station Approach so that pedestrians do not have to cross it when approaching from Sutton Walk.
- Remove the lift and stairs in front of Victory Arch, which are no longer needed because of the IMAX scheme, to create more space for pedestrians.
- Introduce trees to green the space.
- Create a direct level pedestrian route into the new station entrances within the WIT.
- Create a new set of stairs leading directly from Victory Arch to the Tension Way bus station.
- Provide an active retail frontage onto the Square.
- Remove the multitude of signs and replace them with a clean, coherent wayfinding strategy.
- Replace the low quality tarmac and paving with high quality consistent materials.

Our proposals will also provide a new west face to the Grade II listed Victory Arch, which will be exposed following the demolition of Elizabeth House. The arch was built in 1922 to commemorate the 585 London & South West Railway employees who lost their lives in the First World War, and so our proposals will celebrate its presence and give it the setting it deserves.

A publicly-accessible garden promenade

The landscaped promenade will provide an acre of green space, open to the public and accessible directly from the Waterloo Station concourse as well as from York Road and Waterloo Curve.

The public promenade is a second layer of public realm space and will include the main entrances to the new offices, making them directly accessible from the Waterloo Station concourse and York Road. This will also help to relieve congestion at ground level.

The promenade will receive a good level of sunlight during the daytime whilst providing a covered space to be enjoyed all year round.

A landscaping strategy has been undertaken, which proposes that more intensive planting is placed on the eastern part of the promenade and so viewable from the Waterloo Station concourse.

As the long-term owners it will be our responsibility to maintain and upkeep this garden space, to ensure it remains a green and vibrant feature for the local area for years to come.



Proposed garden promenade, as accessed from Waterloo Station concourse.



Proposed new garden promenade showing planting.

The Waterloo Curve

We are proposing to revitalise the unused space between Elizabeth House and the former Waterloo International Terminal to create a new pedestrian street linking Victory Arch Square and Leake Street.

The Waterloo Curve is a new space which would mirror the shape of the Waterloo International Terminal (WIT), lined with shops and cafés running between the new development and Waterloo Station. It will provide an attractive new route, free from traffic, connecting to Lower Marsh and Leake Street to the south and to Victory Arch Square to the north.

This space will open up access to three new entrances to Waterloo Station from York Road, which are being created as part of the Waterloo Retail (WIT) upgrade. It will also help to reduce congestion in the area by spreading the movement of pedestrians to both sides of the new building, relieving the pressure on York Road.

We will be looking to create an appropriate mix of shops and cafés for this space and are preparing both a Retail Impact Assessment and a Retail Vision Strategy to ensure that the retail provided will complement other retail areas in Waterloo, including at Lower Marsh and within the station.



Looking north along the Waterloo Curve.



The Waterloo Curve as viewed from Leake Street.

A new gateway into Waterloo Station

We are proposing a new public space along York Road to provide multiple new routes into Waterloo Station and Underground.

The existing Elizabeth House creates an unbroken barrier along York Road and if left in place would block access to the new entrances to Waterloo Station being created by the works to the Waterloo International Terminal.

Our new development provides a five-storey high new public space which will become the most convenient access

point into the station for those coming from Guy's and St Thomas' Hospital, and County Hall Apartments as well as the many local attractions such as the London Eye, London Aquarium, Florence Nightingale Museum and the Palace of Westminster. This space will also connect to the 'Waterloo Curve' and the Garden Promenade.

We are still considering the most appropriate name for this new space and at the last exhibition received a number of suggestions including Waterloo Square, Skylon Square, Waterloo Garden Square and Paradise Park. Do let us know if you have any more ideas!



Proposed entrance to London Underground along York Road. Inset, current Elizabeth House on York Road.

Transforming the pedestrian experience around the site

The proposals unlock new station entrances and improve road crossings and pedestrian flow.

Currently, Waterloo Station footfall is highly concentrated through Victory Arch. This will remain the case when the new station entrances open at Waterloo International Terminal as the existing Elizabeth House blocks direct access to York Road.

In line with the aspirations of Lambeth Council, the GLA, TfL and adjoining landowners, our proposals will bring pedestrians to ground level and transform the pedestrian experience around the site. This will be achieved by spreading the flow of people across a much larger area, reducing congestion, making it safer to cross York Road and creating new areas of public space for people to enjoy.

