

Design work from Bauman Lyons submission

4.6 Land use and amount of development

In which we describe the use or uses proposed for the development and any distinct development zones within the site identified and the amount of development proposed for each use.

In the development of the scheme we have explored a range of uses. Some of the comments that came through the consultation wanted to see the site remain as a wholly employment site. In the context of the changing character of the area, the site's proximity to existing residential, capacity issues associated with the surrounding highway network and market demand it was concluded that a mixed development is appropriate. In addition the sites edge of town location places a planning limit on the nature and quantum of town centre uses. Given this situation we have sought to optimise the quantum and mix of employment use and limit the amount of retail and café bar space. The aim is to animate the scheme, occupy sensitive ground floor accommodation, to re-use the overhanging sheds and to generate employment. Indeed the employment uses on the site will accommodate around 274 jobs, which is equivalent to when it was a purely manufacturing site.

4.6.1 Commercial space

The masterplan includes up to 7,000 sqm of commercial floorspace. Most of this is in the retained overhanging warehouse (Block A) together with space on the upper floor of Block C and ancillary studio spaces along Commerce Road in Blocks B, D, F, H and J. This workspace will provide a bridge between the major business area along the Great West Road and the development in Brentford town centre.

A number of the major firms on the Great West Road also provide a market for smaller specialist firms – especially those offering high-level services I.T, design, media and the creative industries. Surveys by SPA have also shown a clear need amongst the major firms for local business services and facilities for staff – meeting places, food, catering, leisure etc, all of which are very important in today's market in attracting and retaining key personnel.

Brentford Lock and in particular the section closest to Great West Road is therefore ideally placed to provide a focus for small firms and business services. The scheme therefore incorporates a Managed Business Centre in Block A. In order to maximise the opportunities for young people to have careers in the major and small firms, we are examining the feasibility of incorporating training facilities in the Centre.



A canal side in Stockholm

4.6.2 Active uses

The illustrative plan includes up to 860 sqm of restaurant/ cafe accommodation. The illustrative masterplan envisages that this floorspace would be provided on the water's edge in Block C and fronting the new public square faced by Blocks A,C, and D. This will include one restaurant and one cafe that will animate the commercial hub without competing with the town centre.

The plan also makes provision for up to 860 sqm of community and waterside leisure use. The illustrative masterplan envisages that this floorspace will be provided in either Blocks A or C and will comprise a canoe and watersports centre including storage, changing rooms and possibly a classroom. The space could also be used as a community space by residents.



Level 1, Block A, B, C & D



Level 1, Block E & F



Level 1, Block G, H, I & J

Illustrative ground floor plans

- Commercial
- Residential
- Leisure

4.6.3 Housing Mix

The illustrative masterplan is a mixed-use masterplan. The predominant use is housing which accounts for most of the accommodation on the upper floors of the scheme. However as described in the following section we have sought to maximise the amount of commercial space at the ground floor level to take account of planning policy and demand.

The masterplan includes up to 520 mixed-tenure residential units with a mix biased in favour of larger family units. In doing this we are seeking to create medium to high-density family accommodation. This will create a very different character of development than the one and two bed apartment schemes that have dominated recent

development in London. The masterplan as a whole is designed to create generous public, semi private and private open space to reflect the emphasis on family housing as described elsewhere in this statement. The illustrative masterplan currently delivers the following mix:

72	1-bed	13.8%
212	2-bed	40.8%
208	3-bed	40%
28	4-bed	5.4%

As detailed in the Development Specification we are committed to deliver a minimum of 35% 3 plus bed units. However the exact mix will be flexible as market demand changes.

This level of provision equates to a density of 118 units per hectare based on the central 4.38 hectares of the site (excluding the bus station). All units in the illustrative scheme have been designed to emerging GLA space standards. Single aspect units have been designed out where ever possible in favour of dual aspect units. All units are also designed to Lifetime- Home Standards and 10% within each development zone will be capable of conversion to disabled standards. These standards will be met in all phases of the development.

