



# West Southall Masterplan Design and Access Statement October 2008

On behalf of:  
National Grid Property Limited



# Foreword

This Report is one of a series of documents that have been prepared on behalf of National Grid Property Limited (NGPL), to support an outline planning application with details of all proposed accesses submitted in full for the comprehensive redevelopment of 44.7 hectares of land known as the Southall Gas Works site (‘the Application Site’).

This Report should be read in conjunction with the drawings and other documents submitted as part of this application, as follows:

- Environmental Statement, including a Non-Technical Summary
- Development Specification
- Planning Statement
- Transport Assessment
- Framework Travel Plan
- Retail Assessment
- Sustainability Strategy
- Energy Strategy including Renewables
- Regeneration Strategy
- Housing Strategy
- Health Impact Assessment
- Remediation Strategy
- PADHI Report
- General Management Strategy
- Statement of Community Involvement

## Local Planning Authority

The application is submitted to both the London Borough of Ealing (LBE) and the London Borough of Hillingdon (LBH) as the Application Site straddles the borough boundaries.

## Application Proposals

The proposals are for a high quality residential-led mixed use development comprising the following:

An outline application for the demolition of the following properties: 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; 137-143 (odd), 249 and 283 Beaconsfield Road; 30 The Grange; the remediation of the land and the redevelopment of the site to deliver a mixed use development for up to: 320,000sqm of residential, up to 14,200sqm for non-food retail, up to 5,850sqm of food retail, up to 1,750sqm of Class A3-A5 uses, up to 9,650sqm of hotel, up to 3,000 sqm of conference and banqueting, up to 4,700sqm of leisure forming a cinema, up to 2,550sqm of health care facilities, up to 3,450sqm of education facilities, up to 3,500sqm of office/studio units, up to 390sqm of sports pavilion, up to 600sqm of energy centre, up to 24,450sqm of multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children’s playspace; and details are submitted for full approval (layout, scale, appearance and landscaping) of the following accesses:

- Pump Lane Link Road – New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond
- Eastern Access – New access road from Southall centre to the site, including land currently occupied by properties on The Crescent
- Minet Country Park Footbridge – Central pedestrian and cycle access to the Minet Country Park, bridging over the Canal and Yeading Brook
- Springfield Road Footbridge – Northern pedestrian and cycle access to Minet County Park and Springfield Road.
- Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane
- Accesses (3no.) onto Beaconsfield Road

The development shall be carried out in accordance with the Development Specification and the Parameter Plans appended to that document. An illustrative Masterplan (Drawing Ref. 0317\_P1017Rev 00) has been devised to demonstrate how the application proposals could be delivered. Further details of the Application Site and proposed development are set out in the Design and Access Statement and Planning Statement accompanying the outline planning application



# Synopsis

This document is a Design and Access Statement produced pursuant to the requirement in Section 327(b) of the Town and Country Planning Act 1990 and Article 4(c) of the Town and Country Planning (General Development Procedure) Order 1995. For the purposes of the Environmental Statement, the Design and Access Statement describes the scheme's design.

Circular 1/06 paragraphs 80-104 defines what constitutes a Design and Access Statement for both outline and detailed planning applications - general aspects are defined in paragraphs 80 and 81 and the specific requirements along with where they are addressed in this document, are as follows:

Section 01: Amount and use - explains and justifies the amount and use of development as Circular 1/06 paragraphs 82, 83, 98 and 99.

Section 02: Layout - appraises the context as Circular 1/06 paragraph 97 then explains and justifies the masterplan's layout as Circular 1/06 paragraphs 84, 85, 86 and 87.

Section 03: Scale - explains and justifies the parameters that define the 3 dimensional building envelopes as Circular 1/06 paragraphs 88, 89 and 90.

Section 04: Landscape - explains and justifies the masterplan's landscape principles as Circular 1/06 paragraphs 91, 92 and 93.

Section 05: Appearance - explains and justifies the principles behind the buildings' appearance as Circular 1/06 paragraphs 94, 95 and 96.

Section 07: Access - explains and justifies the access arrangements as Circular 1/06 paragraphs 100, 101, 102, 103 and 104.

The Design and Access Statement also includes sections that describe the scheme's sustainability principles (Section 06) and the design for each bridge (that are each the subject of detailed planning applications) over the Grand Union Canal and Yeading Brook is described in Section 08, 09 and 10.

The Design and Access Statement describes the principles that are incorporated within the parameter plans P1000-P1015 that fix the scheme's design quality. The illustrative masterplan referred to in the Design and Access Statement demonstrates how the masterplan may be developed following these parameters, however, other design

interpretations may subsequently prove to be equally acceptable, provided they meet the quality standards defined in the Design and Access Statement and application drawings.

Southall is a local centre split by the railway and contained by the Grand Union canal - the scheme, known as West Southall, offers the ability to develop and fully integrate Southall's core into its environs.

The scheme is the catalyst for change and defining key objectives will encourage Southall's further development by:

- providing a range of amenities to enhance Southall as a place to live and visit
- encouraging a sustainable lifestyle for all
- offering apartments, maisonettes and townhouses in addition to predominant existing terraced and semi-detached housing stock
- creating flexible and resilient ground floor space that can accommodate a variety of fine grain uses
- complementing the specialist shops with multiple retailers
- providing a defined public park with recreational facilities that are not provided by the adjacent country park
- developing active canal frontage as a destination
- creating of civic space alongside the vibrant streets on which the many festivals and processions currently take place

The scheme integrates an operational gas holder and its associated facilities including below-ground high pressure pipelines with easements above that cross the site. Industrial and transportation facilities once filled the site and Southall has developed around it effectively creating a wedge between the northern town centre and Southall Green. The water tower and gasholder - local landmarks - are prominent industrial structures on the site that will become markers for the scheme.

By creating links through the site - at the eastern and western ends; under the railway; over the canal; and through the terraced houses to the north - the scheme creates a series of connected places equally accessible to the new and existing communities.

The design team comprises :  
Beyond Green  
Capita Lovejoy  
Cyril Sweett  
Hakes Associates  
Hunt Dobson Stringer  
Make  
Marks Barfield Architects  
RPS  
Savell Bird & Axon  
Savills  
White Young Green





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A large, intricate graphic composed of a single continuous dotted line. The line forms a series of overlapping, organic shapes that resemble a stylized, flowing 'S' or a calligraphic flourish. It starts from the bottom left, curves upwards and to the right, then loops back and forth in a complex, almost abstract pattern before ending in the upper right quadrant. The overall effect is one of fluid motion and organic form.

01

Amount and use



# Amount and use - Introduction

Section 01: Amount and use - explains and justifies the amount and use of development as ‘Circular 01/06 (Communities and Local Government): Guidance on Changes to the Development Control System’ paragraphs 82, 83, 98 and 99.

Paragraph 82  
*‘The amount of development is how much development is proposed. For residential development, this means the number of proposed units for residential use and for all other development, this means the proposed floor space for each proposed use.’*

Paragraph 83  
*‘Amount cannot be reserved within an outline application, although it is common to express a maximum amount of floor space for each use in the planning application and for this to be made the subject of a planning condition. The design and access statement for both outline and detailed applications should explain and justify the amount of development proposed for each use, how this will be distributed across the site, how the proposal relates to the site’s surroundings, and what consideration is being given to ensure that accessibility for users to and between parts of the development is maximised. Where the application specifies a range of floorspace for a particular use, the reasons for this should be explained clearly in the design and access statement.’*

Paragraph 98  
*‘In the light of this understanding of the context, a design and access statement should explain how this has been considered in relation to its proposed use. The use is the use or mix of uses proposed for land and buildings. Use cannot be reserved within an outline application. Design and access statements for both outline and detailed applications should explain the use or uses proposed, their distribution across the site, the appropriateness of the accessibility to and between them, and their inter-relationship to uses surrounding the site.’*

Paragraph 99  
*‘In addition, the statement should explain how this context has been considered in relation to the physical characteristics of the proposal, that is, the amount, layout, scale, landscaping and appearance of the development.’*

The maximum amount of floorspace for each use (including maximum number of residential units) has been determined through an assessment of Southall and research of the residential property market by Savills. The research is described in sections 1.1 and 1.2; public consultation summarised in section 1.3; and appraisal of uses currently available within Southall described in section 1.4 to establish Southall’s projected demand and capacity. In concert with the scheme’s design led development, a defined maximum amount of residential units and floorspace has been appraised for economic viability. The amount of residential development is determined to prevent over development and ensure the quality of public realm is not compromised.

The amount of each use other than residential units has been determined to both satisfy the scheme and enhance Southall’s town centre delivering uses that research demonstrates are insufficiently provided within the town centre compared to demand. The result of this mixture of uses will strengthen Southall’s position as a local centre; reduce travel to other local centres for services such as cinema, hotel, shopping etc.; and improve the quality of life for Southall residents as a town centre that people can viably live, work and enjoy recreational facilities.

The appropriate distribution of uses within the scheme to ensure successful integration with the site’s surroundings and optimise accessibility is described in detail within Section 02.

Section 1.5 defines each of the use and amount within the scheme as required by Circular 01/06 paragraphs 82 and 83.



# 1.1 Residential market potential

Southall has a very individual character and to truly understand the mixture of uses that are required to make West Southall a success on the gasworks site, the design team considered the public consultation results from the previous application, undertook further public consultation and research.

Savills undertook complementary strands of research comprising the following:

1. Analysis of the London residential market and the potential for a large mixed-use development in Southall to attract demand from established markets in the context of competing schemes.
2. Research into the preferences and capacity of potential Asian purchasers, focussing on households within the local community, wider British Asian demand within London and investor demand from India.
3. Placemaking research, to ascertain the mix and layout of residential, commercial property and other uses that will create high demand and land value for the proposed development to recover the high remediation costs associated with the site.

