

PUBLIC CONSULTATION

PR3 - Twyford Abbey Road, London

Document Prepared for: URBAN PROP 8 S.À.R.L

Public Consultation Presentation

Revision A - 04 July 2023



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01 INTRODUCTION



01.1 THE BRIEF

The Twyford Development Plan

The site lies between Rainsford Road and Twyford Abbey Road, Park Royal industrial area which is a well established designated strategic industrial (SIL) location. This designation means it is amongst the preferred locations for industrial type uses in London.

Twyford Abbey Road, is located to the south of the A406 with connection to the A40 and ultimately leads to M40. The primary infrastructure road is accessed from both the Northern side by Twyford Abbey Road and western side from the Rainsford Road.

01.2 CLIENT OVERVIEW

URBAN PROP 8 S.À.R.L

URBAN PROP 8 S.À.R.L is the holding name of GLi, one of the UK's "largest privately owned development companies". The client has particular expertise in the redevelopment of sites for industrial and logistics facilities, including contemporary high-quality and sustainable buildings. PR1 - 291 Abbey Road, is part way through construction, with PR2 - 511 Abbey Road due to commence on site imminently.



PR1 - Abbey Road CFF Fit-out

01.3 SUMMARY OF KEY DEVELOPMENTS

To develop a 2.76 acres / 1.12 hectares plot in order to deliver total of 8,544 sq m of commercial floor area in addition to a combined 2,022 sq m office space providing an overall footprint of 10,566 sq m (GEA). The design is to meet the requirements of the modern logistics market as well as normal Institutional Standards with a service yard provided to all units.

Unit 100 is provided with the service yard to the western side of the warehouse. The unit features 6 N° level access doors with 3 N° dock doors as operationally required by future tenants. In addition there is 4N° van parking spaces there is also provision of 12 N° staff and visitor parking spaces which are again located to western side of the unit within the service yard.

The unit is also equipped with the previously mentioned office content to the northern elevation. The offices are proposed across three floors in order to maximise stationary functionality. Within the commercial floor area stated a storage production level of 3,368m sq is proposed

- A high-quality entrance to the site for all transport modes and users of the development from both sides of the development .
- Connectivity for sustainable transport means, including buses, cyclists and pedestrians within the broader road and footpath network.
- Recognition of the context of the site being near to a residential area
- High standard of building design, to be reflective of best practice in the industrial & logistics sector.



PR2 - Abbey Road

01.4 UPDATES OF THE DEVELOPMENT

The initial planning OPDC pre-application took place on 27/02/23 and a subsequent second pre-application meeting on 22/05/23. A GLA pre-application meeting was held on 30/06/23 where key feedback was received by the Planning and Urban Design officer. Following recipient of this, the Design Team, now present their responses within this document.

01.5 THE CORE TEAM

The core design team are as follows

Client / Applicant	URBAN PROP 8 S.À.R.L
Project Manager	KAM Project Consultants Ltd
Architect	UMC Architects
MEP Consultant	Waterman Building Services Ltd
Engineer	Burrows Graham
Cost Consultant	Core Five
Planning Consultant	RPS
Transport Consultant	Steer Group
Landscaping Architect	FPCR
Waste Consultant	AA Environmental Consultants



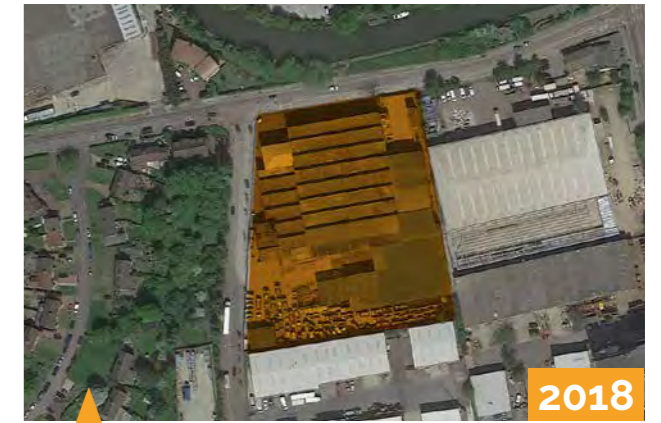
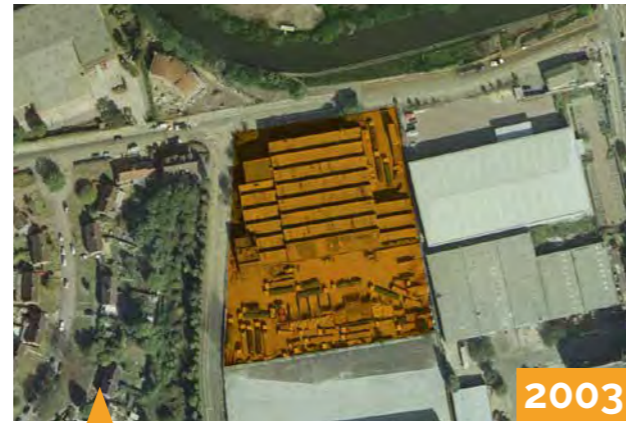
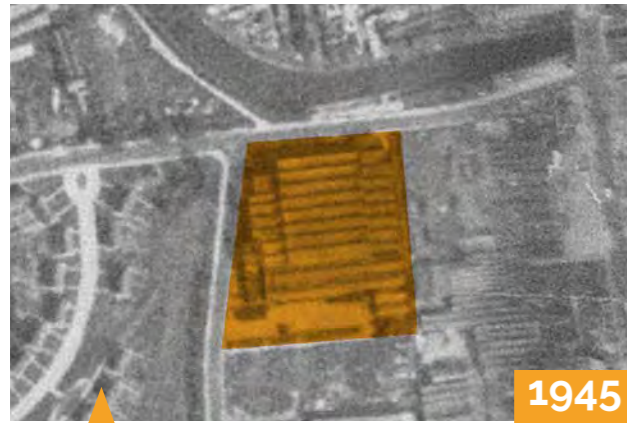
02 SITE CONTEXT



02 SITE CONTEXT

02.1 HISTORY

The site has a been in industrial use for at least 78 years.



Key Plan of Previous Aerial Photography

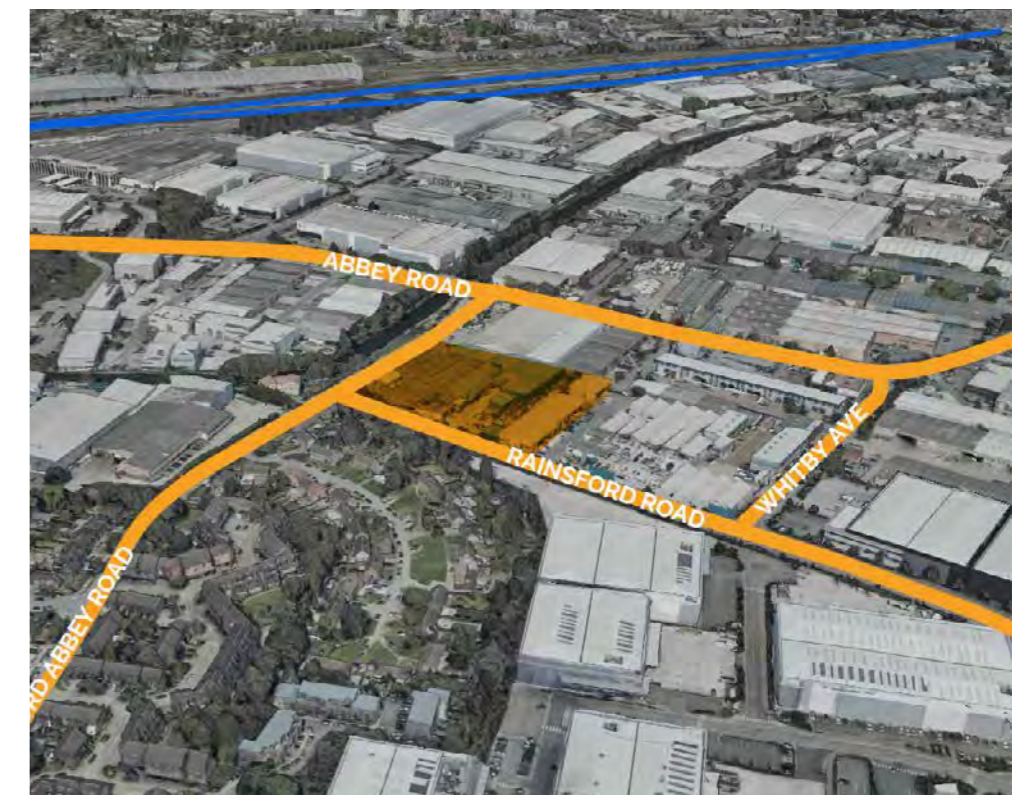
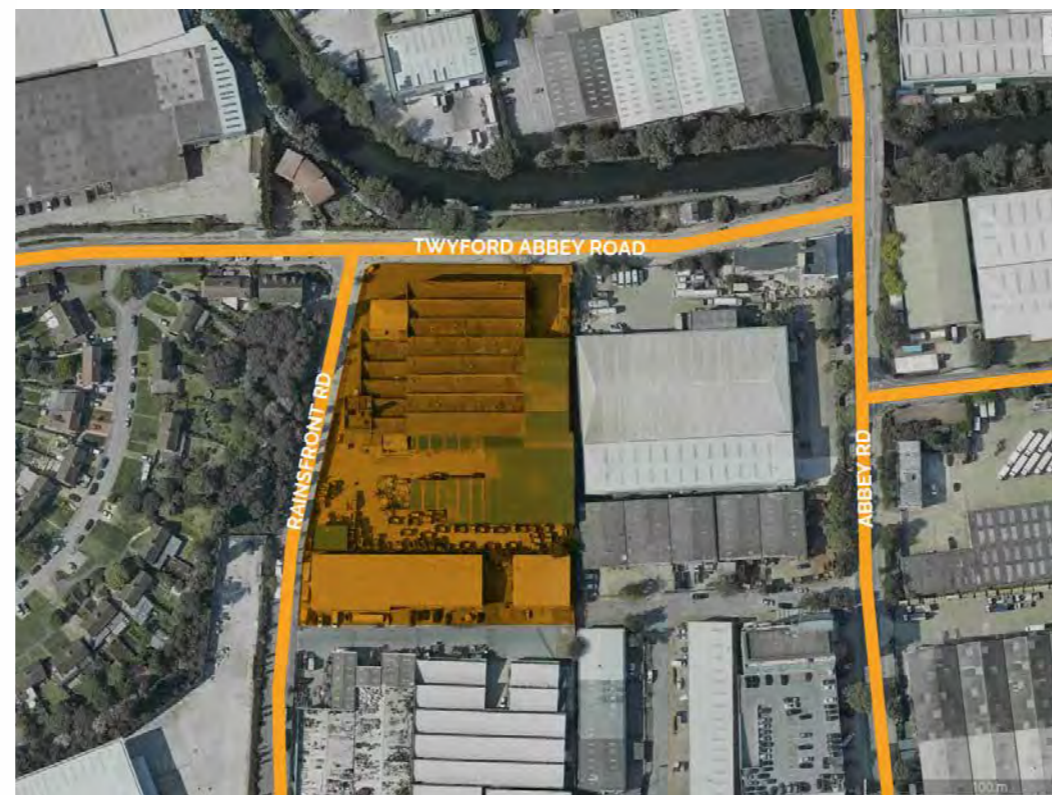
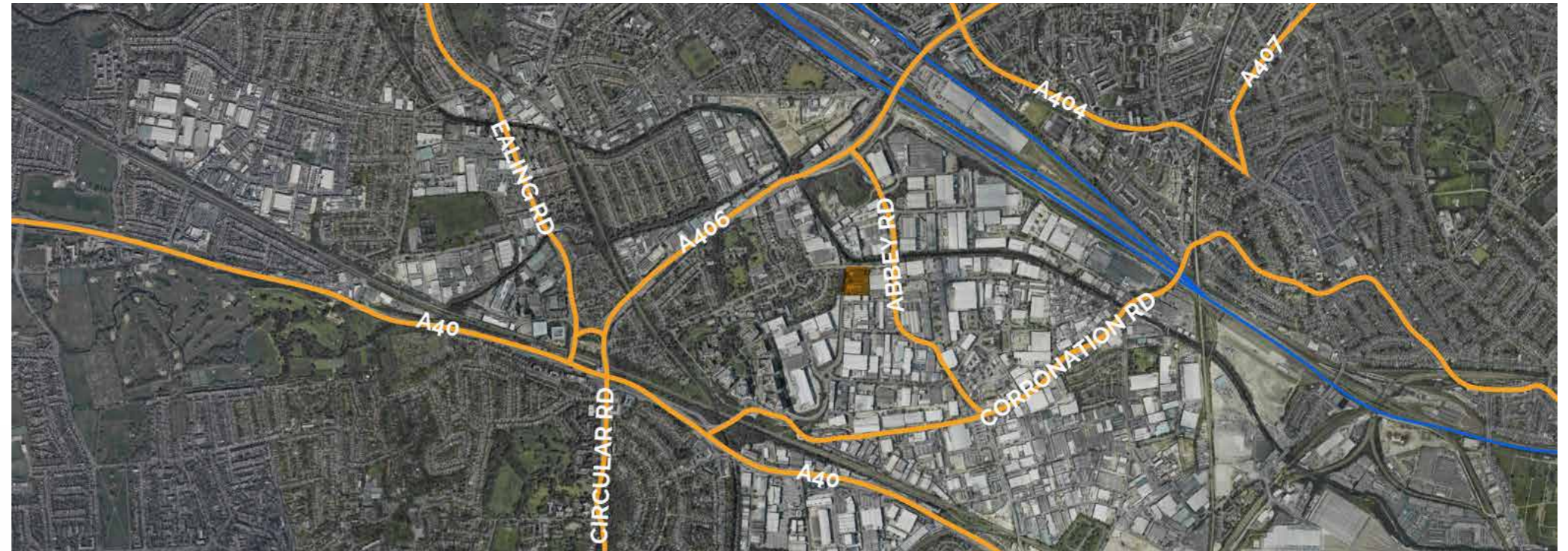
02 SITE CONTEXT