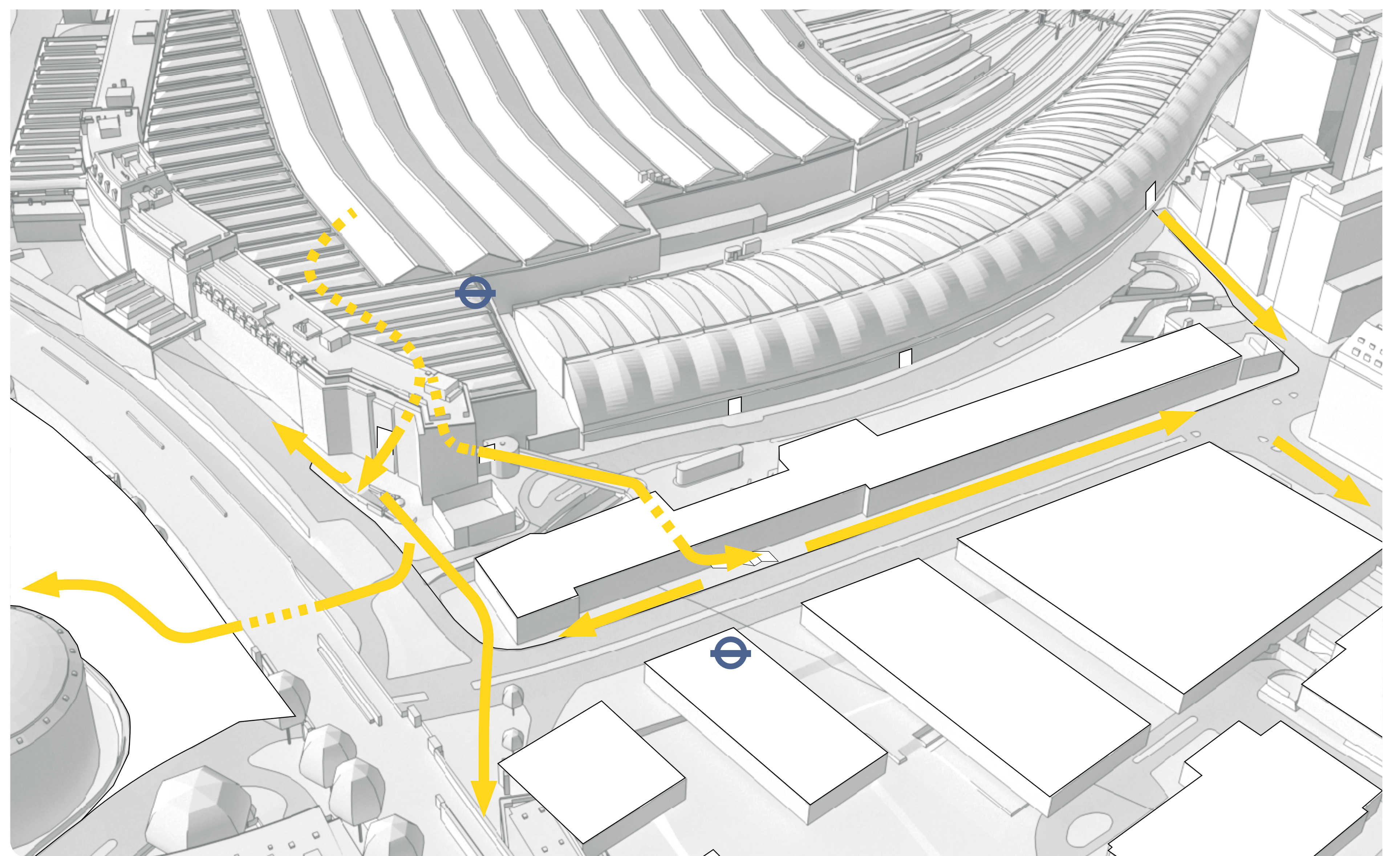
At the crossing at the north of the site next to Victory Arch Square, our aspiration is that this is widened and raised to curb height, creating a larger and safer crossing point and one that is more accessible for wheelchair users and those with buggies. The changes here also take into account the wider changes being made to the Waterloo Gyratory, which will help to reduce the speed at which vehicles approach this crossing.

There will also be a new southern crossing, close to Chicheley Street, which will be similarly raised to curb height. We are looking at the potential for both crossing to be phased to allow for diagonal crossing – much like at Oxford Circus.

