



## The Competition Scheme

URBED entered a competition for the site in 2002

Title:  
Southall Gasworks Scheme History

Project No.  
073

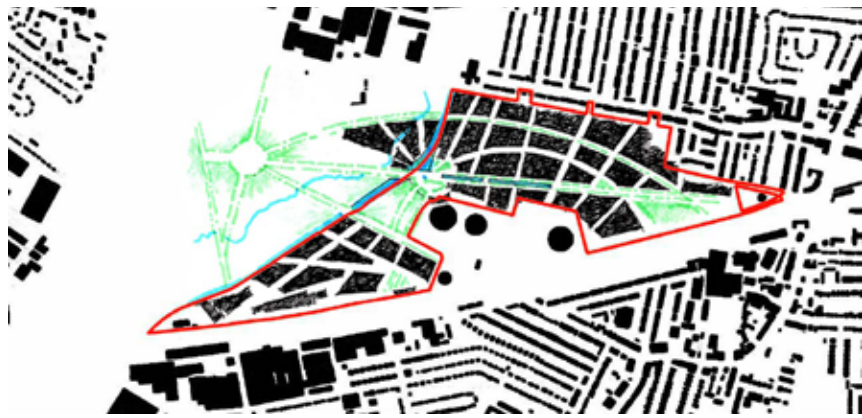
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## Early Options

These were developed in March 2003 after the competition scheme to explore different ways of developing the site. The top right scheme emerged as the preferred option.

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Alternative layout if the bridge over the railway is not possible



## Scheme 8/9

Because a lot of the early options were numbered the first worked up plans to emerge post competition were schemes 8 and 9. Scheme 9 is the inset - the difference related to the southern waterfront. Scheme 9 was the one taken forward.

### Features:

- Road to the north comes in on a curve - this was later changed because of the land ownership but also because it cut off the development from the water.
- The scheme has a lot of parks, but was under on yields
- Bold bridge over railway later dropped on cost grounds
- Either one large or three smaller canal inlets to the south as part of a leisure development with hotel and airport parking.

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## Scheme 10

Scheme 10 was developed late 2003 in response to the comments on Scheme 9. The list of detailed changes are included on the plan. The most dramatic change was to create a large central park although this clearly impacted on yield.

### Features:

- Layout and road access remain largely unchanged
- Large central park created
- Brige over railway dropped with a gyratory system introduced around the Watertower.
- Three canal inlets created.
- A series of car parks created on the boulevard.

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## Towards Scheme 11

Over Christmas 2003 there was a request to reassess the plan to question some of the basic assumptions. These four options were developed by URBED and JRUD

### Features:

- Top left - A gridded plan with a diagonal route linking to the new road connection to the north
- Top right - A more traditional grid based on the Beconsfield Road grid with a canal arm
- Bottom left - a simplification of the original plan creating two spaces at either end of the boulevard - which were to become etoile and Southall Rise.
- Bottom right - A development of this plan reintroducing the canal arms and increasing the size of the park.

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## Scheme 11

This scheme was produced in January 2004. It includes a range of changes including the tram depot, a secondary school and a road south of the gas holders.

### Features:

- Southall Gateway Link road south of the gas holders to take traffic out of the site. This was later dropped because there is not the room to get past the larger holder.
- The road into the Etoile from Springbridge Road and the reintroduction of the bridge over the railway following an options study.
- A new primary and secondary school in the northern part of the site.
- Four canal arms
- The introduction of the park into the position it remains today.

