











Far left: Traditional walk-up flats: With 2 of 4 flats per landing off a core. The bottom plan shows a perimeter block arrangement based on these types.

Left: Double loaded flats: Aranged on either side of a central corridor the flats are single aspect and they need to be widely spaced to allow privacy distances (see photo above).

Below: Gallery access: Using walkways to increase the number of units served from each core - see picture right and bottom left.

Bottom: Atrium blocks: Where the corridor is widened to create a central light well - see pictures below right.















The illustrative masterplan is based on a series of housing typologies. While there are illustrative at this stage they have been used to explore and test the scale and configuration of the blocks that make up the masterplan to test issues such as access, parking, amenity space and privacy distances. The starting point for this has been a move away from the type of walk-up blocks that have characterised high-density schemes in the past (Plan 1 to the left). These serve 2 or at best 4 flats per landing and have generally not included lifts. However current policy suggests that accommodation should not be built without disabled access and with a walk-up arrangement is not viable to provide a lift. This is driving a trend towards high-rise blocks and double-loaded corridor blocks. These are the most efficient form of highdensity construction because they maximise the number of flats served by

each lift (see Plan 2).

However double-loaded blocks are not without problems. This relates to suitability for affordable housing and households with children. They also lead to single aspect flats reducing daylight and passive solar gain. This combined with privacy distances mean that they tend to be developed as

Approach to typologies

north/south slab blocks or point blocks similar to many of the housing estates built in the 1960s. This can be very successful on smaller sites and for luxury apartments. However we have been cautious about basing a scheme of the scale and social mix of Former Southall Gas Works on just these forms.

The masterplan therefore envisages some corridor and point blocks. However it also includes dual aspect perimeter blocks and atrium blocks as well as town houses. The perimeter and atrium blocks use gallery access to ensure efficient lift access while allowing dual aspect accommodation that can be created around private internal courtyards. Each of the typologies used in the illustrative plan is described on the following pages.

These housing typologies have been used as the basis for the illustrative scheme and show that the housing yields that are proposed can be achieved in the site while creating acceptable living environments. There are however a number of ways of designing each of the blocks and the final form of the masterplan will be determined at reserved matters stage.

These are the most complicated

Boulevard blocks





blocks in the masterplan because they include retailing space fronting onto the boulevard with residential space above and to the rear. The retailing space is level access from the boulevard pavement level and has a 5m floor height. This is serviced by a service corridor to the rear. This is large enough to accommodate transit van type vehicles. Larger trucks would load from the secondary roads at either end of the block.

The ground floor residential accommodation to the rear has a 3.5m floor to floor height and is raised above semi-basement parking. By raising the public realm level to the rear we have ensured that the top of the retailing aligns with the top of the ground floor housing allowing a roof courtyard area to be created. Lift access then allows access to flats on the upper floors via a series of galleries (decks). The main courtyard achieves a 22m privacy distance and the flats are stepped back on the upper floors (with smaller units) to increase the amount of light in the courtyard.









NB. The colours on the sections relate to the flat plans above and on the following pages







9-3 Waterside blocks

The blocks along the water have been explored in some detail by both URBED and Jestico Whiles. They have been designed as 'U' shaped blocks so that all units overlook the water. The blocks running parallel to the canal are therefore single aspect overlooking the street to the east and the courtyard to the west. The blocks running towards the canal are double-loaded served by corridors from cores opening onto the street. The 'U' shape of the blocks means that all units are able to achieve a full privacy distance.

A number of options have been explored including a single level of parking under the entire block or two levels of parking. The concern has been to avoid a blank frontage onto the canal so the section by Lovejoys explores the possibility of two storey residential units facing onto the canal to mask the parking. The section also shows the landscaping of the courtyard over the parking and the strategies that can be used to achieve ventilation.





Perimeter blocks

The most common blocks throughout the scheme are perimeter blocks. These are dual aspect apartments with a series of cores that give access to apartments of different sizes around an internal courtyard. The section shows how a combination of flats and duplex units of varying depths can achieve variety on the internal face allowing the galleries to be overlooked so that they become social spaces.

