

# DEFA

**PORTAL WAY - OPDC PLACE REVIEW GROUP**

# 1.0

# OPPORTUNITY AREA

# 1.0 AN OPPORTUNITY AREA

## CREATING A MORE ACCESSIBLE DESTINATION



### PEDESTRIAN PERMEABILITY

As previously outlined, the site is fully constrained by barriers around the perimeter, as well as level changes that are not particularly considered or usable in the current format.

The sketch opposite highlights the sites proximity to both the emerging developments and outline proposals coming forward as part of the Opportunity Area and the constrained nature of how pedestrians cannot flow through and around the site. The Old Oak Strategy Document outlines one of its ‘Key Objectives’ as creating ‘new and improved street network, permeable and attractive for social interaction, walking and cycling, providing better connections to the surrounding area including.’

What is also lacking is active frontage to the ground floor, in particular along Portal Way, Wales Farm Rd and the boundary adjacent to the proposed development at One Portal Way. There is the opportunity to create a ‘public offering’ central to the opportunity area, something which could prove of significant benefit to the wider community.

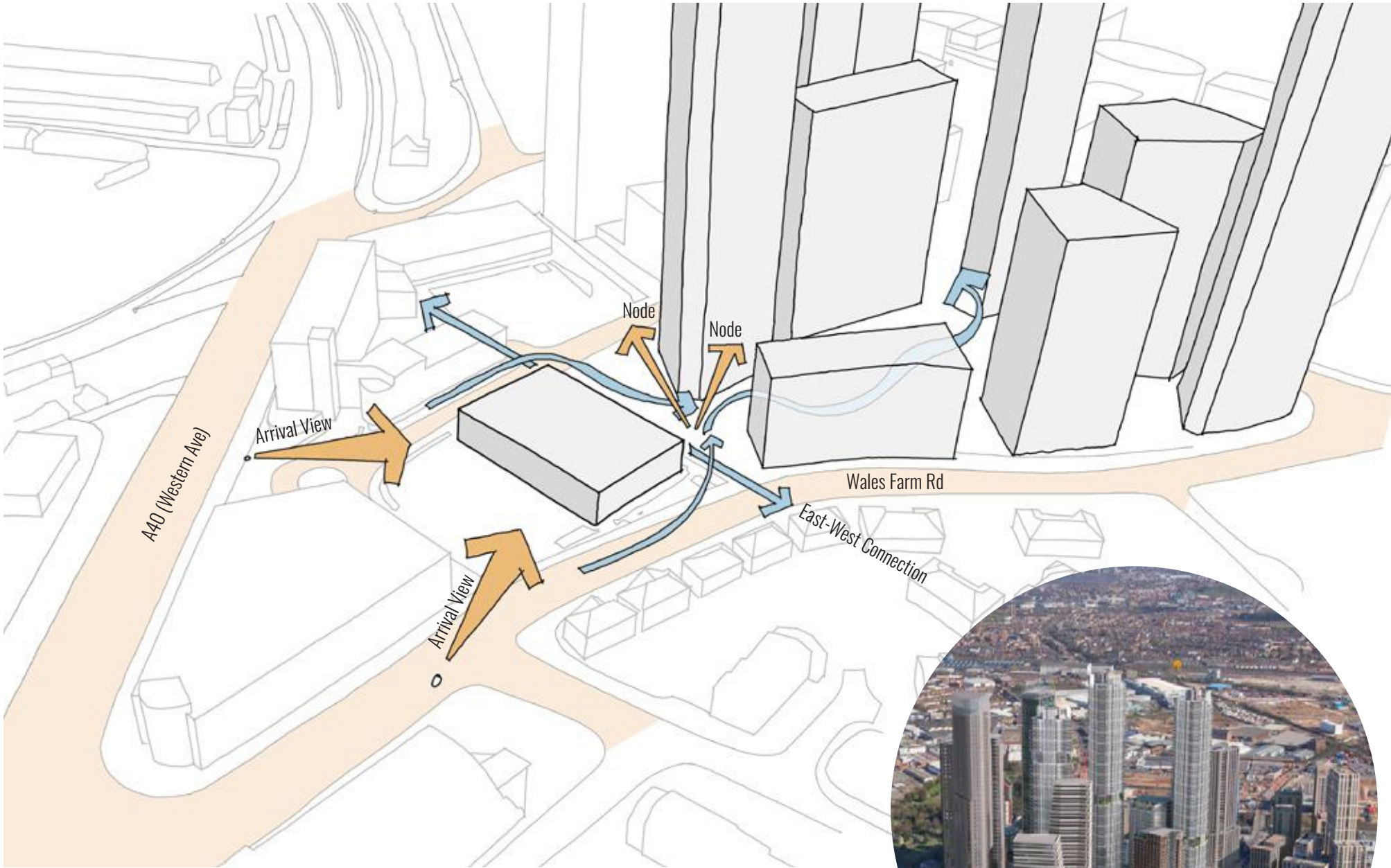
#### KEY OPPORTUNITIES

- Cater for pedestrian desire lines through permeable boundaries, connecting Portal Way and Wales Farm Rd.
- Provide safe feeling spaces with effective natural surveillance and lighting.
- Create active frontages to offer engagement to pedestrians and vehicular traffic passing the site.

#### CONTEXTUAL LINKS

The diagram opposite highlights the gateway opportunity for the site with clear links to the emerging opportunity area. When accessing the site from the south, there is the opportunity for a ‘gateway’ landmark destination for people travelling up along Wales Farm Rd.

To the north of the site, the opportunity to positively engage with the wider masterplan and public realm is an exciting prospect. The quantum of traffic moving past the site, both people heading towards North Acton Station as well as individuals passing by bus/car, offers a moment to showcase the quality of architecture, public realm and distinct urban design the area has to offer. The sites location also offers an opportunity to integrate advertising and marketing opportunities within the building’s facade, showcasing ‘Dephna’ and the businesses it supports.



Analysing Site Permeability and Access





# 1.0 AN OPPORTUNITY AREA

## PORTAL WAY CONNECTIONS



### A STRATEGIC LOCATION

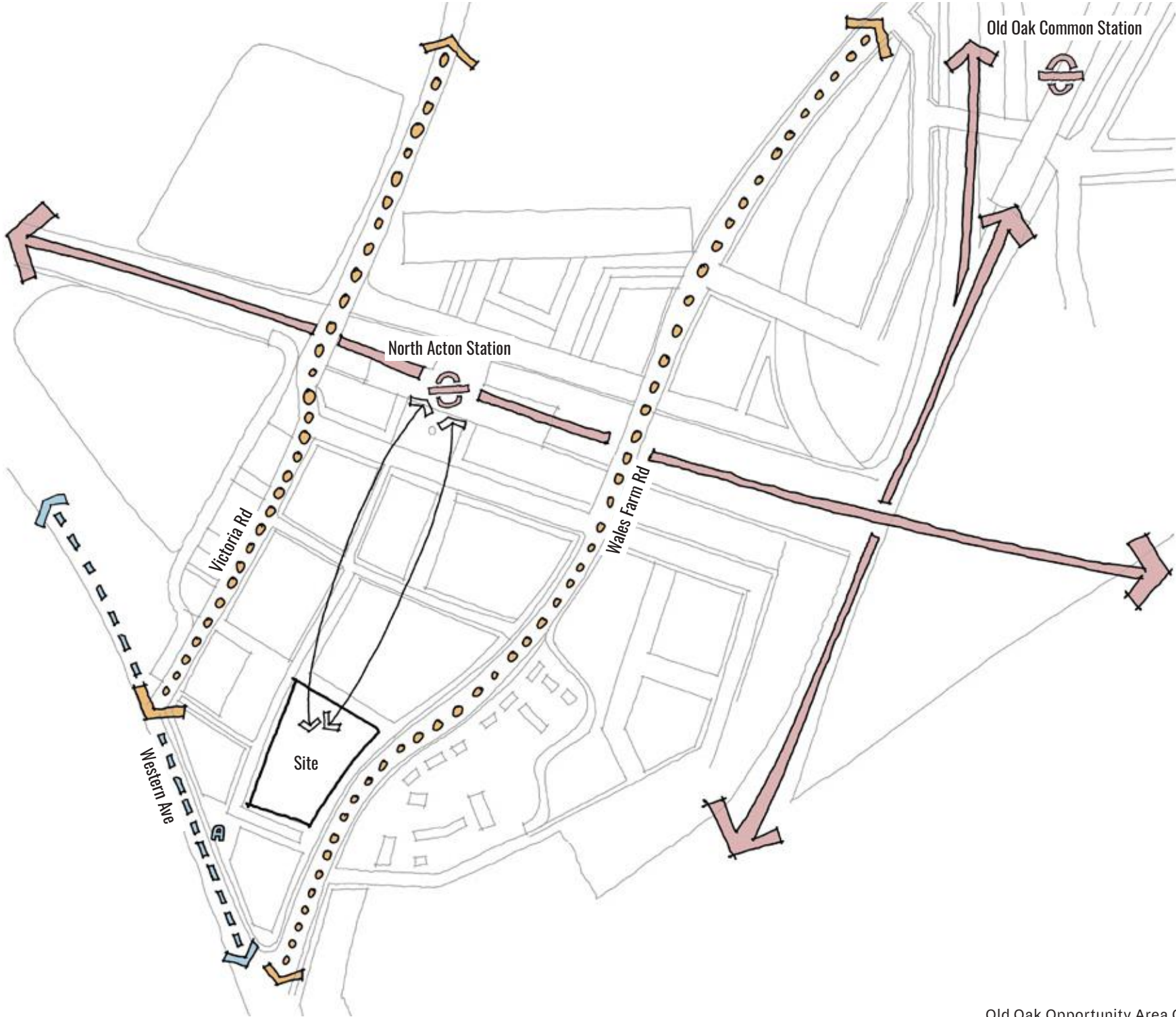
As an industrial, retail and cultural destination; the site's position within the heart of a surrounding network of infrastructure and transportation connections provides an opportunity to create a 'hub' which the public can readily utilise. The sites relative locality to North Acton Station (and the wider London connections the station offers) provides a strategic location for a food / market destination - enabling easy access to the site for the wider London community.

As a commercial and industrial centre, the sites connections to Western Avenue provides growing and incubator businesses with efficient and readily available transport connections for delivery and servicing requirements. Alongside the new residents that surround Opportunity Areas will bring, local bus routes (along Western Avenue) and the connections to the Central and Overground Lines ensures convenient commuter connections for those visiting from further afield.

The OAPF Old Oak Strategy Document states that:

*'North Acton station is situated on the Central Line, which provides tube access to the West End and the City. Coupled with bus connections, this affords North Acton a high level of public transport access, which provides opportunities for medium and high density development.'*

- Train line
- Key Vehicular Routes
- Bus Route



Old Oak Opportunity Area Connections

# 2.0

# DEPHNA GROUP

# 2.0 DEPHNA GROUP

## WHO ARE DEPHNA?

### WHO ARE DEPHNA?

Dephna provide food industry businesses with commercial cooking spaces for restaurants, cafés, small food vendors and catering businesses. With their first location opening in 1972, Dephna have been working alongside some of the most reputable names in the restaurants and, more recently, online food delivery industry with clients ranging from Dishoom to The Ivy. Over the last 50 years, Dephna have established themselves as one of the leading figures in the commercial kitchen industry, with the company boasting multiple sites across London including Ealing, Brent and Barnet.

Dephna kitchens provide a physical location where local food businesses can; prepare and cook delivery service only meals, produce food products for restaurant/cafe premises, and develop menus. Kitchens fitted with inbuilt ventilation and drainage and are built to meet food hygiene standards. Dephna offers a range of commercial kitchen spaces for rent across London which are designed to suit the needs of different food based businesses. The modular kitchens design provides flexibility and adaptability, ensuring that the facilities can continue to grow and evolve, as the companies who utilise the facility grow and evolved.

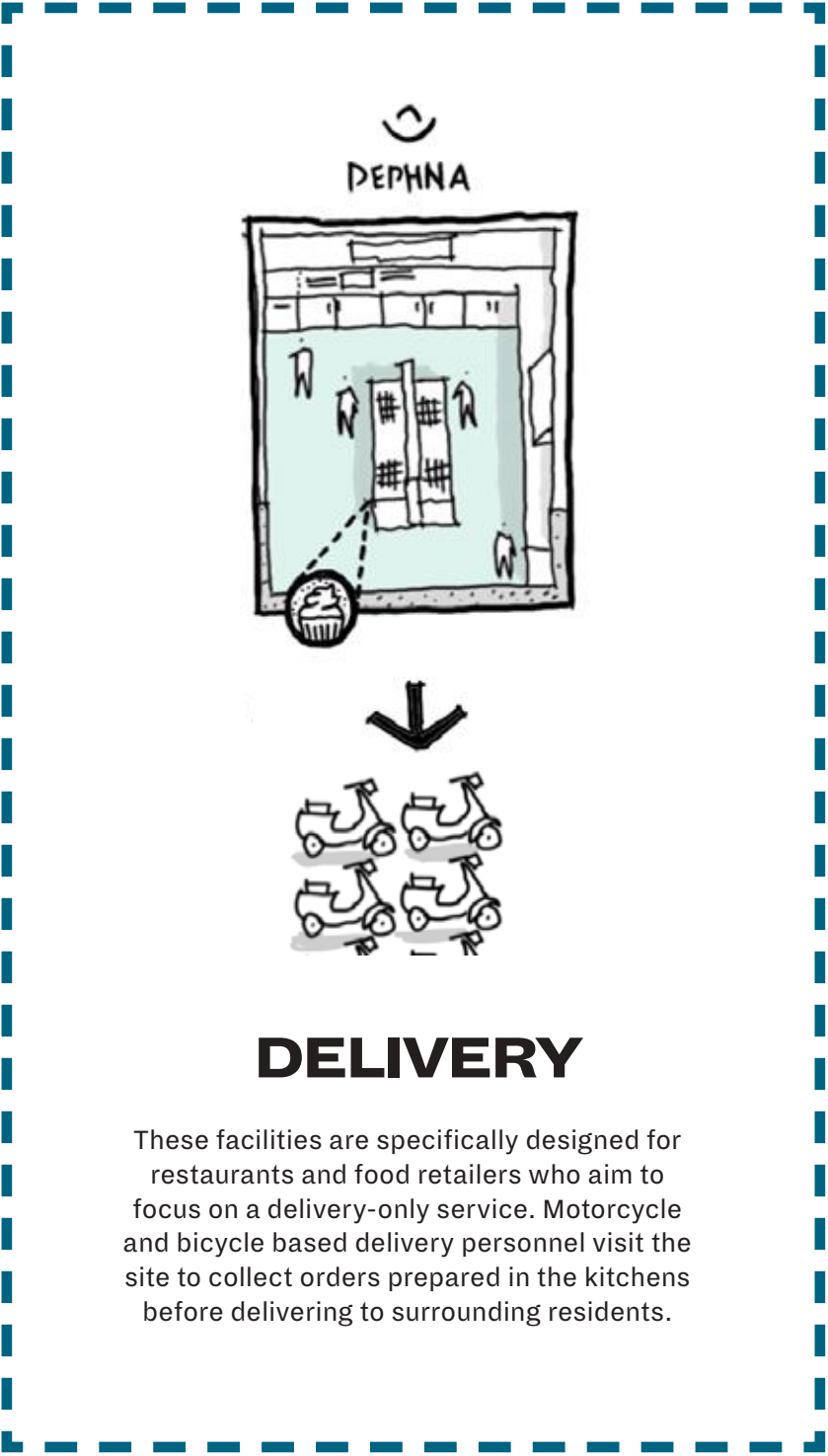
The growth and development of small and young businesses is essential to Dephna. The facilities that they provide are designed with this in mind, offering flexible and adaptable spaces which can expand to a developing businesses needs. To support these fledging food entrepreneur further, Dephna aspire to provide public - business 'store front' opportunities through the introduction of public market offerings. The aspiration is to provide start-up food businesses such as street-vendors with an opportunity to showcase their product within a food-market typology with the convenient location of the building in which they rent the commercial kitchen.



DEPHNA

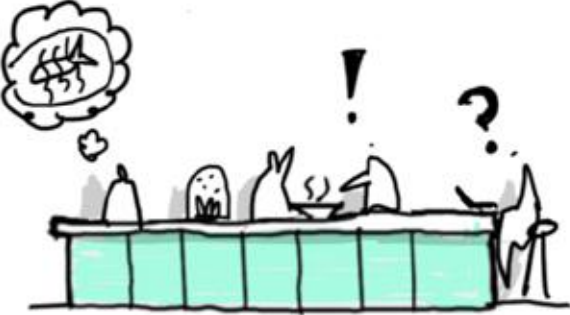
# 2.0 DEPHNA GROUP

## WHAT DO DEPHNA DO?



### DELIVERY

These facilities are specifically designed for restaurants and food retailers who aim to focus on a delivery-only service. Motorcycle and bicycle based delivery personnel visit the site to collect orders prepared in the kitchens before delivering to surrounding residents.



### DEVELOPMENT

DEPHNA

### DEVELOPMENT

The primary aim of the development kitchen is to assist with the up-scaling of food professionals or an entrepreneurs organisation. This may include; food preparation, production and development of delivery and restaurant menus, or provide a dedicated space to focus on product development.



### PRODUCTION



### PRODUCTION

Production kitchens are occupied by a range of tenants from high-street restaurants to street food vendors. They are ideal facilities for businesses which want to consolidate food production within one catering unit or for those with reduced kitchen space in their restaurant/ café premises.