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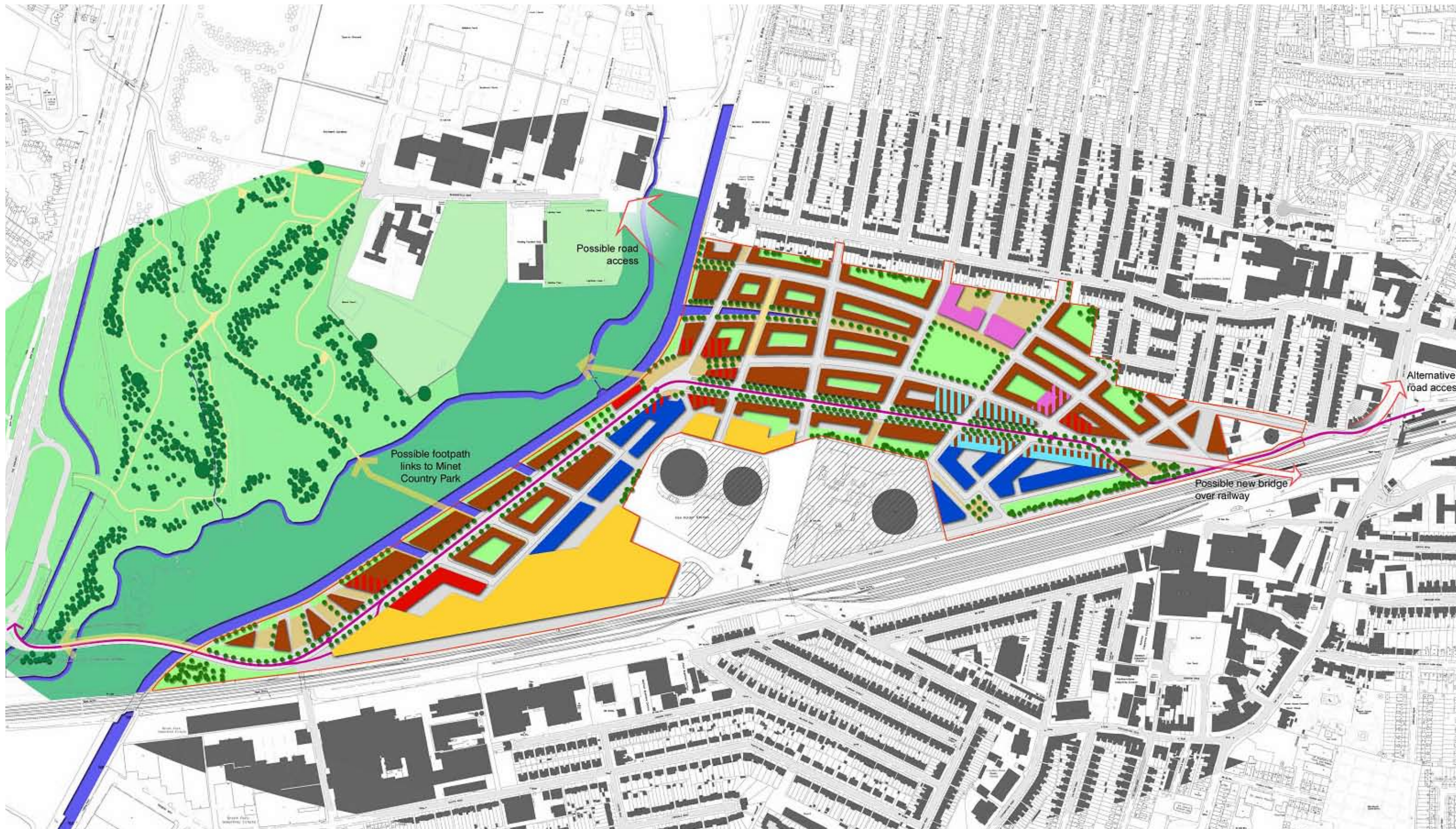
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## Scheme 12

This was the scheme used for the public exhibition in March 2004. It is broadly the same as scheme 11 but the plan has been finessed.

### Features:

- Reconfigured tram depot
- Redesigned Etoile
- Removal of access toad to the north
- Reduction of school to just a primary school
- Introduction of the tram line.

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## Scheme 13

Following the consultation one of the big issues was open space. These two plans were done to explore ways of increasing the amount of open space without reducing the yield. We quite liked the top one but were outvoted and the lower map was the one that was taken forward.

### Features:

- Top Plan - a large triangular green space that maximised the amount of property with a green frontage. A shard of space to the south.
- Bottom Plan - Two large square parks.
- Both schemes include a very efficient layout for the tram depot that was not accepted by TFL.