02.2 SITE LOCATION

The site is placed in Twyford Abbey Road between A406 and Coronation Road in a large industrial zone. With adjacent residential housing to the western side of the site.

KEY

- Main roads
- Train Line

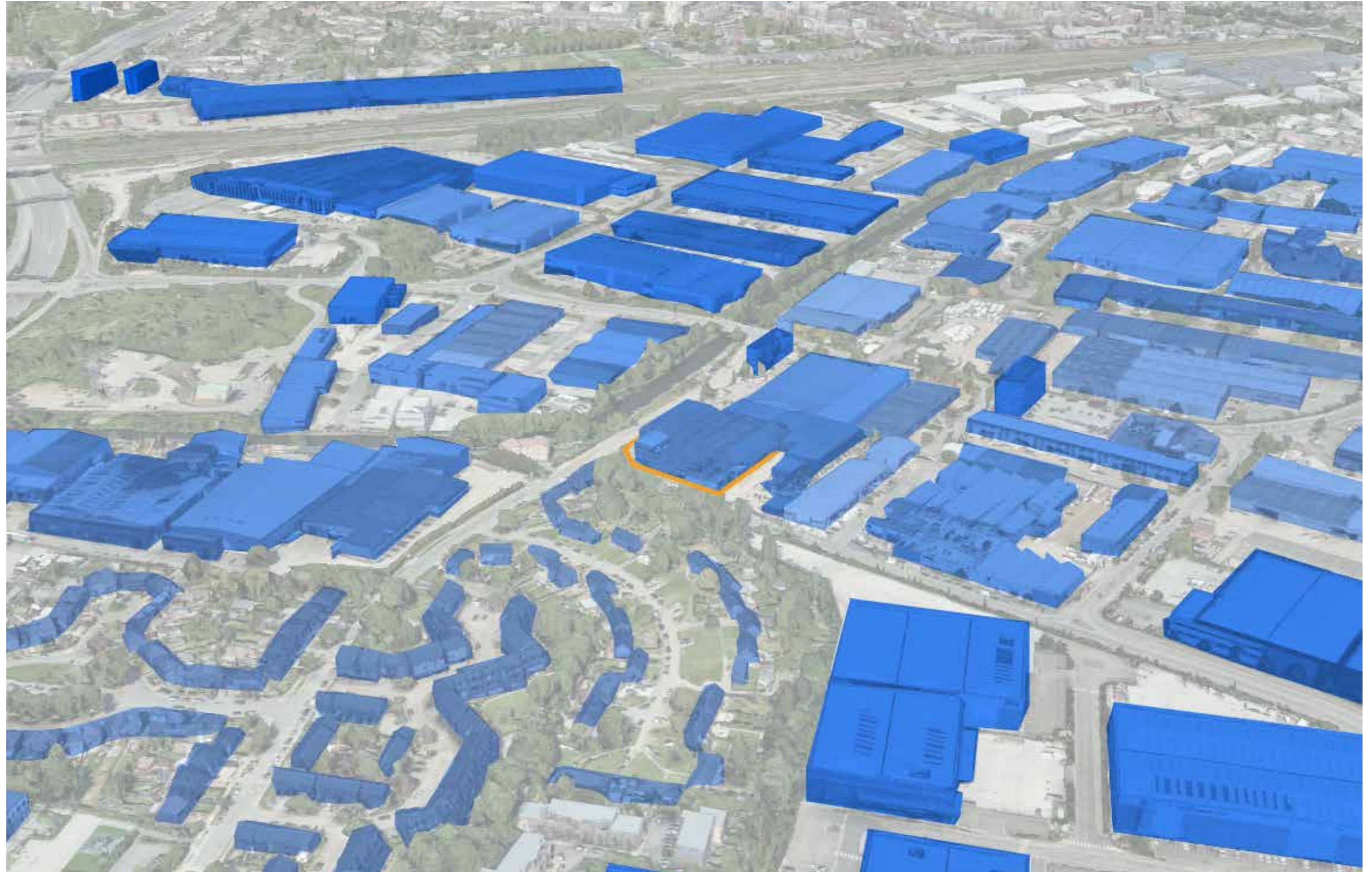


02 SITE CONTEXT

02.3 SITE CONTEXT SCALE

The diagram shows the variety in height within the existing context.

The current buildings are greater in height towards the north of the site. The front facade of the building is to be retained within the overall proposed development.



KEY

Higher



Lower

Plot Boundary

02 SITE CONTEXT

02.4 SITE CONTEXT ROOF LINE

The diagram shows the location of pitched and curved roofs within the local context.

The roof types of the surrounding buildings can be categorised into two groups;

- Pitched and curved roofs without a parapet.
- Flat or pitched roofs with a parapet.



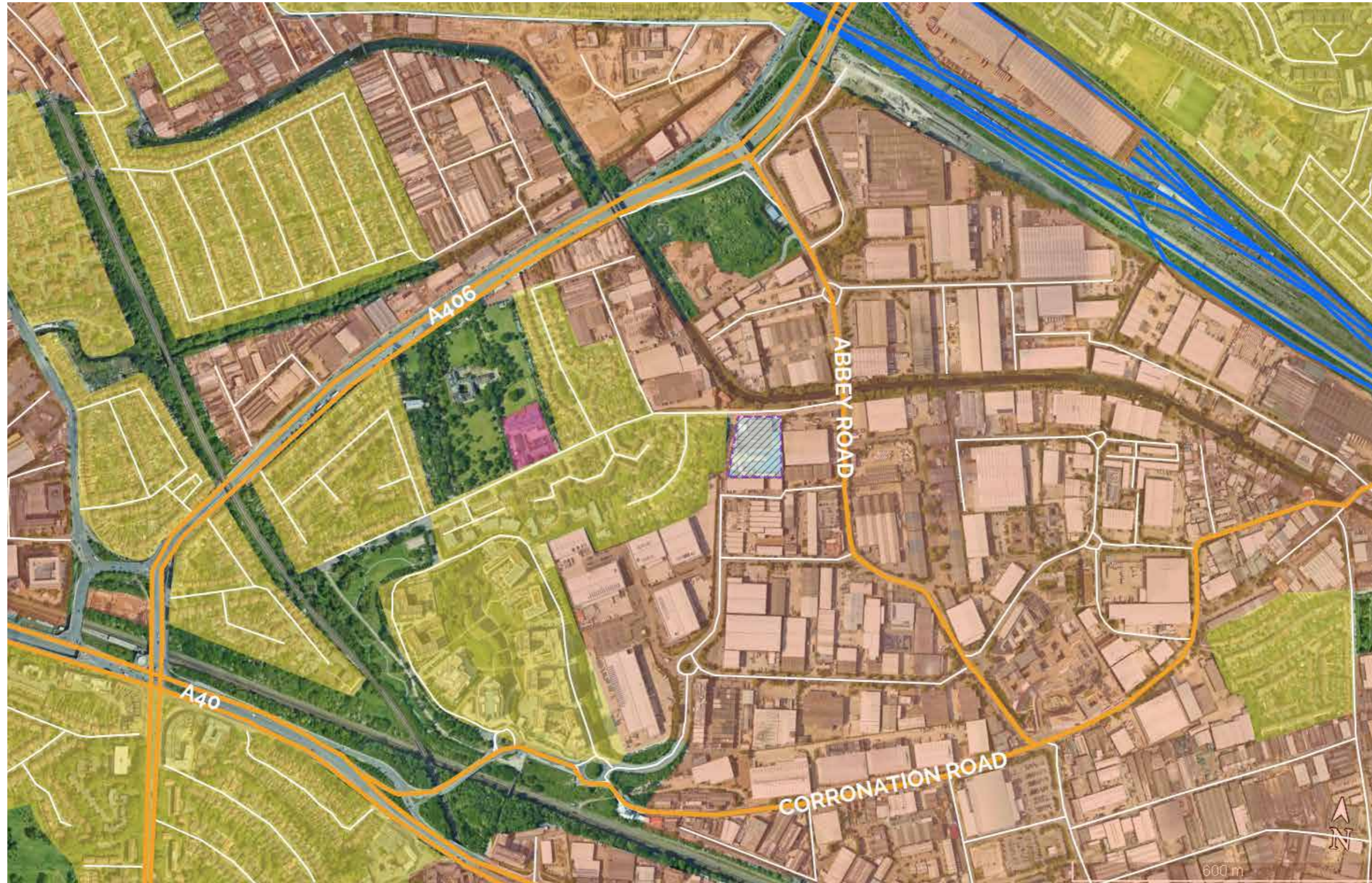
 - Pitched / Curved
No Parapet

 - Pitched / Flat
With Parapet

 Plot Boundary

02 SITE CONTEXT

02.5 EXISTING LAND USE



Key:

- Industrial
- Education
- Residential
- Site Development
- Main roads
- Train Line

02 SITE CONTEXT

02.6 OUTLINE OF SITE CONSTRAINTS PLAN

Topographical / Environment levels

The site contours reflect the steepest gradient occurring to the South of the site.