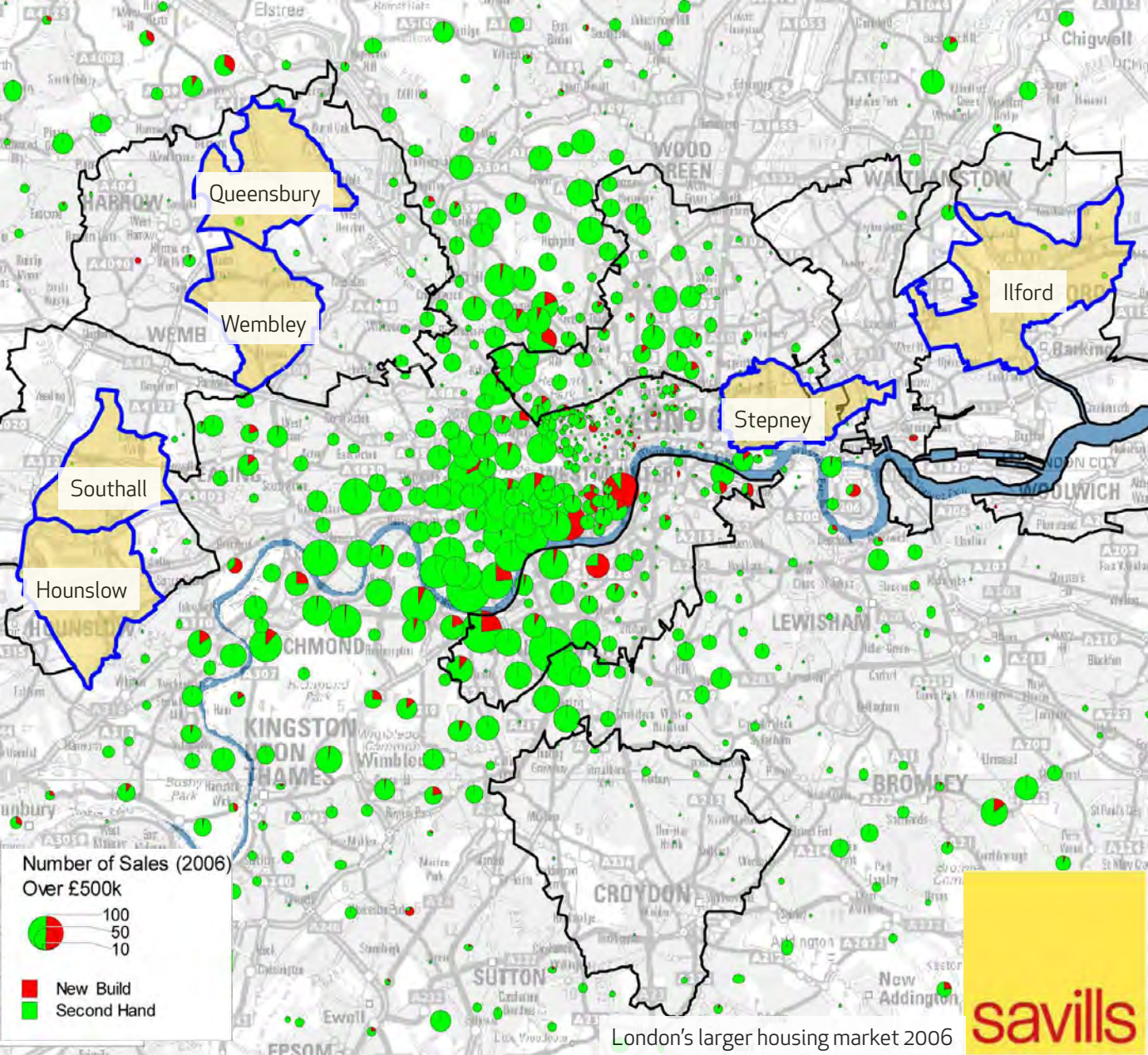


A summary of Savills' research is in Appendix O1 and the following abridged extracts are the key drivers that have informed the scheme's design.

31% of Southall's residents are Sikh, 16% are Hindu and 16% Muslim and as such Southall is considered an Asian neighbourhood similar in character to Hounslow, Wembley, Queensbury, Stepney or Ilford. Of these areas, Southall has the lowest house prices and it emerges that Southall has tended to be a place where Asian immigrants tend to settle when they first come to London.

Wealthier residents tend to move on to other neighbourhoods, either the higher value Asian areas or more affluent suburban locations and commuter towns in the Home Counties. Likewise, young British Asians are choosing to live in a wide range of areas across London that offer vibrant city living with no particular cultural component.

Therefore, West Southall has the opportunity to capture the flow of residents who currently choose to leave Southall since the scale of development is sufficient to change perceptions of the area as a residential neighbourhood.





# 1.2 The perception of Southall

Savills conducted a series of interviews from which the following perceptions of Southall emerged:

A number of positive features of Southall were identified, predominantly amongst those who retain cultural or emotional ties to the area through family and/or friends who live there or by having previously lived in Southall themselves. These factors largely related to cultural and religious features:

- Strong local community.
- Strong cultural identity - perceived as 'lively'.
- Many respondents considered Southall to be 'home' - even if they no longer lived in Southall itself.
- Good ethnic food and clothing stores, restaurants and other amenities, including places of worship.



Strong local community



Great specialist shops



Strong cultural identity



'Lively' cultural community

Overall, there are generally negative perceptions of Southall as a place to live, with few indicating that this is an area that they would like to live in at the present time. The key shortcomings of the area were identified to be:

- Very dense population - considered by many to be 'overpopulated'.
- An existing stock of generally poor quality housing
- A poor quality local environment, with particular issues raised regarding the area being 'dirty', with excessive litter and rubbish on the streets
- High levels of traffic congestion, making access to and from the centre of Southall very time consuming.
- Lack of parking
- Perceptions of high levels of crime, and intimidating groups of 'youths hanging around', gang culture and drug use
- A lack of traditional high street shops
- A lack of diversity with no real cultural mix - which was considered to be a factor that might 'scare' people away from the area (both Asian and non-Asian).
- Perceptions of an increasing inflow of immigrants to the area, with large numbers of illegal immigrants a concern for many.



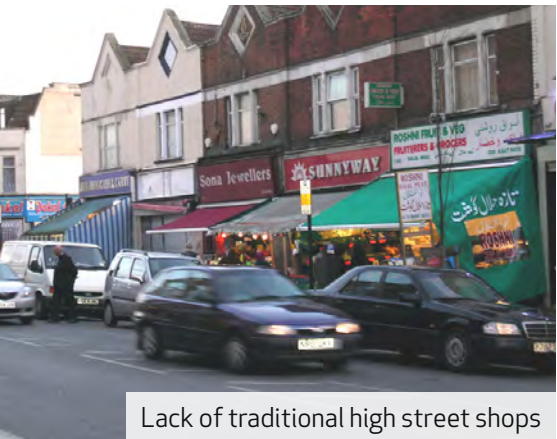
High levels of traffic



Perceptions of high crime



Poor quality of local environment



Lack of traditional high street shops



However, when questioned regarding views on the area following the transformational change that is proposed for the gasworks site through the scheme, many individuals who would not currently consider living in the area would reconsider in the presence of a high quality development with a good local environment.

The Castlefield area of Manchester has undergone an urban regeneration transformation that has significantly raised property values in the way anticipated for the West Southall masterplan.

Poor perceptions of the area combined with a desire to move away from the area and up the social and property ladders is linked to a lack of quality properties available in the current market. Young Asian people (especially younger second and third generation) are much more westernised in culture, whilst older residents and first generation residents have stronger ties to the cultural and religious offering of Southall.



Castlefield, Manchester



Castlefield, Manchester



Castlefield, Manchester

However, whilst many of the high-earning younger residents wish to move out of the area, most retain ties to the area and do not move far away – tending to live in areas nearby that offer larger and higher quality properties and a better environment, whilst remaining within easy travelling distance of Southall. This also reflects the westernised culture of these individuals, many of whom wish to live in areas with a mix of population. Indeed, many respondents indicated that Southall was ‘too Asian’ or had ‘too many Asians’ i.e. a multi-cultural environment is an important factor in determining where these individuals want to live.

This is reflected in the areas in which individuals would consider buying a new home. The areas most commonly cited were elsewhere in West London (again indicative of the desire to move out of Southall but within easy travel distance) and wider into the Home Counties. The most commonly identified search areas identified were:

- Berkshire (including Slough, Windsor, Maidenhead and Langley)
- Amersham
- Hayes
- Hounslow
- Norwood Green.

A number of particular differentiating factors made these locations preferable to Southall:

- More open space / green spaces
- Better educational facilities (i.e. good quality grammar and primary schools)
- ‘Calmer’ or ‘less busy’ areas
- Greater ethnic mix (i.e. not predominantly populated by Asians)

Southall does not currently provide these features to an extent that would attract or retain individuals in the study target group that participated in Savills’ research. A great example of how high quality open space can be successfully integrated into the townscape is Montpellier Gardens, Cheltenham and new schools similar to Hampden Gurney can complement existing good educational facilities such as the Sixth Form Centre on Beaconsfield Road, Southall



Montpellier Gardens, Cheltenham



Hampden Gurney School, Marylebone, London



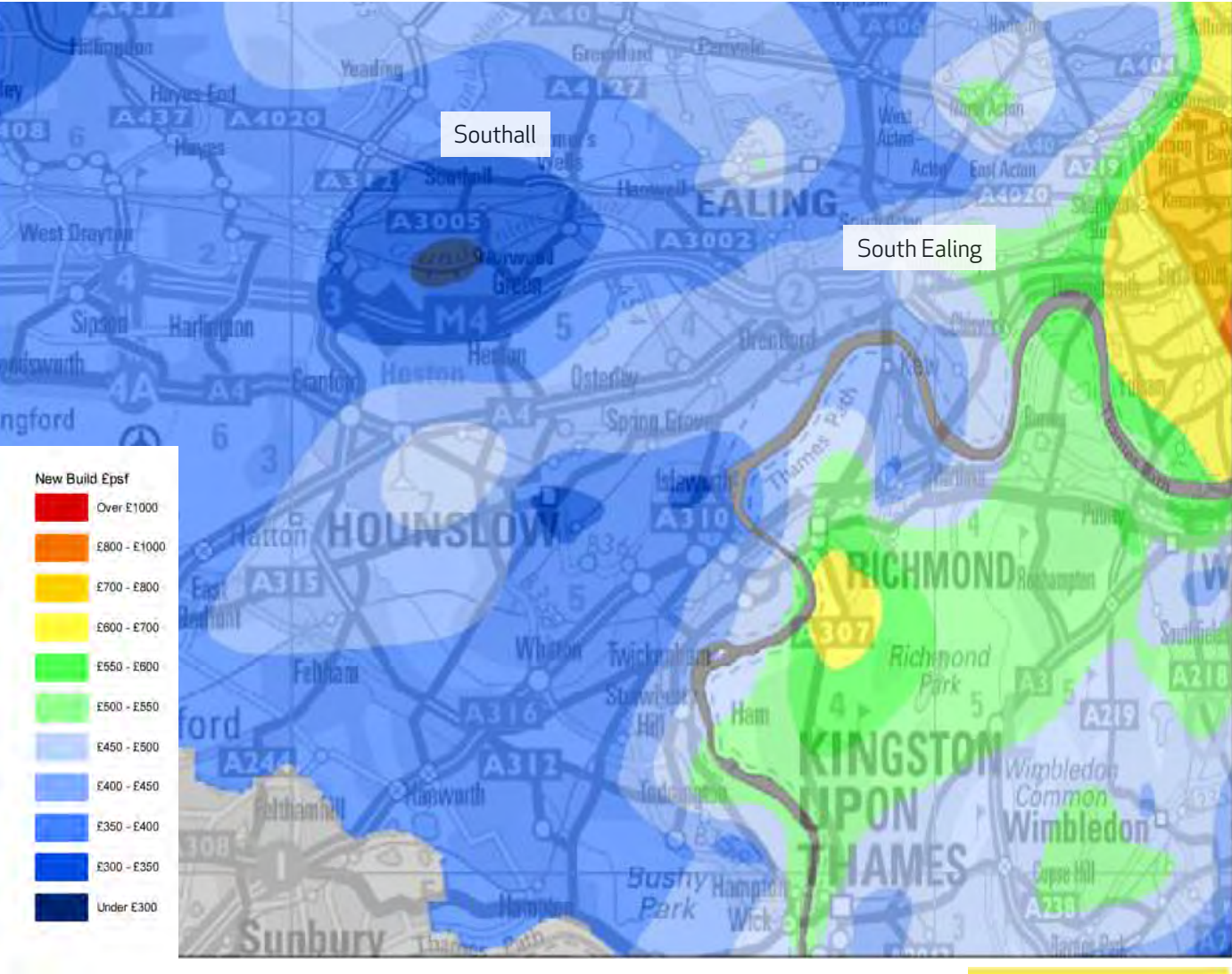
The Sixth Form Centre, Beaconsfield Road



Placemaking

To create a sustainable high value residential place the successful integration of non-residential accommodation is essential. Understanding the balance draws on Savills' analysis of what exists and is missing to satisfy the needs and aspirations of the new population and those not met for the existing community.