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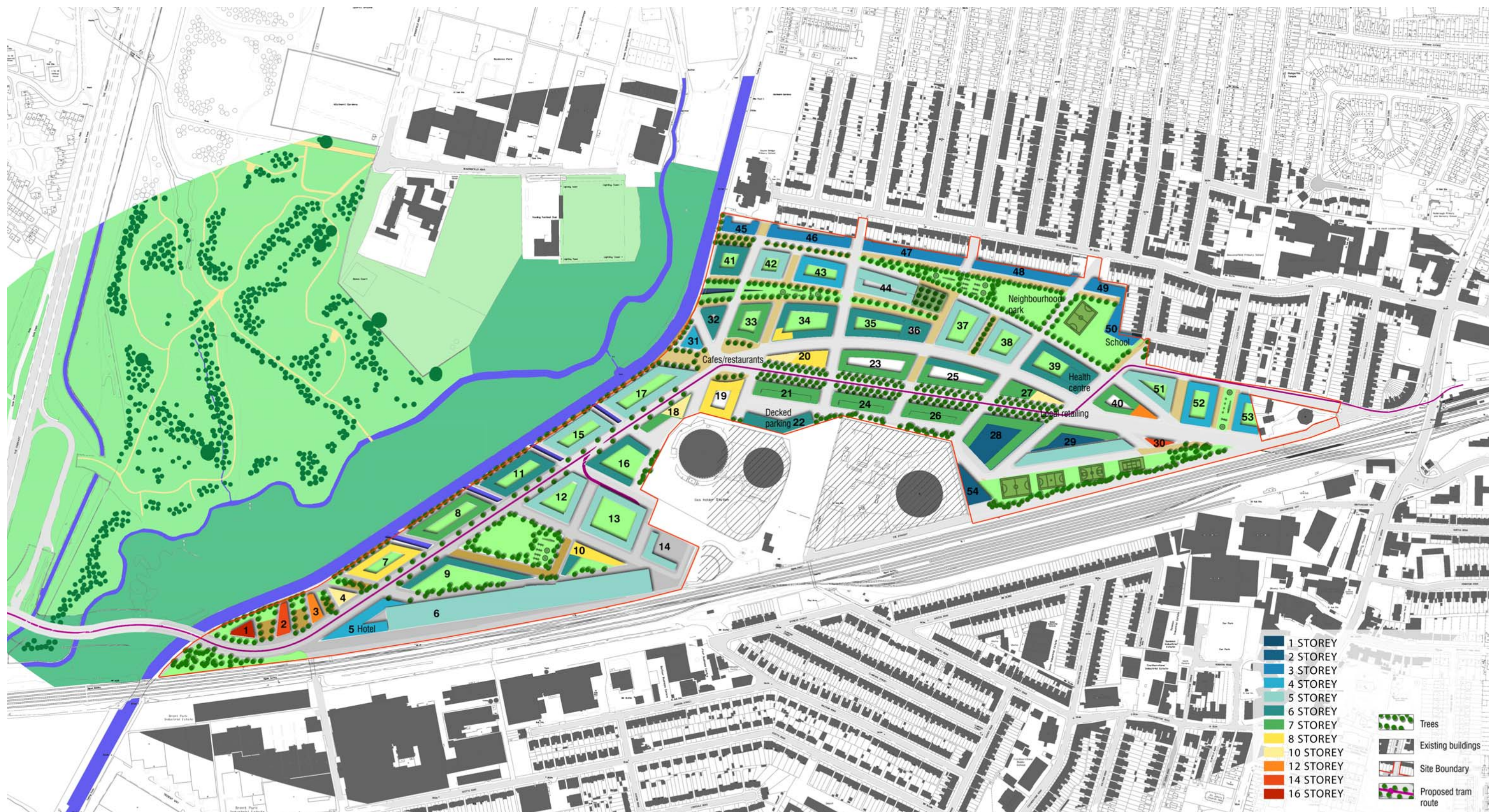
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## Scheme 14

A relatively minor ammendment on the version of Scheme 13 that did not eventually get developed. This plan shows building heights

### Features:

- The reintroduction of Block 8 next to the southern park
- The school is incorporated into the eastern part of the northern park.
- The bridge over the railway is dropped and there is a rather unconvincing solution around the water-tower. (the tram to the north and the road to the south).

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## Scheme 15

The resolution to the open space question. This was the first plan subject to an appraisal. The main question to arrive was the location of the southern boulevard and therefore the relationship of the southern housing to the water.

### Features:

- Loss of the tram depot
- Reintroduction of the road from the north.
- Introduction of a gateway space to the east
- New footbridge from Etoile to Minet Country Park
- Removal of all canal inlets.

