7 Massing and uses

7:1. A mix of uses

	%	Total	Habitable Rooms	Occ/ HR	People
Studio	6.8%	308	1	0.90	277
1 bed	32.0%	1442	2	0.90	2,595
2 bed	37.6%	1691	3	0.90	4,567
3 bed	21.2%	955	4	0.90	3,438
4 bed hs.	2.3%	104	5	0.90	468
	100%	4,500			11,345

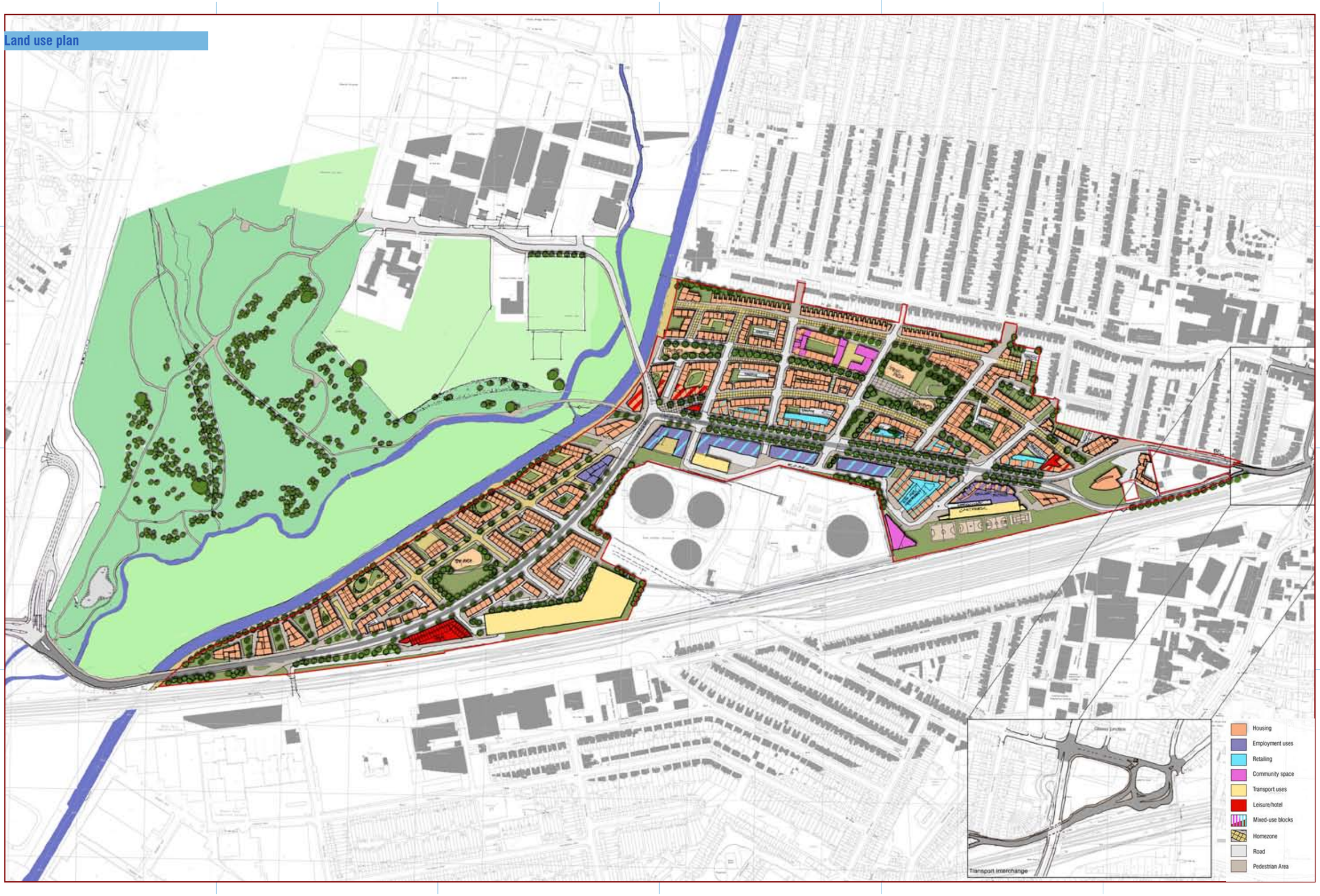
The preceding sections have concentrated on the public realm of the scheme. This comes first because the process of urban design, unlike architecture is about the creation of public spaces. In the public realm section the built form and use of the scheme with respect to enclosure ratios and the animation of spaces are discussed. This section concentrates on the buildings. The overall land use and massing strategies are identified before looking at each of the character areas in detail. The land use strategy is set out on the plan to the right. This is based on the following uses:

Housing:

The predominant land use on the site will be housing. This accords with the London Plan as well as with market advice. The site is seen as a good place to live with easy access to Heathrow and Central London. The illustrative scheme includes up to 4,500 residential units. This represents a residential density of 150 units/ha across the site as a whole although, of course the net densities vary significantly. The way in which this density has been determined is described in Section 4.2 and is partly about the creation of a lively urban neighbourhood and partly about maximising development potential near to public transport.

Densities of just over 200 units/ha implies a significant proportion of flats although the scheme includes town houses along the northern boundary of the site. Beyond that the housing is based on apartments. This however includes a broad range of apartments sizes and types including affordable housing.

Land use plan



Illustrative Land use table - based on the illustrative masterplan

BLOCK NO.	PLOT AREA	No. FLOORS	Net Floor Area	Residential	Commercial	Retail	Leisure	Transport	Community	Housing units
1	3,008	9-16	30,606	30,606						479
5	2,055	8	9,600				9,600			
6	4,032	6	12,331	12,331						193
7	3,396	5-9	11,578	11,578						181
8	2,856	4-7	8,102	8,102						127
10	3,919	6	5,736	5,736						90
11	2,135	7	6,348	6,348						99
12	3,886	4-9	14,214	14,214						222
13	5,803	6	7,618	7,618						119
14	8,548	6	41,030					41,030		
15	2,957	4-6	7,736	7,736						121
16	1,834	9	10,040	10,040						157
17	700	10	5,600	5,600						88
18	887	11	7,806		7,806					
19	2,167	12	15,107		15,107					
20	2,325	7-9	13,036	11,853		1,183				185
21	1,604	7	9,817		8,414	1,402				
22	1,781	7	4,889					4,889		
23	3,900	7	13,105	11,875		1,230				186
24	1,248	7	6,989		5,990	998				
25	2,742	7	10,748	9,586		1,162				150
26	1,449	7	8,114		6,955	1,159				
27	841	7-9	5,229	4,556		673				71
28	4,164	6	11,033	7,702		3,331				120
29	4,371	6-9	19,198	3,264	3,497			12,437		51
30	680	14	7,616	7,616						119
31	549	10	4,841	4,392			449			69
32	1,005	6	3,494	2,912			582			46
33	2,472	7	9,378	8,038			1,340			126
34	2,780	8	9,789	9,789						153
35	1,915	6	7,480	7,480						117
36	680	6	3,265	3,265						51
37	145	2	232				232			
38	1,537	4	4,534	4,534						71
39	5,142	5	10,727	10,727						168
40	3,259	6	14,629	13,243		867	518			207
41	1,278	6	5,231	5,231						82
42	1,873	5	5,403	5,403						85
43	2,640	4	5,483	5,483						86
44	4,629	1-5	7,411	3,600					3,811	56
45	597	3	1,432	1,432						22
46	1,776	3	2,213	2,213						27
47	1,798	3	2,530	2,530						29
48	2,248	3	2,779	2,779						33
49	1,753	3	1,346	1,346						15
50	4,137	4	6,157	6,157						96
51	3,275	5	2,748	2,748						43
52	2,686	4	2,253	2,253						35
53	983	4	3,146	3,146						49
54	993	2	1,589	0					1,589	
56	431	14	4,827	4,827						76
TOTALS	123,868		426,142	289,889	47,770	12,006	12,722	58,356	5,400	4,500

Community Uses:

The illustrative masterplan includes a range of community uses to serve the needs of the new and existing communities. These include a new two-form entry primary school with a nursery to be created to the west of the park (Block 44). The buildings include 1,970m² of space in line with DfES guidance (see Section 9.6) along with a 551m² nursery school.