The indicative scheme includes 18 three storey town houses which are accessed off the street with private gardens to the rear. Because the ground floor of these units

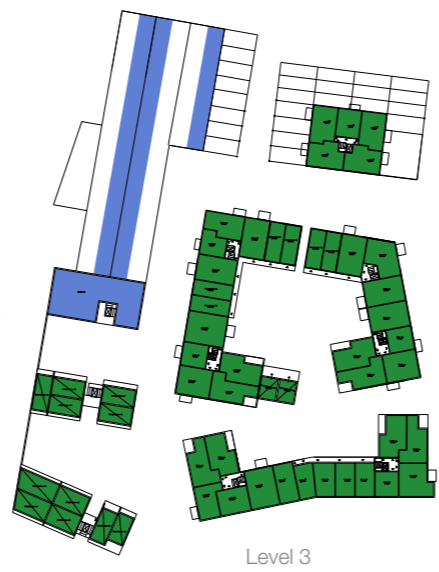
will be above street level they could be accessed by steps with disabled access from the courtyard. In addition to this the larger family units are located at the lower levels of the blocks and provided with access to private gardens around the edge of the courtyards. All units at levels 2 and above are provided with generous private terraces, balconies and/or roof gardens.

The apartments are designed as walk-up blocks with 4-7 flats per floor off each stair core and lift. These stair cores are accessed both from the street and from the courtyard. Because the courtyard is at a higher level than the street this is achieved through a double sided lift and a half level allowing lift access to the courtyard.





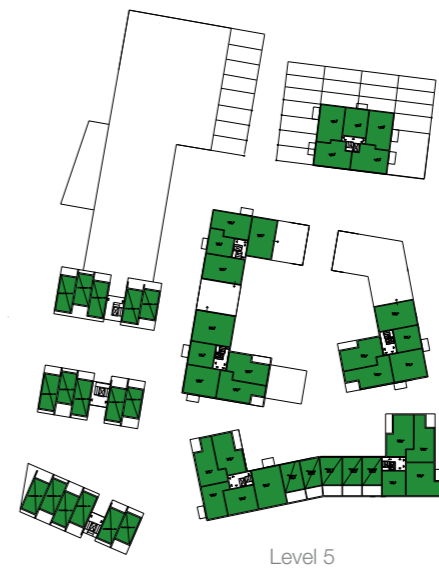
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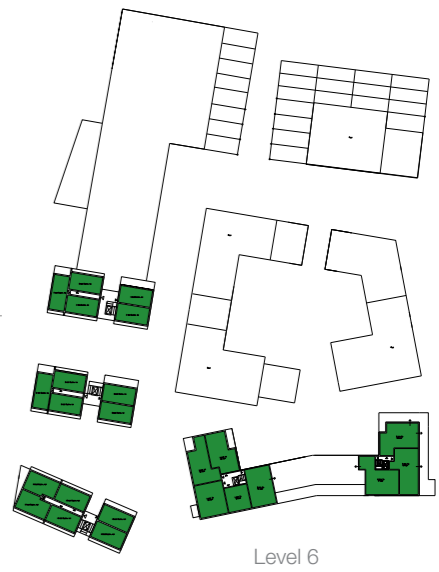
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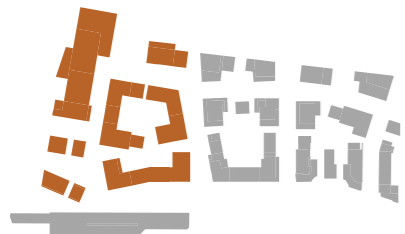
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Level 5

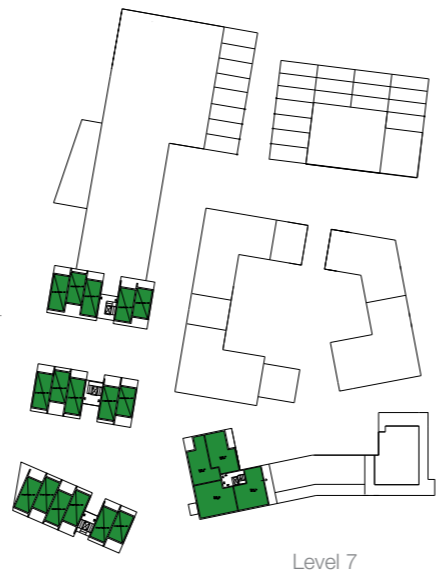


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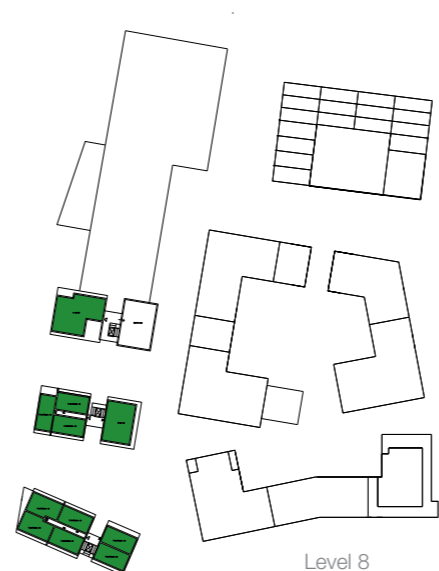