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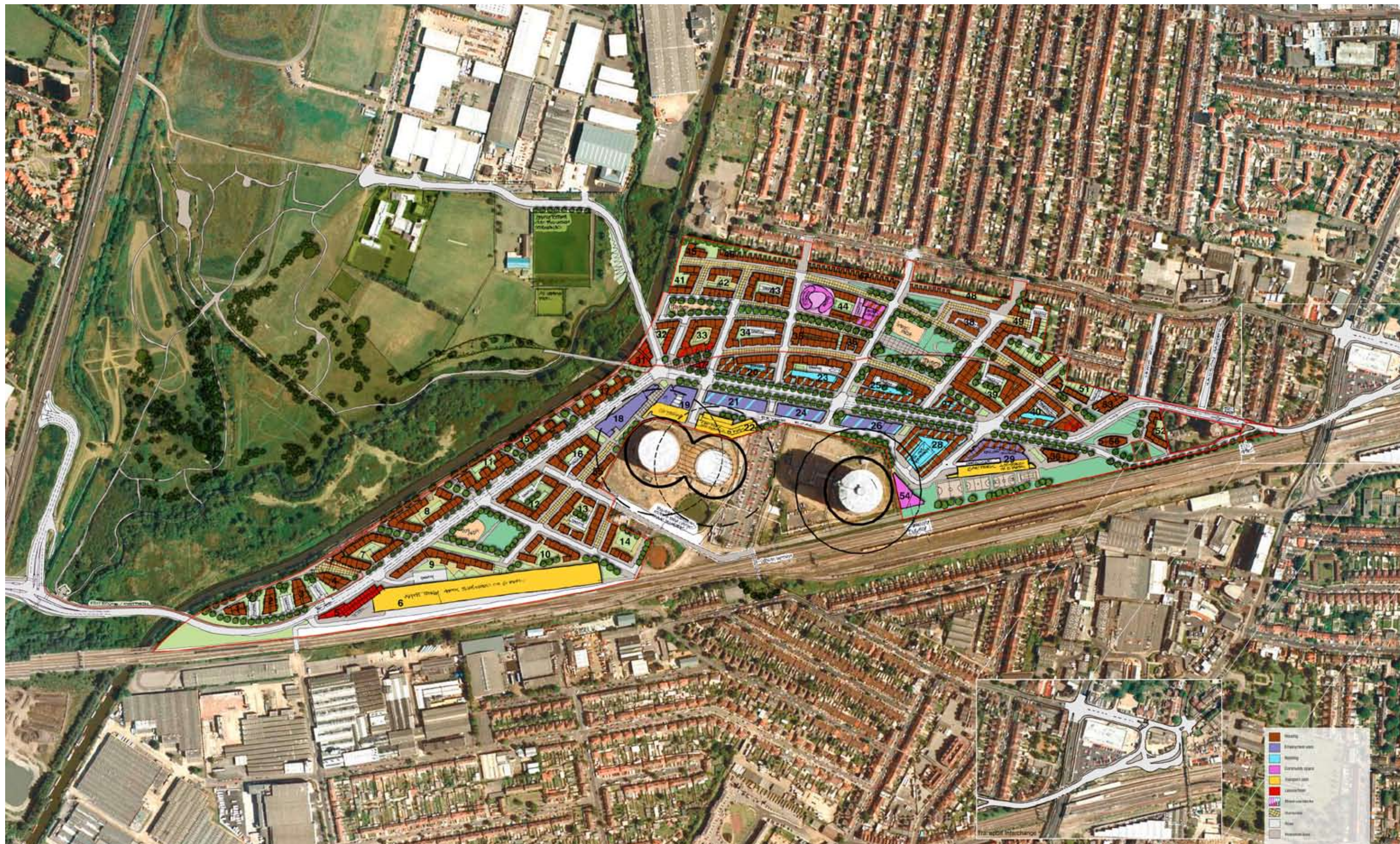
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## Scheme 16

This is getting very close to the submitted scheme - the main difference being the southern boulevard. This plan was drawn in October 2004 to answer questions about how each block would work. This was based on detailed layouts and parking studies for a range of blocks by URBED and Jestico and Whiles Architects.

### Features:

- Engineered solution to each of the new roads
- The introduction of towers at either end of the boulevard
- A street hierarchy of home zones and public spaces.