### FUTURE GROWTH AREA

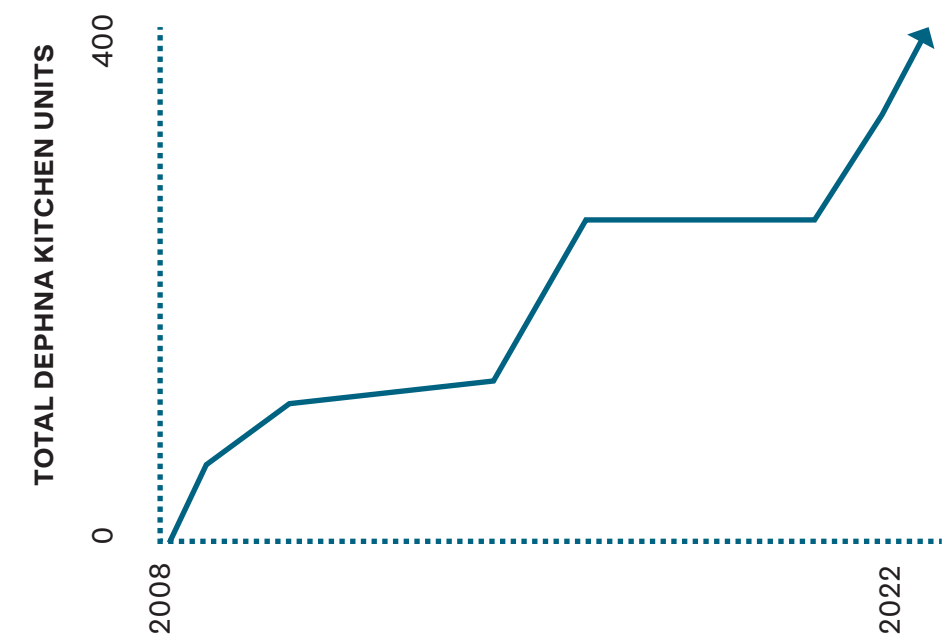


# 2.0 DEPHNA GROUP

## WHO DO DEPHNA WORK WITH?

**WHO DO DEPHNA WORK WITH?**

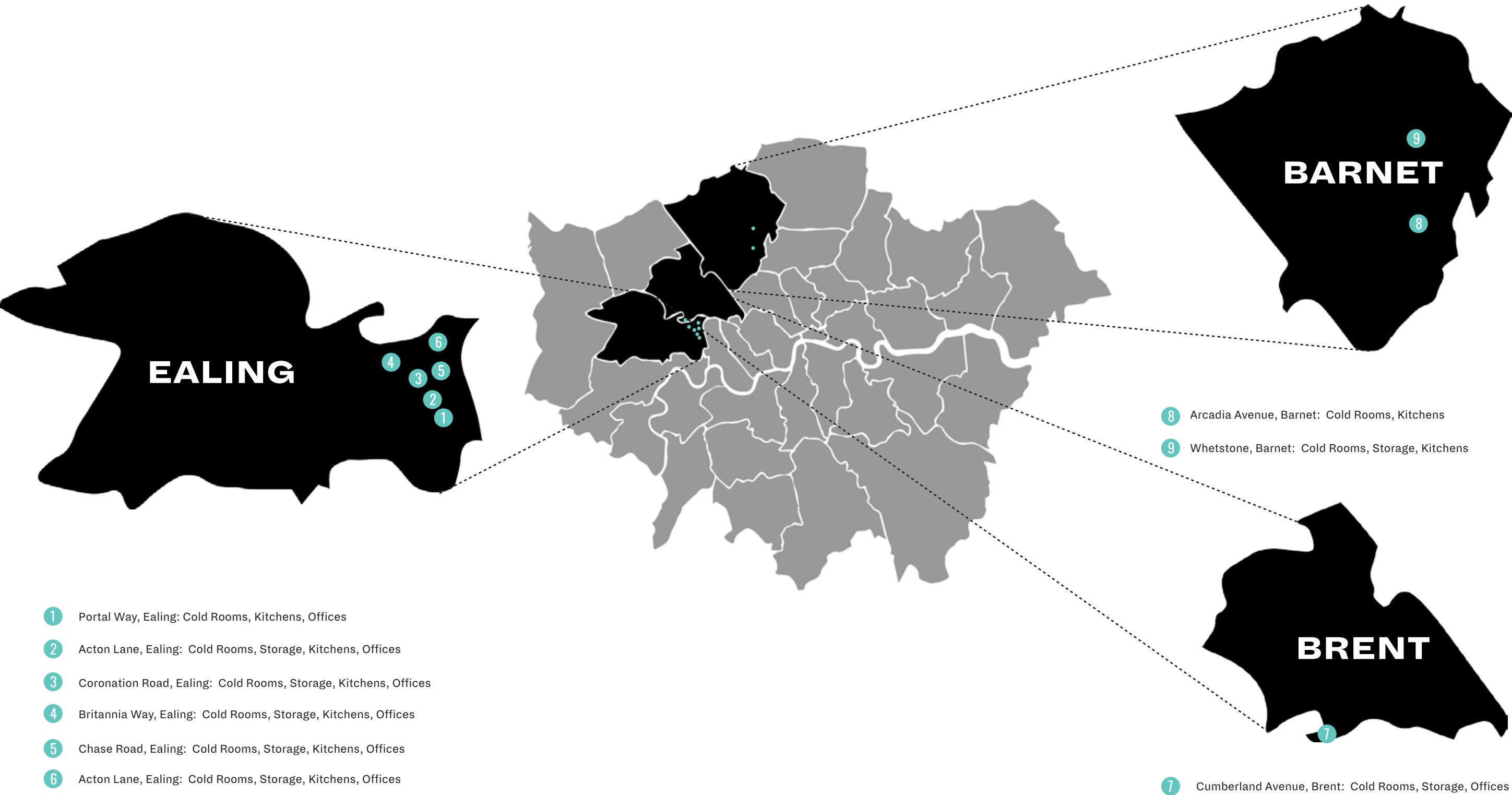
From street food stalls to large corporations, Dephna work with a variety of businesses across London including food entrepreneurs, restaurants, food manufacturers and start-ups. A selection of which can be seen on the right of this page.





# 2.0 DEPHNA GROUP

## WHERE DO DEPHNA WORK?





# 2.0 DEPHNA GROUP

## WHERE DO DEPHNA WORK?



Dephna, Portal Way, Ealing



Dephna Kitchens



Dephna, Acton Lane, Ealing



Dephna Kitchens



Dephna, Cumberland Avenue, Ealing



Dephna Kitchens

# 3.0

# SITE COVERAGE & FACADE DESIGN



# 3.0 SITE COVERAGE & FACADE DESIGN

## PROVIDING GENEROUS & MEANINGFUL PUBLIC REALM

### SITE COVERAGE & PUBLIC REALM

OPDC COMMENT PREAPP 02:  
“...future iterations should seek to significantly reduce site coverage to provide a more generous public realm offer and provide a more articulated built form in order to reduce the perceived bulk of the building.”

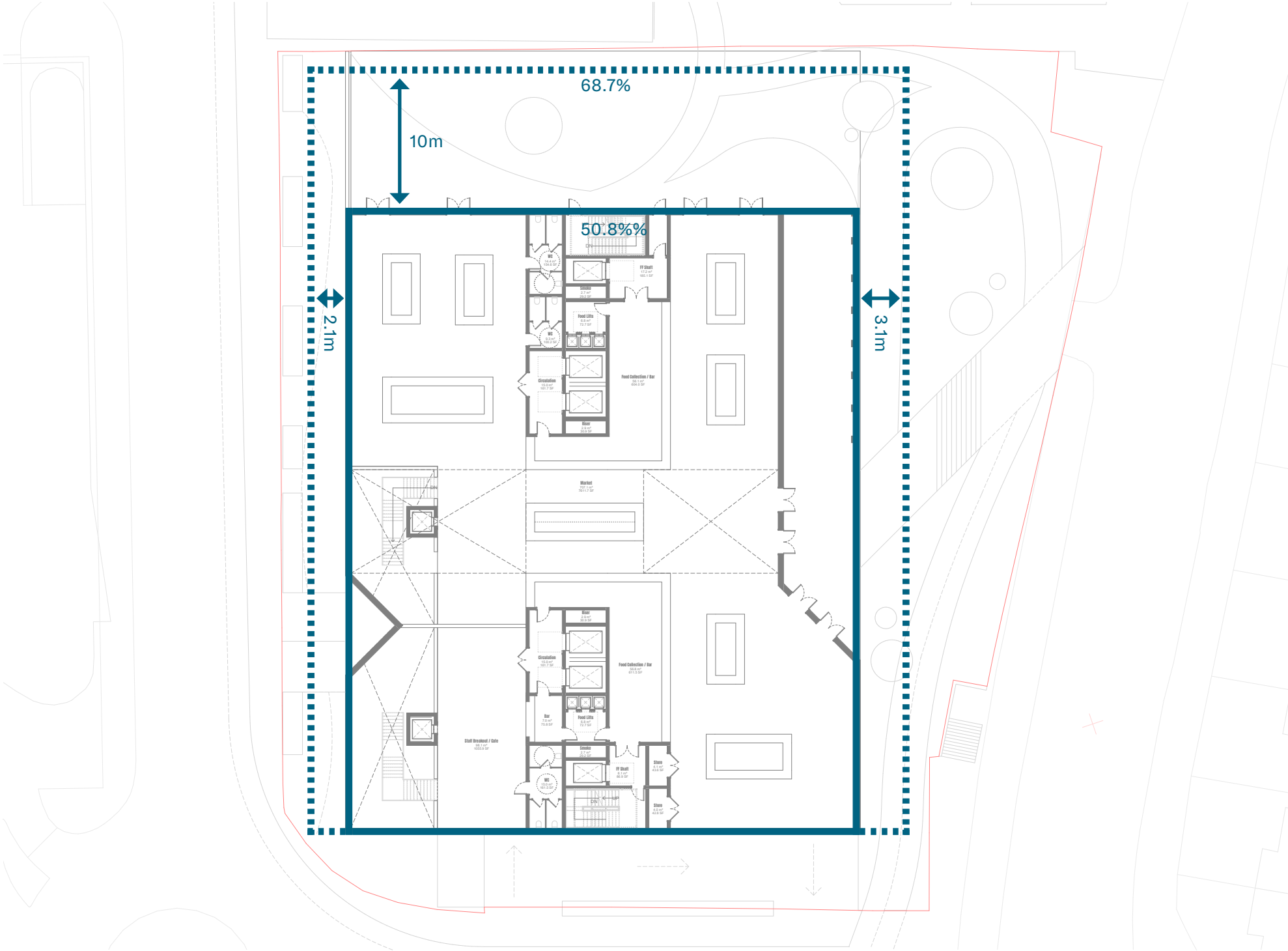
DESIGN TEAM RESPONSE  
The Design Team acknowledge the above comment and working with the developer have looked to significantly reduce the footprint and subsequent site coverage of the building.

The team understand the planners concerns surrounding the minimal amount of external public space provided within the site boundary and the subsequent dependency on the adjacent ‘1 Portal Way’ site within the previous iteration of the proposal. By significantly reducing in the footprint of the building, the design now provides generous and usable public realm along the western and northern boundaries of the development.

Overall, the scheme has reduced in the quantum from 332 Standard Kitchen modules and 107 Show Kitchens (439 in total) to 284 Standard Kitchen modules and 7 Show Kitchens (291 in total). The total footprint of the ground floor has reduced by 635SQM from 2,387SQM to 1,752SQM.

OPDC COMMENT:  
“The significant site coverage results in an ungenerous public realm offer for the site, as well as limited opportunities for biodiversity enhancements and urban greening. A starting point for publicly accessible open space provision is 30% of the site (see Local Plan Policy EU1).”

- Revised Scheme
- **Site Coverage - 50.8%** (of the site)
  - **Publicly Accessible Open Space - 45.1%** (of the site)
- PreApp 02 Scheme
- **Site Coverage - 68.7%** (of the site)
  - **Publicly Accessible Open Space - 24.5%** (of the site)

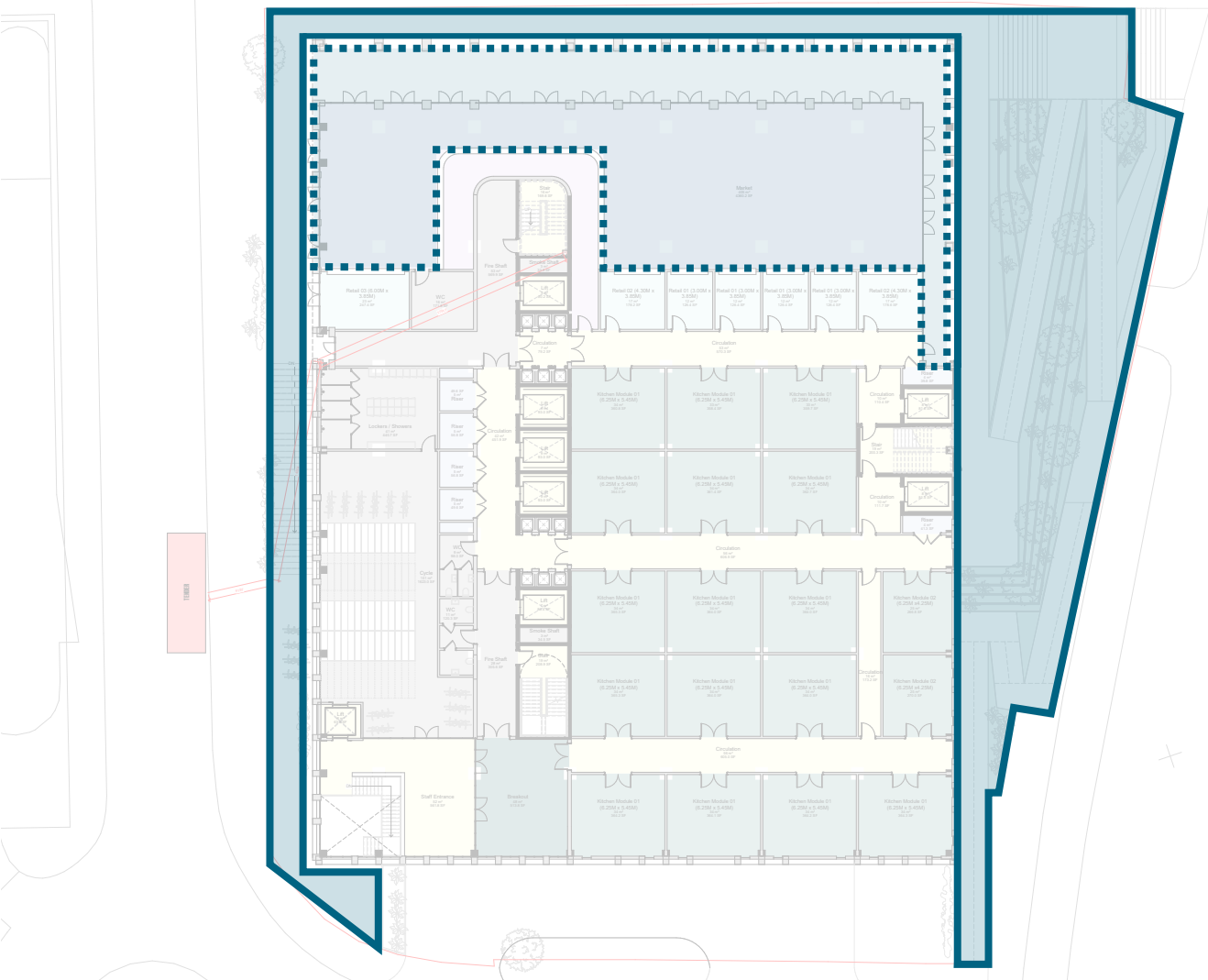


Upper Ground Floor



# 3.0 SITE COVERAGE & FACADE DESIGN

## PROVIDING GENEROUS & MEANINGFUL PUBLIC REALM



Upper Ground Floor - PreApp 02

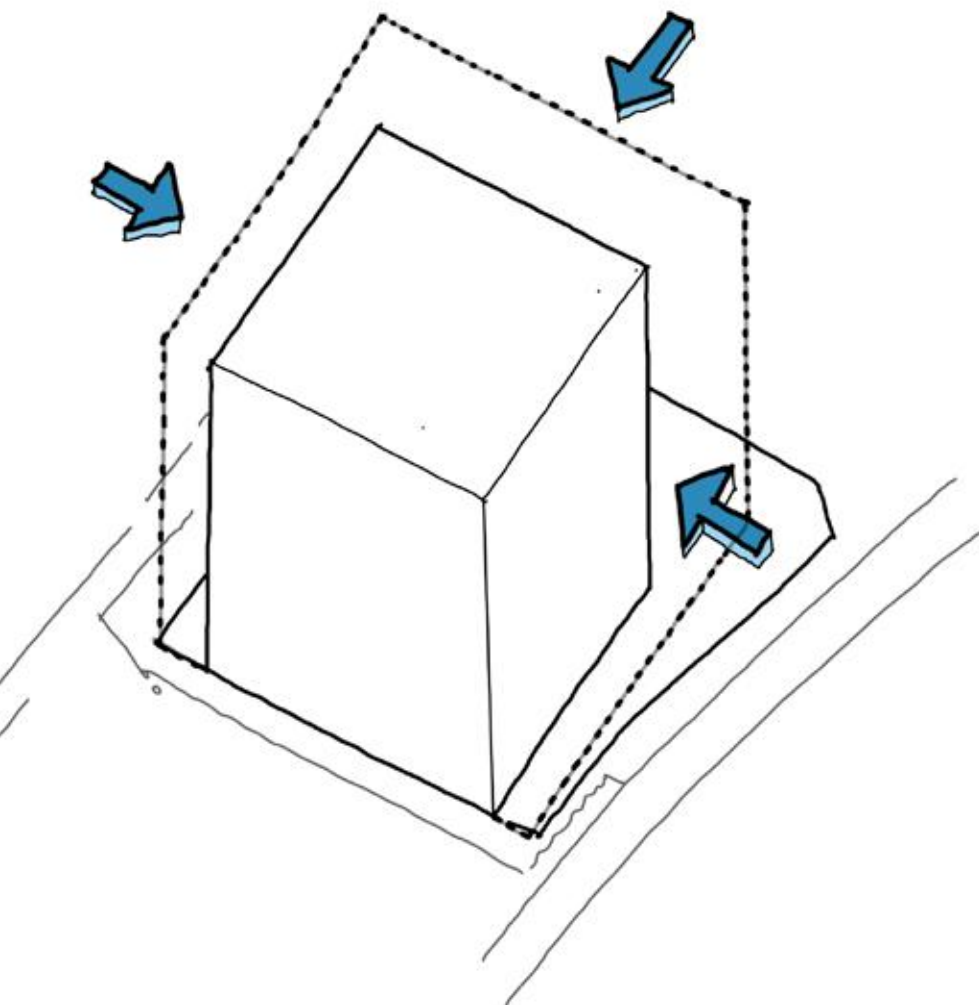


Upper Ground Floor - Revised

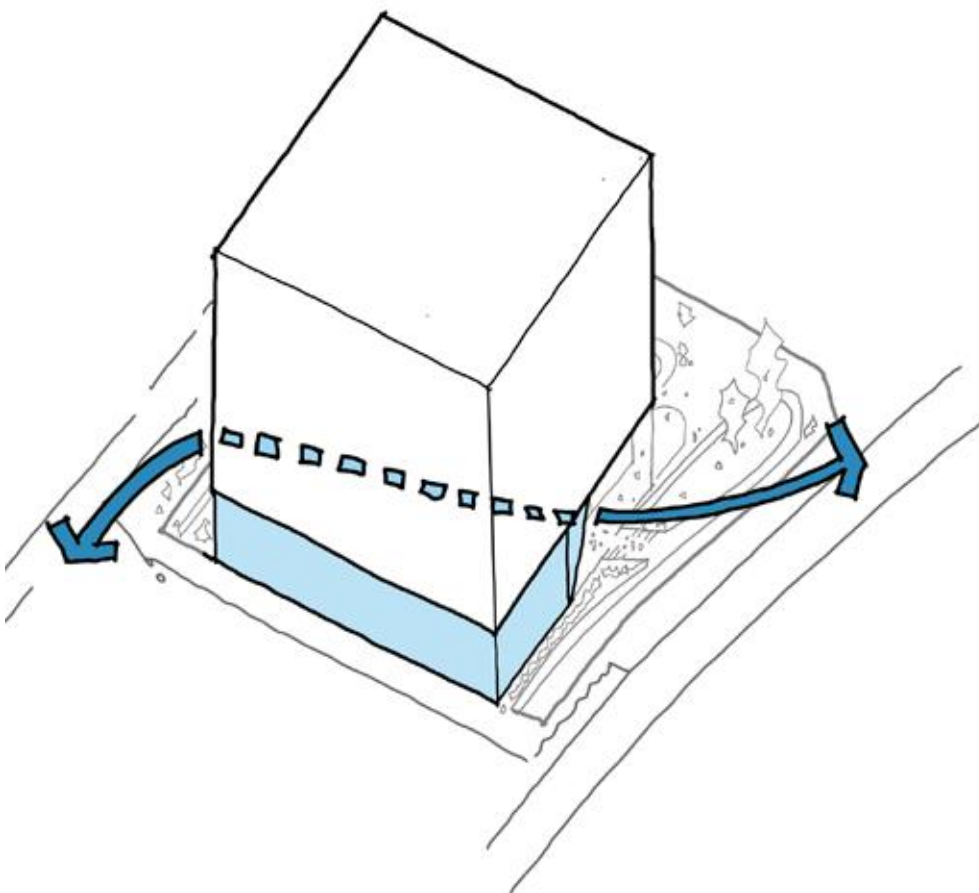
- External 'Open' Public Realm
- Covered External / Internal Public Space