Illustrative upper floor plans of Block A, B, C & D

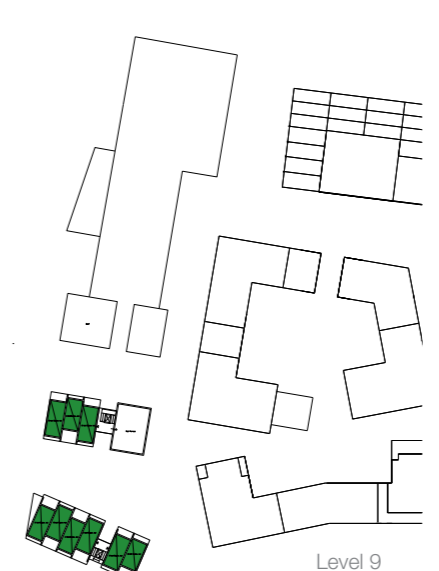
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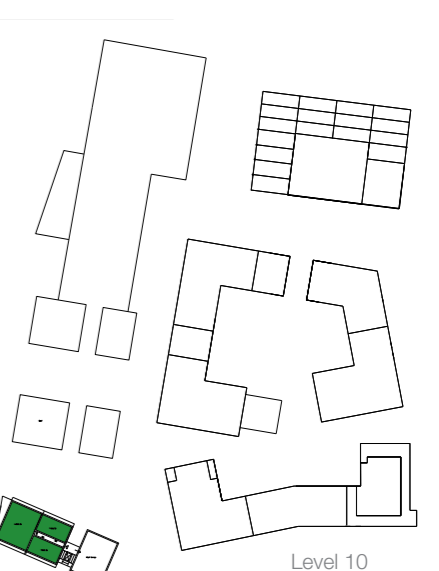
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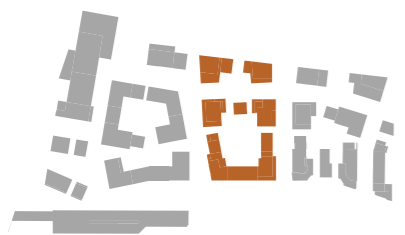
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Level 9