Nearby Noise receptors

To the west of the nearest site boundary there is a residential receptor on Rainsford Road.

Public Transport

There is currently no public transport that runs to or across the site.

Adjacent roads and vehicular access points

The site is bound to the west by Rainsford Road and to the North by Twyford Abbey Road.

Watercourses and Standing water

The site is not affected by the flood risk and is categorised as 'very low risk'.

The flood data has been taken from the government website. The current flood risk does not affect the proposed development. Very low risk means that this area has a chance of flooding of less than 0.1% each year. This takes into account the affect of any flood defences in the area. These defences reduce but do not completely stop the chance of flooding as they can be overtopped, or fail.

The nearest watercourse is the canal to the North of the site.

Conservation Area & Listed Buildings

The existing on plot building indicated on the image adjacent is locally listed. The building has significance as the former printworks for the Radio Times.

The neighbouring tree vegetation west of Rainsford Road is designated as land for high spatial woodland improvement. No conservation areas are in the immediate vicinity.

Previous Site Use

The established lawful use of the Site is within Use Class B2. The site previously operated as a waste transfer and treatment site by Bridgemarts Limited. Bridgemarts became insolvent in 2022 and the waste operation has since ceased.



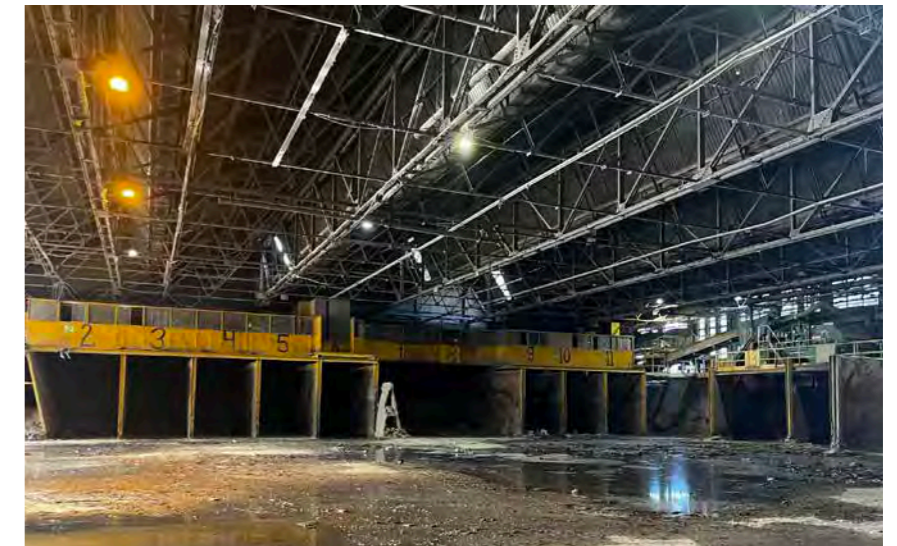
North Elevation - retention of front facade adjacent Twyford Road



East Elevation - view along Rainsford Road



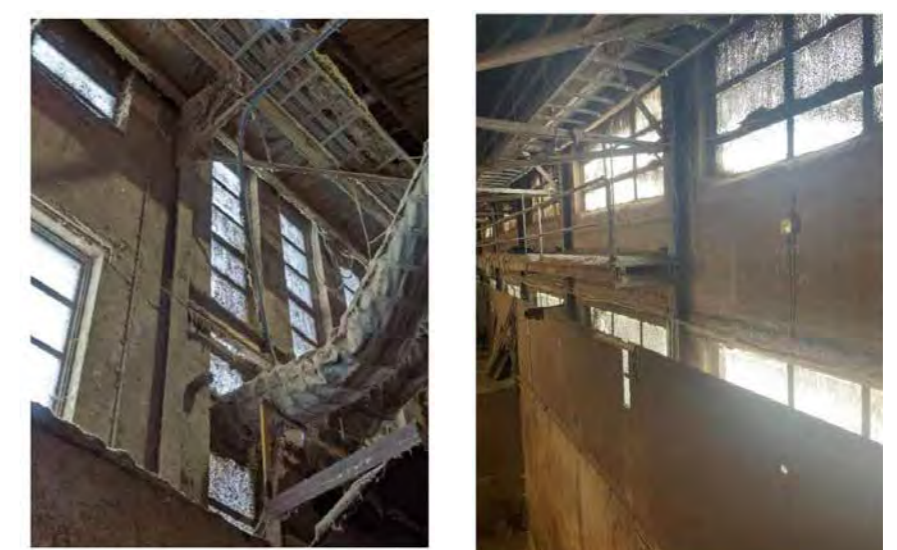
East Elevation - extent of existing office to be demolished



Internal view of previous waste handling facility



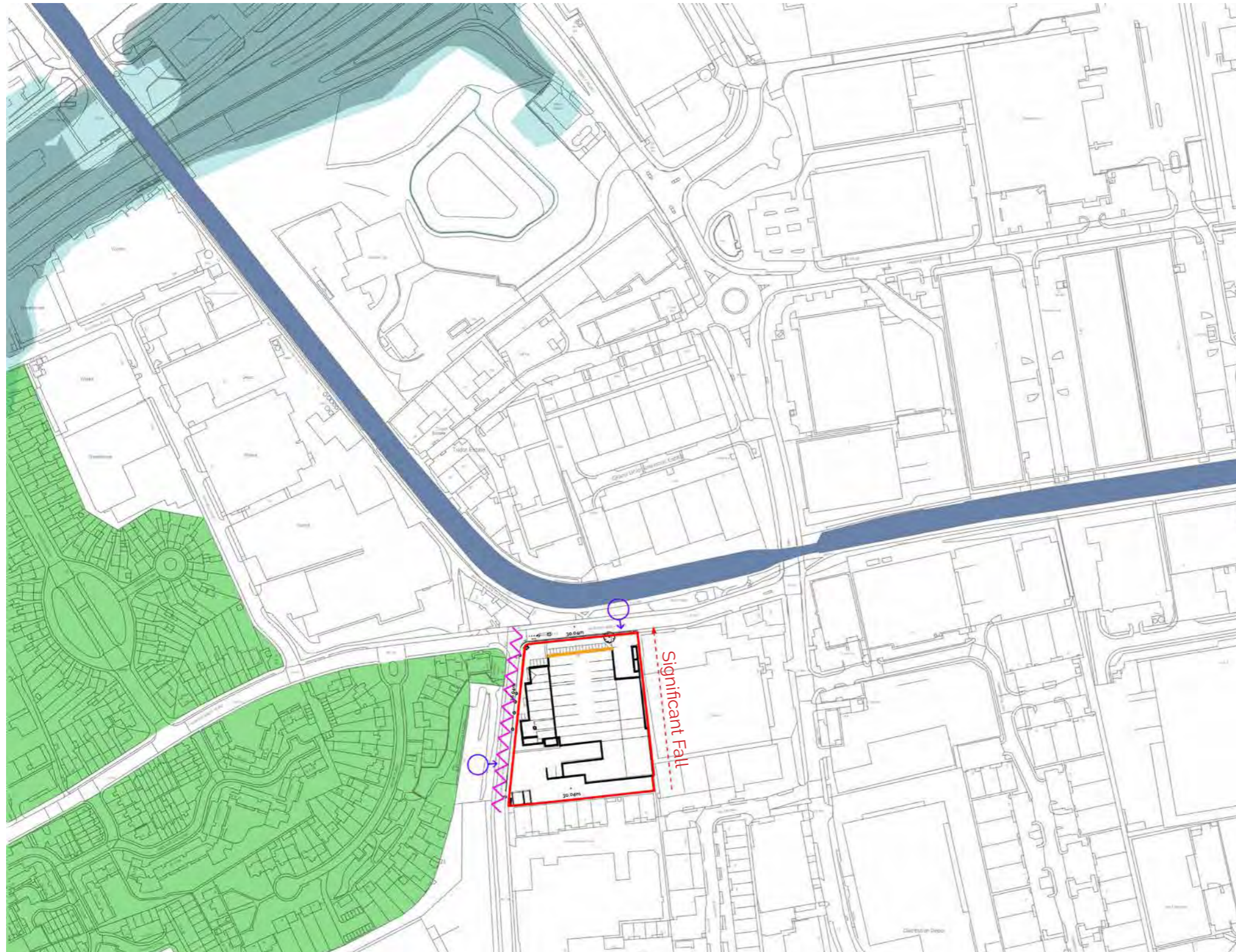
External view of previous waste handling facility





Internal view highlighting poor internal condition of the building

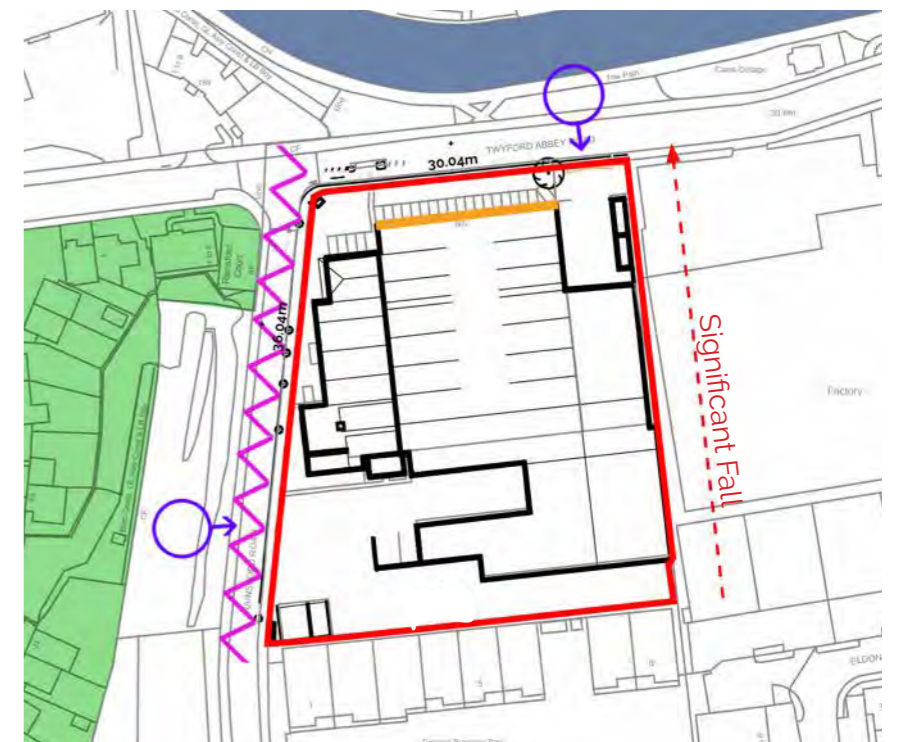
02 SITE CONTEXT

02.7 SITE CONSTRAINTS PLAN



Key

-  Vehicular Access to site entrance
-  Sensitive Edge from Existing Residential Properties
-  Flood Zone 2
-  Flood Zone 3
-  Residential Zone
-  Canal
-  Retention of part of the facade of locally listed building

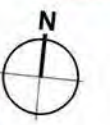


03 DEVELOPMENT PROPOSALS



03 DEVELOPMENT PROPOSALS

03.1 REVISED PROPOSED LAYOUT



Design evolution of the site layout as presented in the second ODP pre-application meeting following comments received from the initial meeting.