# 3.0 SITE COVERAGE & FACADE DESIGN

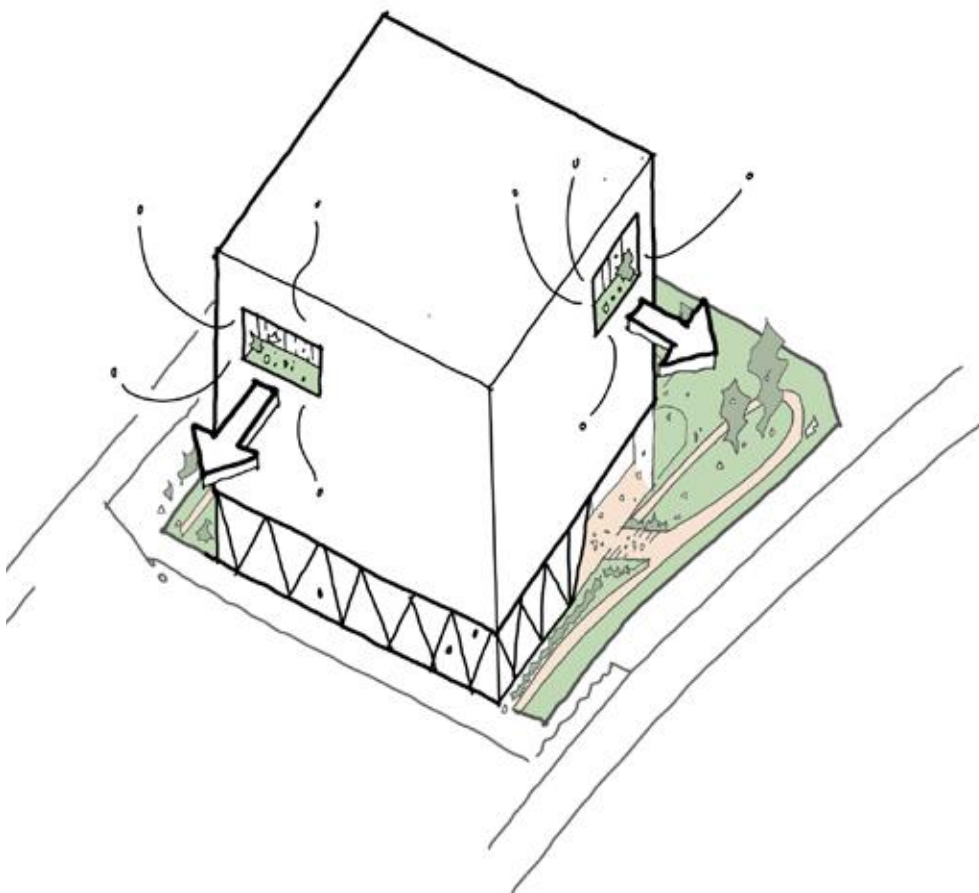
## MASSING PRINCIPLES



MASSING REDUCED TO RELEASE 'OPEN' SPACE



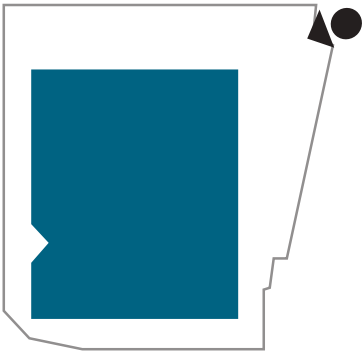
LIFT THE BUILDING TO RELEASE PUBLIC SPACE



ARTICULATION PROVIDES AMENITY & ADVERTISING

# 3.0 SITE COVERAGE & FACADE DESIGN

## FACADE PRINCIPLES



### FACADE PRINCIPLES

The concept of the proposed facade is to reflect the industrial nature of the buildings program, utilising robust and industrial materials in a manner which creates a quality and timeless architectural character.

At the upper levels, the facade reflects the buildings rational layout. The perforated metal facade brings light into the kitchens and circulation spaces, whilst providing solar shading which ensures a comfortable and suitable working environment for the kitchens. The rain screen approach also creates a more consistent facade language which assists in visually minimising intake and extracts. The filigree nature of the facade with pockets of glazing behind creates a playful relationship with the building as the external light levels reduce at night the building slowly reveals the activation and excitement within.

Feature gestures within the facade provide moments of relief from the monolithic form that wraps the building. The moments offer opportunities for external staff breakout / terraces and digital signage providing a local platform for the businesses within the building.

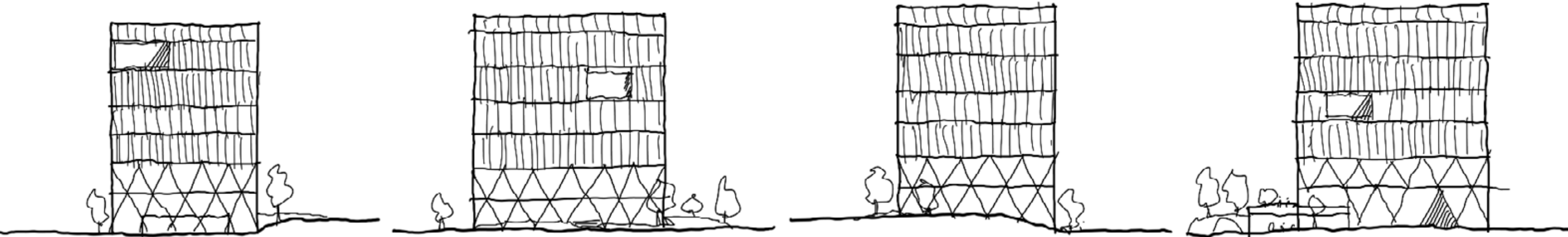
At the lower levels, the perforated facade pulls away, revealing larger expanses of public activation which spills out from the Upper Ground Floor foodhall.



Visual Looking From Wales Farm Road Towards The South

# 3.0 SITE COVERAGE & FACADE DESIGN

## FACADE DEVELOPMENT



Facade Concept Development Sketches

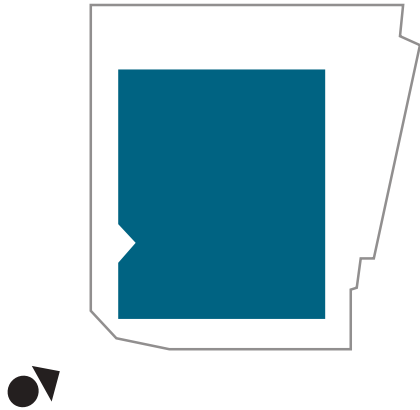


**3.0 SITE COVERAGE & FACADE DESIGN**  
**FACADE PRECEDENTS**





# 3.0 SITE COVERAGE & FACADE DESIGN AROUND THE CLOCK ACTIVE FRONTAGE



Visual Looking From Wales Farm Road - Daytime Visual



Visual Looking From Wales Farm Road - Evening Visual

# 4.0

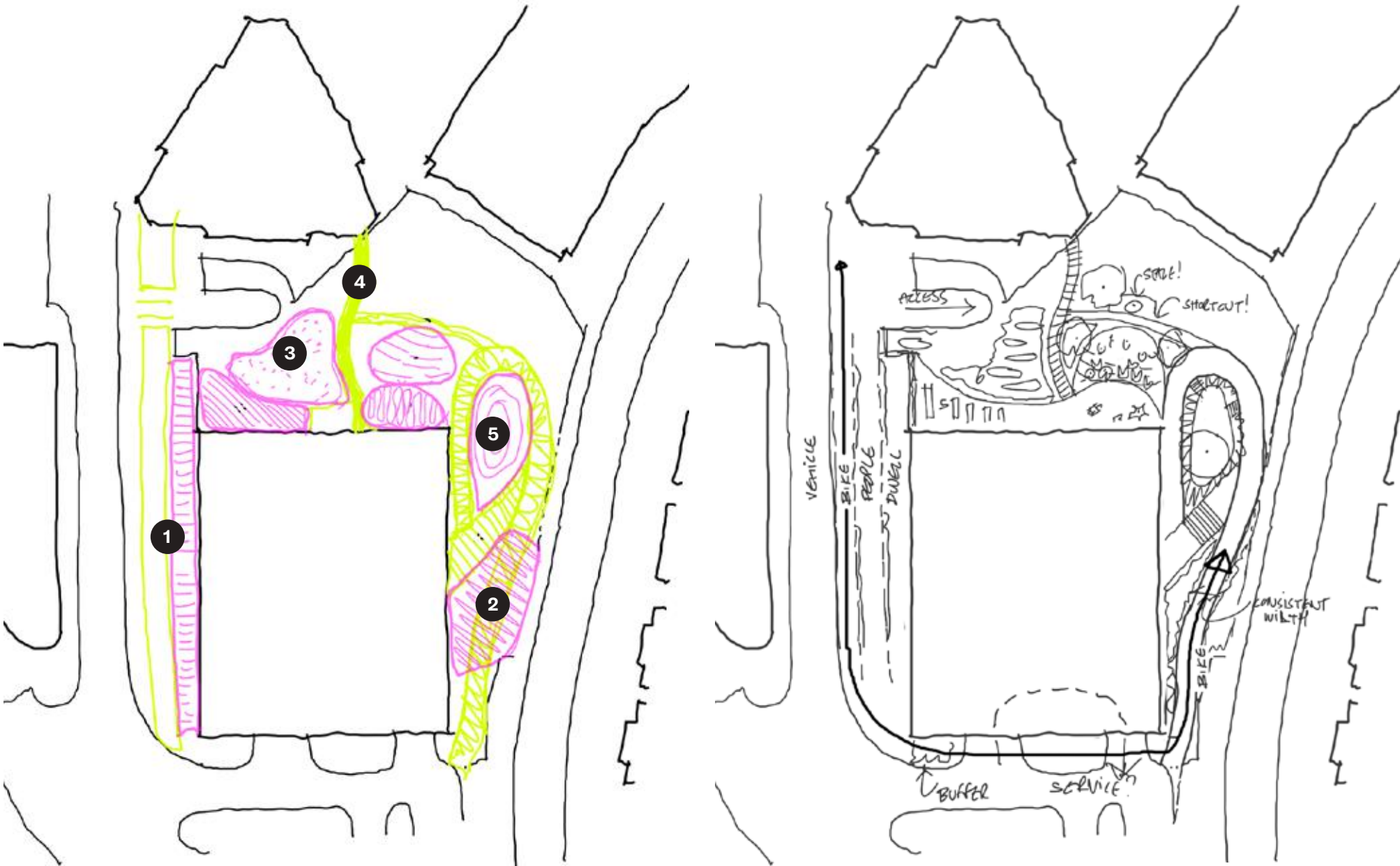
# NORTHERN BOUNDARY

# 4.0 NORTHERN BOUNDARY LANDSCAPE CONCEPTS

## LANDSCAPE CONCEPTS

The revised proposals provide an opportunity for a variety of ‘open’ external spaces that are publicly accessible.

- 1. Portal Way ‘High-street’ - A mix of retail spill-out and primary entrances into the facility for both staff and public will create an activated frontage. Integrated seating, cycling storage and planting will define the north-south pedestrian and cycle routes from the landscaping and seating areas.
- 2. The Cycle / Pedestrian Ramp - The ramp connects Portal Way with Wales Farm Road and the Northern Plaza / upper level of the foodhall. The revised design provides a safe and desirable public route which is overlooked by the foodhall and minimises any blind-spots by removing switch-backs and increasing the width of the route.
- 3. The Northern Plaza - A mix of; terraced landscaping with integrated seating, covered and open external terraces, and mixed density planting will provide a public space which connects into the proposed market. Generous setbacks from the northern boundary of 12m will ensure good levels of daylight/sunlight to create a welcoming and desirable location that will look to stitch into the future proposals at 1 Portal Way.
- 4. Future Connections - As noted earlier, the intention of the revised design proposals focus on delivering public realm / landscaping which does not depend on adjacent sites. However, potential future connections are critical in delivering an urban realm which is successful. The site levels of the upcoming development proposals at 1 Portal Way enable a future ramped and stepped connection to be created between the two sites.
- 5. Wales Farm Road Gardens - Along the eastern boundary of the development, a green buffer ensures the foodhall spill-out / external spaces are protected from the busy Wales Farm Road. To provide this ‘green barrier’, planted gardens and open areas of grass infill between the ramped connections.

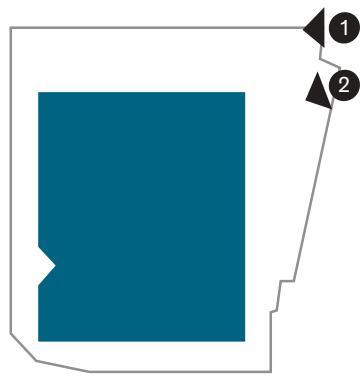


Landscape Spatial Concepts



# 4.0 NORTHERN BOUNDARY

## CREATING GENEROUS PUBLIC REALM



### NORTHERN BOUNDARY & PUBLIC REALM

OPDC COMMENT PREAPP 02:  
“... the proposal to raise the ground level and orientate the proposed food hall to the north introduces a dependency on 1 Portal Way to modify their scheme to create a coherent extension of their central public space. Moreover, if 1 Portal Way is not delivered as intended then only a minimal area of public space is provided to activate the northern edge of the site. The dependency on the neighbouring site to come forward and/or modify its design calls into question the rationale behind the proposed food hall location..”

DESIGN TEAM RESPONSE  
The revised design steps back considerably further from the northern boundary than previous iterations. This opens up a generous and meaningful public realm offering which will connect the emerging design proposals at 1 Portal Way and the proposed Upper Ground Floor market level.

The Design Team have also reviewed the landscape and site levels of the emerging designs of the adjacent site to ensure that, should the 1 Portal Way site be delivered, a step-free connection can be created between the two sites without amending the adjacent sites proposed design. A sectional diagram is provided on the following page detailing the proposed levels.