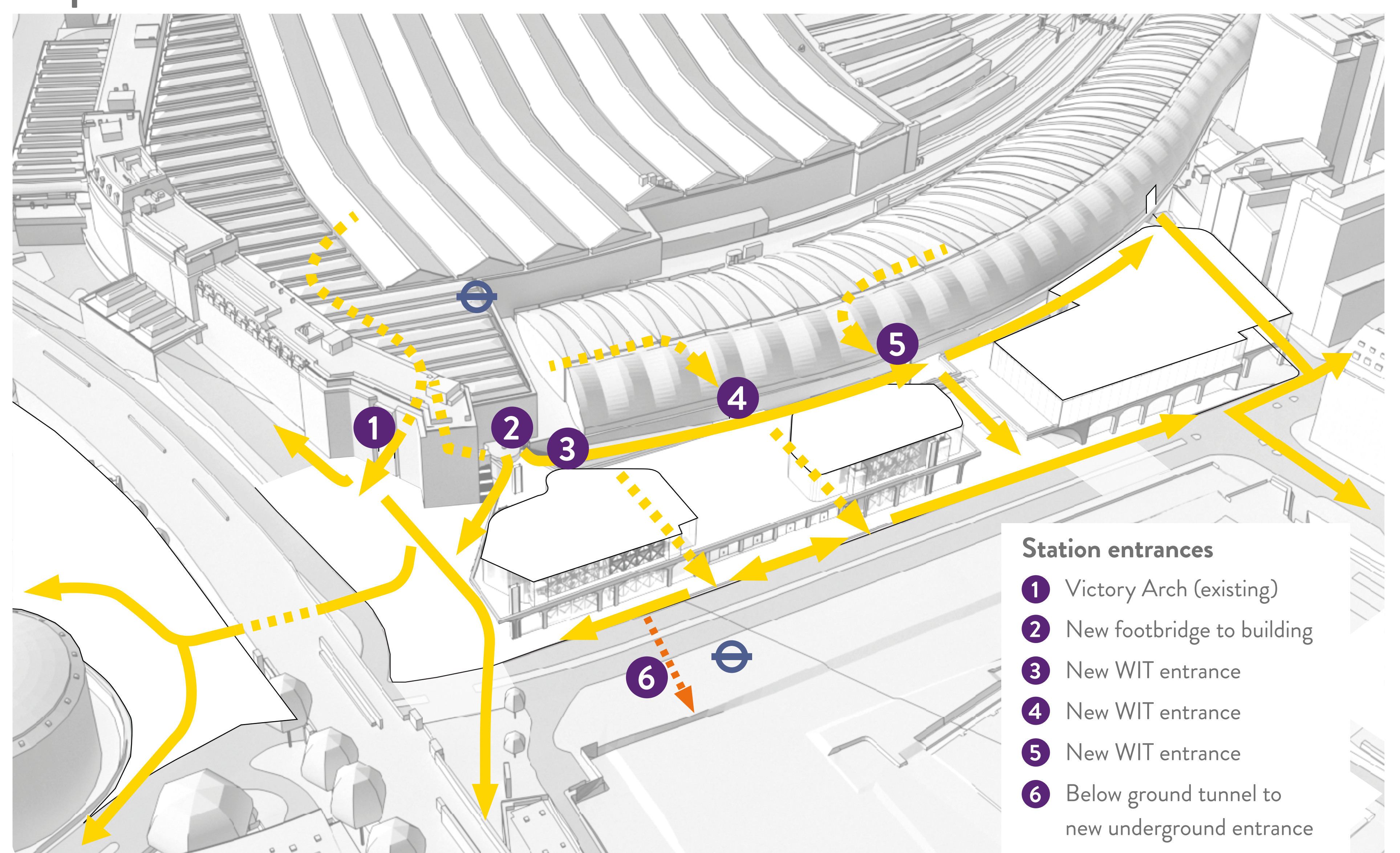
In addition to the crossings, the tube entrance on the other side of York Road to Elizabeth House will shortly re-open. This means that there is the option of crossing York Road through a tunnel which is below ground.

Pedestrian comfort is important to us. We are wind tunnel testing the proposed development to ensure that there are no unacceptable impacts and our Wind Tunnel Assessment will be submitted to Lambeth Council as part of our planning application.