Level 10



Illustrative upper floor plans of Block E & F



Level 2



Level 3



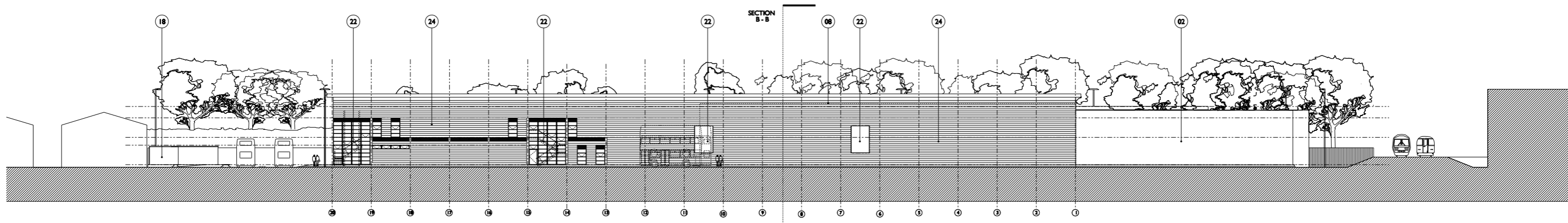
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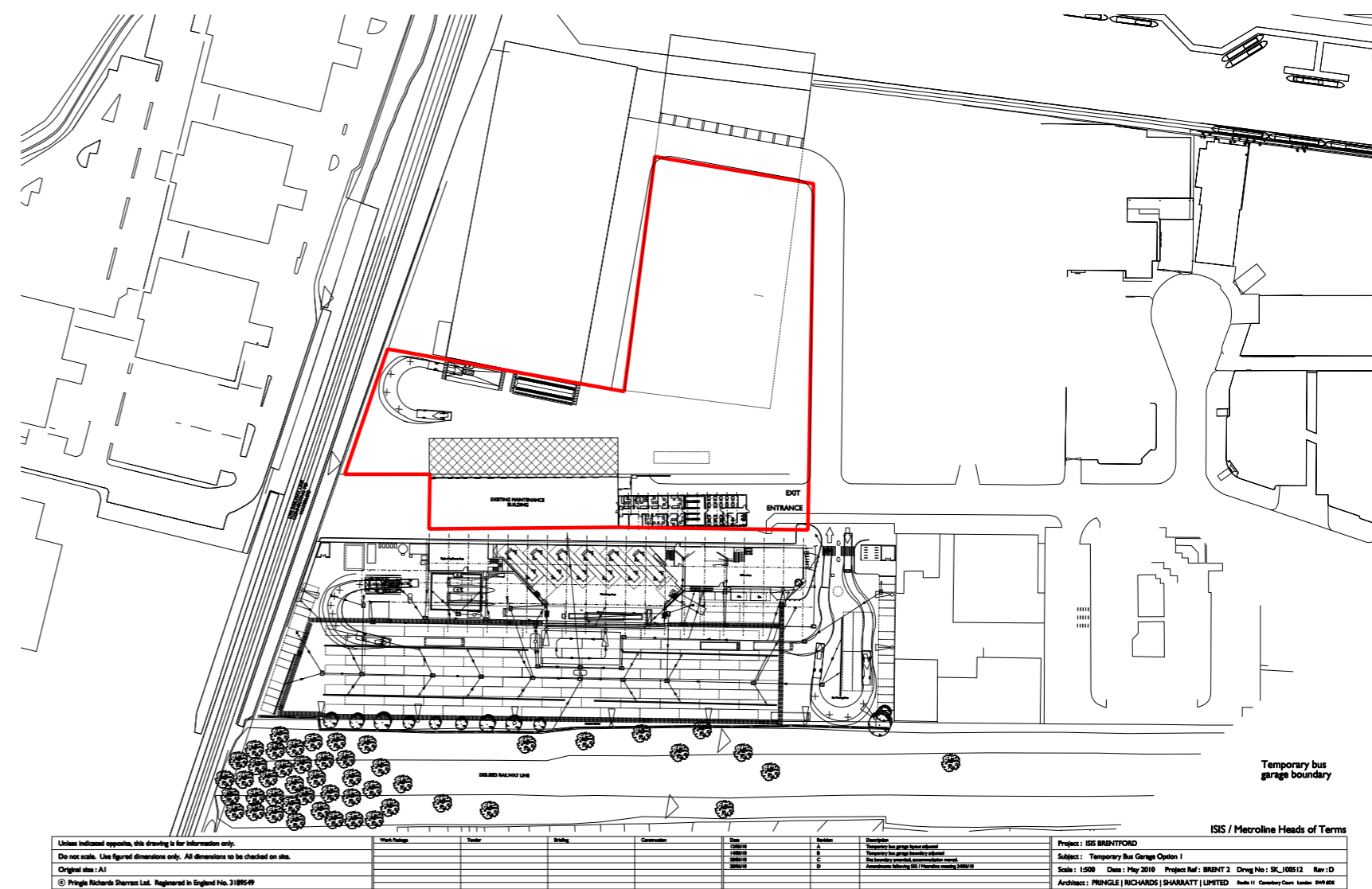
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Level 6