May 2023



Revised site layout taking onboard further design evolution and comments received during the second ODP pre-application meeting

June 2023

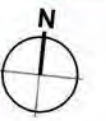


Revised site layout taking onboard further design evolution and comments received during the GLA pre-application meeting

July 2023

03 DEVELOPMENT PROPOSALS

03.1 REVISED PROPOSED LAYOUT

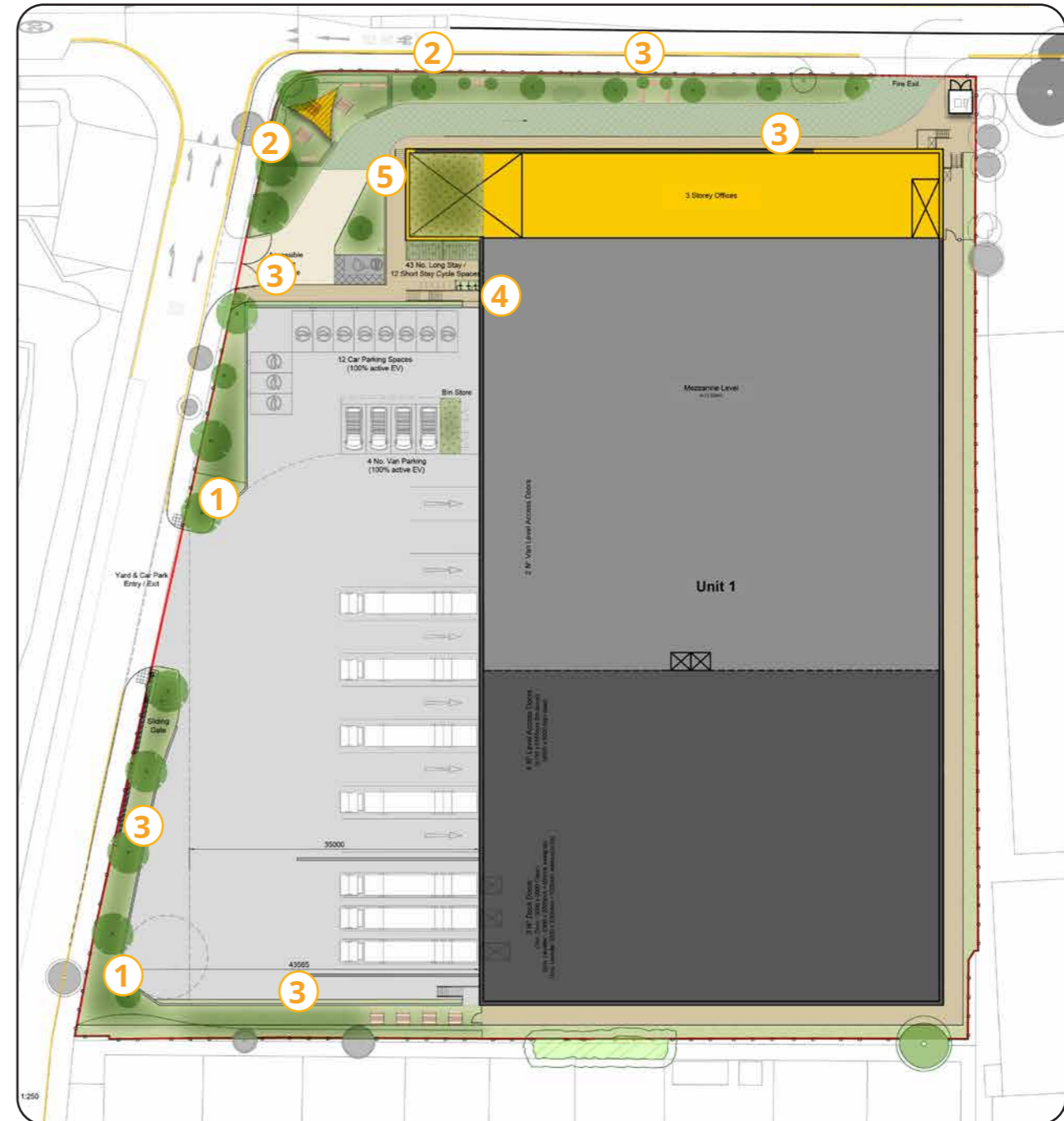


Received Comments

Response

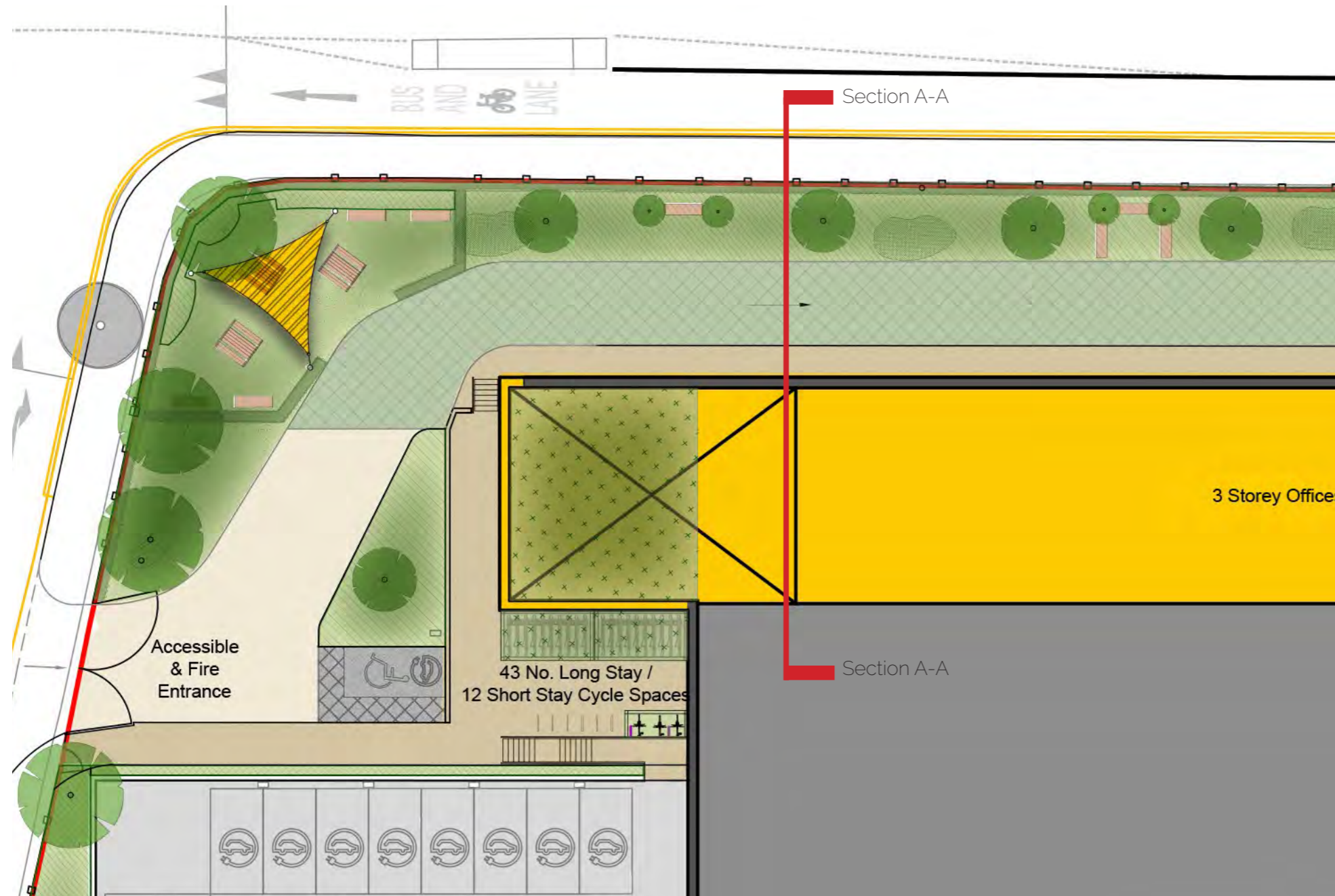
- ① *'Improvements to the function and quality of the public realm through enhanced street greening, public realm and active/positive frontages, more generous pavement widths and improved way finding.'*
- ② *'Significantly eroding the opportunity to make a positive contribution to the street and results in a poor-quality expression of the corner condition.'*
- ③ *'Building can be retained and adapted alongside improvements to the public realm.'*
'Soft landscaping scheme to be delivered to improve the character of the street, enhance the setting of the locally listed building and contribute to urban greening.'
Proposed landscaping scheme does not maximise the opportunity to improve the character of Twyford Road
Explore how trees and other soft landscape features could be planted in the street to positively impact the pedestrian environment.
Identify any amenity space for staff.
- ④ *T3 'Cycling' and London Plan Policy*
- ⑤ *Local identity and character by conserving and enhancing non-designated heritage assets and their settings. Proposals should also ensure that local character is informed by the area's existing heritage including the Grand Union Canal*

- The quality of the public realm has been improved throughout by implementing and improving greening to the Twyford Abbey Road boundary now increased to 3.7m depth as a minimum with grasscrete behind. The external wellbeing areas have been maximised and improved through the relocation of the car park and also through seating and external sun shading. This makes a positive contribution to the street scene when viewed from either Rainsford or Twyford Abbey Road.
- Through the relocation of substation to the eastern boundary and the car park to north of the service yard the street scene has been significantly improved to the corner of Rainsford and Twyford Abbey Road. Formal hedging, ornamental and tree planting, with the use of bench and picnic bench seating benefiting from a sun shade canopy create an excellent wellbeing area for staff and visitors.
- The western boundary fronting Rainsford Road has now benefitted from an increased landscaping through the repositioning of the car park. This landscaping width has increased to total +5m at its widest position adjacent to the service yard entrance.
- Green roofed ecohabitat cycle shelters have been proposed with space provision to suit a cargo bicycle.
- The local character has been retained by brick matching the facade material to the northern elevation of the office extent. The new element of building above the existing has been set back to clearly identify the relationship between new and old. The Art Deco influences of the existing heritage assist has been retained to the office entrance location. The entrance to the office is situated to work with the existing site level constraints as well as allowing staff and visitor accurate building orientation.