Existing



Proposed



Architecture

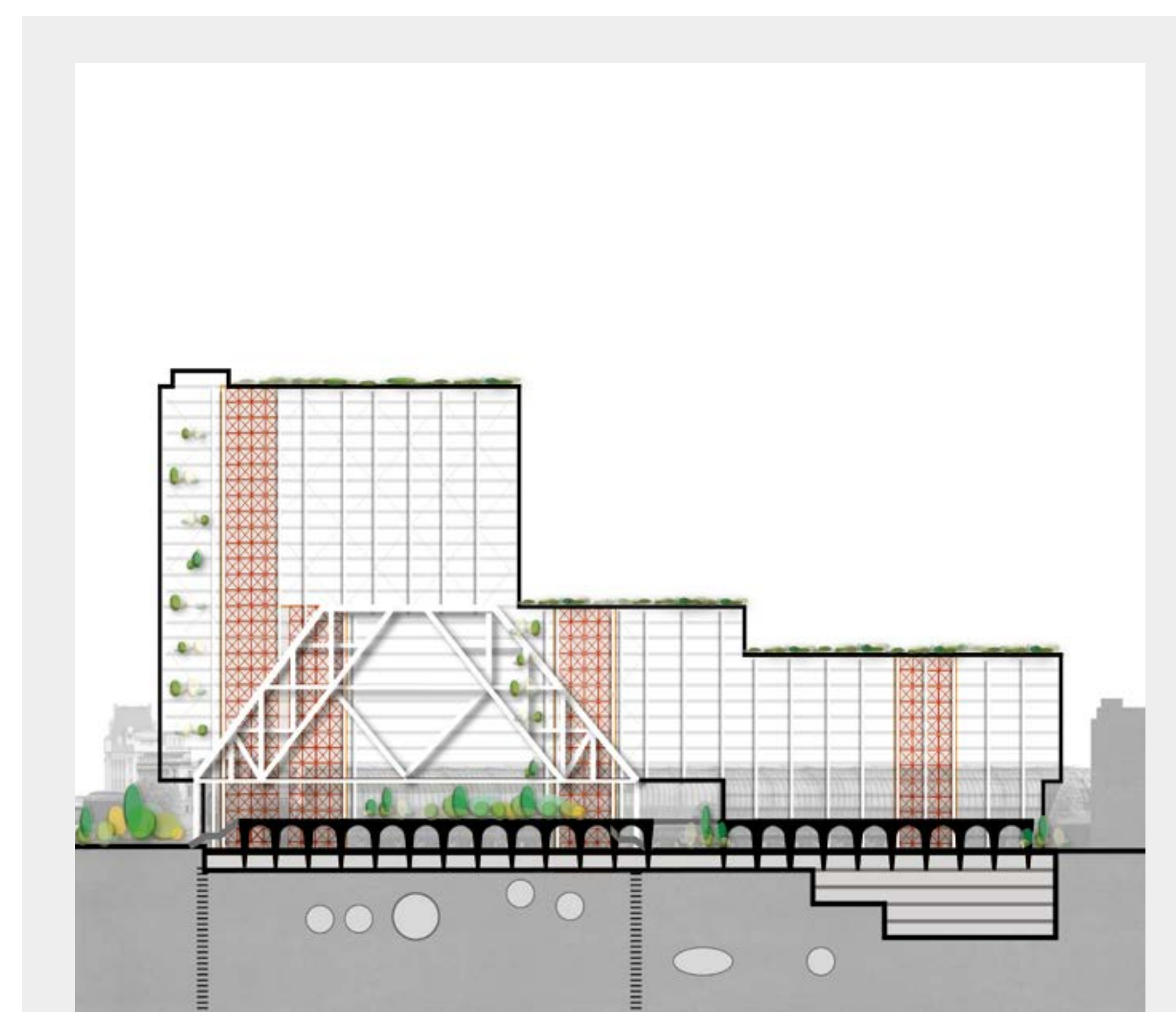
Given the site's location with four major tube lines running beneath, the building requires an innovative engineering solution, designed by Robert Bird Group, which will be expressed through its architectural form.

The building above is supported on an A-frame structure, that spans like a bridge across the site and transfers load into the ground on either side of the tunnels. The base of the building is a heavy ground-bearing structure that balances against the heave effect of the tunnels below.

Our proposals are to express the steel structure so that it becomes part of the architectural identity of the building connecting it visually, as well as physically, to the infrastructure of Waterloo Station.

The heavy arched bridge structure at the base of building has a practical engineering role in 'pinning down' the many tube lines that run beneath the building, whilst supporting the workspaces above and in the process creating interesting new spaces for retail at the lower levels.

The building is designed with the appearance of 'whiteness' through the use of glass and other materials to gently enhance the existing skyline in the Waterloo cluster, whilst proudly expressing the engineering solution which has been so fundamental to the architectural approach.



The structural form of the proposed building.



The proposals as viewed from the IMAX roundabout.



CGI of the building as viewed from York Road.

Height & massing

We are very aware of the sensitivities around height at Elizabeth House and the tallest element of the building we are proposing is comparable in height to the consented scheme and the Southbank Place development.

We have worked hard to design a building that creates more public space and workspace and provides a high-quality building that responds to its neighbours, respects local and strategic views and provides a fitting architectural landmark on this important site.

We have respected the envelope of visual impact approved by the consented scheme as seen from the important views from Parliament Square, St. James's Park and Somerset House.

In design terms we have followed the sweep of the Waterloo International Terminal to define the curve of the building behind York Road and then developed this to provide a soft and light building which creates interest from every angle.