1. View Of North Boundary Between 1 & 2 Portal Way (Pillbrow & Partners 3D Model)



2. View Of Northern & Eastern Boundary Landscaping



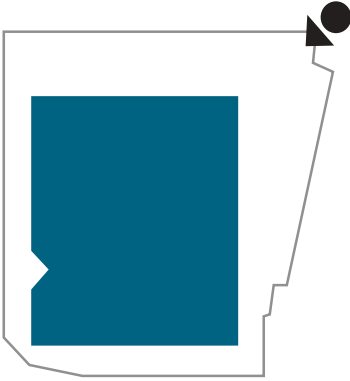
# 4.0 NORTHERN BOUNDARY PRECEDENTS





# 4.0 NORTHERN BOUNDARY

## INDEPENDENT LANDSCAPE STRATEGY



Axo View Looking West From Wales Farm Road - PreApp 02 Visual

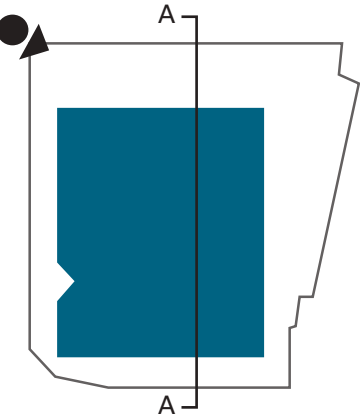
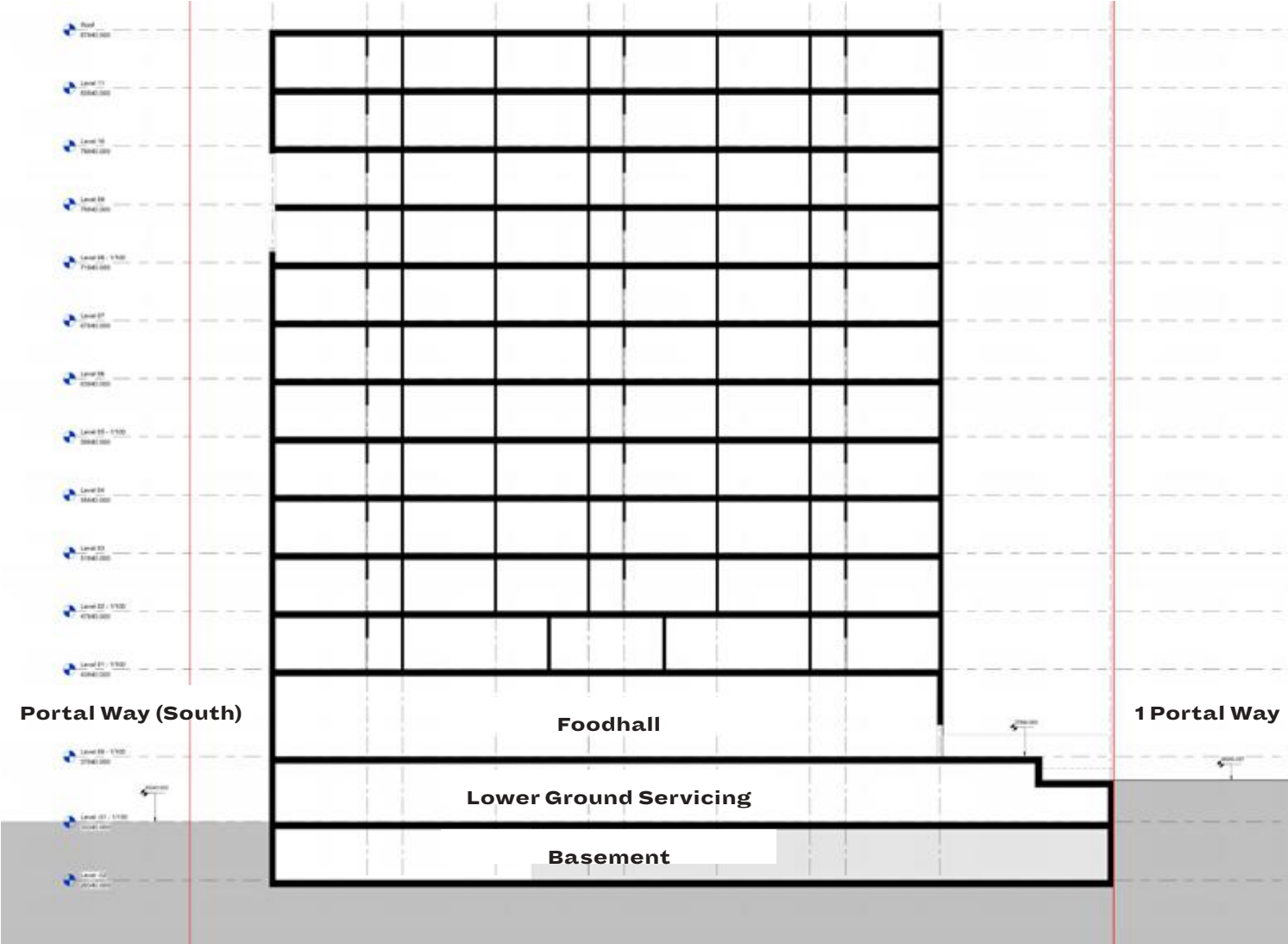
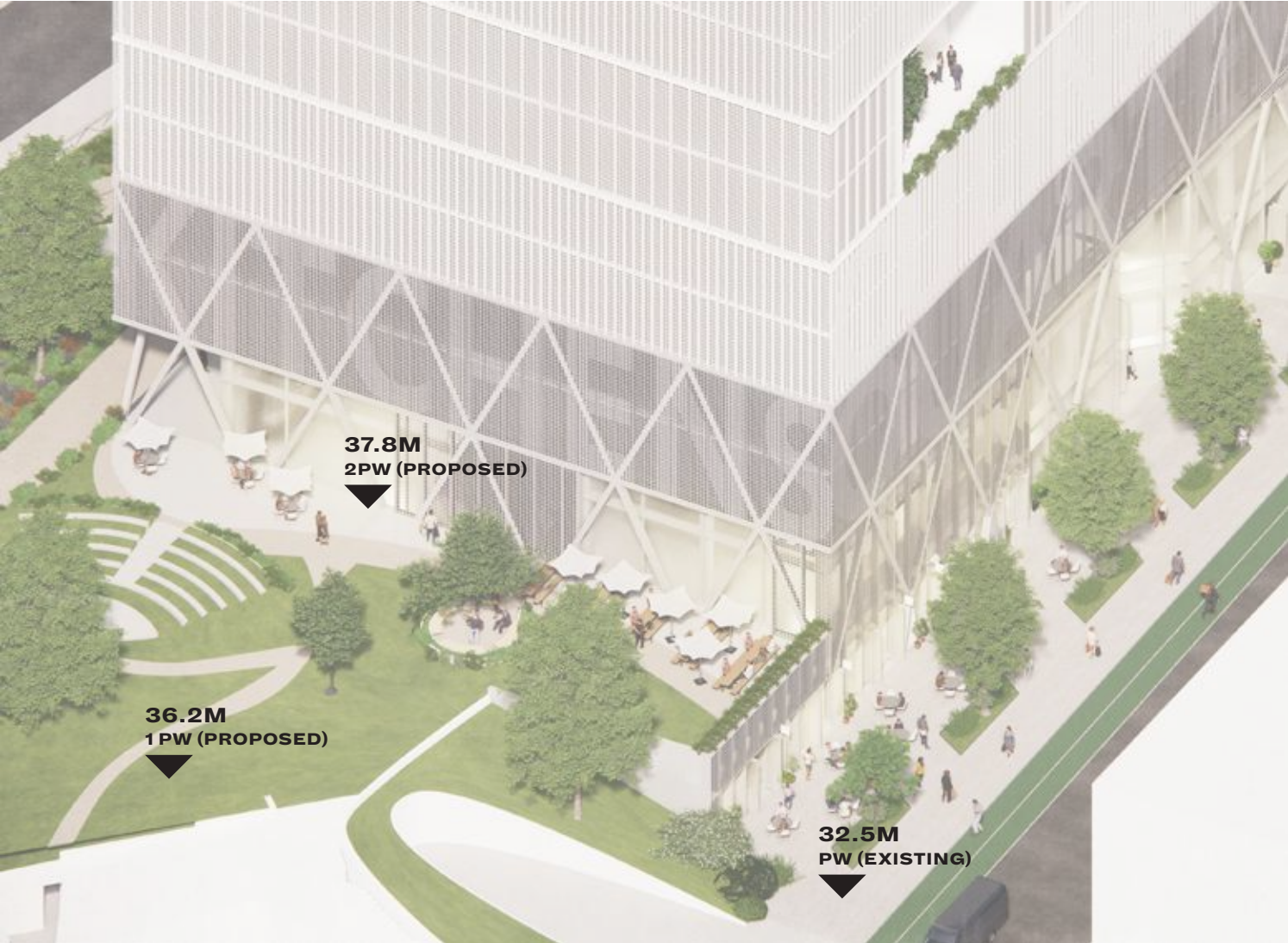


Axo View Looking West From Wales Farm Road - Revised Proposal



# 4.0 NORTHERN BOUNDARY

## PROVIDING GENEROUS & MEANINGFUL PUBLIC REALM



Axo Sketch View looking North East from Portal Way

Section A-A Looking West



**5.0 - 6.0**

# **THE FOODHALL & PORTAL WAY**

# 5.0 FOODHALL

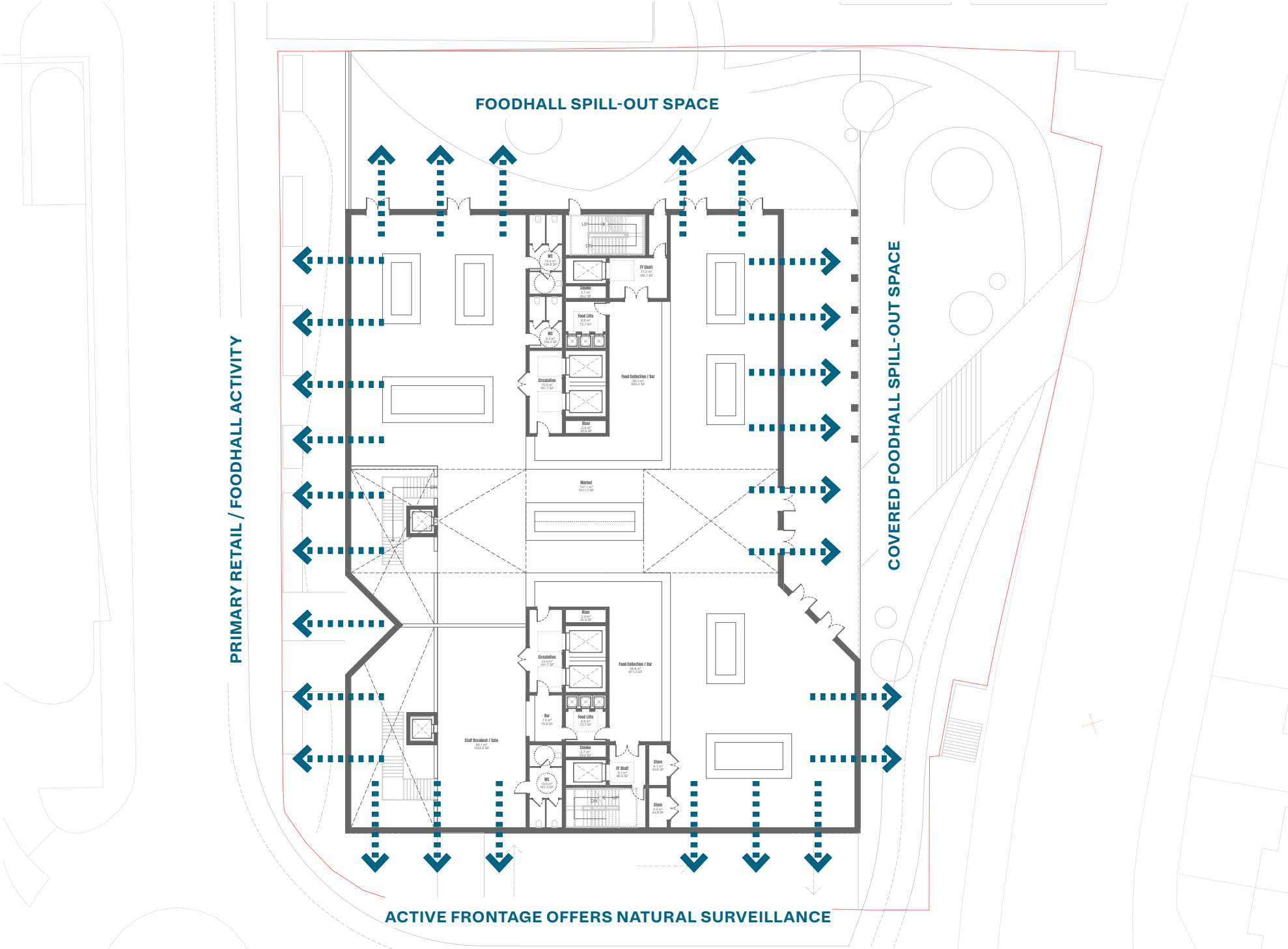
## RECONSIDERING THE KEY FRONTAGES

### PORTAL WAY STREET FRONTAGE

OPDC COMMENT PREAPP 02:  
“... we have concerns that the remote location from the street would undermine the success of the food hall, particularly given the north-facing aspect and likely overshadowing from nearby tall buildings. We recommend that the relationship with the street is improved by revisiting the layout of the lower floors, ...”

DESIGN TEAM RESPONSE  
The Design Team acknowledge the above comment and agree that providing a food hall that addresses other key street frontages rather than focusing on the northern boundary will create a more successful public offering. With this in mind, the team have reviewed the Upper and Lower Ground Floor layouts.

The focus of the revised design is to provide a food hall which feels open to all sides of the development, providing a range of different spaces and active frontage around the entirety of the building. Along each of the western, eastern and northern elevations; the increased set-backs from the boundary provide opportunities for spill-out and the introduction of active frontage along the staff entrance and food halls at upper ground on the southern elevation ensure that the southern boundary feels activated with plentiful natural surveillance.



Upper Ground Floor

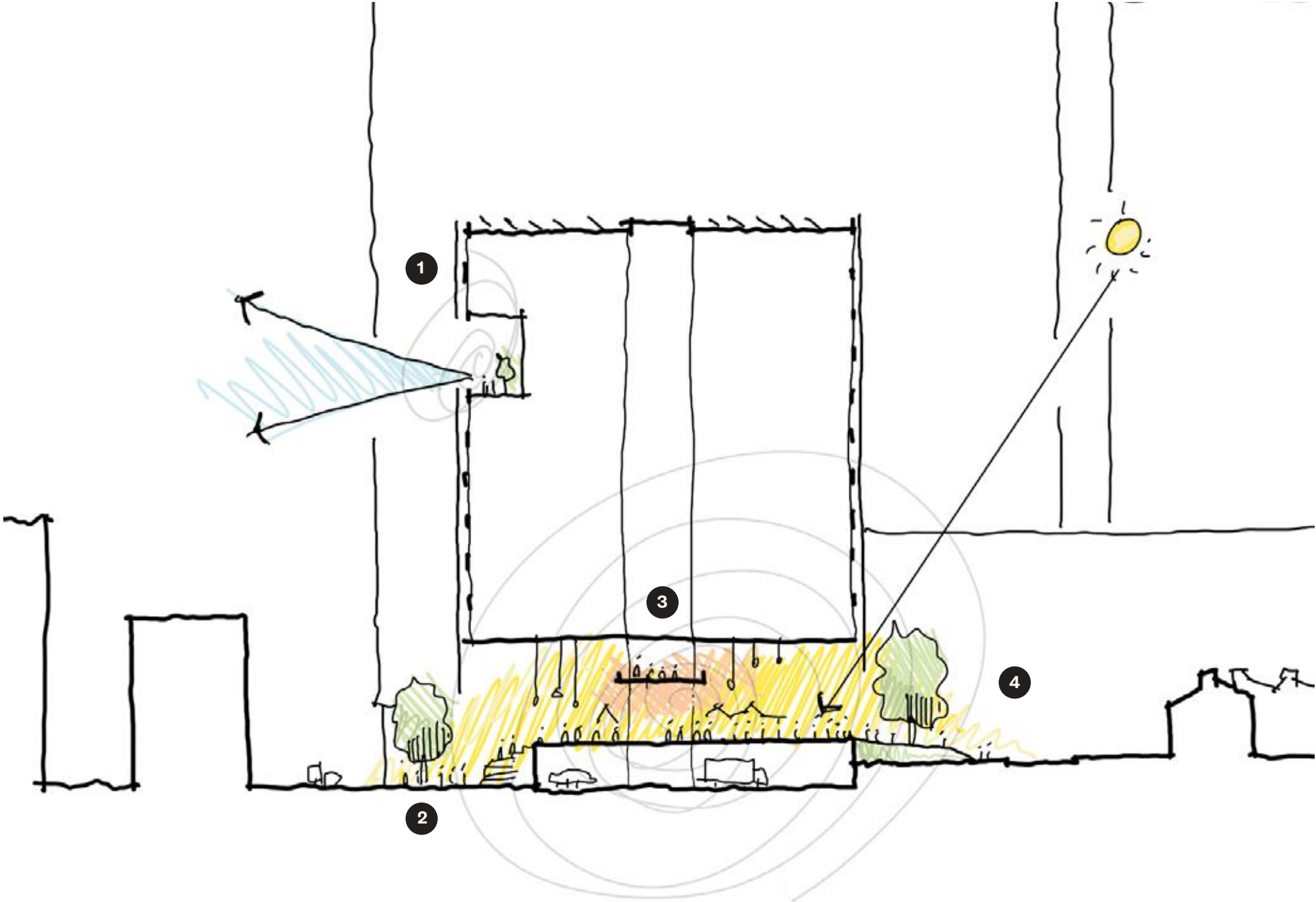
# 5.0 FOODHALL

## RECONSIDERING THE KEY FRONTAGES



### PORTAL WAY STREET FRONTAGE

- 1. In direct response to feedback from the previous pre-application meeting, external staff breakout terraces are located along the western and southern façades. Their locations will help animate the façade along Portal Way and will benefit from optimal daylight/sunlight conditions.
- 2. Primary foodhall frontage located along western Portal Way elevation. An east - west connection across the publicly accessible foodhall is intended to drive footfall through the development, activating both Portal Way and Wales Farm Road.
- 3. Double and triple height spaces will connect the lower ground floor, upper ground floor and first floor staff breakout spaces.
- 4. The building is setback from Wales Farm Road to create a 'green buffer' with the adjacent low rise residential properties. The ramped parkland provides generous spill-out space for the foodhall and celebrates the arrival into the upper ground floor public space.



Sketch Section Looking North



# 6.0 PORTAL WAY

## PORTAL WAY STREET FRONTAGE

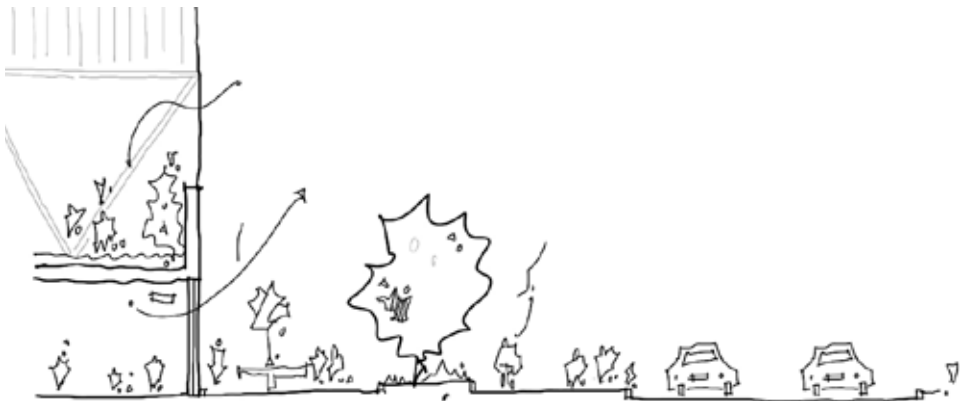


### PORTAL WAY STREET FRONTAGE

OPDC COMMENT PREAPP 02:  
“Portal Way is envisaged as the main pedestrian route for those traveling north-south... . It is encouraging to see that parts of the Portal Way elevation have been developed to provide some activation in accordance with previous comments. However, we encourage you to go further; and it is considered that the amount of activation provided is insufficient to create a successful street. Furthermore, we are not convinced that the commercial units shown (circa 12 sqm) are sufficiently-sized to accommodate viable uses that will enliven the street with external spill out space.”

DESIGN TEAM RESPONSE  
One of the key design amendments the team have developed is to completely redesign the food hall frontage from primarily the northern elevation to the full perimeter of the building. Including fully active frontage along the Western elevation and South Western corner at lower ground with a mixture of generous retail units, double height market and staff breakout and entrances. The main entrance into the food hall and staff entrance is now positioned along Portal Way, with a combination of double height foodhall and staff break-out / arrival space(s) all providing active frontage and opportunities for spill-out along Portal Way.