The proposed design of the school has drawn on the work that is currently being undertaken in London to create urban schools. One of the first of these to be completed is Hampton Guerney school in Westminster (pictured above). This is much more densely built than the school proposed as part of the masterplan. As explained in Section 9.6 it is based on schools currently being developed in Lambeth.

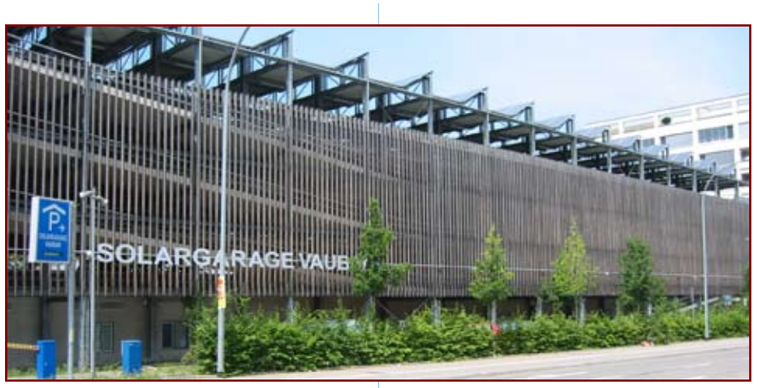
To the west of the school within the same block is a proposed new health centre as requested by the Primary Care Trust. This is proposed to be a 1,290m² facility that serves the existing as much as the new community. It is proposed to incorporate a six GP Practice together with a range of clinic facilities.

Block 54 is proposed as a new community facility. It is proposed to be a two storey building (of around 1,600m²) with a range of facilities for both the new and existing community. It is likely to have a particular focus on youth facilities and would be linked to the sports pitches running along the Straight.

Retailing:

There is up to 15,000m² of retailing proposed as part of the scheme. This is concentrated at the eastern end of the boulevard around Southall Rise and spreads westwards towards the Etoile. This retailing is designed to serve the needs of the residents of the scheme. This retailing will be complementary to the existing retailing in Southall. We envisage that proximity to the lively retail centre of Southall will be an important attraction to residents moving to the former Gas Works site. In this way the scheme will bring new customers for local retailers in Southall.

It was also clear from our public consultations that people in Southall would welcome a greater range of 'western' retailers in the area because they currently have to travel to Ealing or Uxbridge for durable goods. The retailing on the site therefore has the potential to complement the existing



provision in Southall.

While the retailing on the former Gas Works site has been restricted to up to 15,000m² there is a need in urban design terms to maximise the amount of active frontage. The scheme therefore seeks to maximise active frontage by creating wide, shallow retail units. This would allow the retailing to stretch along most of the boulevard to create active ground floor uses. This is fed by a multi-storey car park at either end and would operate as a circuit with people walking up one side of the road and down the other. The retailing is proposed to be anchored by a small supermarket in Block 28.

Workspace:

The illustrative scheme maximises the amount of workspace that market advice suggests is viable on the site. This workspace is made up predominantly of B1 workspace in blocks to the south of the Boulevard with some B2. This amounts to around 60,000 m² and is likely to be developed in the later phases once schemes such as Stockley Park and Chiswick Park, which can offer higher parking standards, have been completed.

There is also a potential to provide a managed workspace facility for media industries as suggested by The Southall Partnership. This could occupy the ground and first floors of blocks 29 or possibly 40. This facility would however be dependent on finance being raised and a developer/ operator being identified.

Leisure uses:

Leisure uses proposed include a hotel, health centre and bars and eating establishments. In the masterplan these are concentrated around the Etoile. This is to be a focus for eating and drinking with uses linking through to the canal waterfront. In total the scheme includes around 16,000m² of leisure uses of which 4,000m² would be bars and restaurants. It is anticipated that the Etoile area will serve the residents of the scheme as well as attracting people from surrounding areas. There will also be leisure uses at the eastern end of the boulevard as part of the retail area.