You can see some images of our proposals compared with the consented scheme and we will be submitting a complete Visual Impact Assessment with the planning application.

We are continuing to engage with officers from Historic England, Lambeth Council, Westminster Council, Greater London Authority and others as we refine these plans and it is our intention to submit proposals that are capable of securing planning permission so that we can start on site delivering these improvements as quickly as possible.



Proposed building as viewed from the Waterloo Gyratory.



Consented development as viewed looking down Roupell Street.



Proposed building as viewed looking down Roupell Street.



Consented development as viewed from Parliament Square.



Proposed building as viewed from Parliament Square.

Access & servicing

Elizabeth House will be the first building in Lambeth to use a ‘consolidated servicing’ strategy.

We are keen to service our building in a way that has as little impact on the local area as possible and that there are no more delivery vehicles accessing the site than was the case with the consented scheme.

To reduce the number of vehicles we need to service the building, a proportion of deliveries would go via a ‘consolidation centre’ located outside of Lambeth. Here, goods from different suppliers will be ‘consolidated’ into a smaller fleet of delivery vehicles which will then bring them to the building.

This approach is already being successfully used on other developments and also has a number of additional benefits:

- We can use low emission or electric vehicles to reduce the impact on air quality.
- The same drivers will be travelling to the site regularly using defined routes and will be familiar with the area.
- We can coordinate delivery and arrival times with real-time communications meaning vehicles will not be queueing while they wait to drop off or for collections.
- We can also co-ordinate for some of these vehicles to be loaded with waste to remove from the site, reducing the need for further vehicle movements.

As with the consented scheme we’re proposing that servicing takes place from Leake Street. This will be done within a basement service yard, accessed by two vehicle lifts, also meaning that there is no need to turn around vehicles at street level.