Savills identified wide-ranging non-residential property requirements that were evident in neighbouring areas such as South Ealing that result in relatively higher residential values. Some of these uses may already be evident elsewhere in Southall, however, the research identified the scheme should be flexible and resilient to successfully incorporate a wide range of uses – many of which may be unknown at present and may change over time.



Relative new build value



Placemaking is essential to ensure West Southall's success. Hammarby Sjöstad in Stockholm is an excellent example of how new development with a clearly defined vision and sense of place can become somewhere that all members of the community will want to live, nurture and cherish.

### Hammarby Sjöstad – a new city district inspired by water

The water has inspired the name of the entire project – the town around the lake Hammarby Sjö.

The first drawings of what would become Hammarby Sjöstad were pencilled in back in 1990. The idea was to showcase a unique opportunity – expanding the inner city with a focus on the water, while converting an old industrial and harbour area into a modern neighbourhood.



to Stockholm's urban growth – a modern, semi-open, block-based city, a combination of a closed, traditional inner city with more modernistic and open planning. The inner city street dimensions, block sizes, building heights, density and functionality mix are integrated with a new openness, waterfront views, parks and sunlight.

Limited building depths, recessed pent-house flats, maisonettes, large balconies and terraces, big windows, flat roofs and light-coloured rendering on water-facing facades



Once fully built, Hammarby Sjöstad will have 11,000 residential units for just over 25,000 people and a total of about 35,000 people will live and work in the area. Hammarby Sjöstad will be fully built by 2015.

Architecture and urban construction

Hammarby Sjöstad is Stockholm's biggest urban development project for many years. The area's location as a natural continuation of Stockholm's inner city has shaped the infrastructure, urban planning and design of the buildings.

This expansion has involved extensive development of the infrastructure, with traffic barriers removed and the old industrial and terminal areas phased out, concentrated or given a new purpose. Stockholm and Nacka municipalities have reached an agreement on how the areas either side of the municipal boundary should develop and interact. Hammarby Sjöstad adds a new "year ring"

### – a modern water city, close to Stockholm City

Along Hammarbyleden taller buildings facing the water are built in a classic inner city style that harmonises with the large-scale quay facilities and large open water areas.

The milieu on Sickla Udden and alongside Sickla Kanal is more intimate and small-scale, with natural shorelines. Here, development is gradually downscaled towards the shorelines, and then follows the line of the land as it rises towards the avenues' crest and Sickla Park.



Sickla Kaj's buildings are more city-like. Large-scale, multi-functional buildings have been built along the avenue, with small-scale backstreet and courtyard houses built between the quay and Sjöstadsparken, the new park walkway.

Dense, city-style environments are also being built in Hammarby Gård around a lens-shaped green space with a newly-created pool.

Parks, quays and walkways in different styles have been laid out around Hammarby Sjö. The water areas at the heart of the town comprise a concentrated visual park – the city district's blue eye.

Two special projects are in progress in the Lugnet area. The first is Lugnets Terrass, a sea park with jetty decking, pergolas and flowerbeds bordering the avenue.

The other involves the construction of Hammarby Sjöstad's most unique profile building, in the form of a perforated cube. The building is twice the height of the surrounding development.

Hammarbyleden is one of the final planning areas in Hammarby Sjöstad. The plan entails a substantial expansion of the quays to include, among other things, a harbour basin with space for restaurants and small boats. The Värmdöleden highway will run underground through a tunnel under Hammarbyleden, "Tvåbanan" (the light rail link) will be extended towards Slussen, and the avenue will be extended to a new mall facility at Danvikskull.

Extract from Hammarby Sjöstad promotional brochure



# 1.3 Consultation review

Through the scheme's development we have undertaken consultation with interested groups and individuals including public exhibition and consultation; Commission for Architecture and the Built Environment (CABE); Greater London Authority (GLA); British Waterways; Heathrow City Partnership; Transport for London (TfL) and the local authorities.

For the public exhibition and consultation held at the Dominion Centre in May 2007 an explanatory leaflet and comments form /email address were distributed to ensure maximum communication of the scheme and opportunity for feedback.

Subsequent consultation with local residents took place in July 2008.

## Consultation key points:

Ensure the scheme's impact improves existing traffic congestion by offsite highway enhancement and balanced road layout

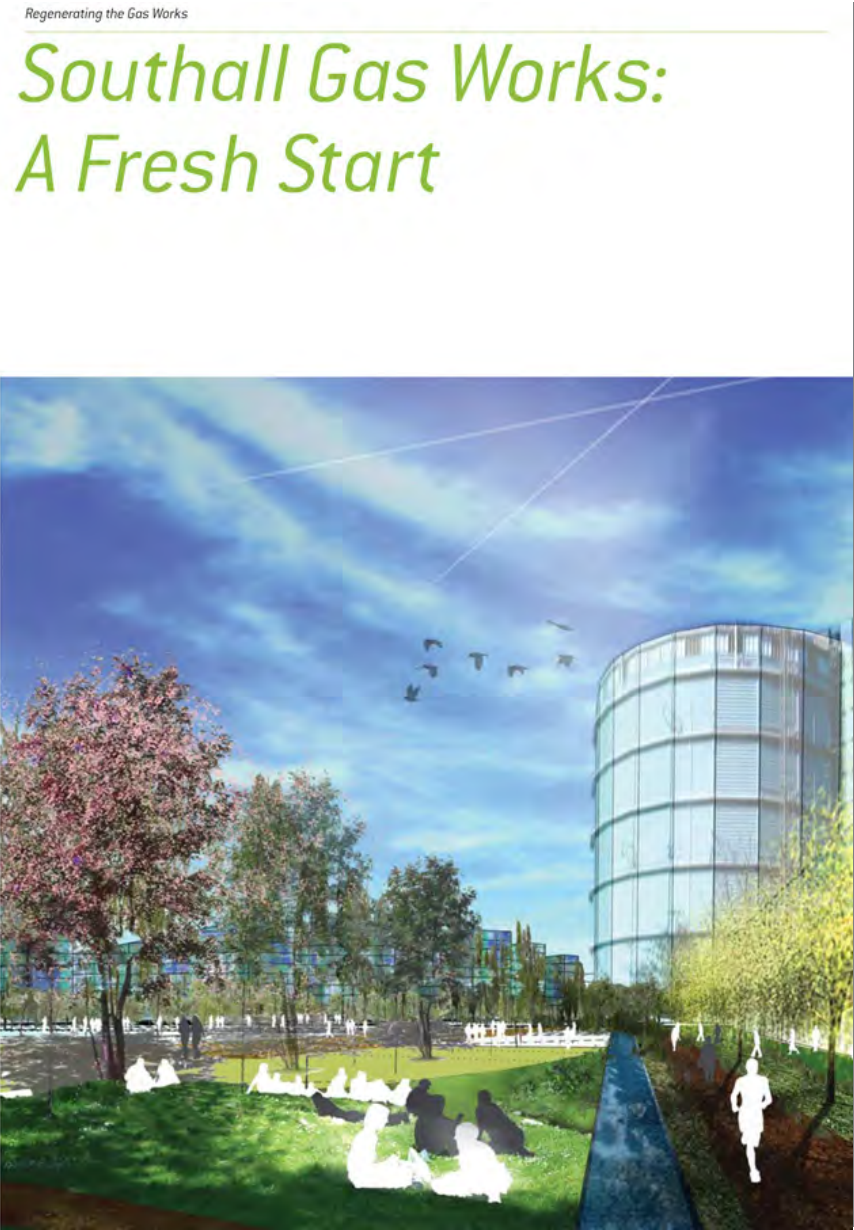
Provide appropriate levels of education and health facilities

Offer a place to showcase Asian businesses

Ensure development does not expose residents to health and safety risks from contamination or gas installations

Be an exemplar model for play, recreation and sustainability

Anticipate Crossrail



Southall Gas Works public exhibition and consultation leaflet



Southall Gas Works public exhibition and consultation comments form



# 1.4 Mixture of uses

Understanding Southall as a place, its relationship to adjacent local centres and comparison with similar neighbourhoods has informed the strategy to integrate the essential mixture of uses to both allow the residential community to thrive and Southall develop as a town centre.

Comparison was made between the uses that were identified by the research and Southall's existing accommodation to determine how the scheme can address shortfall is as follows:

## Residential

- Existing: Predominantly poor quality terraced housing around the town centre and larger semi-detached properties around the town's boundaries.
- Demand: Larger family houses and apartments to offer greater residential choice.



## Retail

- Existing: Specialized shopping and out of town retail
- Demand: Multiple high street retailers. Travel between Southall and adjacent centres such as Ealing and Uxbridge demonstrates under provision in Southall of multiple retail stores to serve the local community.



## Business and services

- Existing: Small scale professional services and local businesses.
- Demand: Modern accommodation for local small businesses as other centres with greater public transport connections will continue to be more attractive to larger businesses than Southall.



## Health

- Existing: General Practitioner (GP) surgeries distributed in small surgeries throughout the town.
- Demand: Consolidated health centre comprising GP and day surgeries defined by Primary Care Trust (PCT). The centre may be combined with educational uses similar to the Greenwich Millennium School and Health Centre.



## Education

- Existing: Good provision at nursery and primary level such as Blair Peach Primary School with capacity at secondary level.
- Demand: Additional high quality nursery and primary accommodation such as Notley Green Primary School required in line with increased development on the gasworks site (there is sufficient capacity at secondary level). Educational facilities may be integrated within a larger complex including a health centre.





Hotel

- Existing: Hotels predominantly catering for Heathrow airport on surrounding roads and limited town centre provision.
- Demand: High quality hotel in town centre similar to the Lowry Hotel Manchester.



Conference/banquet

- Existing: Facilities for large functions accommodated in some of the adjacent airport hotels and the Monsoon Banqueting Suite.
- Demand: Banqueting and business exhibition facilities in town centre comparable to those in central London and Wembley



Cafe, bars and restaurants

- Existing: Good Asian restaurants and bars but very few cafes
- Demand: Cafes and good western restaurants to offer diversity, such as those at The Mailbox, Birmingham.



Cinema

- Existing: Himalaya Palace, a specialist Asian cinema.
- Demand: Multi-screen facility able to show both Asian and western films concurrently similar to the BFI London IMAX cinema.



Community facilities

- Existing: Wide range of good facilities such as the Dominion Arts and Education Centre.
- Demand: Local facilities generated by development on the gasworks site



Places of worship

- Existing: wide range of temples and churches catering for principal faiths. Some places of worship are regional centres with great capacity
- Demand: Existing provision will serve development on the gasworks site





Energy Centre

- Existing: no requirement for local energy centre
- Demand: To satisfy environmental policies a local energy centre is required.