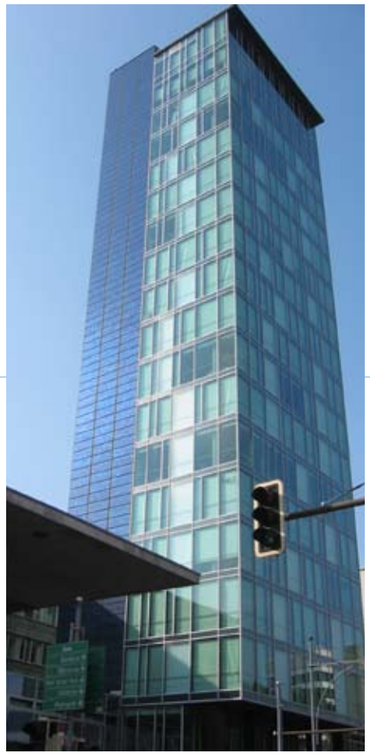
The leisure uses include a proposed hotel in the south-western part of the site (Block 5). This would be up to 12,000m² facilities with around 390 rooms and is envisaged as a budget hotel that would serve the West London area and Heathrow in particular. It could be linked to the airport and to Hayes and Southall Stations by public transport. It could also relate to the airport parking (Block 5) with people dropping off their car being able to stay at the hotel before catching their flight or travelling home.

Parking:

All of the above uses include parking provision as described in Section 5.6. The only parking that is a use in its own right is the airport parking in Block 14. This is a relocation of the current parking operation on the site and is designed to accommodate up to 3,500 cars in a long-stay facility. This is accommodated in a multi-storey structure with 6-8 levels with the efficient use of space achieved through 'stacked' parking.

Note. All figures given are gross external

7:2. Massing



Ground level approximately 31m AOD

Ground level approximately 32.5m AOD

The vertical dimension of the masterplan has been designed to exploit the potential of the site while avoiding adverse impacts on surrounding buildings. This informs the Building Heights Parameter Plan.The existence of the rigid gas holder in the centre of the site which at 90m is the equivalent of a 32 storey building creates the potential for buildings of some scale on the site. However the massing of the masterplan does not suggest a building of this height and has been guided by the following concerns:

- To match the low-rise residential environment to the north
- To achieve a high level of density in the scheme
- To concentrate density around nodes
- To create well-proportioned streets and public spaces
- To avoid excessive over shadowing of spaces and accommodation
- To create an exciting townscape with a series of dramatic vistas and landmarks.

Ground levels

Ground levels:

The ground level of the site is currently just over 31m AOD and it is largely flat. It then drops by a metre of so to the canal and the railway is raised on a low embankment of between 1 and 2m above site level. One of the constraints on heights has been the water table as described in Section 2.2. This is between 1.5 and 2m below ground level although there are variations based on underground obstructions. The significance of the water table is that basement car parking cannot cost-effectively be built below the water table.

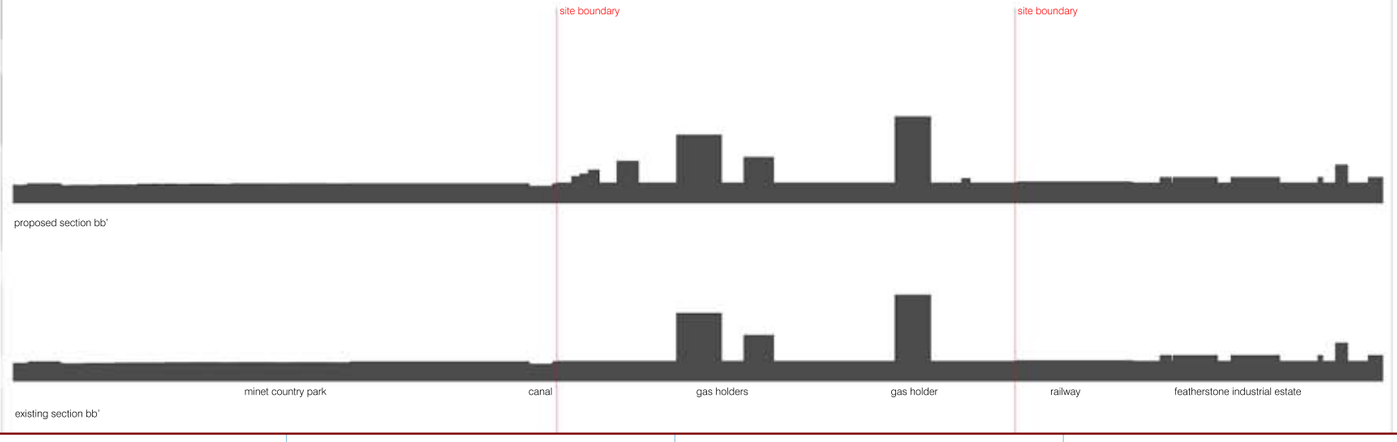
The top of any underground parking is therefore going to be around 32.5-33m AOD and therefore between 1.5m and 2m above current ground level. This potentially has a negative effect on the street scene and to overcome this it is proposed that the ground level in parts of the site is raised to be consistent with the top of the parking. These areas are shown on the plan to the left and involve much of the Waterside area, Etoile and the eastern gateway. To the north the situation is less important because the blocks are lower density and there is the potential to accommodate parking within courtyards rather than in the basement. The ground modelling is used to raise the northern boulevard at either end. This would be hardly noticeable on the ground but would create a subtle bowl effect, accentuating the perspective of the street.