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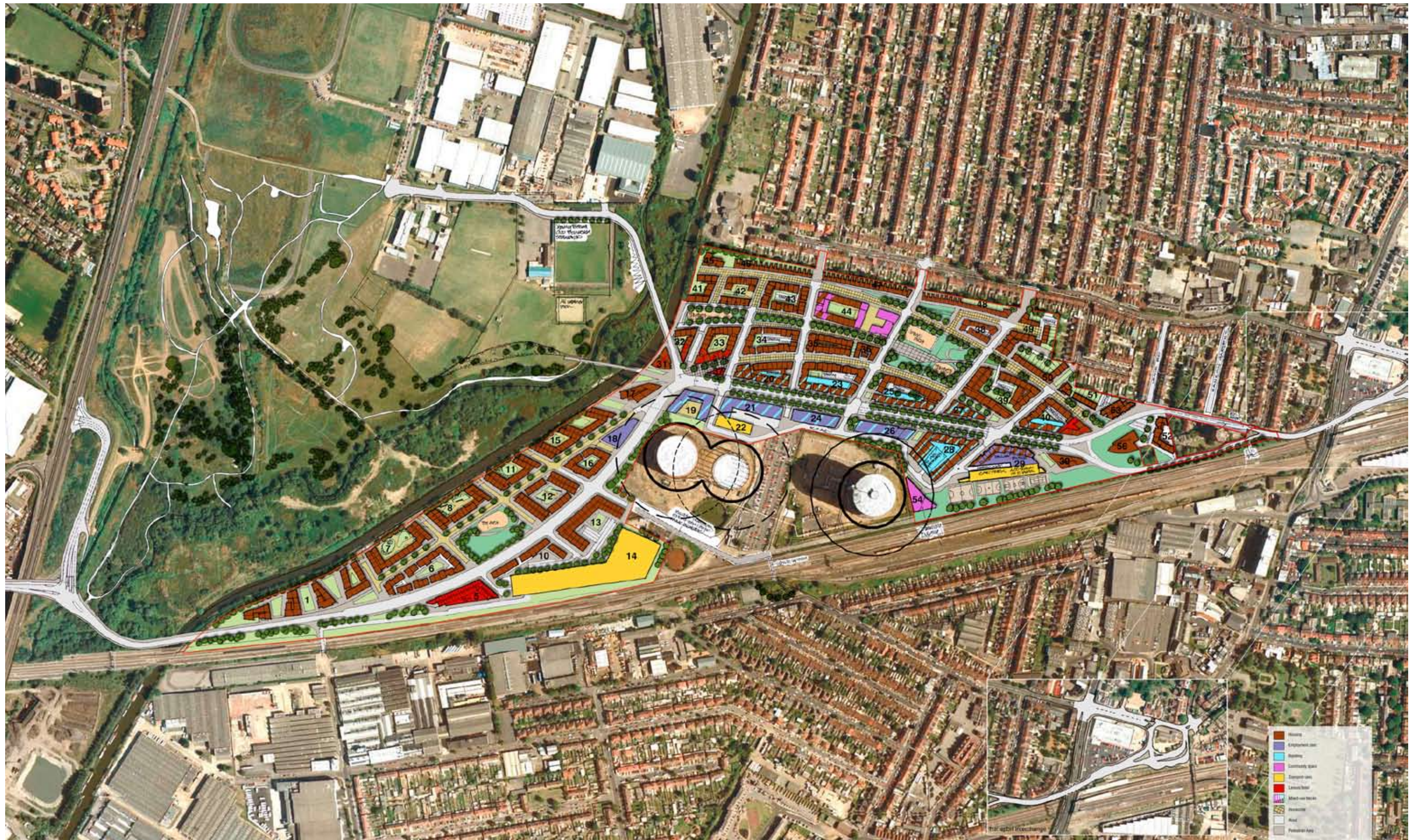
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## Scheme 17

The planning application scheme with the introduction of the curving southern boulevard. This was produced for a sign-off presentation in November 2004 to the Southall Gas Works Board.

### Features:

- Redesign of the southern part of the site to create the curving southern boulevard.

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## Scheme 18

This scheme was developed post planning application. It mops up a number of issues relating to the housing mix and the school.

### Features:

- The design of a new combined secondary and primary school in the eastern part of the site.
- The redesign of the norther part of the site to accommodate more housing in Blocks 42-44.
- The redesign of the apartment blocks to increase their efficiency
- The reintroduction of a canal arm to the north.