The team understand the concern around the size of the previous retail spaces along Portal Way being able to accommodate viable uses that will enliven Portal Way. The new proposal provides retail units of between 57SQM - 71 SQM in area (compared to 12SQM previously provided) along Portal Way with sufficient space for spill-out and back of house facilities.



Section Concept Sketch

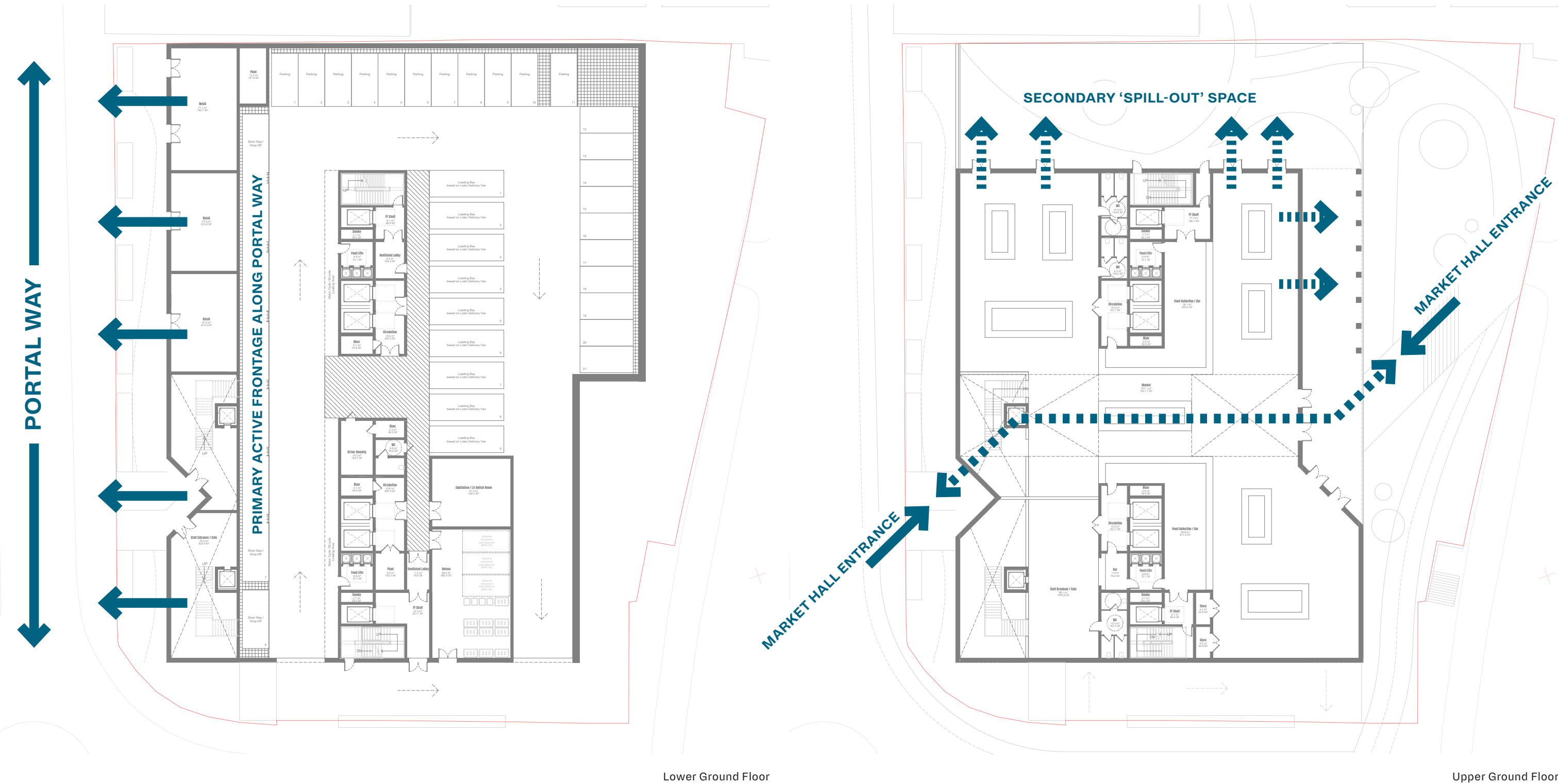


View Looking South Along Portal Way (West)



# 6.0 PORTAL WAY

## FOODHALL FRONTAGE & CONNECTION



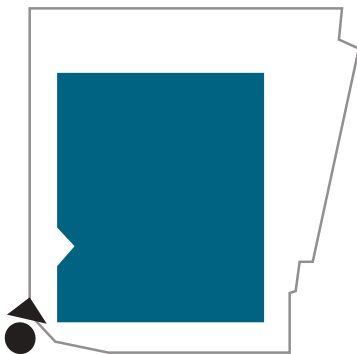
# 6.0 PORTAL WAY

## PORTAL WAY PUBLIC REALM

### PORTAL WAY STREET FRONTAGE

OPDC COMMENT PREAPP 02:  
*“Concerns remain regarding the generosity of the Portal Way public realm/ street edge; and it is not considered that the setback from the pavement edge would be sufficient to accommodate a high-quality landscape scheme, outdoor street furniture and comfortable pedestrian flows.”*

DESIGN TEAM RESPONSE  
The building line has also been set-back from the western boundary by over 2m. This ensures that a generous public realm/street edge can provide a high-quality landscape scheme with outdoor seating / furniture with defined zones for the flow of pedestrians or cyclists.



View Looking East From Portal Way Towards Staff & Market Entrance



# 7.0

# UPPER LEVELS

# 7.0 KITCHEN LEVELS

## PROVIDING ACTIVE FRONTAGE

### PROVIDING ACTIVE FRONTAGE

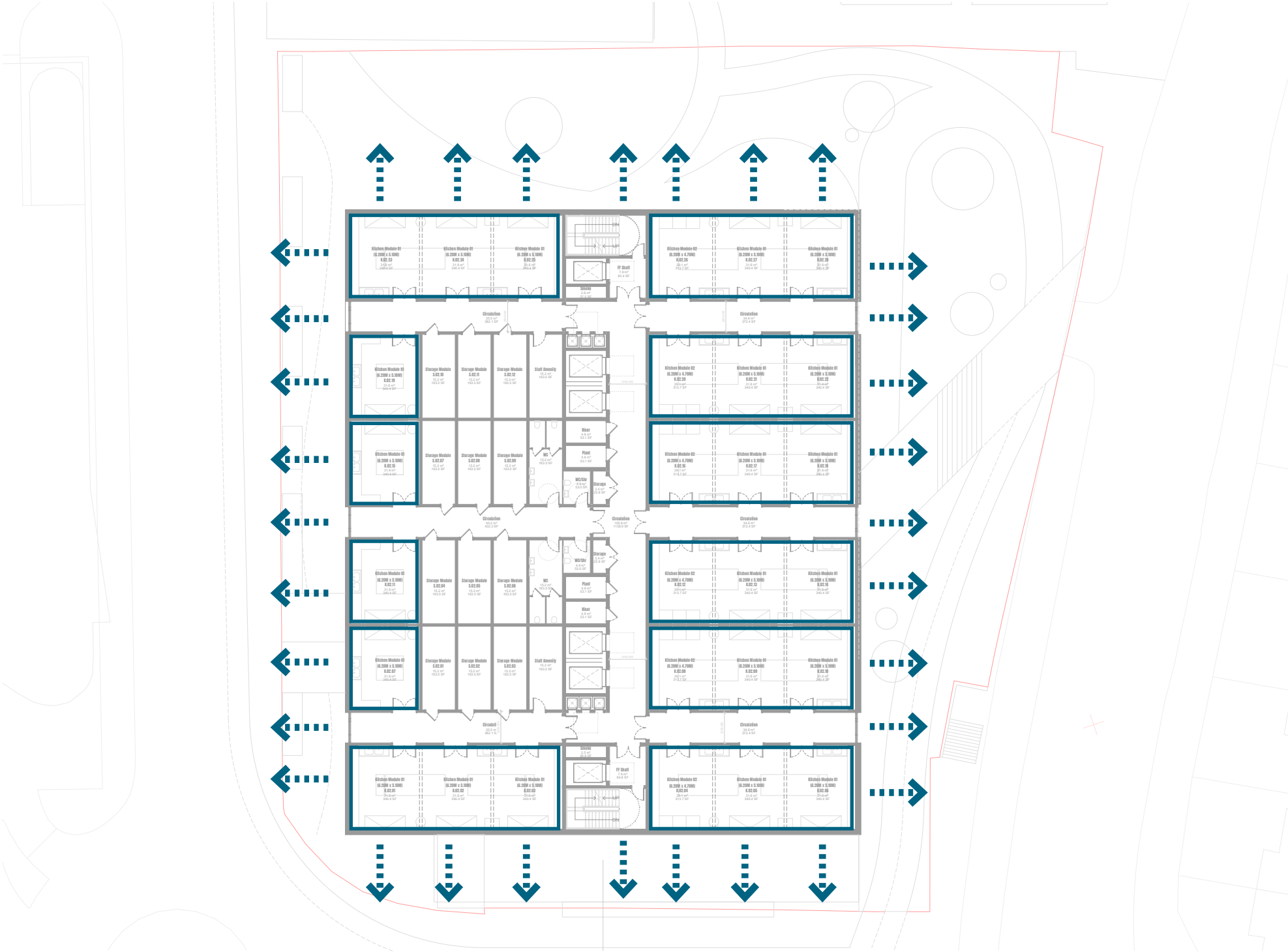
OPDC COMMENT PREAPP 02:  
“There is scope to include more kitchen frontages on the upper ground floor of the Portal Way elevation as this would be clearly visible from street-level.”

DESIGN TEAM RESPONSE  
By locating kitchens layouts along the external facade, active frontage is provided across the entire extent of each of the typical kitchen floor plates from Level 01 to Level 11.

### QUALITY OF WORKPLACE ACCOMMODATION

The revised layout of the kitchen accommodation provides all typical kitchen layouts within access to natural daylight. The Design Team have worked hard to ensure that all support spaces, circulation cores, storage requirements and plant / riser provision is located within the centre of the plan, concentrating the workplace accommodation around the external facade.

- Active Frontage
- Typical Kitchen Unit Layouts



Typical Upper Floor

# 7.0 KITCHEN LEVELS

## STAFF BREAKOUT

### PROVIDING A VARIETY OF BREAKOUT SPACES

OPDC COMMENT PREAPP 02:  
“The provision of amenity and break out spaces for staff is welcome, however, their locations could be improved to provide better quality accommodation by, for example, relocating outdoor terraces along the southern and western elevations to help animate the façade along Portal Way as well as benefiting from optimal daylight/sunlight conditions.

DESIGN TEAM RESPONSE  
In response to the comment above, the revised design proposals look to provide a variety of different internal and external breakout and welfare spaces for those working within the facility. These include the following:

- 1. Staff Entrance** - A double height and dedicated arrival space for all staff. The lower level will provide a reception and waiting / seating area. The upper level mezzanine will provide a generous break-out and informal meeting area designed for Dephna’s clients to facilitate and host meetings with potential clients or suppliers.
- 2. Central Staff Breakout** - A large, open plan mezzanine level is situated at Level 01. This sits in the heart of the building and forms the primary internal staff break-out area which offers views of the surrounding ‘show’ kitchens and the public spaces below.
- 3. Staff Lockers / Private Spaces** - Small welfare spaces situated on each floor provide staff with a space for activities such as private phone calls and additional storage facilities for private items.
- 4. Sky Garden / Planting Area** - External staff breakout area. The South and West facing ‘Sky Garden’ spaces will also provide a space for small scale herb and ingredient planting within raised planter areas.





**7.0 KITCHEN LEVELS**  
**BREAKOUT PRECEDENTS**



# 8.0

# SOUTHERN BOUNDARY

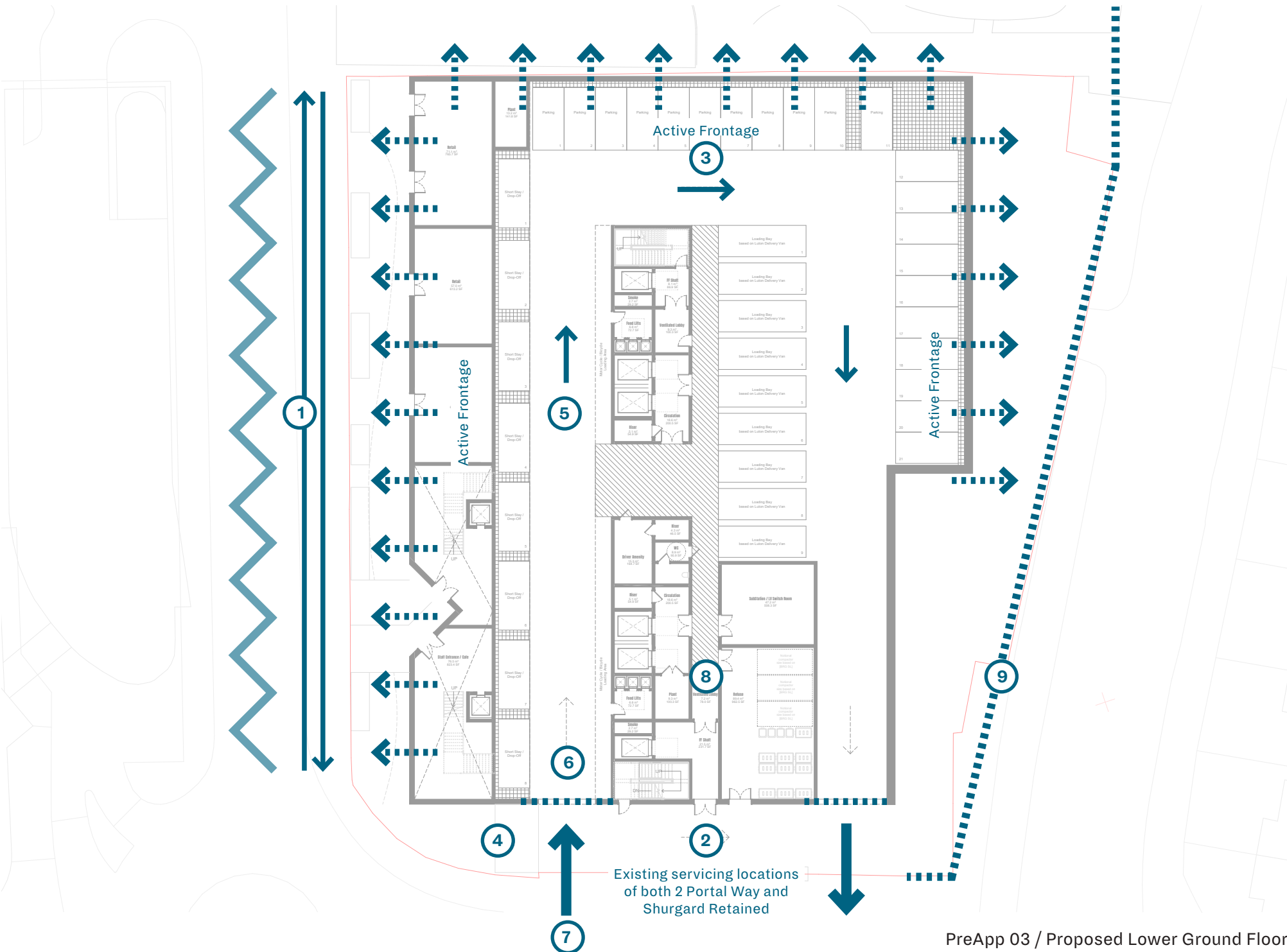


# 8.0 SOUTHERN BOUNDARY SERVICING RATIONALE

## PROPOSED SERVICING RATIONALE

The below outlines the servicing requirements, constraints and aspirations that the Design Team have satisfied in the latest pre-application layouts.

- 1. Portal Way will form a key North-South axis. The design looks to address this with active frontage which is not diluted by vehicular movement.
- 2. Shurgard - to the south of the site - uses the end of Portal Way for servicing their facility. The Design Team concluded that the only option for continuing operations at Shurgard and Dephna whilst providing level access into the proposed parking area was to retain access to the south.
- 3. Retaining the servicing along the southern elevation enables active frontage along all three remaining elevations which directly face onto existing / proposed residential typologies. In comparison, the southern elevation faces onto a self-storage operation which is set to remain for the foreseeable future.
- 4. Dephna require that all servicing areas are covered so as to protect produce and staff during adverse weather conditions.
- 5. Dephna requires that the vehicular access is arranged in a one in / one-out system in order to deal with the various types of servicing and vehicular traffic using the space.
- 6. Separating the refuse collection area from the staff and delivery / servicing areas allows a defined ‘secure line’ to be maintained at the egress / entrance into the Lower Ground Floor.
- 7. Level access into the servicing area is required. Due to the nature of the produce / items being delivered to the site, a maximum gradient of any ramp must be 1:20.
- 8. Refuse collection areas should sit adjacent to the delivery / servicing area, minimising travel distances for staff. Refuse areas should also be located away from primary ‘active’ frontages.
- 9. The ‘Old Oak Strategy Framework’ document define the boundary along Wales Farm Road as a ‘Sensitive edge’. The Design Team therefore want to ensure the scheme responds accordingly to this boundary with high-quality public realm, prioritising pedestrians and cycle traffic.