Long-term airport parking

- Existing: Extensive parking on gasworks site
- Demand: Reduced demand due to future improved airport public transport connections.



Short-term retail and residential parking

- Existing: Limited carparks serving the town centre and most residential parking on-street
- Demand: Opportunity to increase the town centre parking provision and serve the scheme's retail, hotel/ conference/banqueting, cinema and residential accommodation.



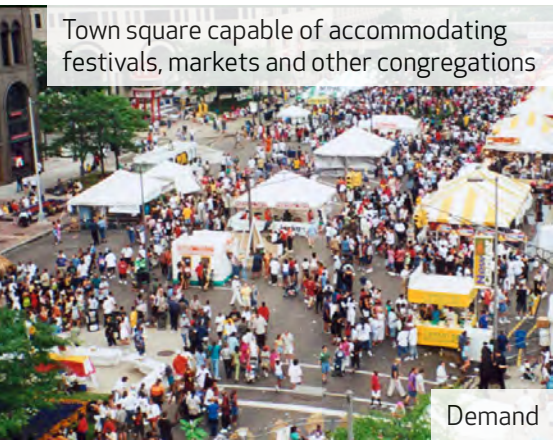
Parks and open space

- Existing: Access to existing parks and open space is restricted by a combination of limited provision and access due to canal and railway. The gasworks site, and significant parts of Southall, are beyond 600m of park or open space. Refer to appendix 13 for assessment of existing open space provision within Southall.
- Demand: Recreational park to serve existing and new communities. Connections over canal and Yeading Brook will greatly improve the accessibility to the Minet Country Park.



Civic space

- Existing: Streets and parks used for civic congregations
- Demand: Civic space to accommodate festivals, markets and other public gatherings



Canal front

- Existing: Under-used amenity space in terms of canal and towpath
- Demand: Connected towpath as part of the 'Blue Ribbon' initiative with leisure oriented zone





1.5 Use and amount

Section 1.5 defines the maximum amount, uses and disposition of accommodation proposed

Schedule of Areas -

The defined maximum area, residential units or parking spaces has been derived from thorough analysis of Southall and the scheme’s capacity. The distribution of these uses is defined in the predominant ground and upper floor uses application drawings P1002 and P1003.

Use	Maximum gross floor area (sq.m excluding basement), units or parking spaces
Residential	3,750 (units) / 320,000m²
Non-food retail (A1 - A2)	14,200m²
Food store	5,850m²
Central multi-storey carpark	380 (spaces) / 12,150m²
Cafe/restaurants (A3-A5 inclusive)	1,750m²
Education	3,450m²
Office/Studio	3,500m²
Energy centre / public information facility	600m²
Gateway Place Multi-storey carpark	439 (spaces)/ 12,300m²
Cinema	4,700m²
Hotel	9,650m²
Conference/banqueting	3,000m²
Health centre	2,550m²
Sports pavilion	390m²
Maximum total gross floor area	394,090m²

Key

Composite Development Area boundary

Apartments

Townhouses

Education

Health Centre

Retail (A1-A5)

Studio/Office

Cinema

Parking

Conference/banqueting and hotel entrance

Hotel

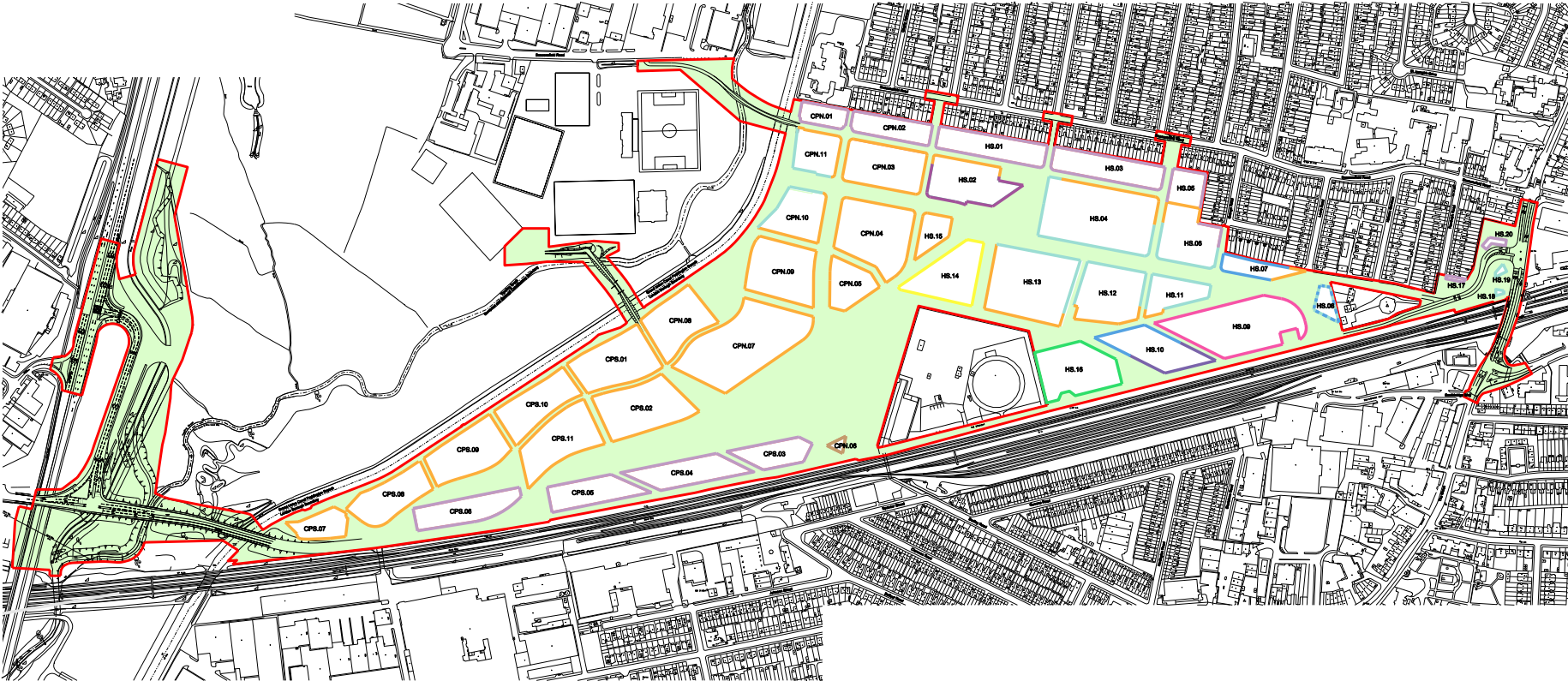
Sports pavilion

Energy Centre/public information facility

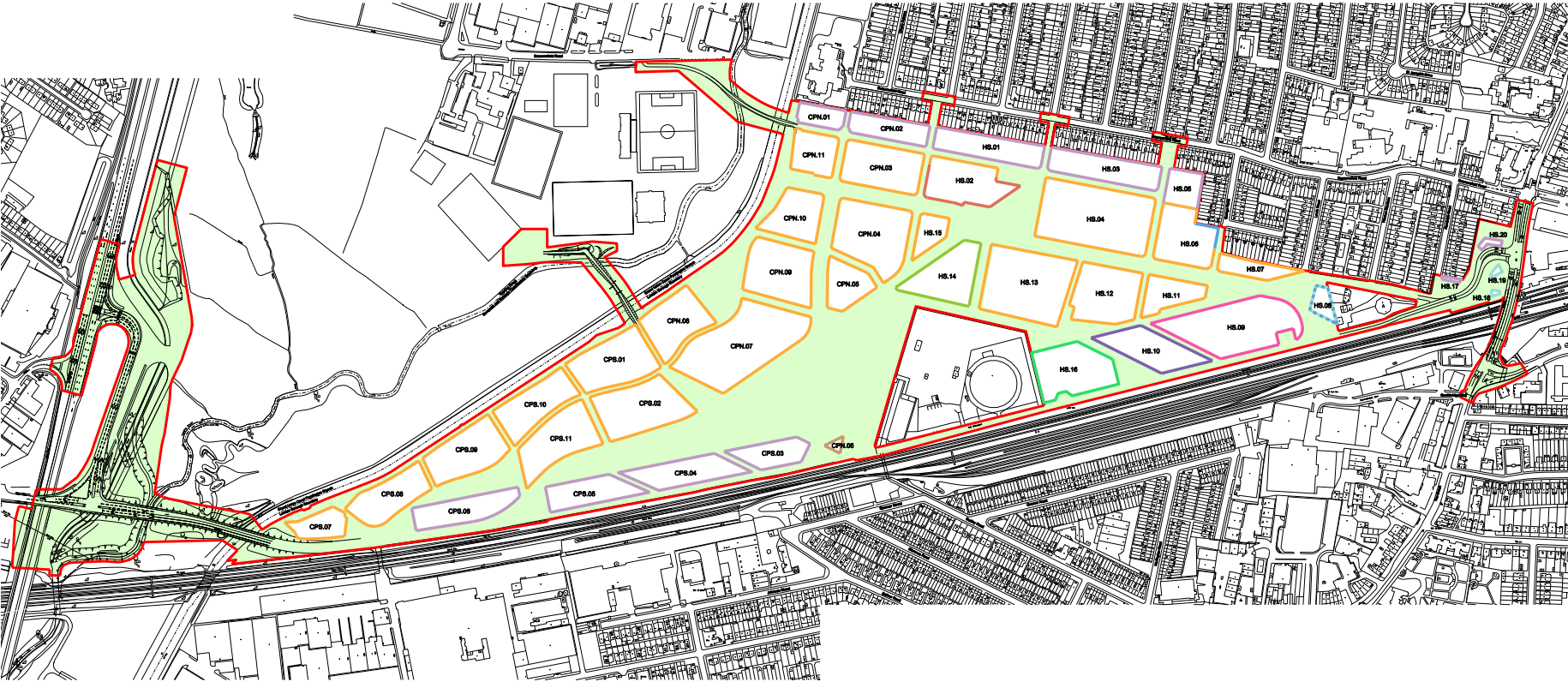
Retail/office

Public realm including Highway

Yeading Football club ground layout is shown in proposed location




P1002 - Predominant Ground Floor Uses



P1003 - Predominant Upper Floor Uses



The background features a series of thin, dotted lines that form a complex, abstract pattern. These lines swirl and loop across the page, creating a sense of movement and organic form. The lines are light gray and vary in density, with some areas being more concentrated than others.

# 02

Layout



# Layout - Introduction

Section 02: Layout –appraises the context as Circular 1/06 paragraph 97 then explains and justifies the masterplan’s layout as Circular 01/06 paragraphs 84, 85, 86 and 87.