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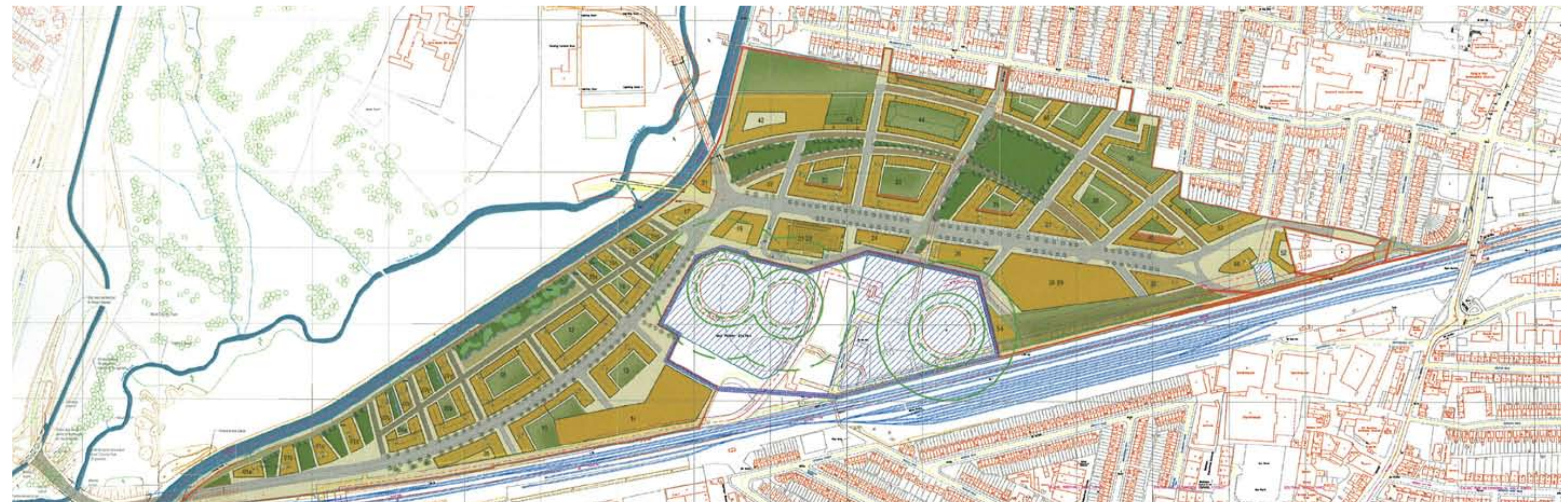
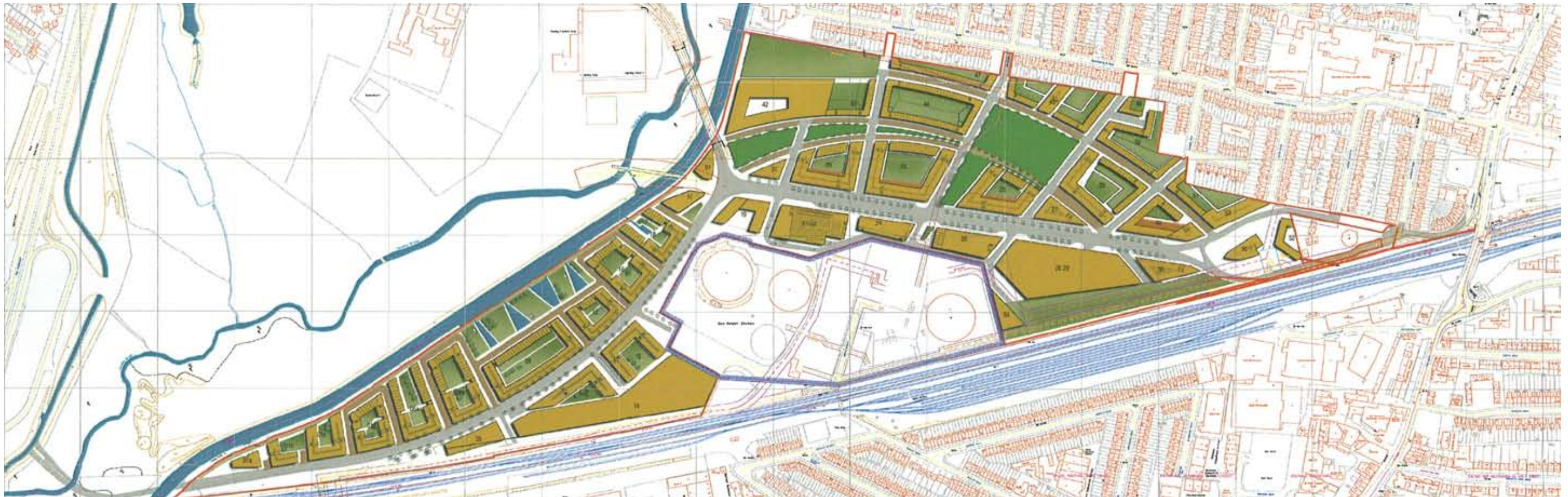
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## Scheme 19

There were a number of impetuses for this scheme. The first was to move the school from block 28/29, another was to respond to comments about the top of the scheme being too complex and the other was to look at the relationship of the southern part of the scheme to the canal.

### Features:

- School accommodated in Northwest corner.
- Block 28/29 to be a West London Gateway with banqueting and conference facilities
- Airport parking reintroduced.
- Southern park brought onto canalside.
- Top plan - large increase in the number of houses.

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## Towards Scheme 20

We have been asked to revisit a series of options for the scheme to address the comments on the scheme.

### Features:

- **Top Plan:** The implications of bringing the road in from the north. Other versions of this can be seen on schemes 8-10 and the options that went into scheme 11. The issue is how to stop a lot of the traffic rat running through this route. It does however open up the northern section of the waterfront.
- **Bottom Plan:** Over the years there have been various attempts at an orthogonal plan including the GLA's own plan. There is a neatness to lining up the roads with the Beconsfield Road links although the land ownerships don't quite line up. The plan is weaker and does not focus attention on the boulevard.