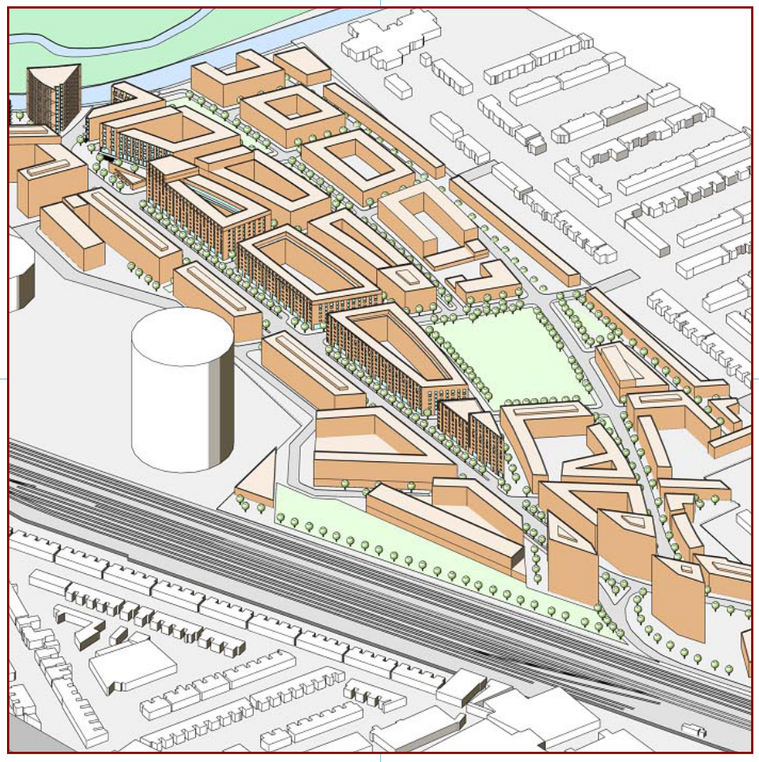
Building massing:

With these points in mind the massing of the scheme has been designed as follows:

- The buildings on the northern edge of the site should be a maximum of 3 storeys high and the section through the northern part of the site has been designed so that the existing residential accommodation will not see the blocks further into the site. The northern-most blocks are therefore around 9m high to their eves on a ground level of 32m AOD. Within this area there is the potential for smaller buildings to rise above this.
- The heights of the central parts of the boulevard are around seven storeys. This is necessary to create an urban enclosure ratio appropriate for the width of the street. The blocks to the north of the boulevard include ground floor retailing (5m) with six floors of residential above (3m) giving an approximate height to eves of 23m plus plant and servicing. The indicative plan shows a small tower on the eastern tip of Block 27 to mark the centre of Southall Rise. The Parameter Plans allow for elements of this area to rise to 10 storeys provided that they are a small part of the overall area.
- Just as the ground levels rise at either end of the boulevard so do