PreApp 03 / Proposed Lower Ground Floor

# 8.0 SOUTHERN BOUNDARY OPDC SERVICING OPTIONS

## REVIEWING THE ALTERNATIVE SERVICING OPTIONS

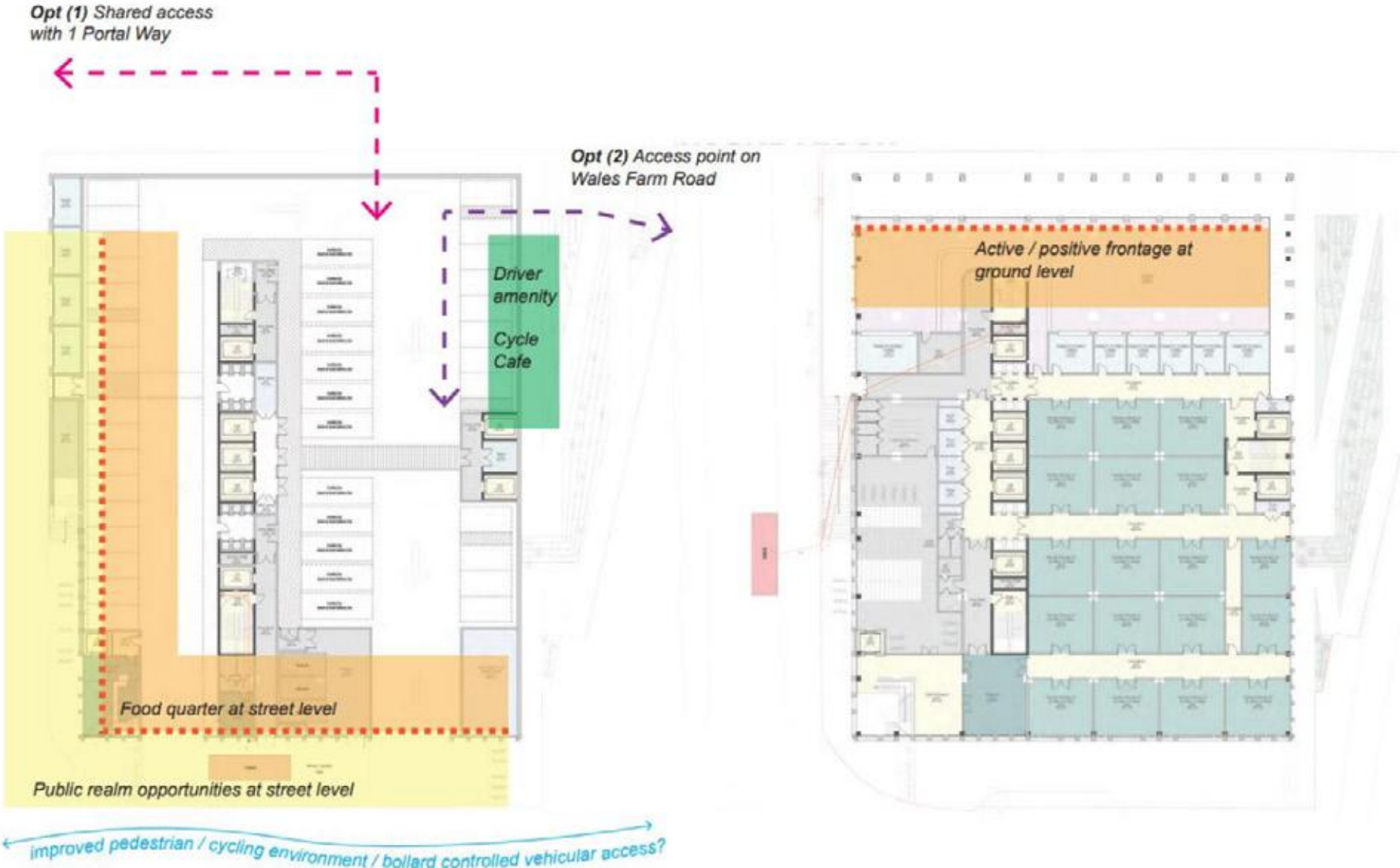
OPDC COMMENT PREAPP 02:  
“...it is considered that the current servicing strategy is creating a number of issues that are proving to be difficult to resolve. Further testing of the access strategy is required, including; a joint access to serve 1 Portal Way and 2 Portal Way or an access point from Wales Farm Road.”

DESIGN TEAM RESPONSE  
The Design Team have reviewed the two options for alternative servicing access / egress which were provided by the OPDC within their written response following the pre-application meeting. The following outlines the findings when both options were reviewed.

### OPTION 01 - PORTAL WAY SHARED ACCESS

The Design Team are keen to bring forward a scheme which does not depend on the neighbouring development at 1 Portal Way. Similarly, the response from the OPDC also raised concerns around depending on the 2 Portal Way site with regards to issues such as urban realm and site levels.

The applicant / developer cannot depend on the neighbouring development coming forward with a newly proposed access which could viably be shared between both sites. As the servicing access into the scheme would sit outside of the ownership boundary, the applicant is unable to bring forward an application while relying on an outside party for a servicing agreement / right of way. Furthermore, the proposed types of larger commercial vehicles which will need access to the proposed building will not be suitable for sharing a covered access road with residential parking. It is for these reasons that such an arrangement can not be considered.



Author: OPDC. Extract from PreApp 02 written response document



# 8.0 SOUTHERN BOUNDARY

## WALES FARM RD (OPT2)

### WALES FARM ROAD / TRANSPORT CONSULTANT REVIEW

There are a number of issues with refuse vehicles accessing via Wales Farm Road including viability issues for refuse vehicles turning within the site and in achieving the required height clearance at basement level. Also, the level differences between Wales Farm Road and the Dephna site mean it is not possible to achieve the required gradient for a vehicle access route to/from the site. The team have consulted with RPS Group - the appointed Transport Consultants on the scheme - who have provided the below analysis on the potential of servicing the proposed scheme from Wales Farm Road.

*‘Wales Farm Road is maintained by LBE and is one-way operation southbound, with six TfL bus routes operating along this section of road. There is a southbound bus Lane also operating on the eastern side of this section of road. The bus lane ends opposite the external staircase which connects Wales Farm Road to Portal Way. Adjacent to the site, Double Yellow Lines (DYLs) are in operation on Wales Farm Road. The speed limit on Wales Farm Road, adjacent to the Dephna site is 20mph. LBE (as the Highway Authority) and TfL would need to be consulted regarding proposals for vehicle access via Wales Farm Road.*

*This section of Wales Farm Road is a busy traffic route and whilst the southbound bus lane would help to minimise any impacts by prioritising services, the highway impacts of any new vehicle access would need to be considered.*

*From looking in more detail on Google Maps, it appears that the most suitable place (with least highway impact) for any refuse vehicles to access the Dephna site to/from Wales Farm Road would be via the existing shared vehicular access to the rear of the existing Dephna site.’*



2. View Of Northern & Eastern Boundary Landscaping



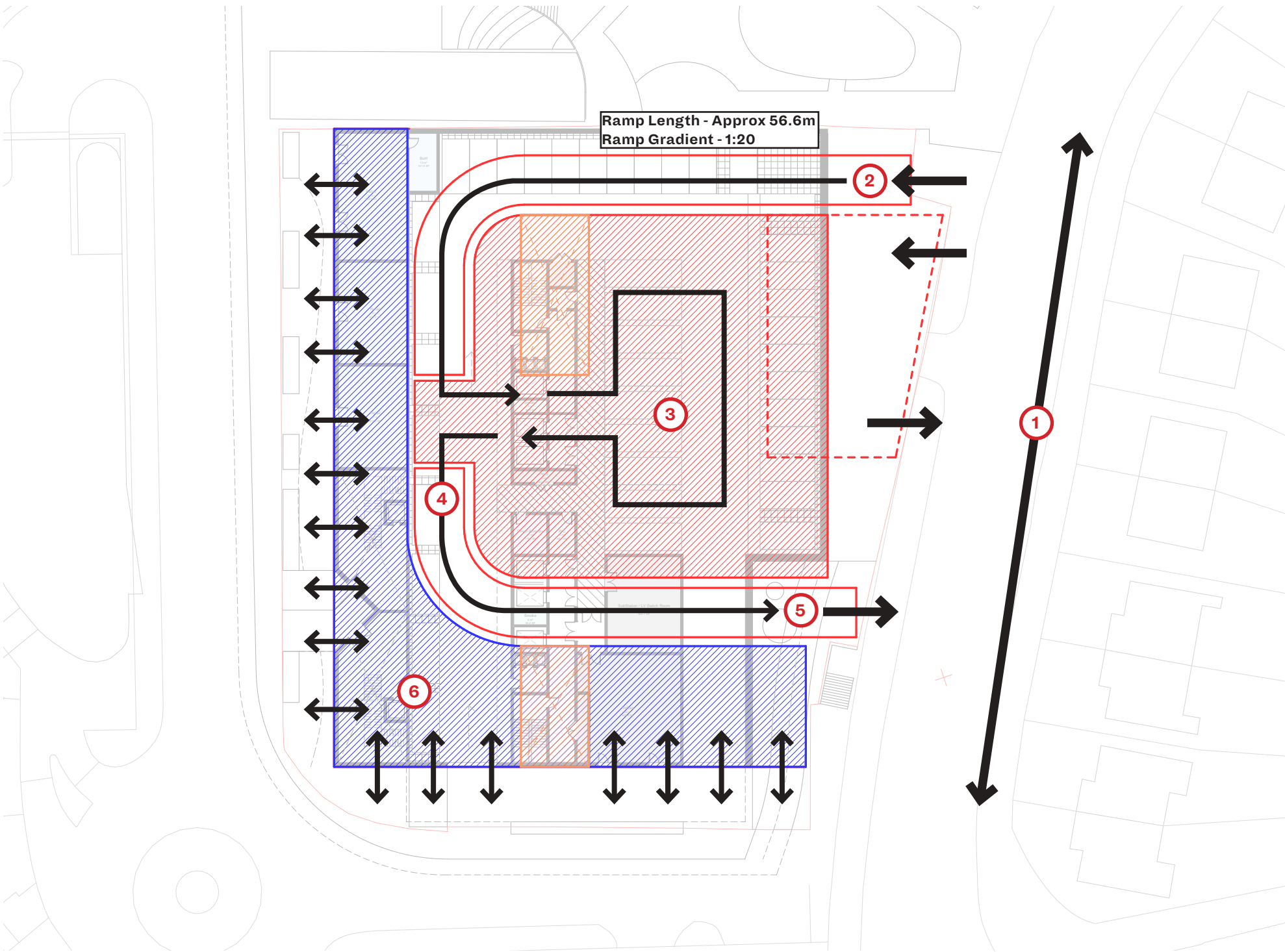
# 8.0 SOUTHERN BOUNDARY

## WALES FARM RD (OPT2)

### WALES FARM ROAD (OPTION A)

Wales Farm Road is topographically higher than Portal Way and the level of the Lower Ground Floor where the servicing / parking / and delivery accommodation is situated. These functions are specifically located at the Lower Ground Floor in order to ensure that active frontage and landscaping are prioritised along Portal Way, Wales Farm Road and the northern elevation fronting onto 1 Portal Way.

- 1. The team have consulted with RPS Transport Consultants who have advised that due to; the TfL bus routes and a southbound (peak period) bus lane operating along Wales Farm Road, the busy traffic route, and the Double Yellow Lines (DYLs) operating on Wales Farm Rd (adjacent to the site), LBE (as the Highway Authority) and TfL would need to be consulted regarding proposals for any vehicle access via Wales Farm Road.
- 2. The change in level between the lower ground and Wales Farm Rd means that an access ramp is required in order to bring vehicles down to the lower ground floor car park. The length of the access ramp required to bring vehicles down to the lower level would lead to significant loss of parking and space for essential services.
- 3. Dephna Kitchens ideally require a one-way system within their car parking / servicing areas to manage traffic flow. The long access ramps restrict the area available in the Lower Ground Floor, making it difficult to accommodate delivery vans.
- 4. Locating the vehicular access / egress along the southern elevation allowed for an efficient 'one-way' route. The revised locations of the access and egress (right) in tandem with the required ramp results in a more convoluted route around the Lower Ground Floor.
- 5. Egress and access for both the refuse area and the Lower Ground Floor servicing results in four locations along Wales Farm Road where vehicles would be required to cross the public footpath. This would seemingly contradict the 'OPDC Local Plan. Policy P7' which makes reference to the vision for public realm and movement improvements, noting Wales Farm Road as a key artery for walking, cycling and buses.
- 6. Activated frontage along Portal Way on the west and south elevations



Option A / Lower Ground Floor

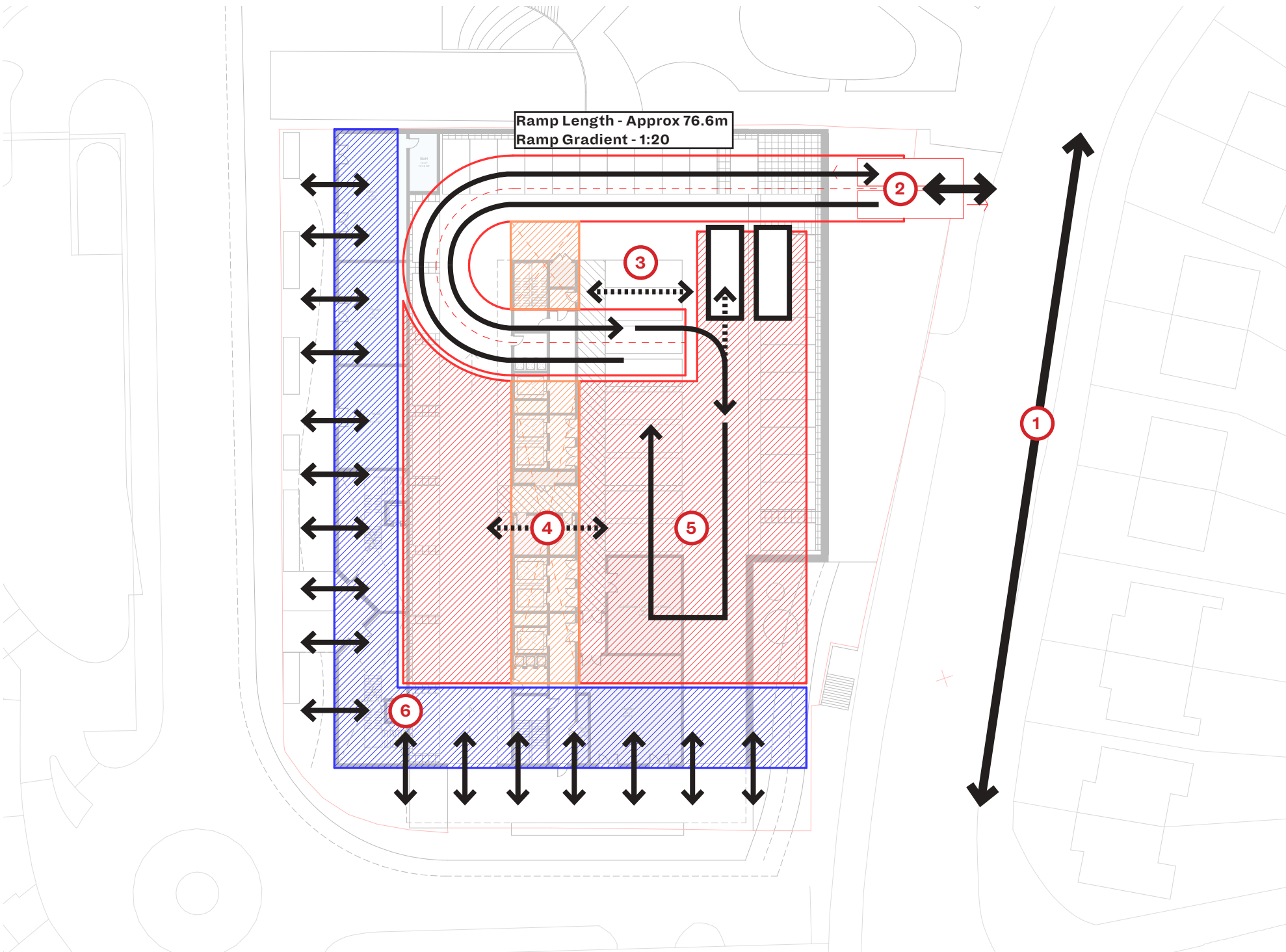
# 8.0 SOUTHERN BOUNDARY

## WALES FARM RD (OPT2)

### WALES FARM ROAD (OPTION B)

Option B looks to provide refuse servicing within the Lower Ground Floor level with a view to addressing concerns around the impact on neighbouring residential dwellings along Wales Farm Road and limit the loss of publicly accessible open space and market hall spill-out at Ground Floor. This approach does come with other issues as outlined below.

- 1. The team have consulted with RPS Transport Consultants who have advised that due to; the TfL bus routes and a southbound (peak period) bus lane operating along Wales Farm Road, the busy traffic route, and the Double Yellow Lines (DYLs) operating on Wales Farm Rd (adjacent to the site), LBE (as the Highway Authority) and TfL would need to be consulted regarding proposals for any vehicle access via Wales Farm Road.
- 2. The length of the access ramp required to bring refuse vehicles down to the Lower Ground level is longer than Option A due to the increased floor to ceiling heights required for the refuse vehicles. This, in tandem with the area required to manoeuvre refuse vehicles within the Lower Ground Floor, would lead to a significant loss of parking and space for essential services.
- 3. Locating the refuse area within the Lower Ground Floor mitigates issues around accessing the circulation core, improving the servicing strategy compared to Option A. However, manoeuvring refuse vehicles within close proximity to cars and delivery vehicles raises concerns around logistics and safety.
- 4. The location of the ramp and the circulation core prevents full vehicular access to the Lower Ground Floor level, reducing the area available for parking / loading even further. In its current configuration, there is insufficient space for the required delivery vehicles, car parking and delivery bikes/scooters.
- 5. Locating the vehicular access / egress along the southern elevation allowed for an efficient in and out route. The revised locations of the ramp results in a more convoluted route around the Lower Ground Floor.
- 6. Activated frontage is provided along Portal Way on the west and south elevations.



Option B / Lower Ground Floor



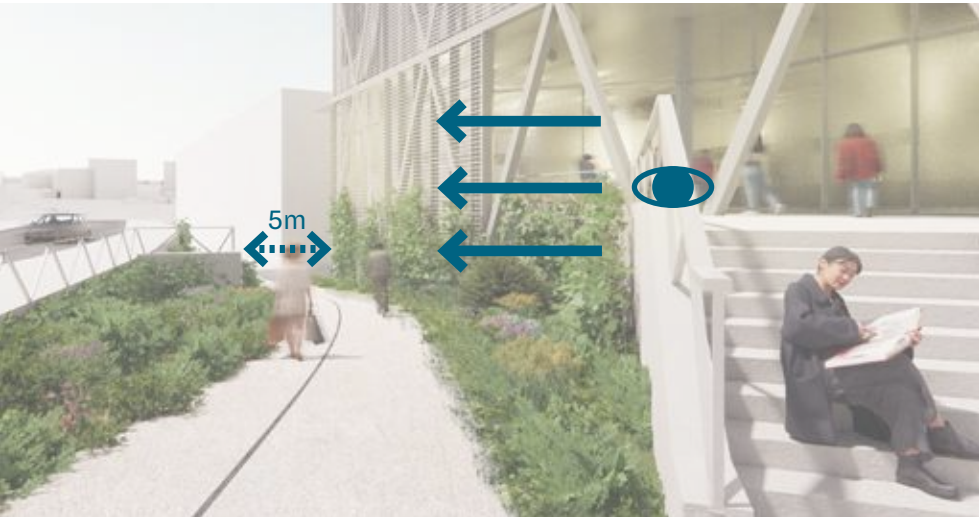
# 8.0 SOUTHERN BOUNDARY EAST / WEST RAMPED CONNECTION

## CONNECTING PORTAL WAY & JENNER AVENUE

OPDC COMMENT PREAPP 02:  
“You have proposed to provide an alternative solution for improving the pedestrian and cycling access in this location via a ramp. The proposed ramp includes switch backs and is not overlooked by any active uses which would make it feel unsafe – it is located adjacent to the blank wall of a substation. This should be reconsidered.”