Illustrative South Elevation of proposed bus depot

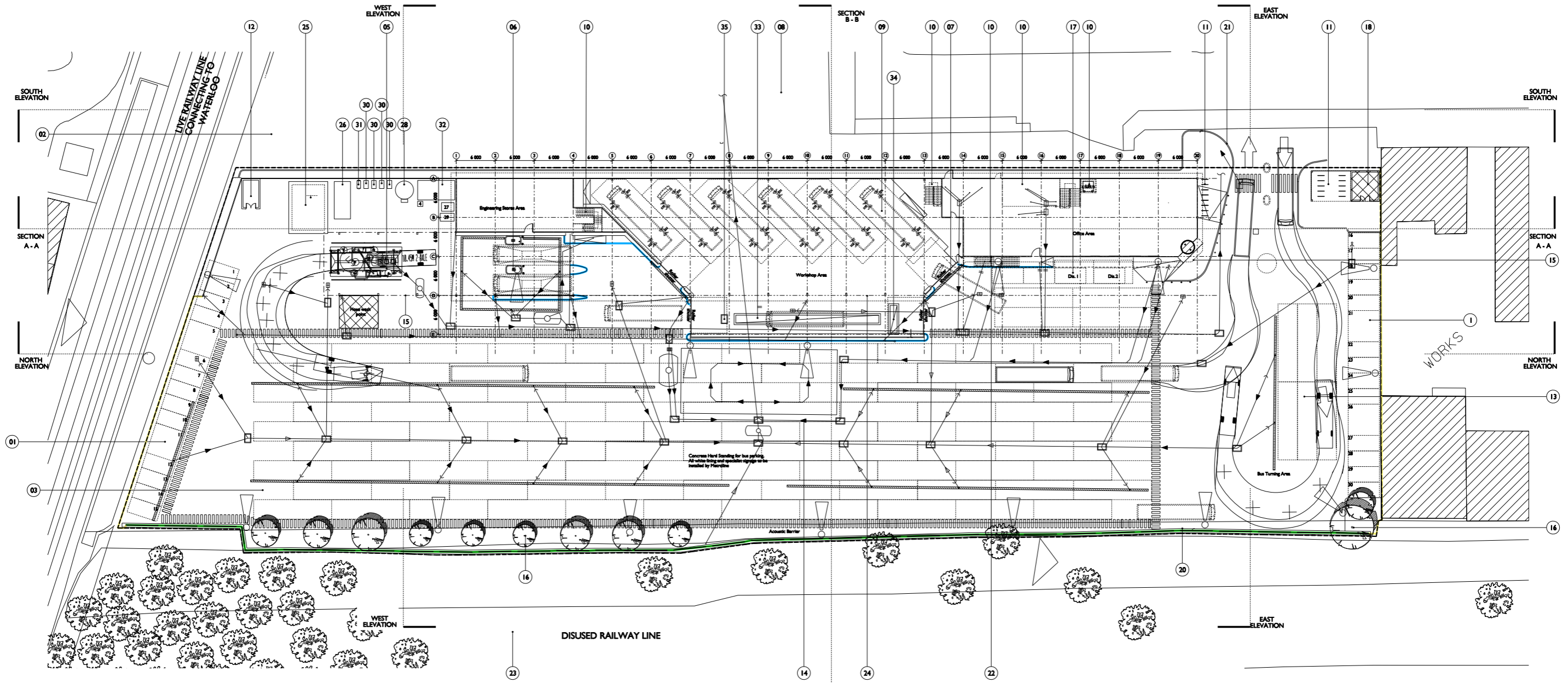


Potential location of Temporary Bus Garage (redline on plan)

4.6.4 Bus Depot

ISIS will as part of the development create the shell of a new bus garage for the tenants, Metroline. This will include new offices, a 6 bay maintenance facility, hard standing for parking, bus wash and re fuelling facility. Metroline will fit out the interior of these new premises for their occupation. A new long lease will be granted to ensure the future of this site for transport uses.

The drawing to the right indicates how a temporary bus depot can be accommodated on the BLW site during the construction of the new depot.



GROUND FLOOR PLAN

NOTES

- | | | | | |
|--|---|--|--|--|
| <p>1. Car parking spaces (30 standard + 2 Disabled)</p> <p>2. Potential double height wall</p> <p>3. Existing asbestos contaminated buildings to be demolished by ISIS</p> <p>4. Anti freeze mix unit</p> <p>5. Possible position of 1 No. Bus wash to be installed by Metroline</p> <p>6. Possible position of 2 No. fuelling islands to be installed by Metroline</p> <p>7. Aluminium roller shutter or sectional overhead door to allow access to the Workshop area</p> | <p>9. Service bay layout utilizing "Stardif" flatbed lifts</p> <p>10. Possible position of stairs, toilets and service risers to be agreed and fitted out by Metroline</p> <p>11. Motor and push bike stands</p> <p>12. Recycling point</p> <p>13. E2 & E8 turning circle and bus stand including access to rest facilities</p> <p>14. All below ground separated foul and surface drainage installed by ISIS</p> | <p>15. Line of roof canopy above</p> <p>16. New trees to be planted</p> <p>17. Disabled parking spaces</p> <p>18. Substation</p> <p>19. Proprietary roof light system</p> <p>20. 3 meter high acoustic barrier to be verified by acoustic engineer</p> <p>21. Raised concrete tian type kerbs to be installed at skirting level around the whole building</p> <p>22. Rational painted timber windows or similar approved window system</p> | <p>23. Disused railway line to include ecological enhancements carried out by ISIS</p> <p>24. Standard Profile Metal cladding fixed to solid blockwork inner leaf. Allow suitable levels of insulation to be fixed to the blockwork to suit the Part L study carried out at more cost than previously budgeted.</p> <p>25. 70 000L Fuel tank = 70 cubic meters = 7m x 5m x 2m high.</p> <p>26. Compactor 20E (5760 x 2500)</p> <p>27. Anti freeze tank.</p> <p>28. Ad Blu vertical cylinder and pump.</p> <p>29. Wash detergent.</p> | <p>30. Filcar Aspircar dust vac</p> <p>31. Receiver mounter screw compressor</p> <p>32. Plant area.</p> <p>33. Premier pit (22m x 1.2m)</p> <p>34. Brake test.</p> <p>35. Headlamp test.</p> |
|--|---|--|--|--|