Site Section





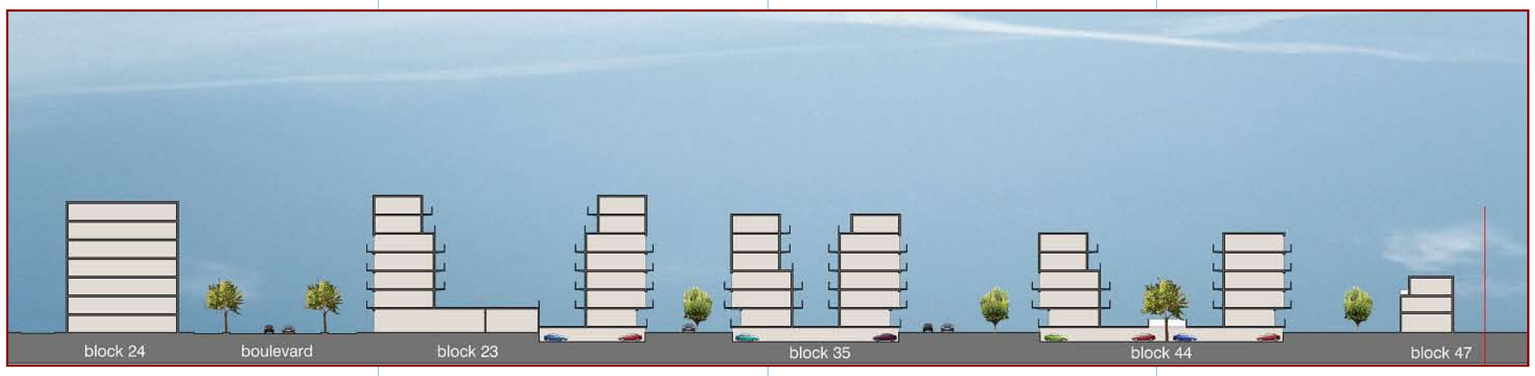
building heights. This is to increase density at the main activity nodes and to create a more intensely urban environment. The Eastern Gateway is punctuated by three gateway towers. The indicative scheme shows Blocks 30 and 56 rising to 14 storeys and the eastern tip of Block 40 at 10 storeys.

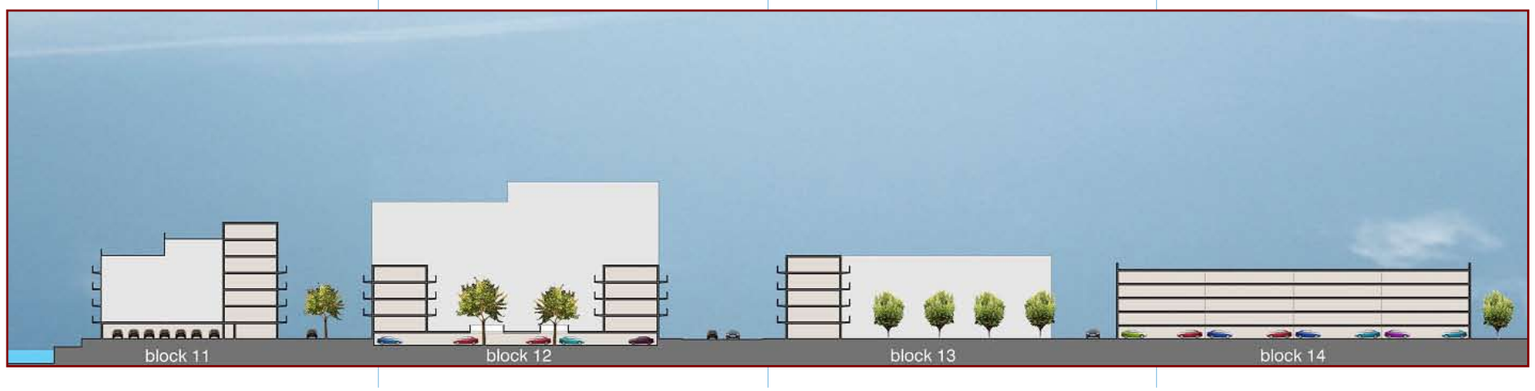
- The Etoile has been conceived as a slightly lower set of towers in a star shape to create a dramatic space. Blocks 17 and 31 are 8 and 10 storeys in height, as is Block 20. Block 19 then rises slightly above this to 10-12 storeys. There is also the potential to allow the tip of Block 34 to rise to 8 storeys.