DESIGN TEAM RESPONSE  
The Design Team acknowledge the concerns surrounding legibility and safety of the proposed ramped connection. The revised proposal has looked to provide the following amendments:

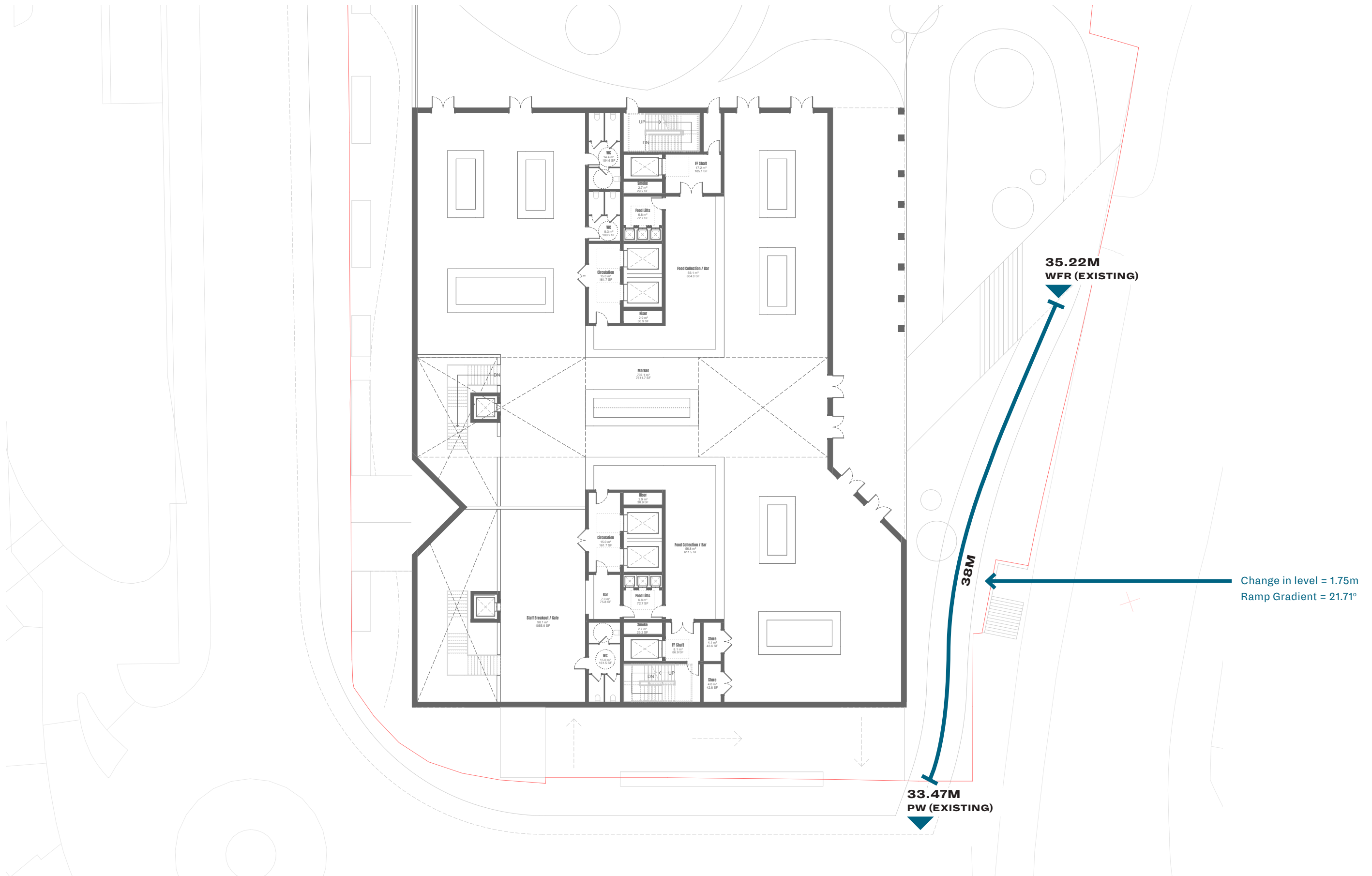
- 1. Increased width of the landscaping from 2m to over 5m wide (at the widest point) ensuring the space feels generous, clear and user friendly.
- 2. Removal of the switch back configuration. The proposed route now offers clear views, mitigating any safety concerns around blind-spots etc.
- 3. The route is now overlooked by foodhall and adjacent terrace spill out. When compared to the previous scheme, the cycle/pedestrian route is now well covered by natural surveillance.



View Looking South Along The Jenner Ave - Portal Way Cycle / Pedestrian Ramp Connection

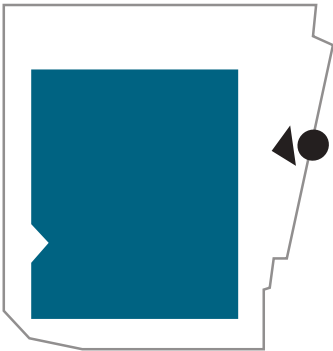


## 8.0 SOUTHERN BOUNDARY EAST / WEST RAMPED CONNECTION





# 8.0 SOUTHERN BOUNDARY EAST / WEST RAMPED CONNECTION



Axo View Looking West Over The Portal Way Cycle / Pedestrian Ramp Connection



# 8.0 SOUTHERN BOUNDARY

## STEP FREE ACCESS SITE STRATEGY

### SITE PERMEABILITY & ACCESSIBILITY

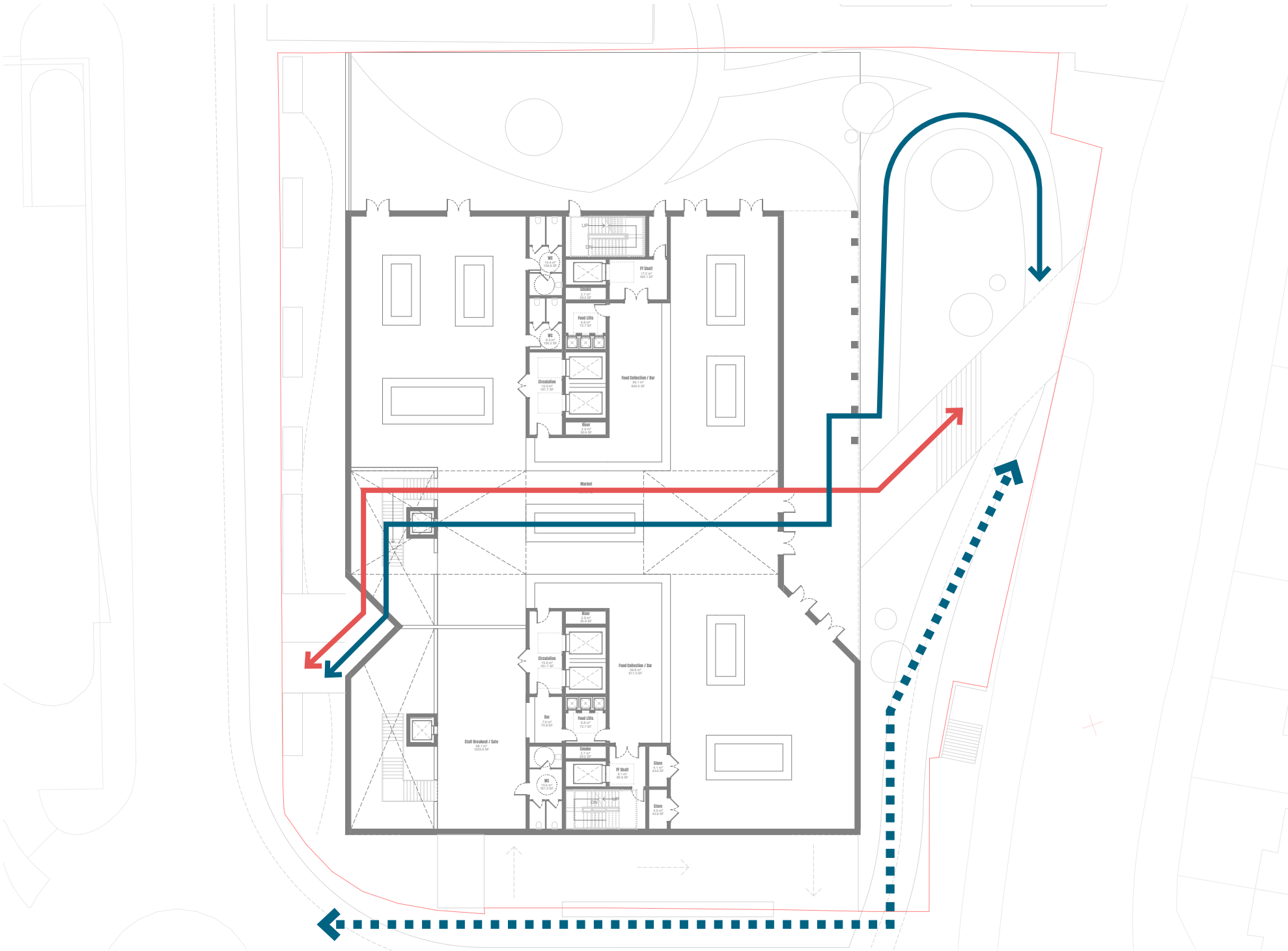
The Design Team have worked hard to ensure the site offers convenient and safe pedestrian permeability both when the foodhall is open to the public and during non-operational hours.

During the foodhall’s opening hours, stepped and step-free access is provided through the central spine of the space. Along the western elevation, a feature staircase that wraps a platform lift connects the lower and upper ground floors. To the east, ramped landscaping and an external staircase connect the covered external terrace and Wales Farm Road.

The external landscaped ramp connects Portal Way & Jenner Avenue and will be accessible to the public during all hours.

Although the revised scheme has been designed to ensure that the proposal can be delivered without any dependency on the adjacent development at 1 Portal Way, a future east-west 24 Hour connection is proposed towards the north of the site. The landscaping and site level of this revised proposal have been designed to ensure that future connections with the adjacent site are easily achieved.

- Step-Free Access (24 Hours)
- Step Free Access (During Foodhall Opening Hours)
- Stepped Access (During Foodhall Opening Hours)



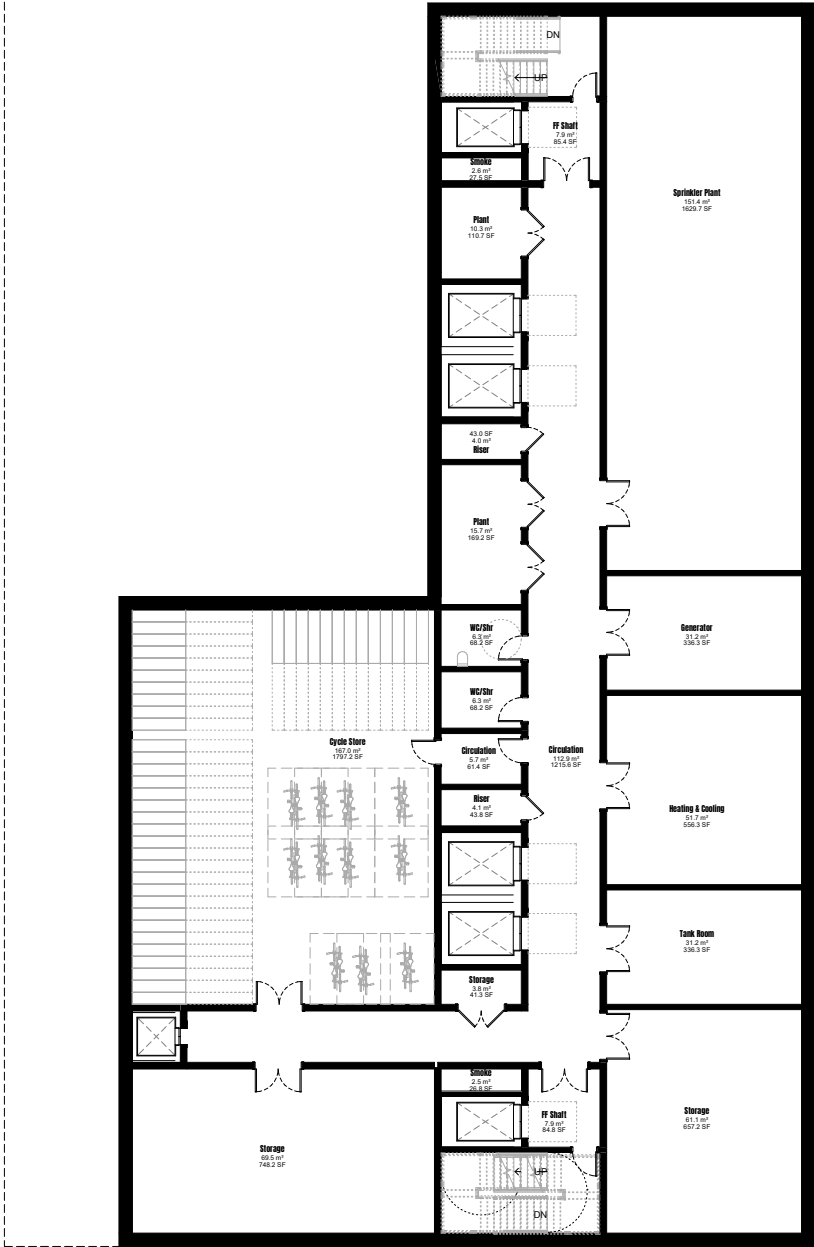
Upper Ground Floor

# 9.0

# LAYOUTS, SECTIONS & SCHEDULES



BASEMENT FLOOR  
1.100



DOWEN FARMER  
ARCHITECTS

Unit 601, Level 6,  
Peckham Levels,  
95A Rye Ln,  
London  
SE15 4ST

T: 020 8058 7997  
W: www.dowenfarmer.com

Project

Project Name

Project address

Enter address here

Client

Owner

Sheet number

XXX-00A-00W-00A-VI-00A-00A-020000-00

Sheet name

Basement Floor - 1/100

Sheet scale

1:100 @ A1

Date/time

20/01/2022 14:30:10

Rev	Description	Date	Issued	Checked
-----	-------------	------	--------	---------

Project status

Planning

GENERAL NOTES:

This drawing is not for construction and is for information purposes only.  
Contractor to provide detailed design and construction information. Elements  
of this drawing are subject to planning approval. This drawing is to be read in  
conjunction with all relevant architects' and engineers' drawings and  
specifications. Drawings to be read in line with the approved inspectors plan  
check and all dimensions to be checked on site with any discrepancies  
reported to the architect.

Dowen Farmer Architects Ltd is incorporated in England & Wales. Company  
registration number 10861309.



Project  
Project Name

Project address  
Enter address here

Client  
Owner

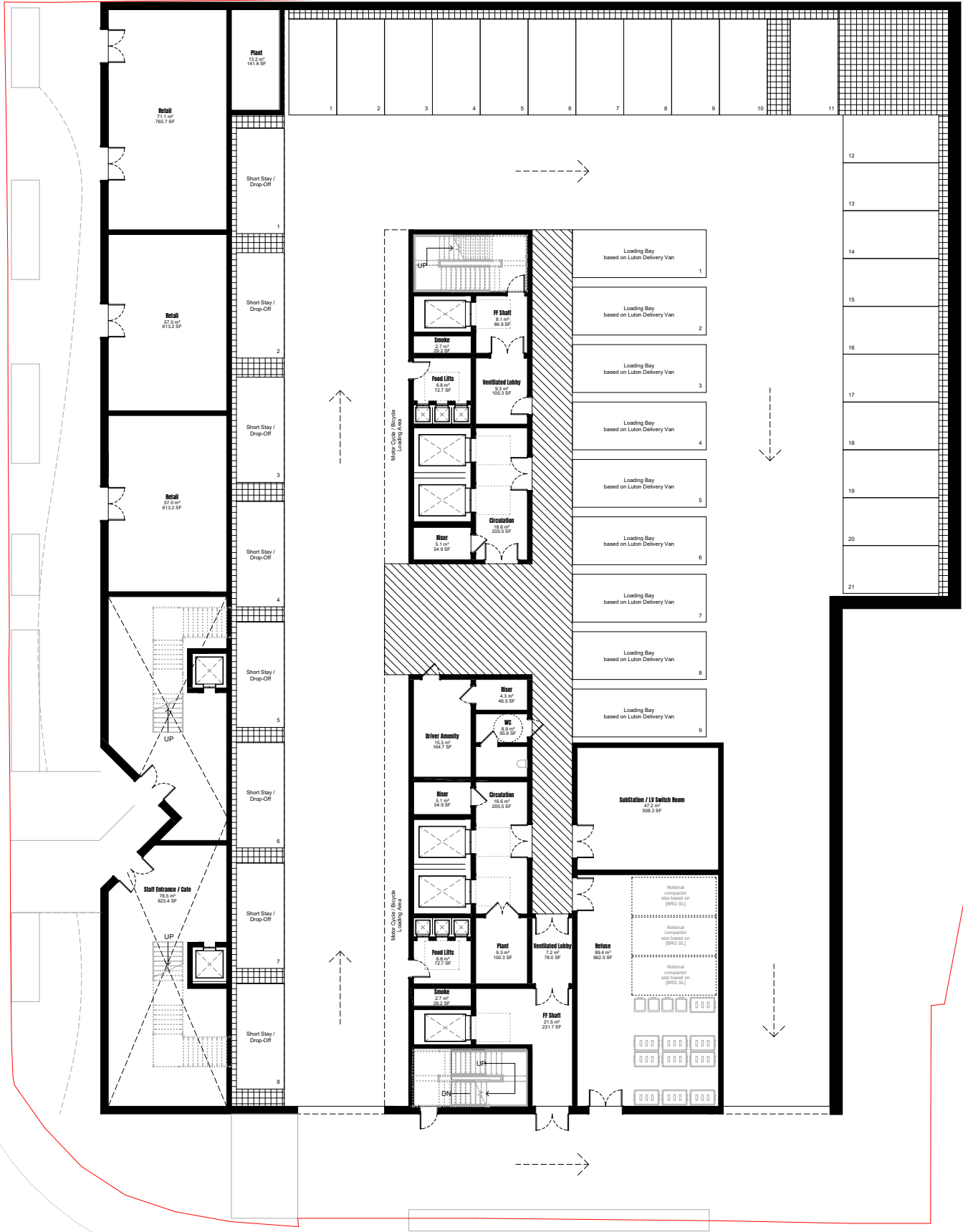
Sheet number  
Sheet Number:  
DPW-DFA-VI-GA-DR-A-02001-S0  
Sheet name  
Lower Ground Floor - 1/100

Sheet scale  
1: 100 @ A0

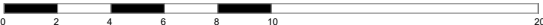
Date/time  
2001/2023 14:39:12

Rev	Description	Date	Issued	Checked
-----	-------------	------	--------	---------

LOWER GROUND FLOOR  
1.100



Scale Bar: 1:100 @ A0 (Metres)



Project status  
**PLANNING**

General notes:  
This drawing is not for construction and is for information purposes only. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site. any discrepancies are to be reported to the architect. Down Farmer Architects Ltd is incorporated in England & Wales, Company Registration Number 10861309.