Most of these blocks have semibasement parking with a communal courtyard on the roof of this car park. Some of the larger blocks will be able to achieve parking within the block at surface level alongside amenity space for residents as shown in the illustrative masterplan. The courtyards of these blocks are all at least 22m across providing an adequate privacy distance on the internal face of the blocks.











On the larger blocks we have used double loaded corridor blocks (in addition to the waterside blocks). These have apartments accessed off either side of a central corridor. This produces single aspect units some of which overlook the internal courtyard. In all cases these blocks are able to achieve a 22m privacy distance from flats.

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In some cases it would be possible to widen the internal corridor to create atrium blocks. In these cases the corridor becomes a circulation space with a glass roof to create a winter garden from which the flats are accessed. These blocks have been used on narrow blocks (20, 35/36, and 38). With these atrium blocks it is possible to achieve light to the units from the winter garden but the main aspect is to the surrounding streets. Because blocks 20 and 35/36 are in the most urban parts of the scheme the streets are not 22m wide. This means that these blocks achieve a 17m privacy distance - the only point on the scheme where it falls below 22m. This can be dealt with through the internal design and spacing of the apartments to ensure that the living spaces of apartments do not directly overlook.







Corridor and atrium blocks

Jb Point blocks

The masterplan includes a series of taller blocks at either end of the boulevard and at the far western end of the site. Block 45 is also included in this category even though is much lower. These blocks are designed around a single core with lift and fire protected staircase and up to 6 units per landing. The tallest of these blocks rises to 16 storeys. They are mostly object buildings surrounded by space so that the flats achieve a full privacy distance.



Town houses: Along the northern boundary of the site are a series of town houses backing onto the property on Beaconsfield Road. These are envisaged as three storey units with small back gardens and in curtilage parking.



















The school

Most of the non-residential uses on the site are fairly conventional in their layout. The exception is the school which justifies further explanation. In allocating space for the school, work currently being done in London to explore new school designs has been drawn upon. There are currently a series of demonstration projects being developed to look at ways of building schools on tighter sites in a way that can fit into high density urban areas.

The most high profile of these is the Hampton Gurney School in Westminster designed by BDP. This is a six storey school on a very tight site. It has three main school floors so that children move up the building as they get older. Each floor has its own covered play deck. The internal space in the school conforms with DfES guidelines but there is an 11% reduction in play space.

Other schools are being developed in more suburban locations and are not yet in a published form, in particular at the North Lambeth Primary School being designed by Penoyre and Prasad Architects. This is on a tight urban site but achieves both internal DfES standards and playspace standards on a site which is considerably below the recommended DfES site area.

The school on the Former Southall Gas Works site follows the Lambeth model. The design in the illustrative plan is based on DfES internal and play area standards. However like the other London schools the site area is substantially below the national DfES guideline. The school has been designed for a 2 form entry of 420 pupils along with a nursery. The school site area, excluding the nursery is 1,730m². The school is built on three floors and totals 2,470m² compared to a DfES recommended standard of 2.200m².

The school includes 800m² of play space at ground level and

940m² at roof deck level. It is further proposed that the Multi-Use Games Area should be available for the use of the school during school hours. The total play space available to the school is therefore 3,480m² on line with DfES guidance for sites on confined sites.

The nursery school is built on a site of 550m² and has a floor area of 700m². This provides 3, 120m² play rooms on two floors with 400m² of rooftop play deck. The use of rooftop play decks allows the separation of children of different ages so reducing playground accidents.

This is an illustrative plan that has been produced to show how a school could be developed in this location. The actual design of the school will need to be developed with the Education Authority. If there is a need to enlarge the area of the school this would be done by extending southwards into the remainder of Block 44 and combining the school with the health centre. This is possible within the limits set by the Parameter Plans.

> **Bight:** Indicative proposals for the new primary school and nurserv.

Far right: Urban schools in London: Top Laden Grove Hammersmith Millennium School in Greenwich, North Lambeth School in Lambeth and Hampton Gurney School in Westminster

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