Paragraph 84  
*‘The layout is the way in which buildings, routes and open spaces (both private and public) are provided, placed and orientated in relation to each other and buildings and spaces surrounding the development.’*

Paragraph 85  
*‘If layout is reserved at the outline stage, the outline planning application should provide information on the approximate location of buildings, routes and open spaces proposed. The design and access statement accompanying an outline application should explain and justify the principles behind the choice of development zones and blocks or building plots proposed and explain how these principles, including the need for appropriate access will inform the detailed layout. The use of illustrative diagrams are encouraged to assist in explaining this.’*

Paragraph 86  
*‘For detailed applications, and outline applications where layout is not reserved, the design and access statement should explain and justify the proposed layout in terms of the relationship between buildings and public and private spaces within and around the site, and how these relationships will help to create safe, vibrant and successful places. An indication should also be given of factors important to accessibility of the site for users, such as travel distances and gradients, and the orientation of block and units in relation to any site topography to afford optimum accessibility.’*

Paragraph 87  
*‘PPS1 makes clear that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. Design and access statements for outline and detailed applications should therefore demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in Safer Places- the Planning System and Crime Prevention (ODPM/Home Office, 2003).’*

The layout of the scheme is drawn from an appreciation of its location at regional and local scales in respect of transportation; relationship to neighbouring centres; and Southall’s character and existing facilities described in sections 2.1 to 2.4 inclusive.

The gasworks site has technical constraints that require consideration and influence development on the site due to limited access; operational gas and sewer pipelines that cannot be built over; health and safety restrictions around major operational gas infrastructure; high ground water levels and contamination; and building height restrictions imposed by the Civil Aviation Authority (CAA) due the site’s adjacency to Heathrow airport. These constraints are described in sections 2.5 to 2.10 inclusive.

The design response to the uses, constraints and opportunities is described in a series of illustrative diagrams (sections 2.11 to 2.14 inclusive) in accordance with Circular 01/06 paragraph 84 and concludes in layout drawings describing the access and egress points; development plots and distribution of uses across the site; buildings, routes and how the open spaces relate to each other (sections 2.15 to 2.16 inclusive) in accordance with Circular 01/06 paragraphs 85 and 86. Section 2.17 describes how the development complies with ‘Safer Places, The planning system and crime prevention’, in accordance with circular 01/06 paragraph 87.

The key aspect of the scheme’s layout is to adopt an integrated approach where access – for pedestrians, cyclists and vehicles - is optimised to ensure permeability to the areas surrounding the site. The layout of buildings and open space creates a public park and active waterfront that complements a high street – known as East Street – and town square around which all buildings and uses are arranged to ensure the development has a sense of place.

The layout locates uses that are public or commercial in character toward the east of the site whilst residential accommodation is arranged predominantly to the north and west. This relationship ensures the public or commercial uses are equally accessible to Southall’s town centre including major public transport nodes; new residential accommodation to the west of the masterplan; new and existing residential accommodation to the north; and existing residential and commercial accommodation to the south of the railway line.



## 2.1 Location and transport links



Southall is situated in the London Borough of Ealing, just over 15km west of Central London. The Paddington Branch of the Grand Union Canal runs next to the site area. Its unique location falls between a number of major transport links and is very well connected to Central London and beyond.

### Road

The M25, M40 and M4 all pass by Southall forming a triangle around the area. These roads connect into the greater UK road network.

### Rail

Rail services provide strong East-West connections, with both Paddington Station and Heathrow Airport within minutes from Southall Station.

Paddington	15 mins
Heathrow	12 mins
Reading	45 mins

Southall is also scheduled to benefit from the Crossrail extension, strengthening connections to the East.

### Air

Southall benefits from being in close proximity to Heathrow Airport, which has shaped Southall's status as a major hub for industrial imports.





## 2.2 Relationship to neighbouring centres

Southall residents are increasingly travelling to neighbouring centres such as Ealing, Wembley, Uxbridge and Central London, for a range of services that are not provided within Southall.

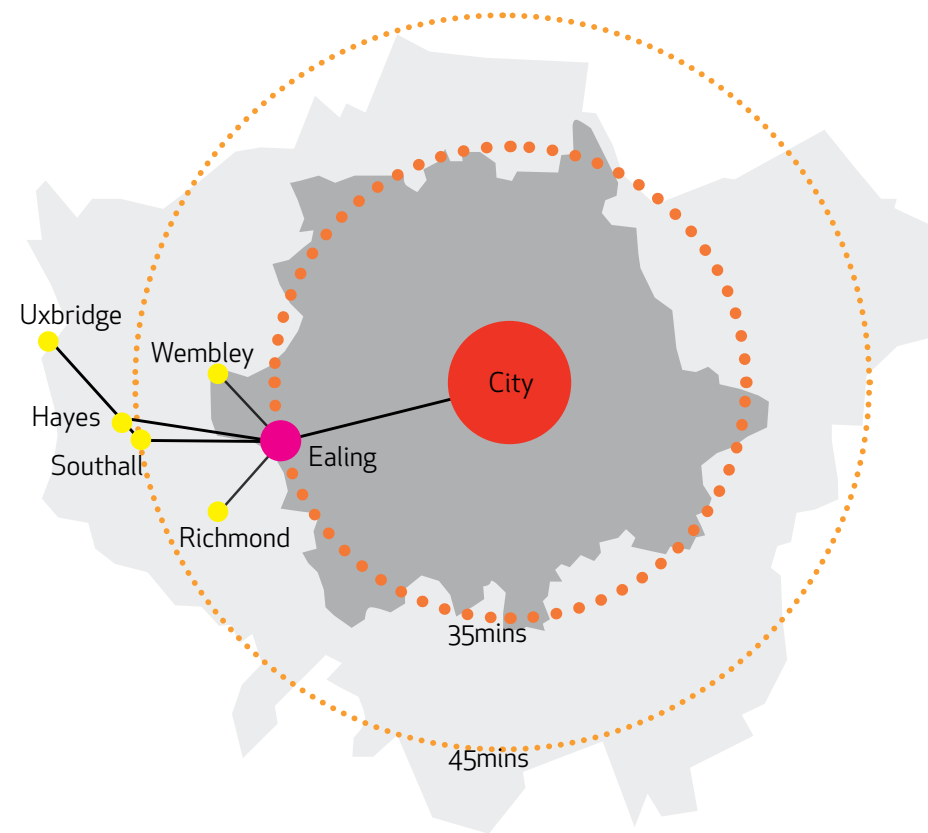
Ealing

Ealing is the nearest and most popular destination for residents of Southall and surrounding areas.

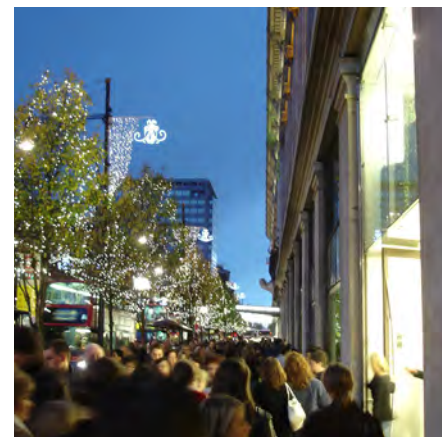
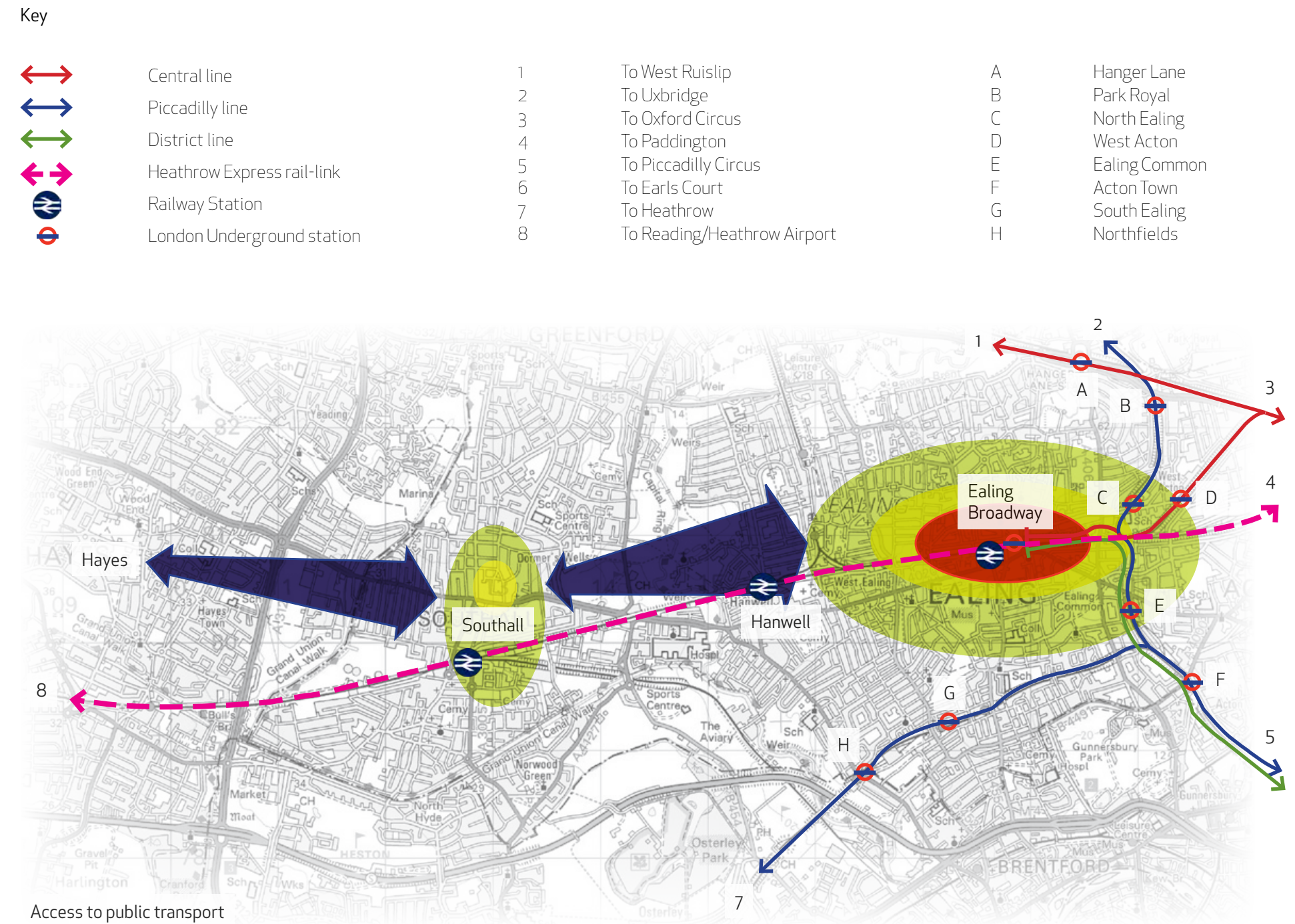
This is due to excellent transport links (road, underground, train and bus) which provide access to successful high street shopping.

Ealing is the historical centre of the region and therefore has a wide variety of facilities to offer. However Ealing is currently saturated in respect of retail provision, exceeding its importance in relation to its geographical size.

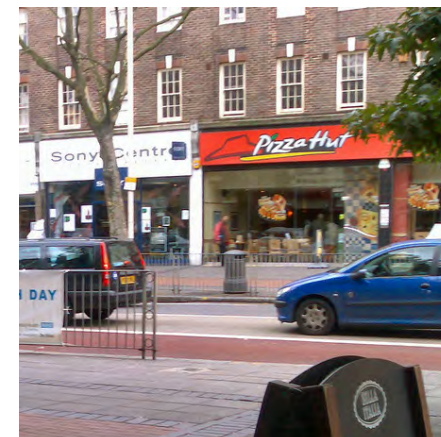
Southall, in contrast, remains under developed as a local centre, resulting in the loss of retail and leisure trade and economic growth in the area.