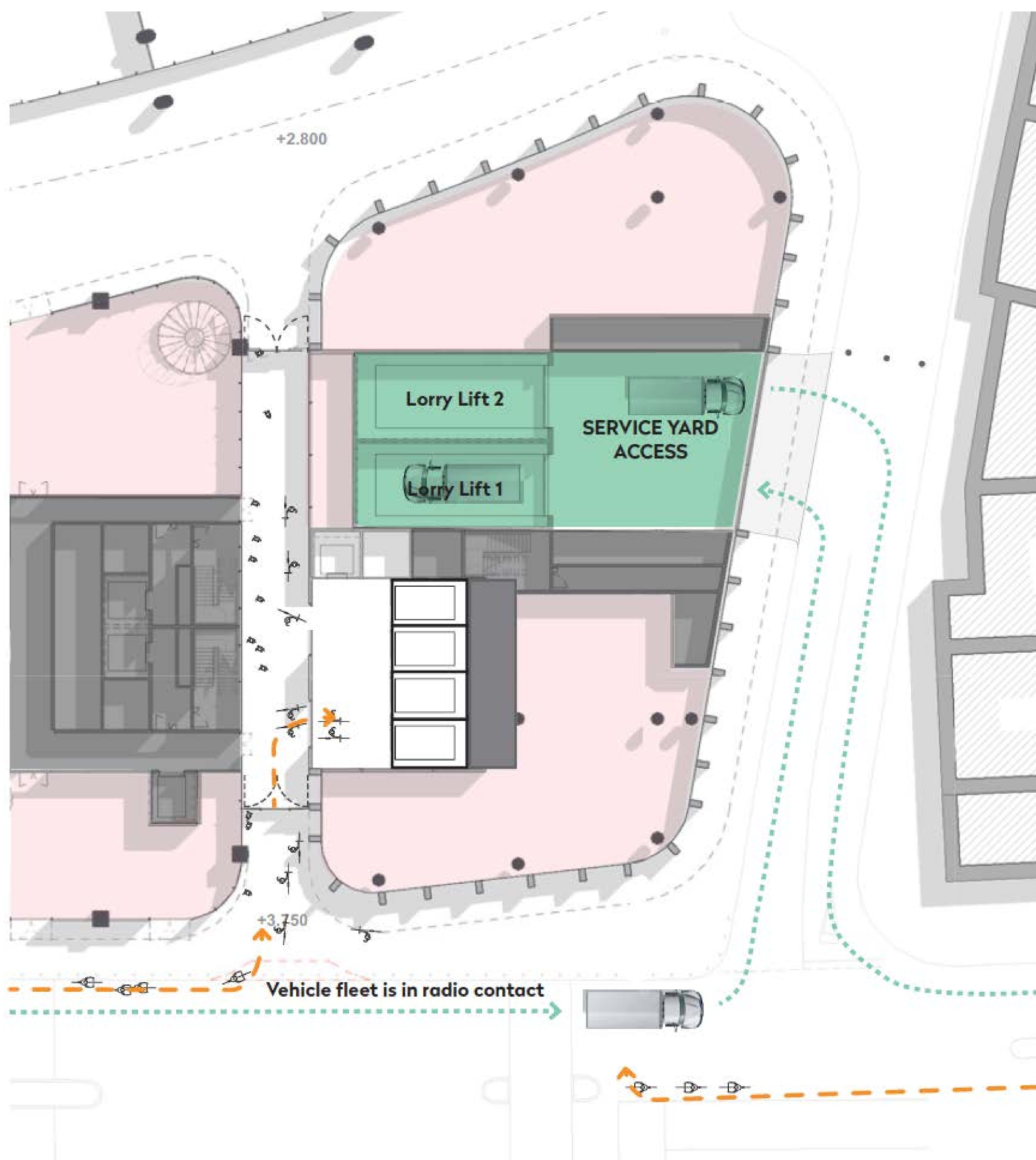
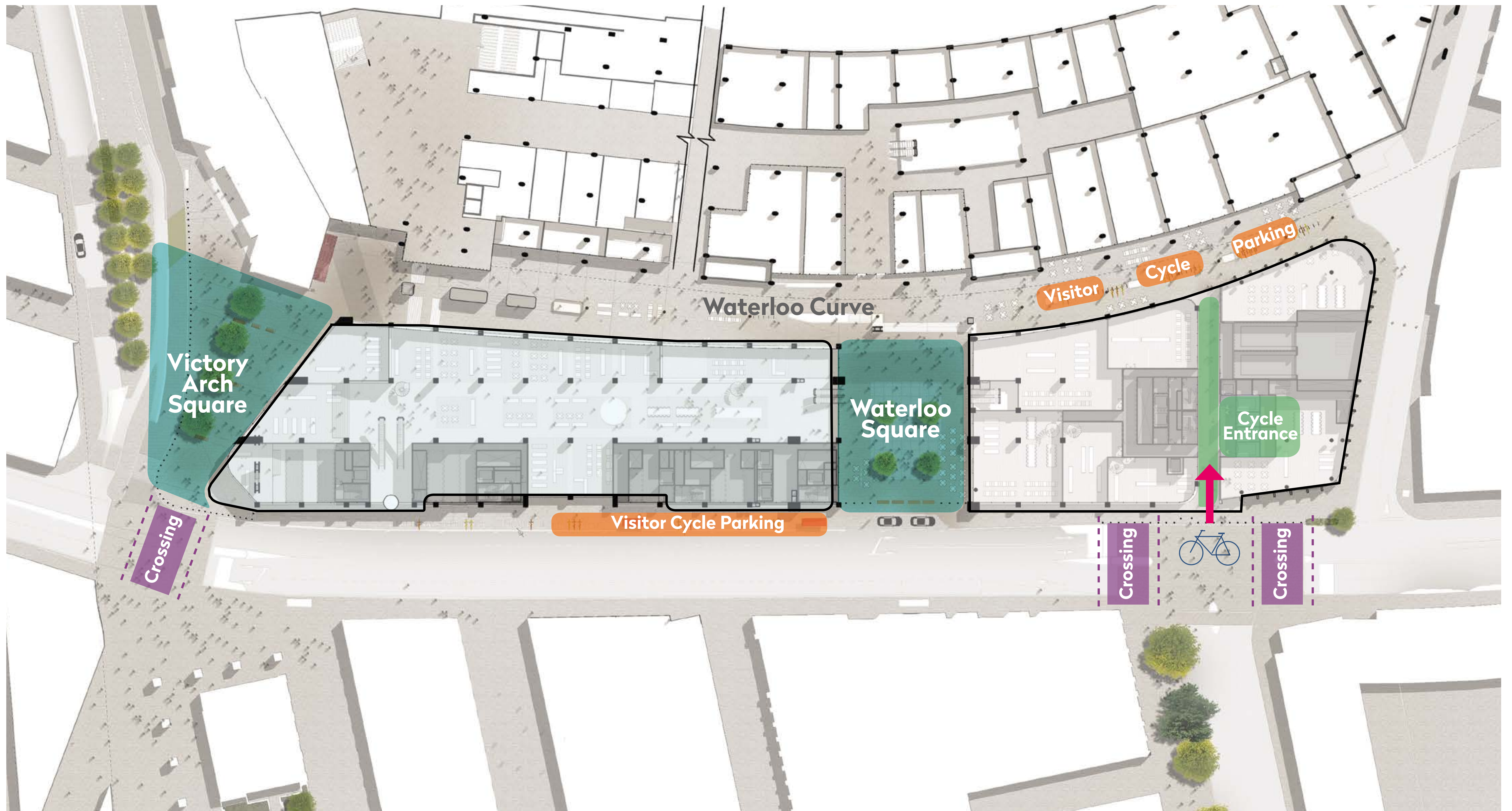


Diagram showing servicing access along Leake Street.