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## Scheme 20?

This brings together a lot of thinking that has gone on since the planning application was submitted. The diagonal road has been reintroduced because it allows the school to go into the northern part of the site. The school has been moved eastwards to allow for waterfront housing although the school site is tight. All of the benefits of the rationalised planning are retained.

### Features:

- The school is accommodated middle north of the plan
- Canalside housing retained to the west of this.
- Preferred option of the southern area retained
- Simplification of the northern area retained. The curving landscaped shard is pulled into the Etoile This can be used to carry cycle routes etc...

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## Scheme 20a?

This reflects the discussion at the meeting on 22nd September 2006. It is an evolution of the previous scheme with the school moved eastwards, the Springbridge Road link being brought in to the north and the alternative southern layout used. The following plans look at other options for the southern layout.

### Features:

- School sited in the east.
- Water brought into the green shard.
- Intergrated blocks used in the south as explored in scheme 19a
- Canal arm brought in to the north with pedestrian crossings
- Link road brought in to the north of the site as a public transport only route.

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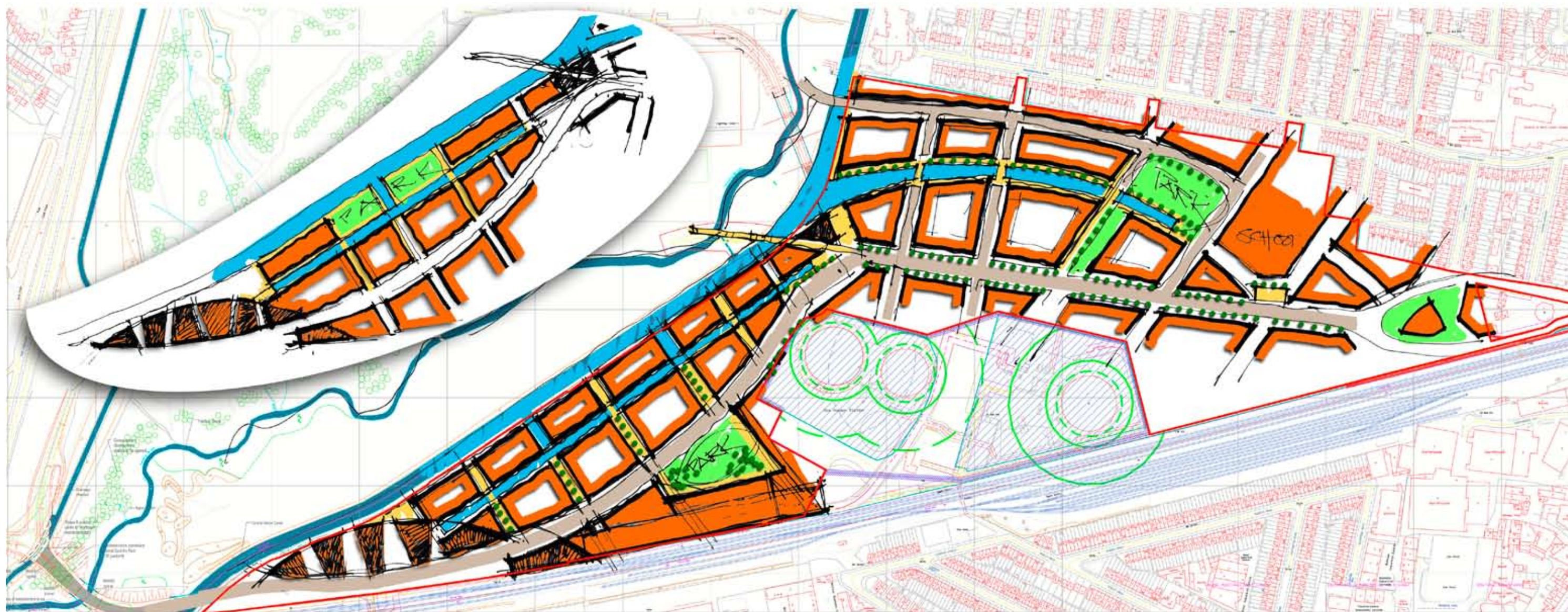
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## Scheme 20b/c?

These schemes explore an alternative solution to the south. The block structure is regularised with town houses next to the canal, a new canal arm and then apartments next to the road. On the inset plan the park is retained next to the water, on the alternative plan the park is moved inwards on the basis that it takes out less valuable housing and maybe injects more value into this part of the site.