Relationship and journey times to neighbouring centres



Ealing is Southall's local Centre providing excellent transport, council offices and shopping





# 2.3 Urban grain

Urban grain is the pattern of streets and spaces that define urban character – some towns or cities, for example, present a grid with no defined centre while others present a series of radiating routes from a central area.

Southall's urban grain is defined by a concentration of development around the Broadway and South Road north of the railway leading to the Green that Ealing's Unitary Development Plan defines as Southall's town centre. Typically, Southall is a low-density/low-rise town centre characterised single-use buildings - typically either retail in the town centre or residential. Away from the town centre, there are some industrial estates that have recently developed in gaps within the residential streets and relatively few open spaces.

The railway and canal influence development away from The Broadway and South Road. The area bounded by South Road, The Broadway, canal and the gasworks is a grid of terraced

residential streets that efficiently completes this area. North of The Broadway and east of South Road, the grid continues before breaking-down into a fluid street pattern as the housing type changes to semi-detached properties.

South of the railway, the urban grain is characterised as a series of routes radiating from The Green that lead to the principal crossing point of the railway.

The canal and railway restrict the opportunity access between one area and another to few locations that has led to disparate development and lack of coherence in Southall's overall urban grain. Furthermore, the gasworks site acts as a 'wedge' of brown-field space from Southall station opening westward to the Minet Country Park.



Residential - low density



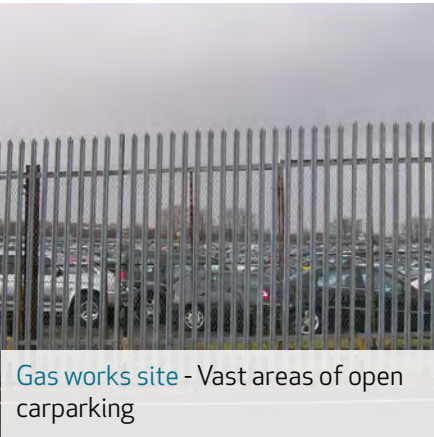
Retail - local shops



Residential - Long continuous terraces with limited permeability, play areas or quality streetscape - strong family orientated communities



Minet Country Park - Under utilised by Southall's community



Gas works site - Vast areas of open carparking



Industrial - Industrial estates are prevalent



Retail - Southall shops



Southall's urban grain



2.4 Features and amenities

Southall is home to a diverse community, resulting in a vibrant and varied range of existing amenities and community facilities.



Yeading F.C.



Glassy Junction - 1st UK pub to accept rupees as currency



Southall Park - public park



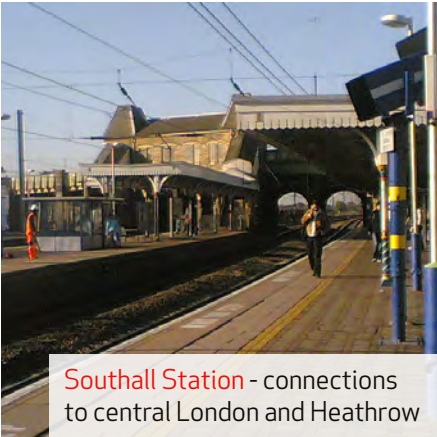
Southall Gasworks



Grand Union Canal  
Paddington Branch



Southall shops - vibrant street with speciality retailers



Southall Station - connections to central London and Heathrow



Water Tower



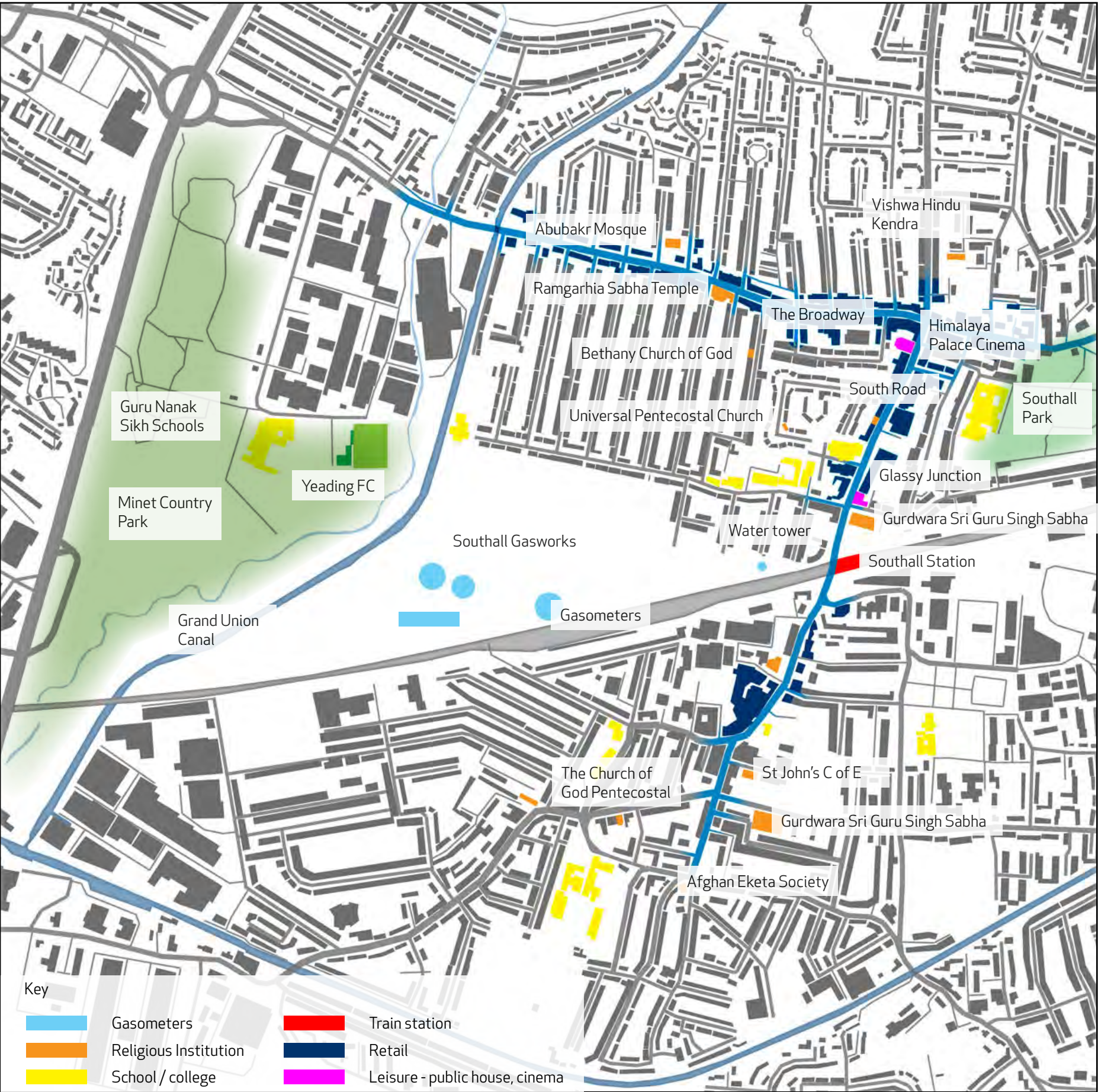
Himalaya Palace Cinema screens Bollywood films



Gurdwara Sri Guru Singh Sabha largest Gurdwara outside India



Gurdwara Sri Guru Singh Sabha Park Avenue Gurdwara



Southall's existing features and range of amenities.



## 2.5 Gasworks: History

Southall dates back to Norman times and was granted a market character in 1698. However it was largely rural in character until the mid 19th century. It is an area characterised by villages and hamlets surrounded by farmland.

In the 19th century, it became increasingly subject to the influence of London. There were two villages at Southall, the main settlement on the Uxbridge Road and Southall Green, to the south of the railway.

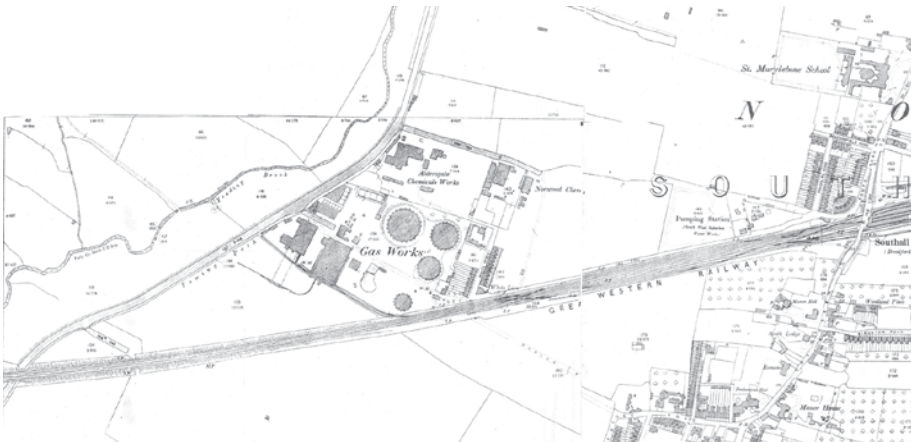
London's influence manifested itself in a large number of institutions such as asylums and boarding schools that located in the area. It is also resulted in the extensive extraction of clay for brick making over much of the area.

The canal opened in 1796 (the Paddington Branch 1801) and horse drawn barges could reach the centre of London in three hours. The railway followed in 1839 and by the end of the century there were 65 trains a day stopping in Southall.

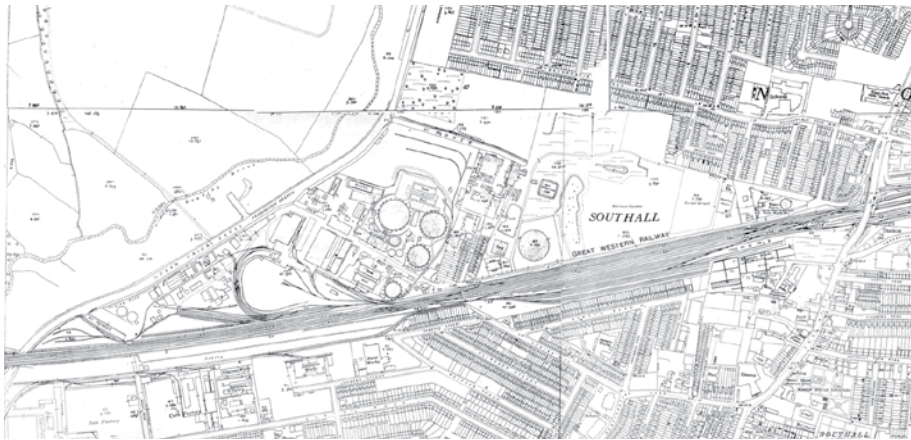
However neither the canal or the railway led to the development of the area, as unlike railways elsewhere in London, the Great Western concentrated on long-distance rather than suburban services. This resulted in the areas around the stations remaining relatively undeveloped.

The combination of the canal and the railway did give rise to the industrialisation of the gas works as a coal wharf and oil works. In 1866 The Brentford Gas Company purchased 18 acres of the site to construct a gas works, retort house and gas holder, first producing gas in 1869.