- The views in both directions along the boulevard are terminated by landmark towers (Blocks 31 and 56). These should be distinctive towers that create dramatic landmarks and enclose the space of the street.

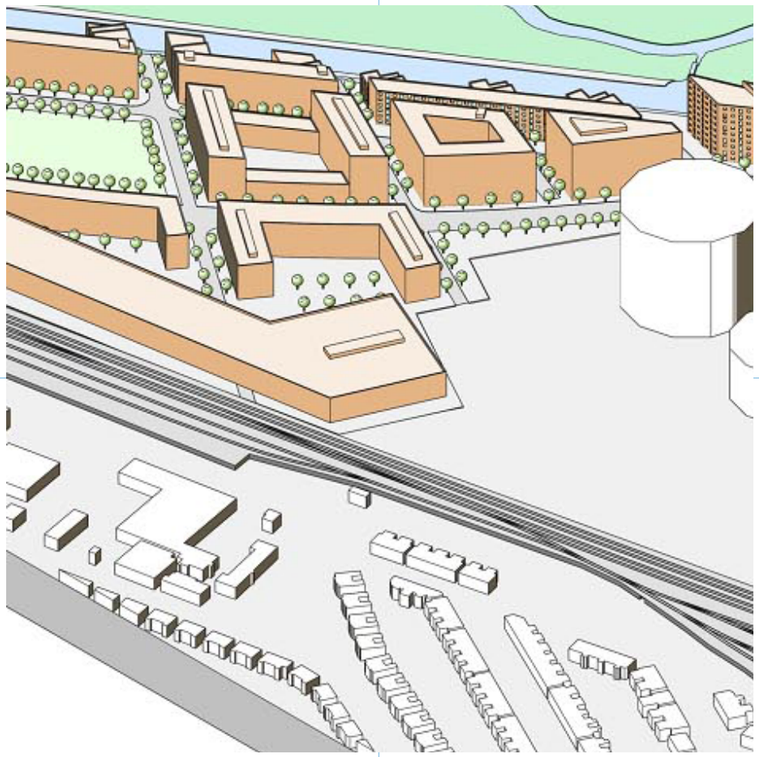
- The Waterside residential area is envisaged as a high density urban quarter and the building heights reflect this. The buildings range between 6 and 8 storeys with the canalside height limited to 5 storeys to minimise overshadowing and to maximise the number of apartments with a view over the Yeading Brook Corridor.

- At the western gateway the heights of buildings then rise again to a series of towers as part of Block 1. The end block rises to 16 storeys or 50m giving a total height of 83.5m AOD.