Cycle-friendly & accessible

The proposed development will encourage people to cycle to work by creating an environment in which cyclists are prioritised along with pedestrians. At the same time, we will ensure that the appropriate features such as lifts and escalators are introduced to aid those with walking impairments and wheelchair users.



Plan showing cycle parking and access and measures to improve accessibility around the site.

Encouraging cycle use

The proposals will offer a dedicated cycle entrance into the development, with parking bays, lockers and shower facilities provided.

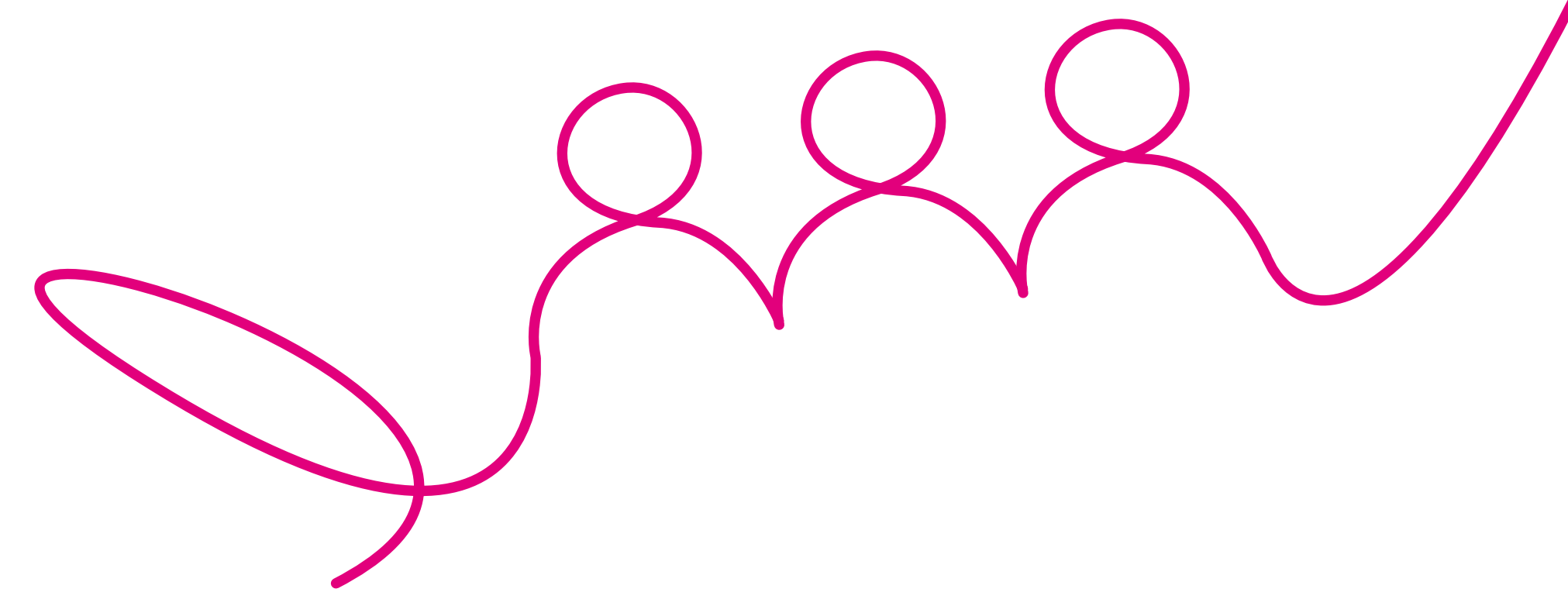
Specifically we will create:

- Parking bays for around 2,000 bicycles.
- Nearly 2,500 lockers and over 100 shower spaces, located adjacent to the main bike store.
- A greater variety of cycle spaces, including those for electric bikes.

Making the site accessible

In addition to the number of features we are proposing along York Road to improve accessibility, which are detailed in previous boards, we have been working with the GLA's Access Panel and will introduce a number of further measures around the site in order to ensure a safe and welcoming environment for those with walking impairments and for wheelchair users.

Benefits



Unlocking local opportunity and delivering economic benefits for Waterloo

Support up to 12,000 jobs, almost five times more than **currently supported on the site**. Currently there are just 2,400 people employed on the site, and we would also create hundreds of jobs during the construction phase, including apprenticeships and opportunities for Lambeth residents.