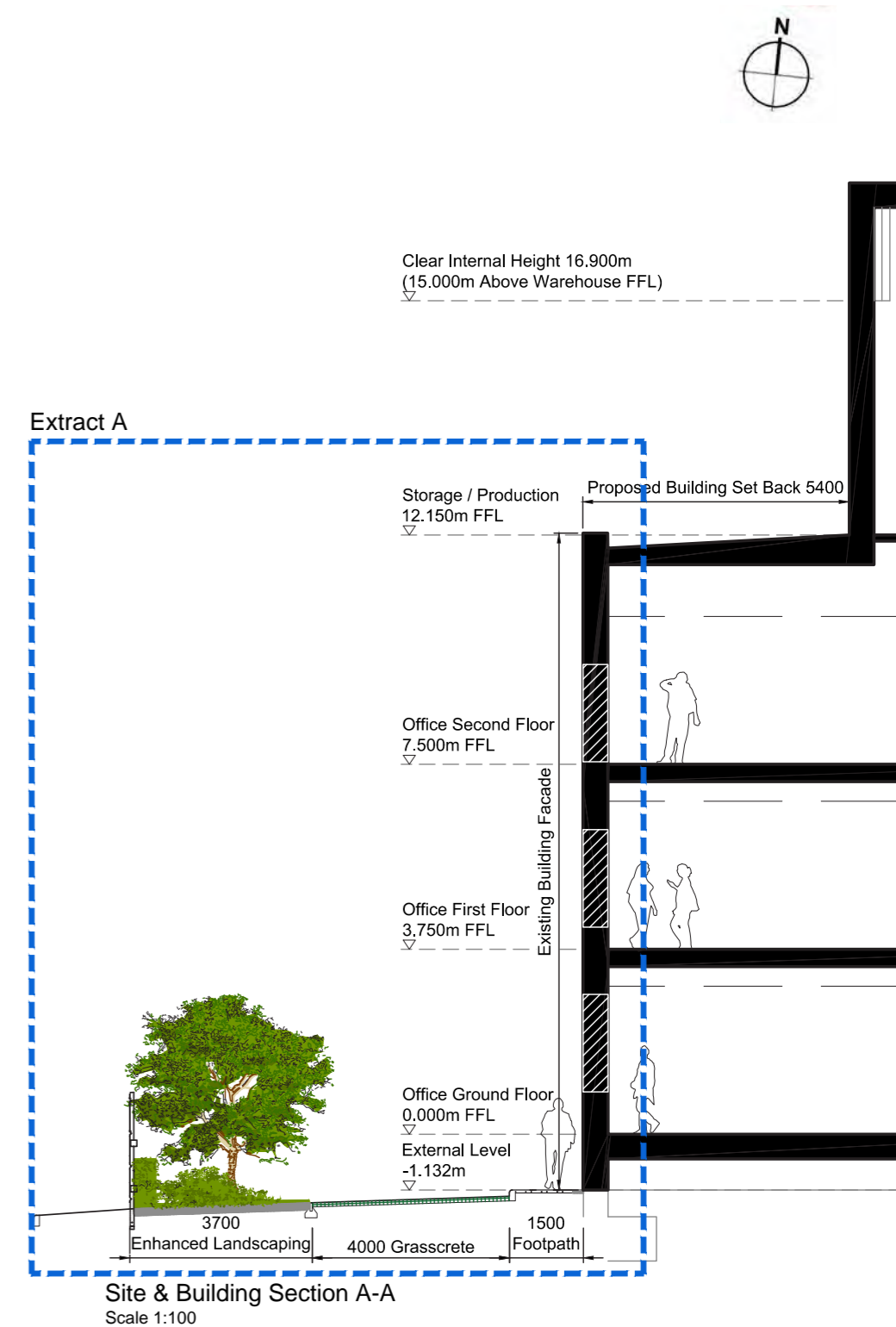


03 DEVELOPMENT PROPOSALS

03.2 TWYFORD ABBEY ROAD / RAINSFORD ROAD PUBLIC REALM & EXTERNAL WELLBEING PROVISIONS

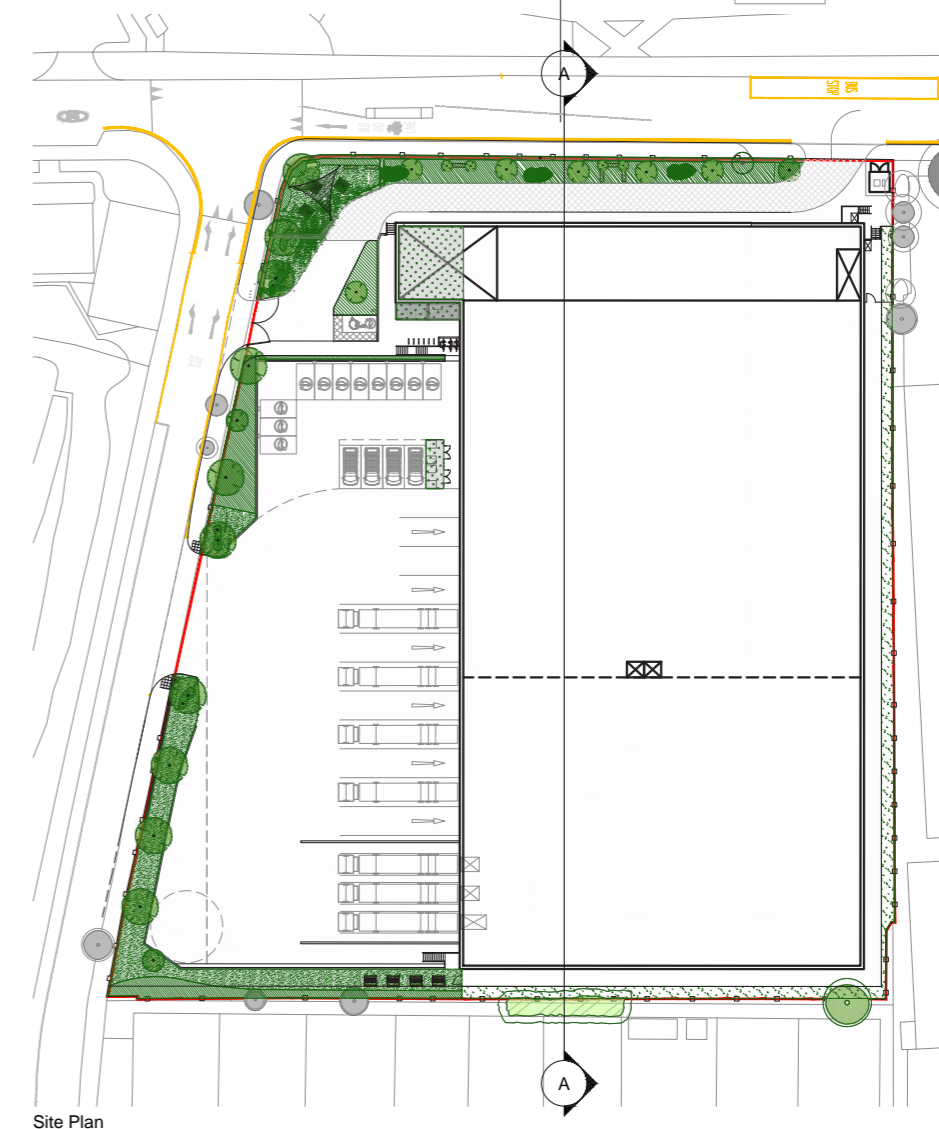
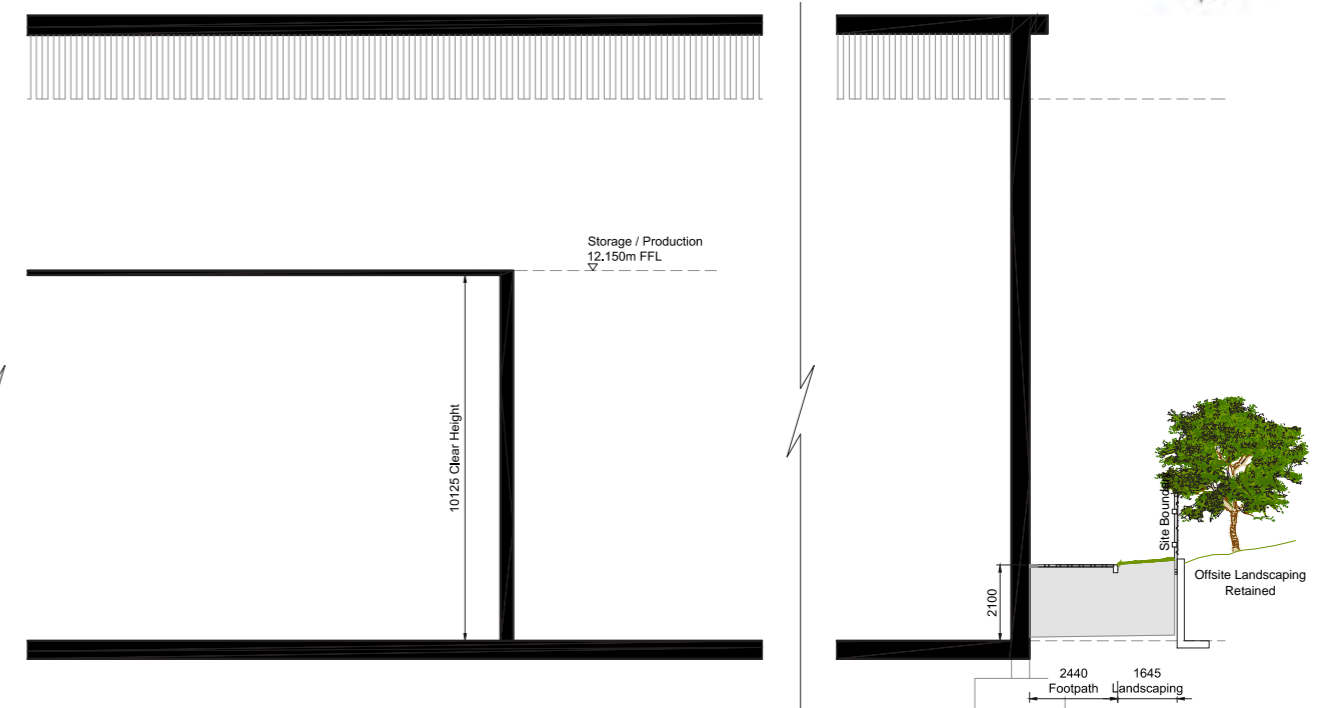
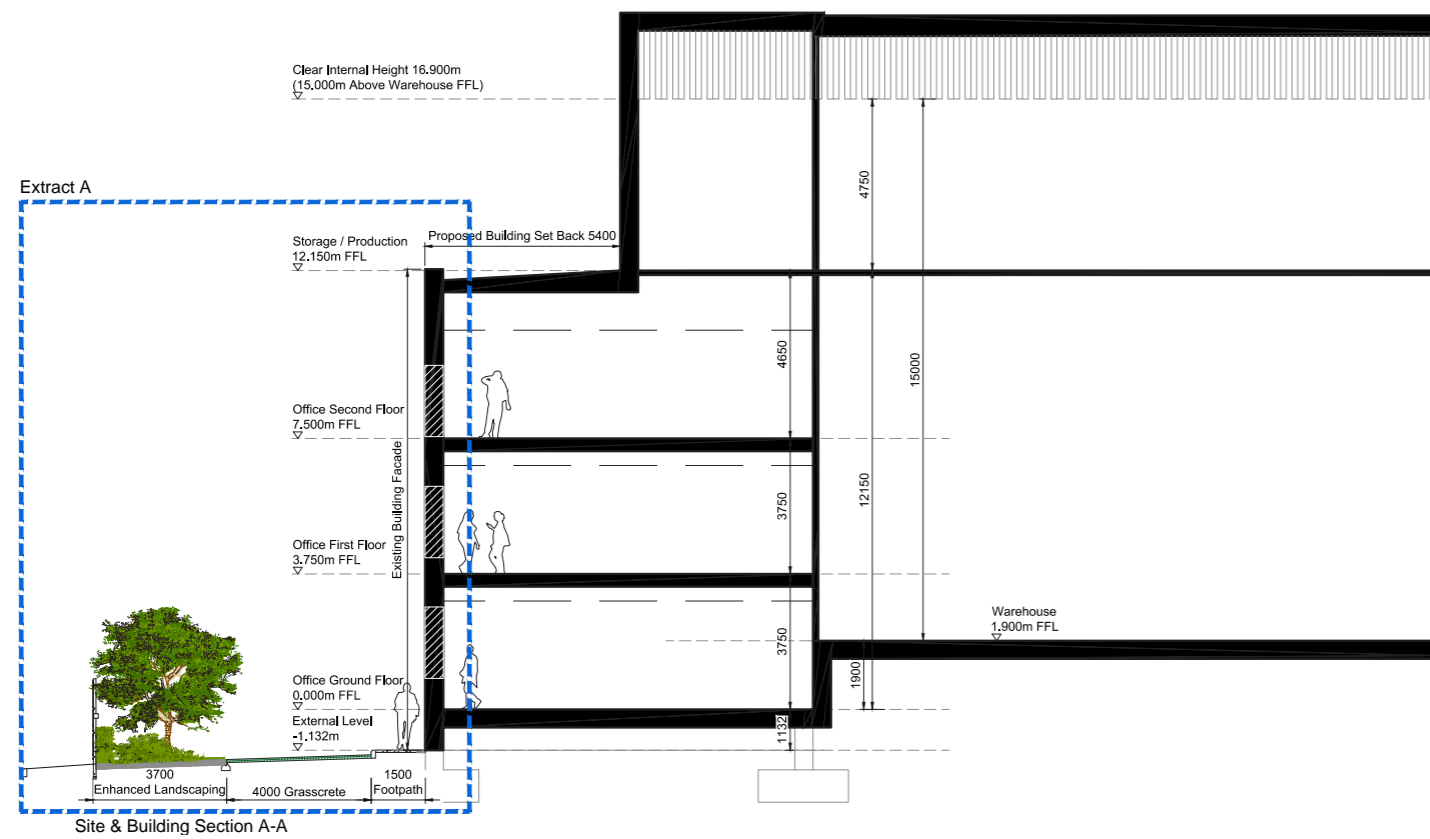