Project  
Project Name

Project address  
Enter address here

Client  
Owner

Sheet number  
Sheet Number:  
DPW-DFA-VI-GA-DR-A-02002-S0

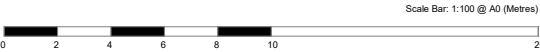
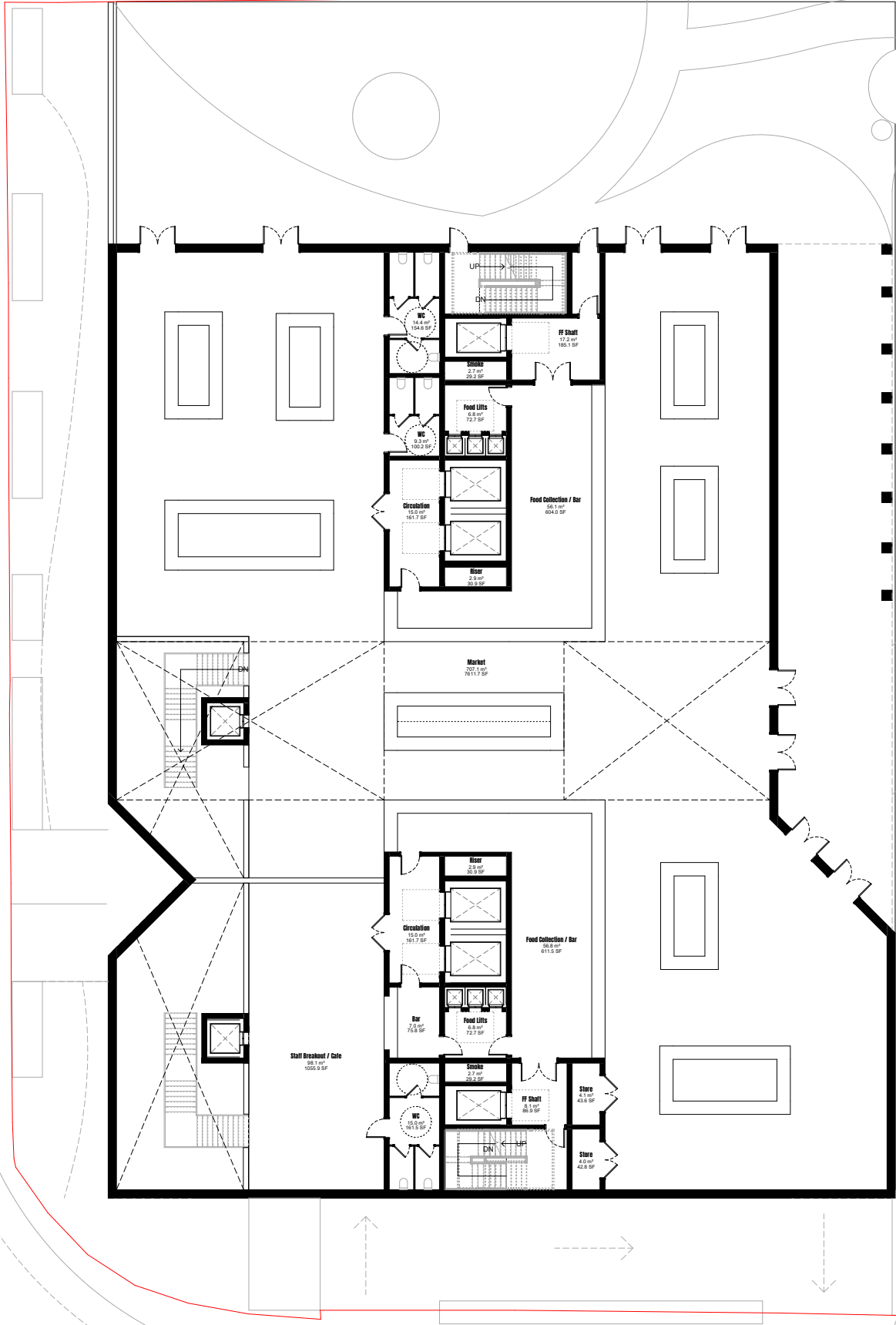
Sheet name  
Ground Floor - 1/100

Sheet scale  
1 : 100 @ A0

Date/time  
20/01/2023 14:39:14

Rev	Description	Date	Issued	Checked
-----	-------------	------	--------	---------

UPPER GROUND FLOOR  
1.100



Project status  
**PLANNING**

General notes:  
This drawing is not for construction and is for information purposes only. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site. Any discrepancies are to be reported to the architect. Down Farmer Architects Ltd is incorporated in England & Wales, Company Registration Number 10861309.



FIRST FLOOR  
1.100



DOWEN FARMER  
ARCHITECTS

Unit 601, Level 6,  
Peckham Levels,  
95A Rye Ln,  
London  
SE15 4ST  
T: 020 8058 7997  
W: www.dowenfarmer.com

Project  
Project Name

Project address  
Enter address here

Client  
Owner

Sheet number  
Sheet Number:  
DPW-DFA-V1-GA-DR-A-02003-S0

Sheet name  
First Floor Plan - 1/100

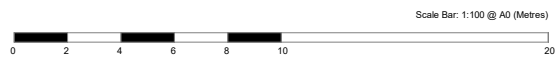
Sheet scale  
1: 100 @ A0

Date/time  
2001/2023 14:39:16

Rev	Description	Date	Issued	Checked
-----	-------------	------	--------	---------

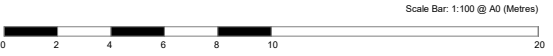
Project status  
**PLANNING**

General notes:  
This drawing is not for construction and is for information purposes only. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site, any discrepancies are to be reported to the architect. Down Farmer Architects Ltd is incorporated in England & Wales, Company Registration Number 10861309.





SECOND FLOOR  
1.100 (TYPICAL)



DOWEN FARMER  
ARCHITECTS

Unit 601, Level 6,  
Peckham Levels,  
95A Rye Ln,  
London  
SE15 4ST  
T: 020 8058 7997  
W: www.dowenfarmer.com

Project  
Project Name

Project address  
Enter address here

Client  
Owner

Sheet number  
Sheet Number:  
DPW-DFA-V1-GA-DR-A-02004-S0

Sheet name  
Second Floor - 1/100

Sheet scale  
1: 100 @ A0

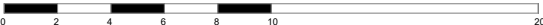
Date/time  
2001/2023 14:39:18

Rev	Description	Date	Issued	Checked
-----	-------------	------	--------	---------

Project status  
**PLANNING**

General notes:  
This drawing is not for construction and is for information purposes only. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site, any discrepancies are to be reported to the architect. Down Farmer Architects Ltd is incorporated in England & Wales, Company Registration Number 10861309.

FIFTH FLOOR  
1.100



Scale Bar: 1:100 @ A0 (Metres)

DOWEN FARMER  
ARCHITECTS

Unit 601, Level 6,  
Peckham Levels,  
95A Rye Ln,  
London  
SE15 4ST

T: 020 8058 7997  
W: www.dowenfarmer.com

Project

Project Name

Project address

Enter address here

Client

Owner

Sheet number

Sheet Number:  
DPW-DFA-V1-GA-DR-A-02007-S0

Sheet name

Fifth Floor - 1/100

Sheet scale

1:100 @ A0

Date/time

20/01/2023 14:39:24

Rev	Description	Date	Issued	Checked
-----	-------------	------	--------	---------

Project status

PLANNING

General notes:

This drawing is not for construction and is for information purposes only. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site, any discrepancies are to be reported to the architect. Down Farmer Architects Ltd is incorporated in England & Wales, Company Registration Number 10861309.





Project  
Project Name

Project address  
Enter address here

Client  
Owner

Sheet number  
Sheet Number:  
DPW-DFA-V1-GA-DR-A-02009-S0

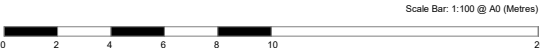
Sheet name  
Seventh Floor - 1/100

Sheet scale  
1: 100 @ A0

Date/time  
2001/2023 14:39:28

Rev	Description	Date	Issued	Checked
-----	-------------	------	--------	---------

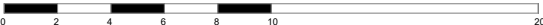
SEVENTH FLOOR  
1.100



Project status  
**PLANNING**

General notes:  
This drawing is not for construction and is for information purposes only. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site, any discrepancies are to be reported to the architect. Down Farmer Architects Ltd is incorporated in England & Wales, Company Registration Number 10861309.

NINTH FLOOR  
1.100



DOWEN FARMER  
ARCHITECTS

Unit 601, Level 6,  
Peckham Levels,  
95A Rye Ln,  
London  
SE15 4ST

T: 020 8058 7997  
W: www.dowenfarmer.com

Project  
Project Name

Project address  
Enter address here

Client  
Owner

Sheet number  
Sheet Number:  
DPW-DFA-V1-GA-DR-A-02011-S0

Sheet name  
Ninth Floor - 1/100

Sheet scale  
1: 100 @ A0

Date/time  
2001/2023 14:39:32

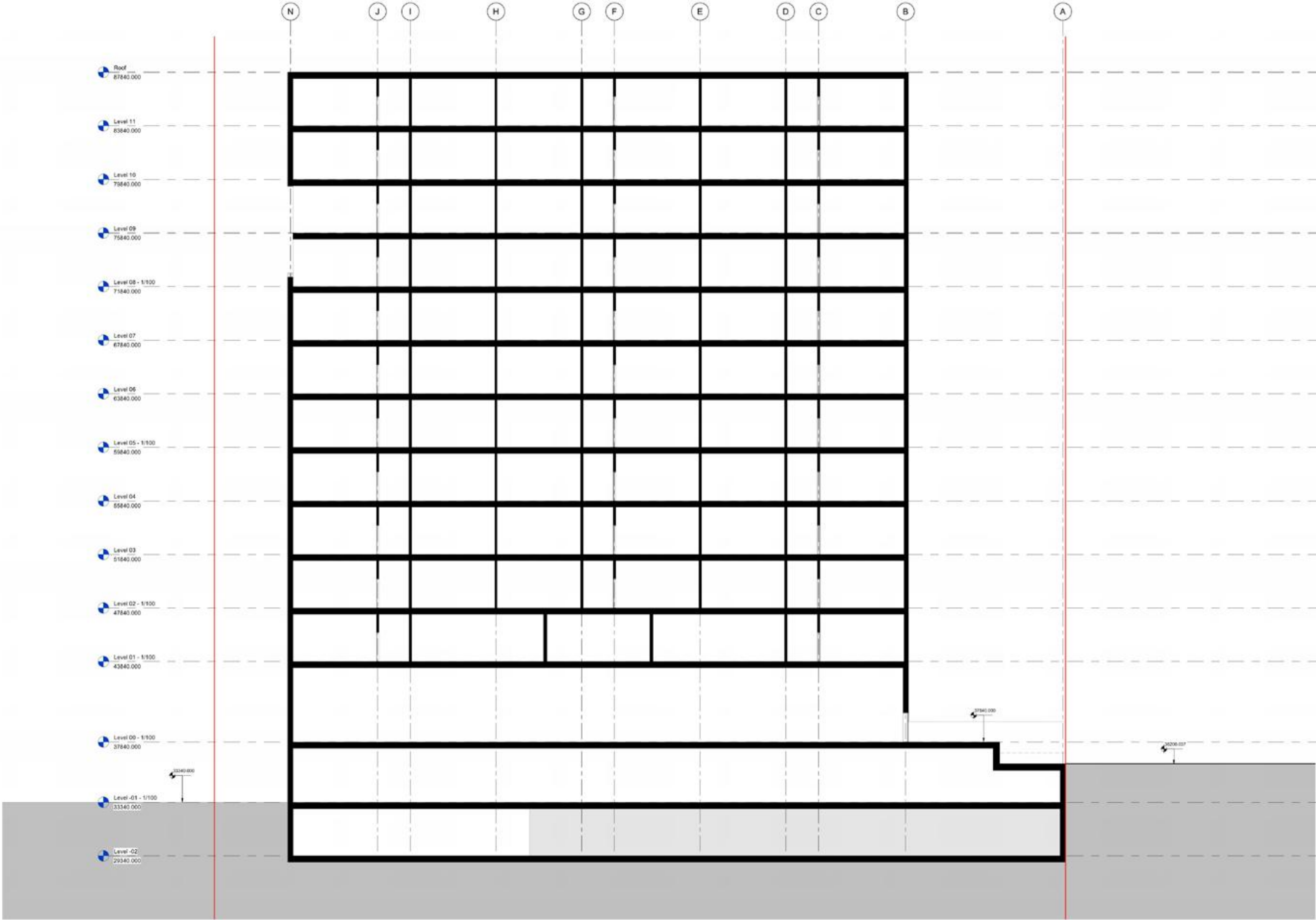
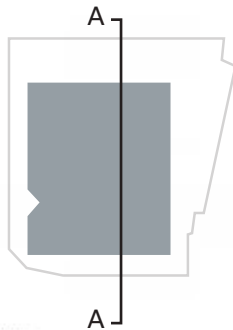
Rev	Description	Date	Issued	Checked
-----	-------------	------	--------	---------

Project status  
**PLANNING**

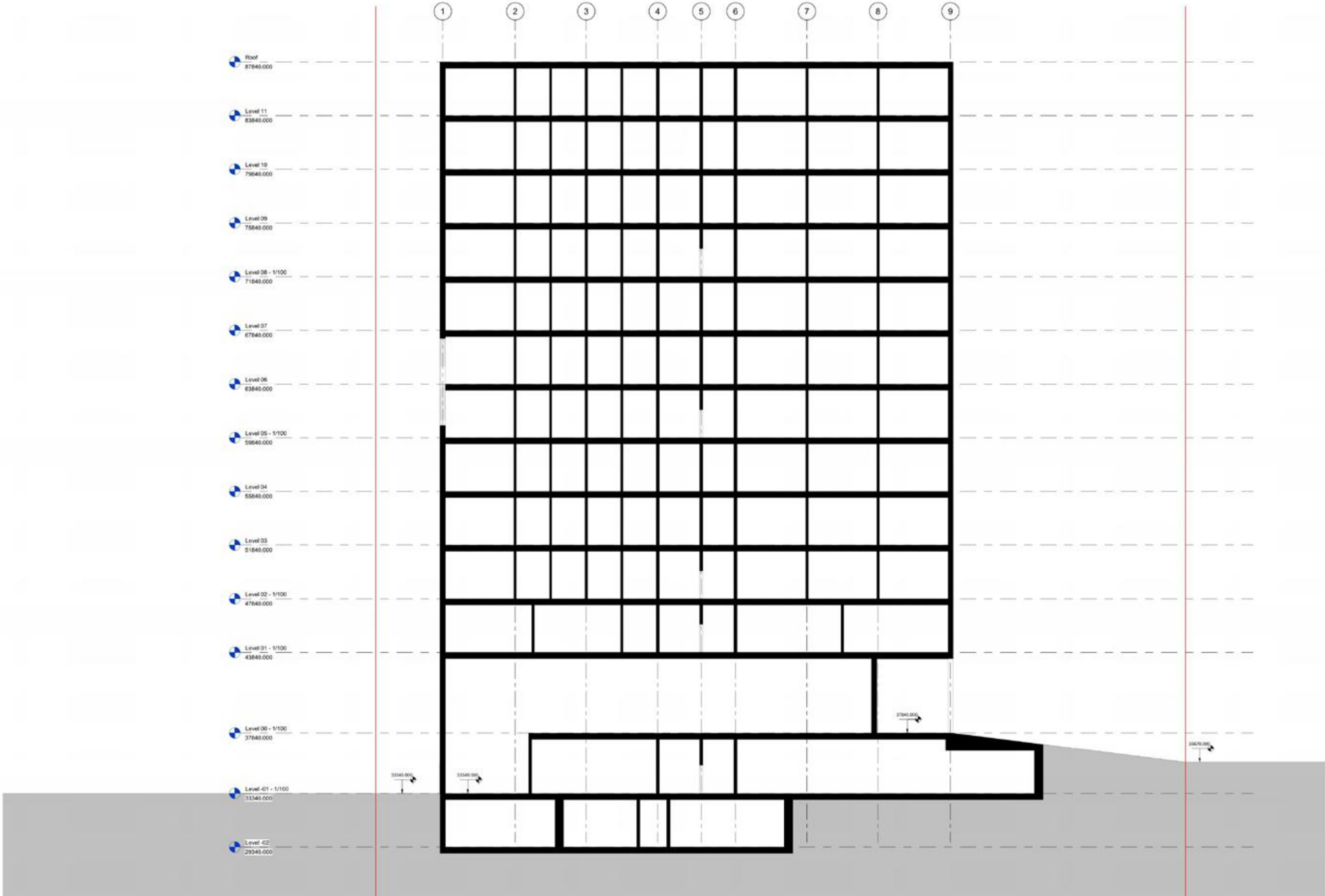
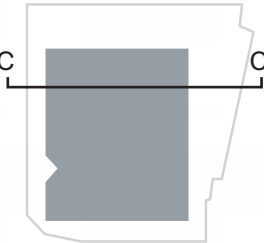
General notes:  
This drawing is not for construction and is for information purposes only. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site, any discrepancies are to be reported to the architect. Down Farmer Architects Ltd is incorporated in England & Wales, Company Registration Number 10861309.







SECTION A-A (N/S)  
1.100



SECTION A-A (E/W)  
1.100

**DEFA**

**THANKS**