LEGEND

- Palasade fencing
- Titan kerbs
- 3 meter high acoustic wall

LEGEND

- External lighting
- Existing buildings (demolished)
- Existing Buildings (retained)
- Existing Trees
- Proposed Trees
- ISIS Energy Centre

Illustrative Plan of new bus depot

4.7 Access

In which we describe the access to and within the site for vehicles, cycles and pedestrians

4.7.1 Access Strategy

The scheme is designed to be a pedestrian friendly, walkable neighbourhood that is well linked to the surrounding areas. It is important that the scheme does not become a deserted residential enclave so that the mix of uses, the pedestrian links and the access strategy for the residential blocks are all designed to generate activity.

The towpath is a key pedestrian route. This is already busy with people walking and cycling despite the fact that the section under the overhanging sheds is not very inviting. The aim is to increase activity along the towpath to create a lively waterfront and a market for leisure uses in the commercial hub.

We have also explored ways of linking the site into the surrounding area. It is not possible to create a link to the Brentford End neighbourhood to the east, however we are proposing a new footbridge across the canal to the Robin Grove park. This will provide a more direct link to the station and to the Butts and will completely change the pedestrian permeability of the area. It will allow people on the site a much quicker route to the station and attract people from the eastern side of the canal to the facilities on the site.

The bridge will be subject to an architectural competition and will be designed as a landmark for the scheme.

The access strategy for the site is to take vehicle access directly from Commerce Road with access to the semi basement car parks taken from the frontages. The photo above from Hammarby illustrates how this can be achieved without having an adverse effect on the street frontage. The remainder of the site will be pedestrian priority and the spaces will be enlivened by the access points to the buildings and courtyards.

All of the stairwells for the apartments and access to all of the town houses will be open onto the streets. This will ensure that the residential accommodation faces onto the streets which will be used as the main point of access.

All areas of the masterplan are accessible by wheel chair. Disabled access to the courtyards is achieved through the service cores of the blocks. 2 of the 4 routes down to the tow path are also suitable for a wheelchair user.



Example of vehicle entrance into block, Hammarby, Stockholm



An example of a Neighbourhood Street in Sweden



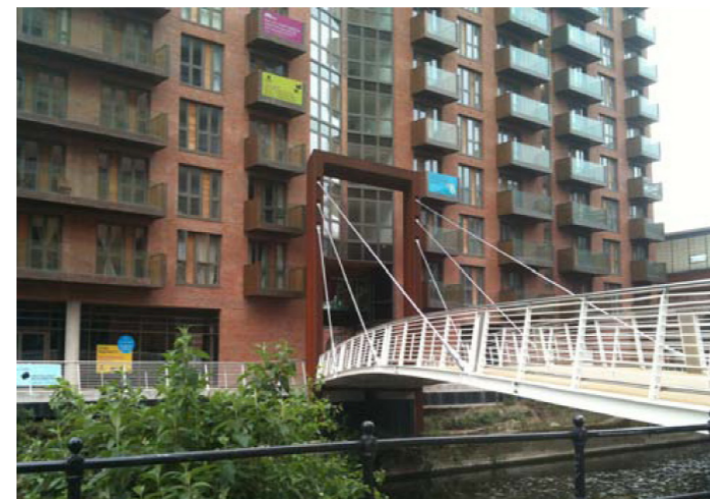
Spatial Categorisation

- 1 main street
- 2 side streets
- 3 neighbourhood street
- 4 tow path
- 5 watergates
- 6 canal square
- 7 communal courtyards

[Please note this is explained in more detail in the Public Realm section]



River Aire Footbridge



Examples of pedestrian bridges