Location of external wellbeing amenities



03 DEVELOPMENT PROPOSALS

03.3 SITE & BUILDING SECTIONS



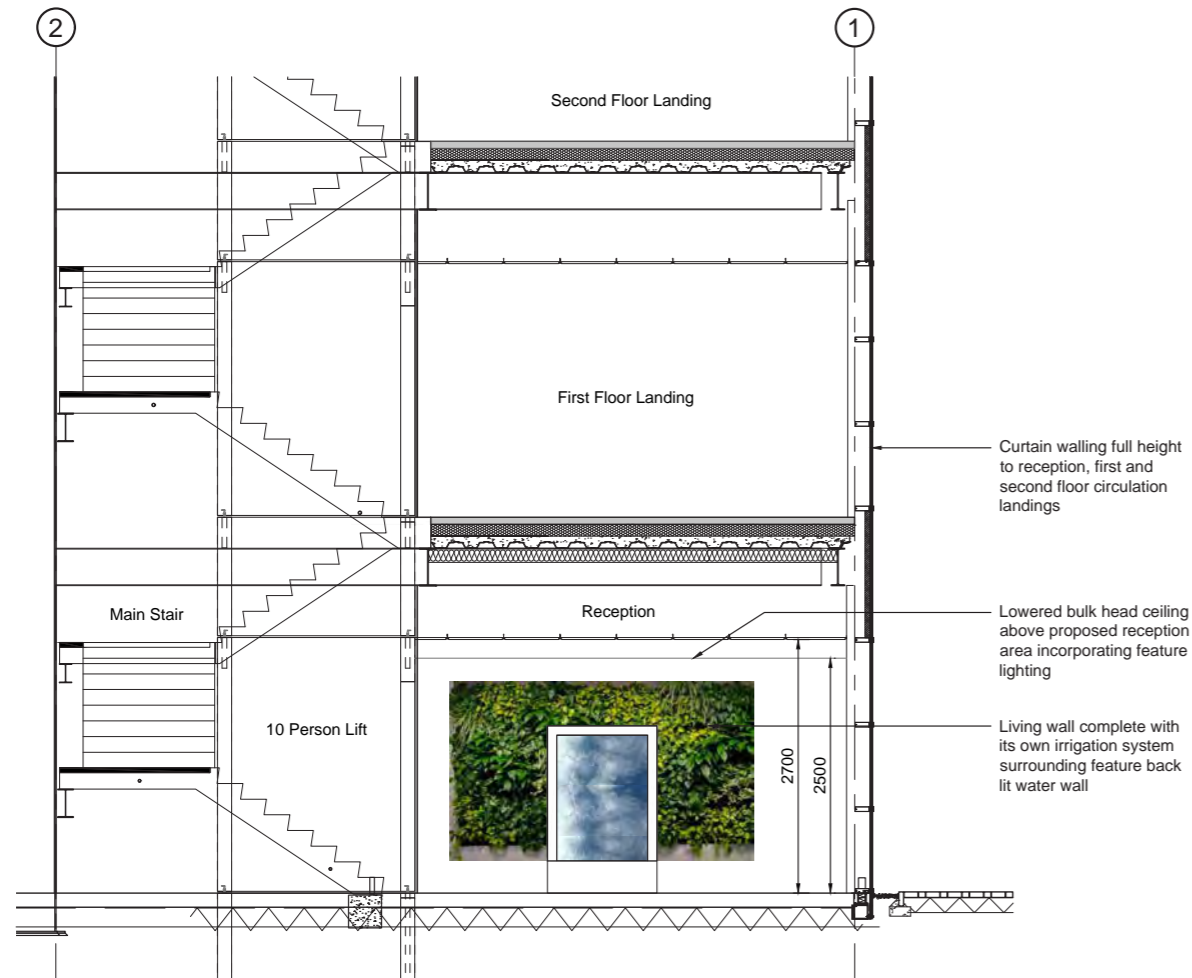
Site Plan

Key Site & Building Levels

- Existing external levels to the front of retained existing building facade = -1.132m
- Proposed Office Ground Floor finished floor level (to existing window heights) = +0.000m
- Proposed Warehouse finished floor level = +1.900m
- Proposed Office First Floor finished floor level (to existing window heights) = +3.750m
- Proposed Office Second Floor finished floor level (to existing window heights) = +7.500m
- Storage Production Level (+10.250m above warehouse finished floor level) = +12.150m
- Clear internal height (+15.000m haunch above warehouse finished floor level) = +16.900m

03 DEVELOPMENT PROPOSALS

03.4 INTERNAL STAFF & VISITOR WELFARE SPACE

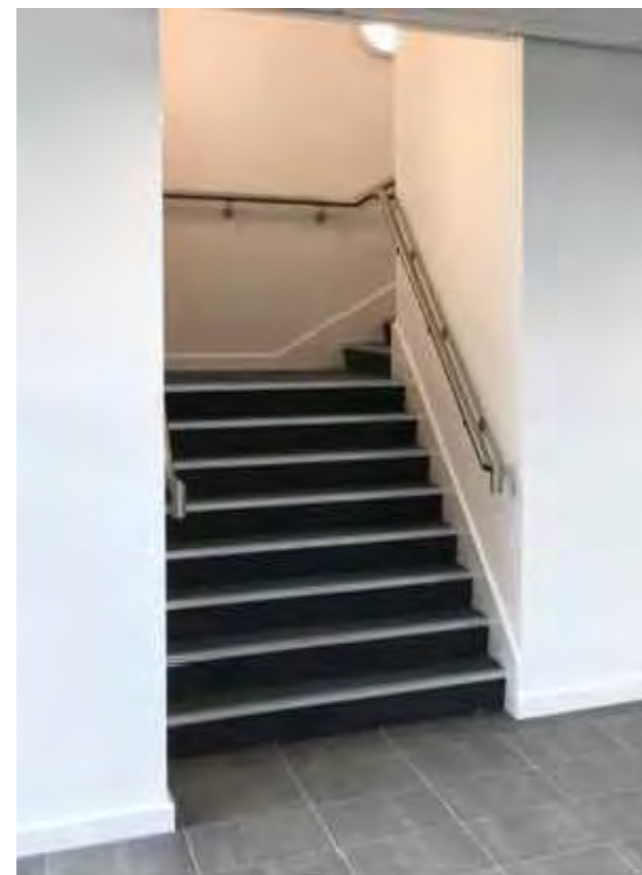


Living wall complete with its own irrigation system

Reception Elevation Feature Wall

Internal office accommodation provided to the best in class finishes and amenities, designed to enlighten the users wellbeing.