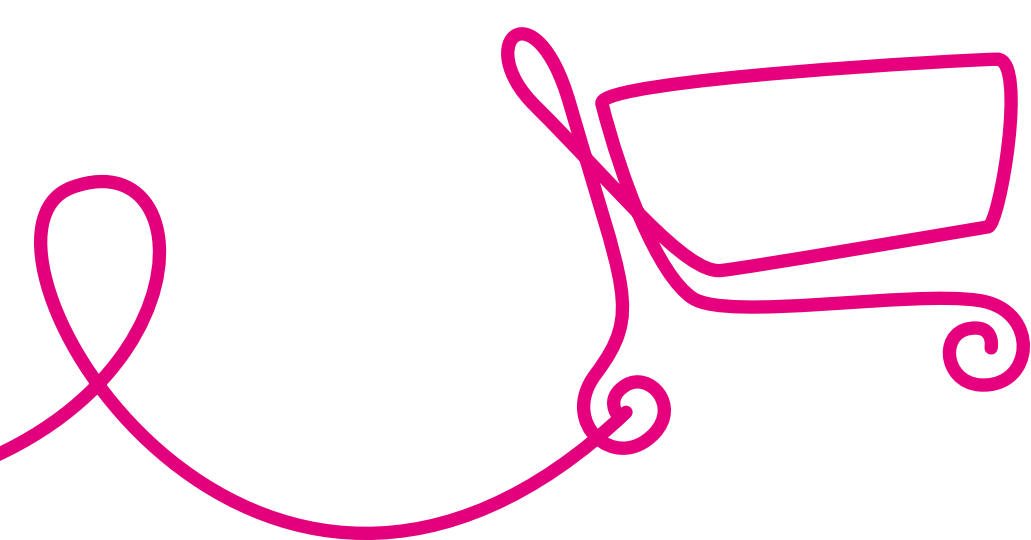
Contribute approximately £14 million a year to the **local economy**, from the spending of the people employed within the new building in local shops and services such as those in Lower Marsh.

An integrated servicing **solution** to minimise the impact on the local area, with deliveries consolidated off site and all servicing taken underground.

A package of employment and training support measures, to ensure that local people and businesses benefit from the opportunities created.

A **substantial package of local benefits** to be secured through a future planning permission through a Section 106 agreement and CIL payments.

Generate £14 million business rates annually of which £4 million would be retained by Lambeth Council.



Transforming the environment in front of Waterloo Station through the creation of new public routes and spaces

A beautiful new publicly **accessible garden** at promenade level accessed directly from the concourse at Waterloo Station and from York Road and the Waterloo Curve.

Create Victory Arch Square in front of Waterloo Station to provide improved access for millions of passengers travelling between the UK's busiest train station and the surrounding area.

Provide much needed **capacity relief for Waterloo Station** which is already bursting at the seams and is set to see an increase in visitor numbers to approximately 130 million passengers a year over the next five years.

An enhanced pedestrian experience along York Road to reflect the wider changes taking place locally including at Southbank Place.

A **bustling and vibrant retail frontage** filled with shops and places to eat, complementing the surrounding retail offer in the area.

Deliver the 'Waterloo Curve', a new pedestrian street lined with shops and cafés linking the new Victory Arch Square to Leake Street.



Exceptional design which celebrates the architecture of engineering

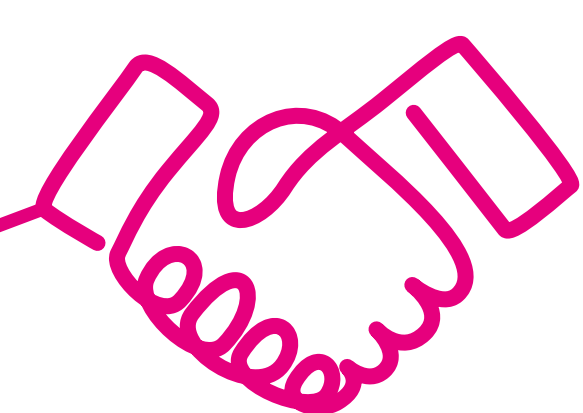
An innovative engineering **solution** which will be celebrated through its architectural form.

Office space focused on **well-being**, with every floor having a great view, access to a garden, a variety of different volumes and offering future-proofed flexible space.

Accommodating an **ecosystem of different sized companies** from those occupying entire floors to start-ups, with an environment that encourages partnerships and collaboration.

A car free development with only accessible parking spaces provided given the site's location next to the UK's busiest rail station.

Significantly increased **permeability through the site** with two new links between York Road and the Waterloo Curve and to the South Bank and surrounding area.



Thank you for visiting – we hope you have found this helpful.

hbreavis