Ordnance Survey 1895  
The gasworks



Ordnance Survey 1935  
Residential development  
surrounding the gasworks



Current Ordnance Survey  
Site remains undeveloped



By the end of the century this had developed into a gas works with associated industrial activity such as the Aldergate and Norwood Chemical Works.

To the east, the water tower and pumping station was added by the end of the century, although the largest ridged gas holder was not erected until 1930.

The land surrounding the site, although scarred by brick pits, remained open until the turn of the century.

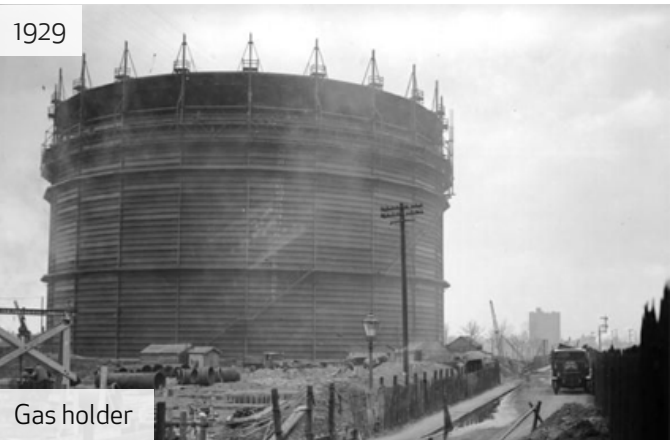
At this point housing spread rapidly and Southall's population doubled between the 1901 and 1911 censuses. The residential areas surrounding the site were largely completed by the First world War.

Southall has always been an important industrial area. Dane's margarine factory was set up in 1896 and the industrial area to the south of the railway grew up at the start of the century, based on the railheads and sidings.

The gas works further expanded and by 1936 it was surrounded by a range of industrial activities. However the eastern part of the site remained open allotments and playing fields.



Gas holder



Gas holder



Water Tower



Great Western Railway



Grand Union Canal



Great Western Railway



## 2.6 Gasworks site boundary and access

The gasworks site is bounded by the railway and canal which once served it but now act as barriers – there are no bridges over the canal to the site and two access points under the railway. The residential streets to the north have always backed onto the former gasworks site and form a further barrier with limited access points from Beaconsfield Road whilst the existing connection to South Road is restricted by the indirect and tight road layout.

For any development on the site to succeed, creating effective linkages through the considered location of new routes and reconfiguration of existing is critical.





## 2.7 Gasworks: Infrastructure constraints

### Infrastructure easements

The development site is constrained by restrictions on development imposed by the adjacent operational site area and associated infrastructure. The operational site requires a 5m boundary zone (1) incorporating a subterranean bentonite wall to offer protection whilst statutory legislation restrict the type of use and development density within 60m of the gas holder (2).

Easements - defined zones either side of the centreline of infrastructure routes where buildings cannot be constructed - cross the site and influence the layout of the masterplan. The existing and proposed underground services cannot be relocated (3,4 and 5) due to their significance, but to the north (6) there is the possibility of relocation.

- Composite Development Area Boundary

NGG gas pipeline easement

PADHI zone around gas holder\*

Foul sewer easement

Decomissioned waste drainage easement

①

5m landscape zone incorporating Bentonite subterranean protective wall around operational gasworks required

②

60m PADHI zone around gasholder\*

③

Existing gas pipeline - fixed location

④

Proposed gas pipeline easement - fixed location

⑤

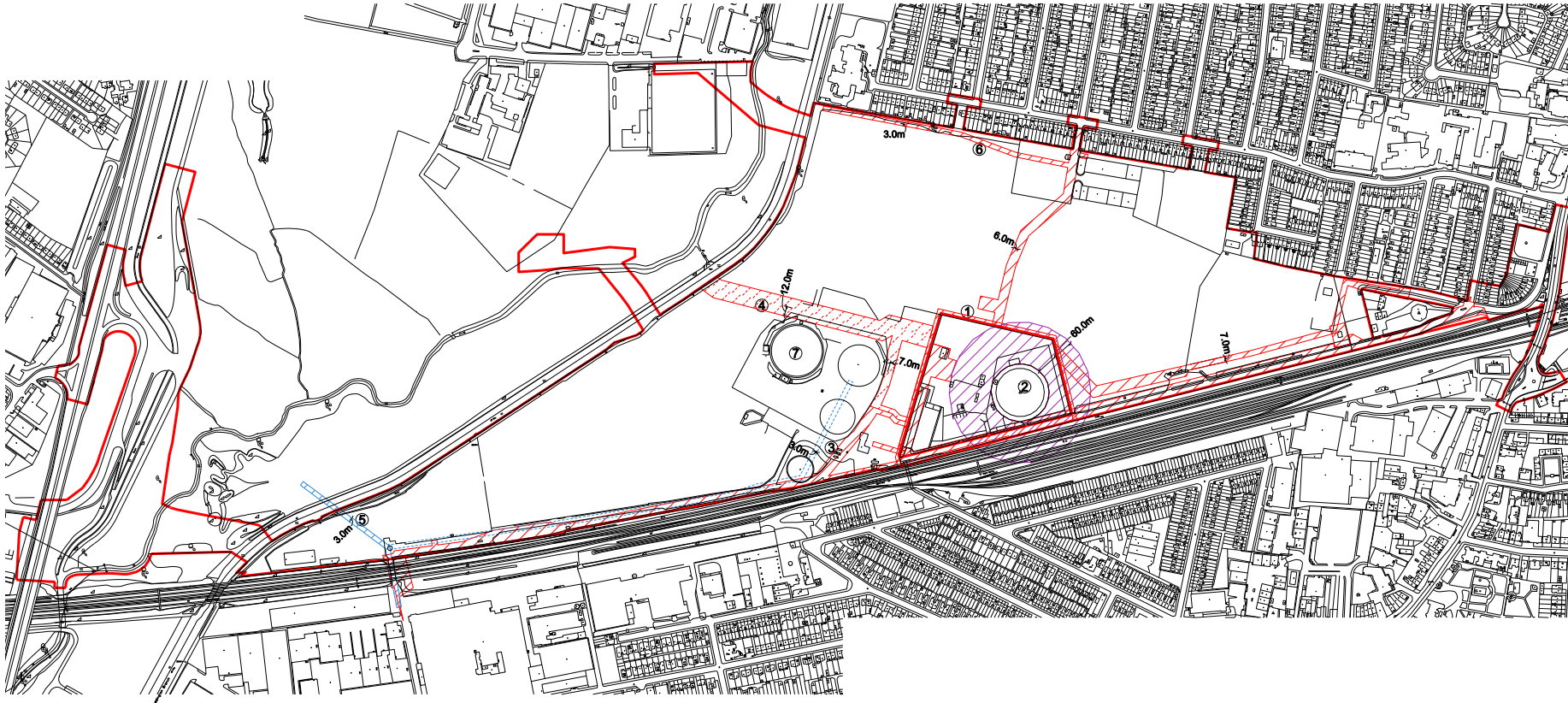
Existing foul sewer - fixed location

⑥

Existing gas pipeline - may be relocated

⑦

Existing gasholders to be demolished



\*PADHI - Planning Advice Development Hazardous Installations. Refer to detailed report accompanying the planning application.

### Infrastructure constraints

1. 5m landscape zone incorporating Bentonite protective subterranean wall around operational gasworks required

2. 60m PADHI zone around gasholder\*

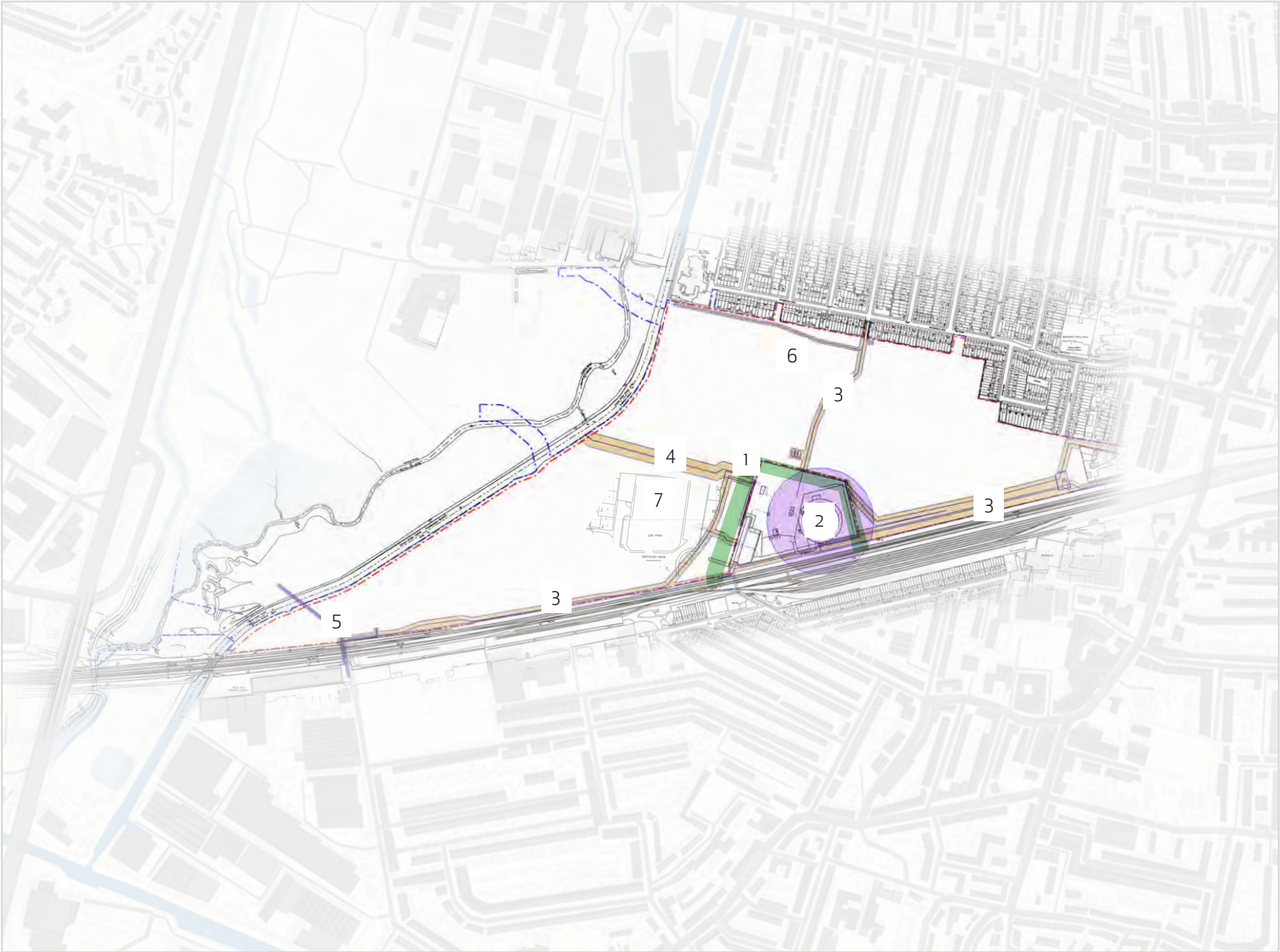
3. Existing gas pipeline - fixed location