- Green living wall to reception
- Water feature to reception
- High-end finishes giving careful consideration to sustainable credentials
- Amenity space to match inner city London high-end office accommodation



Bespoke feature back lit water wall from H2O Designs

600 x 600mm ceramic floor tiles Grecale - Acciaio Refin Colour Fango with recessed matwell



03 DEVELOPMENT PROPOSALS

03.5 DESIGN DEVELOPMENT OF THE NORTHERN AND WESTERN FACADES



Original Elevations

Previously proposed elevations did not suit the local requirements, as they formed a visual discontinuity between the existing retained facade, and the new development on the northern elevation.

Design Exploration

The design has explored the possibility of complete disconnection between the office area, to the rest of the development through the use of material replication. This exercise has come to be partially successful through redesign of the front entrance core replicating the existing Art Deco influences. The Northern now merged with the existing facade to be retained and the clear distinction between new and old was deemed to no longer exist. Yard elevation now brought to life through fenestration and additional loading doors.



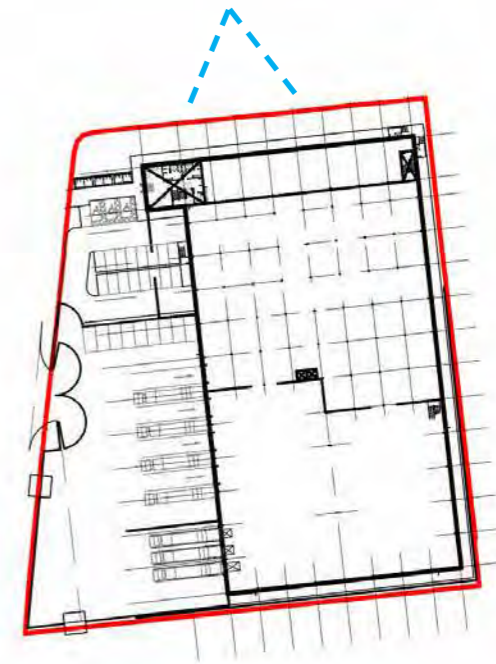
Final Elevations

The revised elevations address previous comments to all elevations. The Northern elevation now features a parapeted roof to harmonise the forms and language of the facade retention. Using metal clad building materials assist in differentiating between the new and old building structure. Also by setting the proposed building 5m back the relationship is further accentuated. Omission of the vertical fenestration and green wall to the western elevation following Urban Design Officer comments.

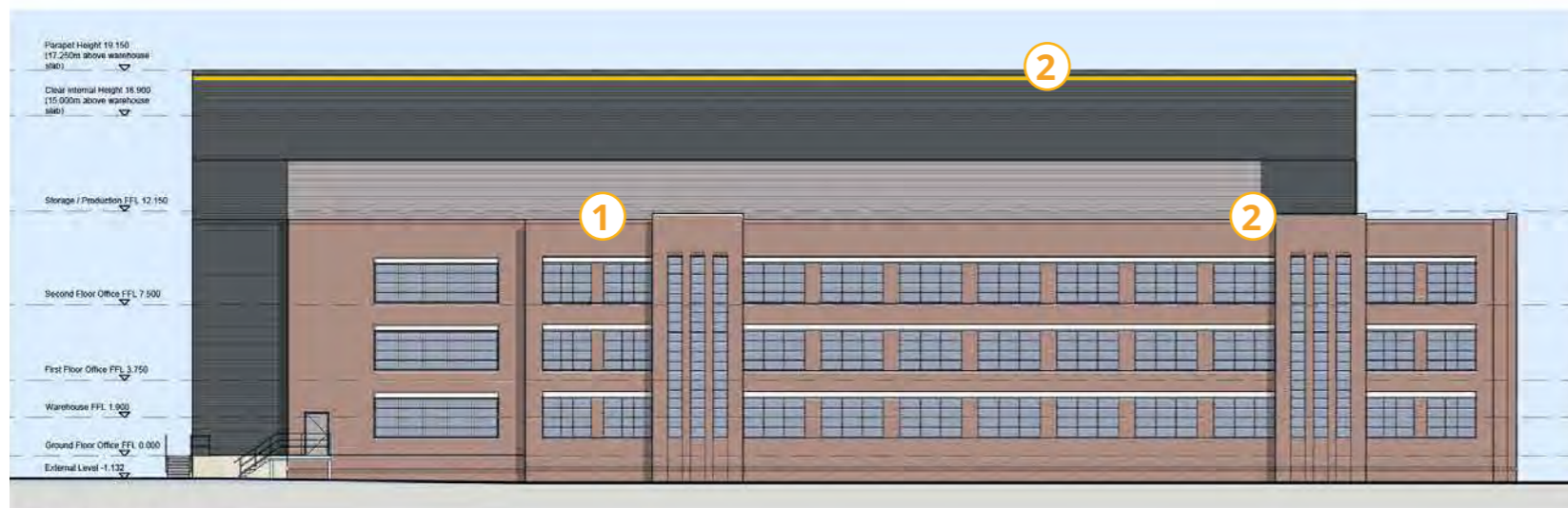


03 DEVELOPMENT PROPOSALS

03.6 REVISED BUILDING ELEVATIONS



Original Northern Elevation



Revised Northern Elevation

Comments Received

- 1 *"Proposals should also ensure that local character is informed by the area's existing heritage including the Grand Union Canal, railway and industrial heritage."*
- 1 *"Height and massing of the development overwhelms the retained locally listed façade."*
- 2 *"Explore a flat roof with a parapet condition to achieve a more sensitive relationship to the existing building."*

Response

The Northern elevation of the proposed scheme has set back the above office area by 5m in order to not detract away from the historical value and local character of the retained facade. The step back will provide a more graceful transition of the form onto the northern facade when based on human scale.

The addition of the parapet wrapping around the north, east and west elevations replicating the built form of the existing facade to successfully combine both elements as individual elements.

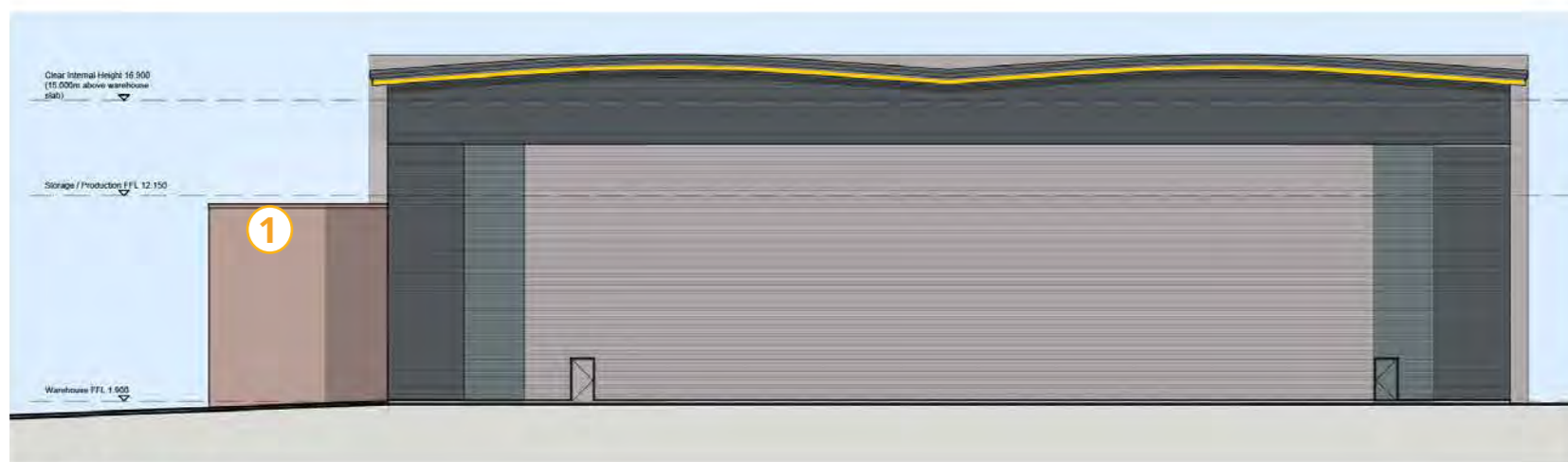
03 DEVELOPMENT PROPOSALS



03.6 REVISED BUILDING ELEVATIONS



Original Southern Elevation



Revised Southern Elevation

Comments Received

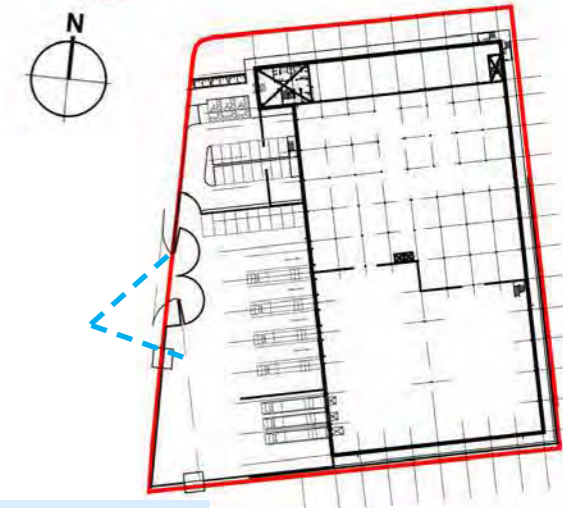
- ① • 'Existing façade could be sensitively altered at ground level to create an active frontage by accommodating entrances and full height openings to the ground floor spaces, with appropriate distribution of uses.'
- 'Improve this elevation and positively contribute to the character of Rainsford'

Response

The entrance elevation viewed from the Rainsford road has been designed to wrap around using the brick typology matching the retained facade creating a continuity on the ground level.

03 DEVELOPMENT PROPOSALS

03.6 REVISED BUILDING ELEVATIONS



Original Western Elevation

Received Comments

1 *"Improve this elevation and positively contribute to the character of Rainsford"*

"It has well-preserved strong horizontal elements of the façade with vertically expressed stair cores."

Response

On the Western elevation the proposed entrance celebrates the existing heritage of the site though implementation of the windows which will imitate the Art Deco influenced stair cores on the northern elevation. The change in roof line will visually identify the separation between ancillary offices and the warehouse and from new and old. Assisting in aiding orientation to staff and visitors.