7:3. Shadow study



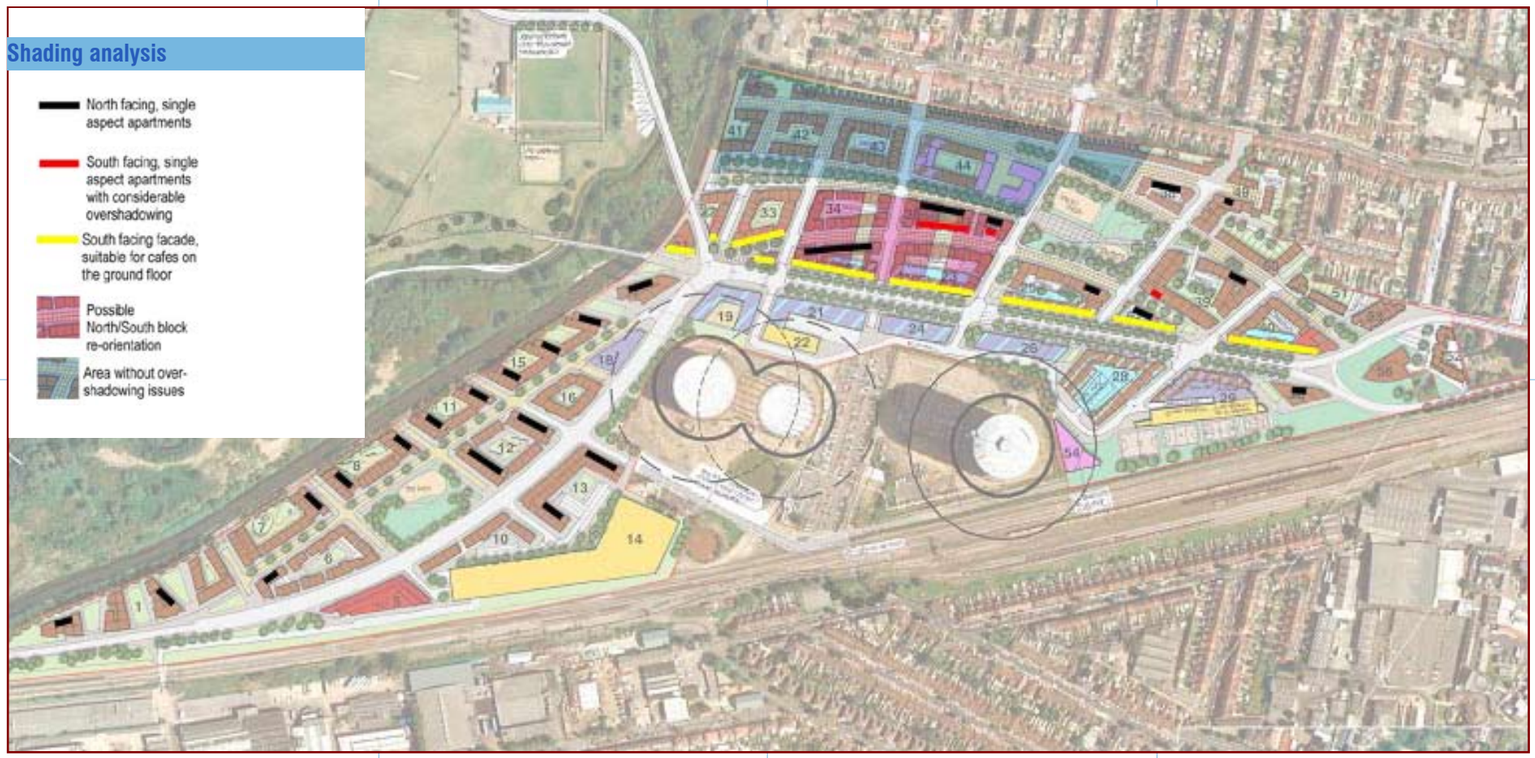
The massing model has been tested for shadowing as illustrated in the plans to the right. This has been used to assess the extent to which the built form overshadows other buildings and public realm areas.

The plans show that there are no major overshadowing issues on the scheme. This is because the dimensions of the major streets and spaces are such that for most of the year the shadows of the buildings to the south do not reach the buildings to the north for the central part of the day. In particular the northern side of the boulevard is not overshadowed except in mid-winter making it ideal for shops and cafes.

There is likely to be some overshading, something that is inevitable for a scheme of this density, but his can be addressed by breaking up the building form and using light reflecting materials.

An exercise has been undertaken to identify double-loaded apartment blocks (see Section 9.7) that create single-aspect north-facing flats. The plan to the left shows that there are a small number of these but this is substantially fewer than on a number of other major schemes in London.

The shadow study also shows that the scheme would not have a major impact on the canal towpath because of the way the blocks step down towards the water. For most of the year the canal would be overshadowed in the morning, move out of shadow by mid day and be in full sunlight through the afternoon. It is therefore not anticipated that the development will affect the canal due to shading.



March

7am


10am


12 noon


3pm


6pm


June

7am


10am


12 noon


3pm


6pm


September

7am

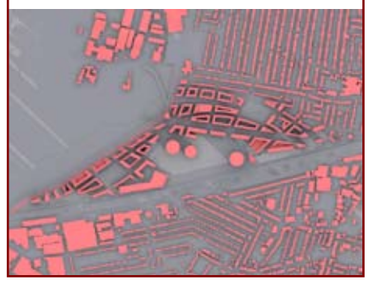

10am


12 noon


3pm


6pm


December

7am


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