### Features:

- School in the east.
- Water brought into the green shard.
- Redesigned southern area
- Alternative locations for southern park

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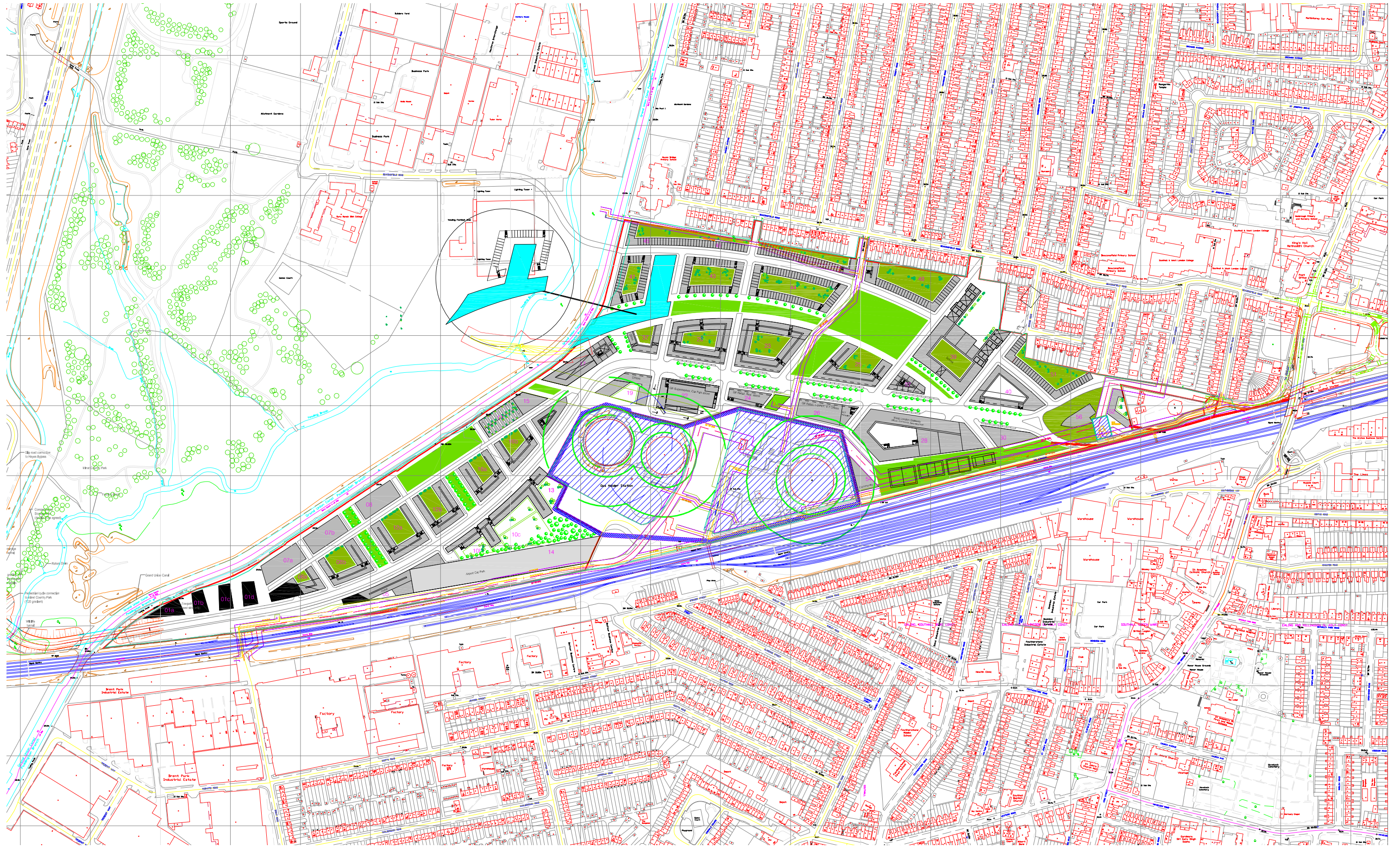
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## Scheme 21a

A more mature version of the scheme with a series of minor amendments as listed to the right. This is the scheme presented to the GLA in November 2006.

### Features:

- Canal arm ammended to create a turning head.
- Provision made for easement between blocks 15 and 17 and redesign of block 17.
- Southern apartments changed to 'U' shapes and open space links created to the canal
- Airport parking reverted to a simple shape and the scale of apartments in Block 10 scaled back
- Green corridor extended in front of the school.
- Community sports pitches reintroduced behind block 28

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