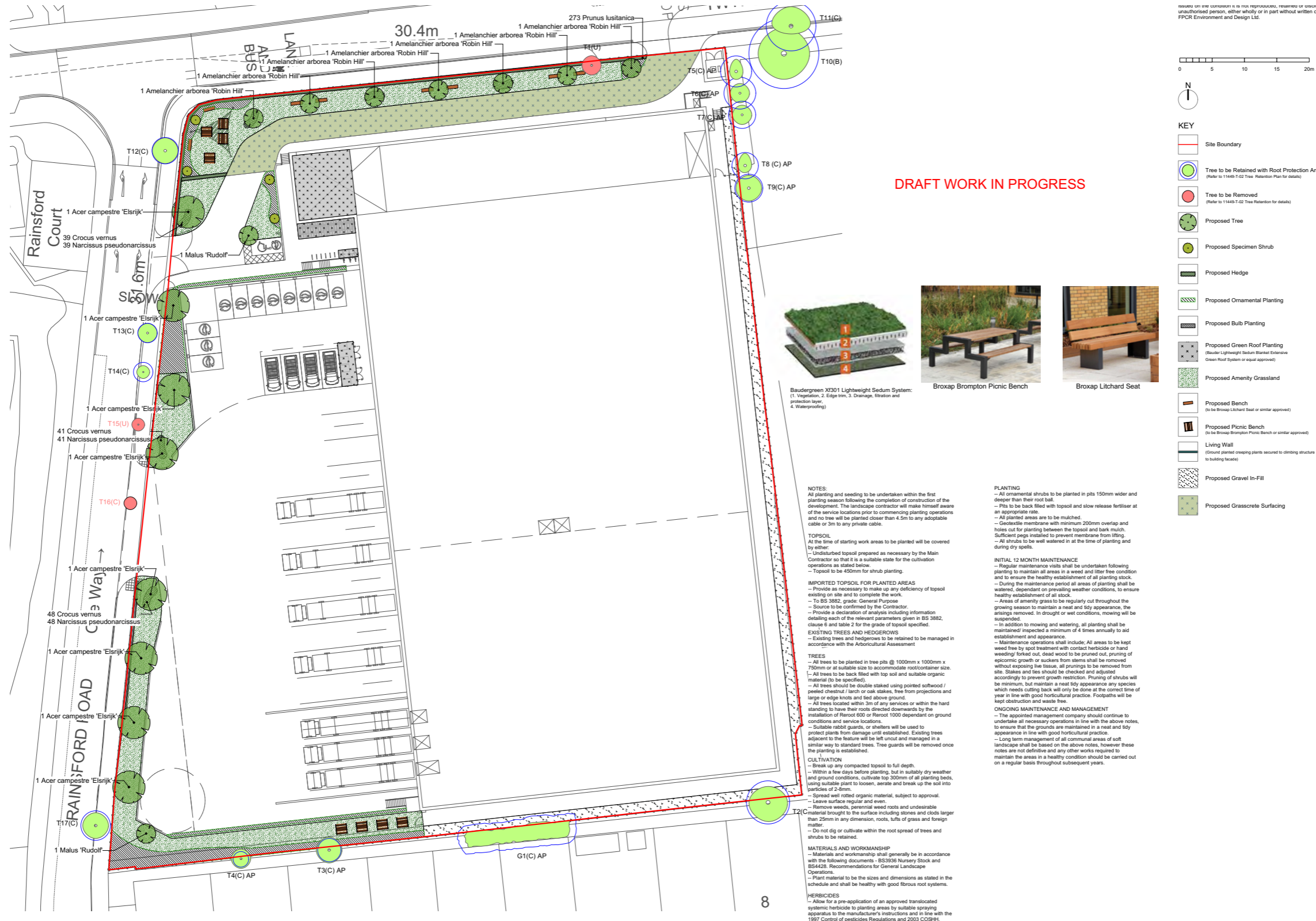
Revised Western Elevation

04 LANDSCAPING PROPOSALS



04 LANDSCAPE PROPOSAL

04.1 PROPOSED LANDSCAPE DESIGN



05 SUSTAINABILITY



05 SUSTAINABILITY

05.1 SUSTAINABILITY

The issues in relation to sustainable design can be complex and drawing the right balance between all considerations is often difficult. Considering this type of development requires an understanding of the occupiers operational requirements as the demands placed upon such buildings are not necessarily the same as for other types of development, such as domestic properties. However, the fundamental principles still apply, particularly in reducing the impact on the environment and the use of finite resources.

For a development such as this, the most significant impacts relate to material usage (principally for aggregates, concrete and steel) and the power consumed during its operation.

The design incorporates the following initiatives:

- BREEAM 'Excellent'
- Well 'Ready'
- Net Zero Carbon in Construction

Cycle provision is provide adjacent to the office entrance of each unit. In addition to secure cycle parking, Green Roof Shelters supply the additional features:

- species-rich biodiversity (a substantial biodiverse green roof),
- SUDS (sustainable urban drainage),
- invertebrate-nesting wall panels and bird nesting boxes,
- a green roof that's visible at head height,
- summer cooling (evapotranspiration),

SuDS to PR3 has been proposed through permeable external surfaces to the footpaths and car parking roadways.

The office core roof protruding to the west will be green roofed through a planted sedum. The benefits of this of this are not only to increase the green space on what is a constrained site but also to improve air quality through the reduction in air pollutants, reduce urban temperatures, thermal benefits to building, improve biodiversity, attenuate rain water and reduce noise transfer. The use of a green roof also helps to demonstrate the sustainable credentials of the development.

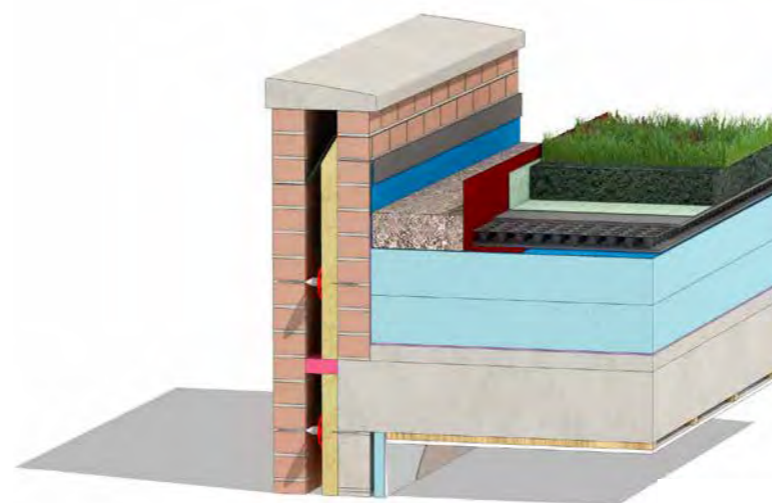
Energy Standards

To meet the appropriate standards of safety, accessibility, energy efficiency and institutional standards.

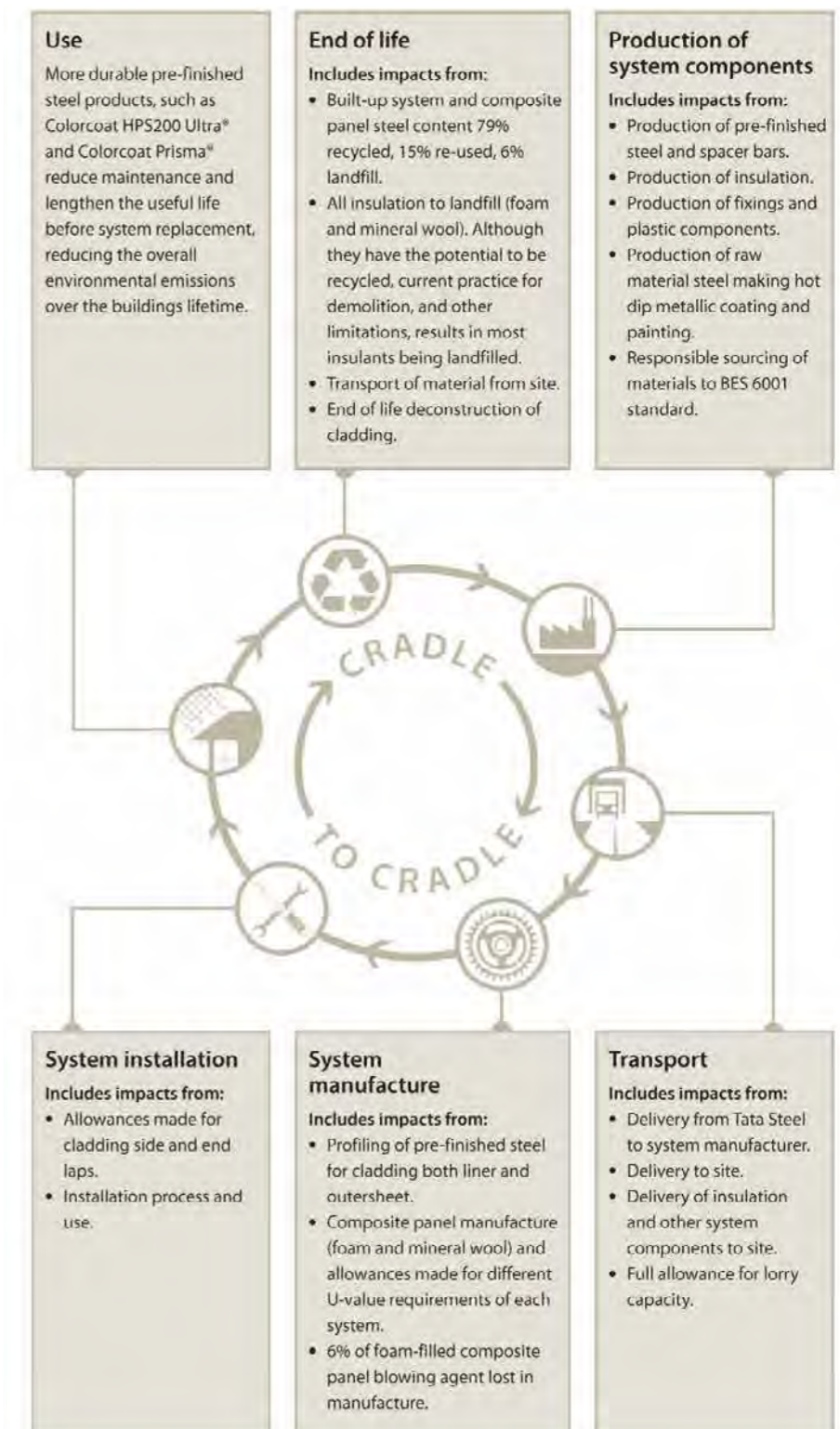


Note: 2 tier green roofed cycle is proposed

- 100% EV active provision to car parking
- 50% EV active provision to van parking
- Maximised roof PV panels
- Battery storage
- Rainwatering harvesting



Green roof to parapet wall typical detail







Heritage Statement

The scheme that is illustrated in this pre-application document shows how the proposed design has responded to specific heritage comments raised in the initial planning OPDC pre-application meeting on 27th February 2023 and the subsequent meeting held on the 22nd May 2023.

The proposal now retains the western corner of the locally listed frontage building to Twyford Road, along with the front elevation. It creates an entrance on the western elevation that draws on the Art Moderne style of the locally listed building, with a strong vertically expressed fenestration that reproduces the similar vertical elements on the front elevation. This now allows the proposed scheme to read 'in the round' when seen from the west.

The locally listed building is successfully integrated into the overall proposal by the use of a complementary brick language and matching design in the new elements at the northern end of the site, above and around the locally listed building. The architectural expression achieved is one that can be imagined as the approach the original architect might have taken to optimise the site. The proposed scheme is now more unified and cohesive, and the heritage significance of the locally listed building is preserved and enhanced.

Aerial CGI view looking from the perspective of Twyford Abbey Road and Rainsford Road





CGI View from southern end of the service yard