4. Proposed gas pipeline easement - fixed location.

5. Existing foul sewer - fixed location.

6. Existing gas pipeline - may be relocated

7. Existing gasholders to be demolished with associated infrastructure decommissioned.

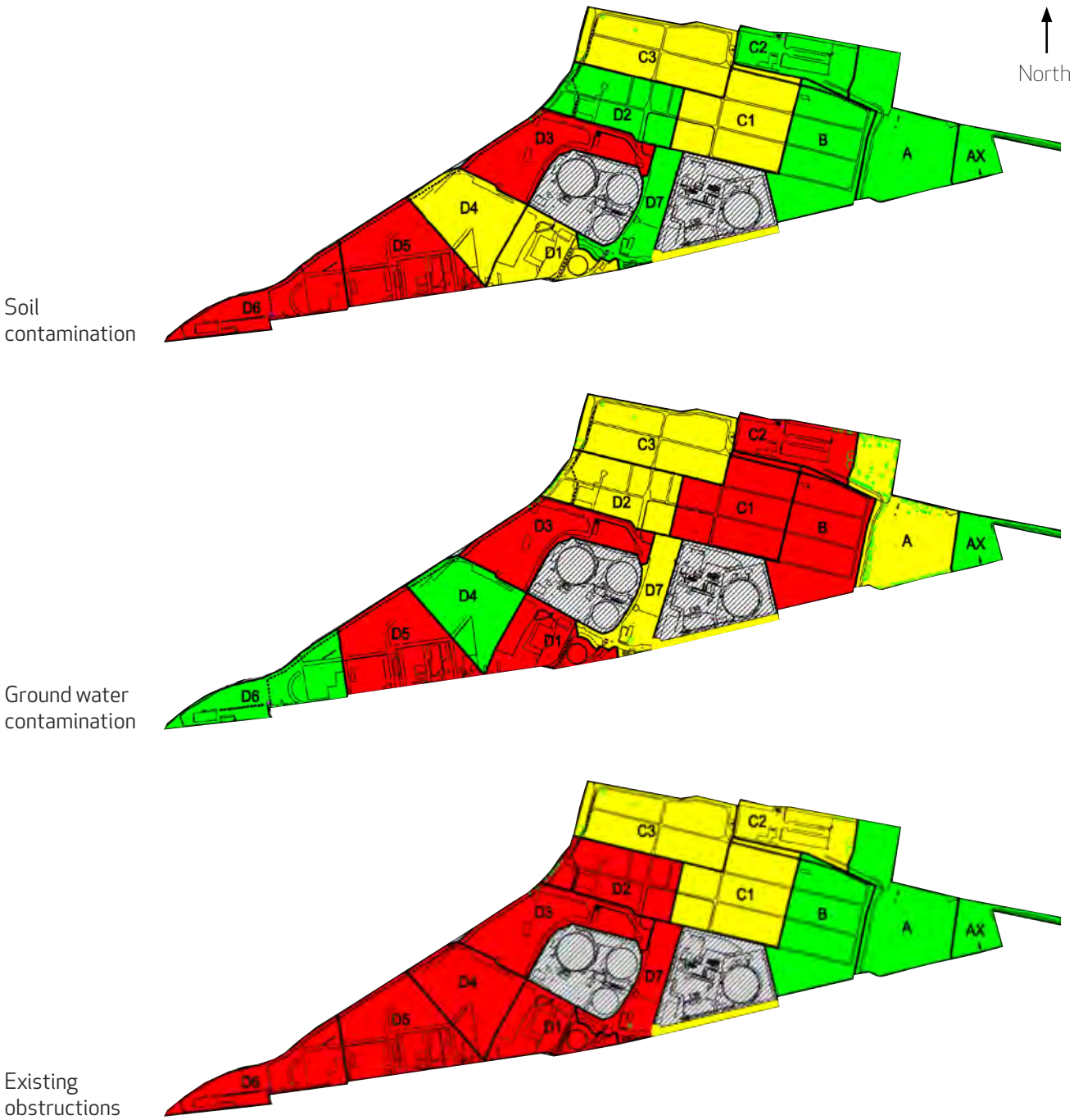




## 2.8 Gasworks: Ground condition and contamination

The site consists largely of made ground as a result of excavation and subsequent filling of brick pits. The natural geology is brick earth over Taplow Terrace Gravel which in turn overlays London Clay and the Woolwich and Reading Beds.

The industrial processes that have taken place on the site over its history have left a legacy of contamination and below ground obstructions. The soil and ground water are most contaminated to the west of the site where remediation is required prior to construction. Below ground obstructions in the form of foundations etc. are also most prevalent to the west, however, the most significant are the bases of the two gas holders that have most recently been decommissioned and will be demolished.



Aerial view looking Eastwards



## 2.9 Gasworks: Physical layout and height restriction

### Flooding and drainage

Ground water levels are approximately 29.8m AOD, 1.5m below the predominant surface level of the site.

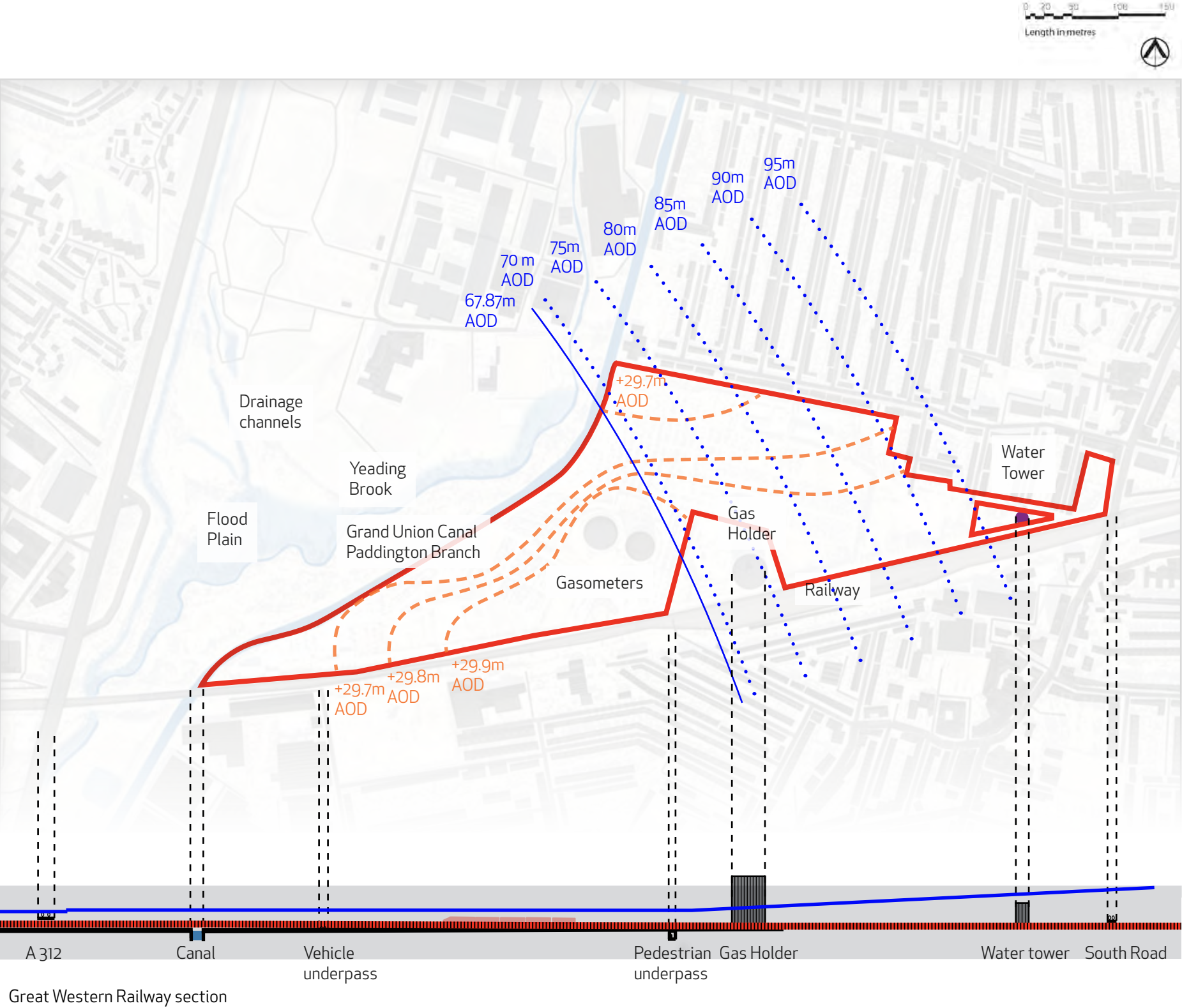
The ground water flows northwards and eastwards towards the Yeading Brook. These high groundwater levels affect basement design where enhanced waterproofing measures are required should they go below the water table.

Yeading Brook flows through a flood plain. However, the 100 year flood level does not extend eastwards of the brook because the canal is at a higher level. Flooding is therefore not a major constraint on the main site, but does affect the design of the bridge landing points west of Yeading Brook.

### Height

The Civil Aviation Authority (CAA) impose a maximum building height restriction in respect of flight paths to and from Heathrow Airport. There is a maximum building height limit of 67.87m Above Ordnance Datum (AOD) which rises in a conical manner from a line that crosses the Gasworks site, however, the preeminent gasholder and energy centre stack are exempt from this restriction.

- Key
- Site contour levels
  - CAA height restriction
  - Great Western railway





## 2.10 Site assessment: Edges

The gasworks site has seen development around it leading the site to be contained by Beaconsfield Road, the canal and railway. As a result, the development site is limited by the connections appropriate to serve the gasworks site to date and that surrounding edges – residential or infrastructure – have always ‘turned their back’ on the gasworks site.

Existing vehicular/pedestrian/cycle connections:

1. **Beaconsfield Road** – 1 vehicular/ pedestrian/cycle and 1 pedestrian/ cycle connection
2. **Over canal** – 0 connections
3. **Under the railway** – 1 vehicular/ pedestrian/cycle and 1 pedestrian/ cycle connection
4. **South Road** – 1 vehicular/ pedestrian/cycle connection

For development to succeed, existing connections need to be enhanced and supplemented to ensure both successful integration in its surroundings and effective transportation links. Physical characteristics of edges:

### 5. Beaconsfield Road

Rear gardens of terraced houses that were never intended to be exposed. The level of the site effectively matches existing.

### 6. Canal

Open frontage currently overwhelmed by landscaping with a lightweight fence defining the boundary. The level of the

site is approximately 1.5m above tow path level. Beyond the canal the land between to south east of yeading brook is contaminated and the south west corner of the Minet Country Park is an area of ecological sensitivity.

### 7. Railway

The railway is exposed to the site to the east and west of the operational gas site creating noise and visual pollution to the site. The level of the railway effectively matches the site to the east and immediately west of the operational gas site, however, approximately half way between the operational gas site and canal the railway rises to bridge over the canal.

### 8. Operational gas site

The operational gas site presents a security fence to the development through which it's possible to see low level technical equipment.

For development to integrate with its surroundings, the masterplan needs to respond positively to the different edge conditions. This will ensure the form of the masterplan offers protection to the south, enhances views to and from the Minet Country Park and successfully integrates with the existing urban structure to the north.



Narrow opening to site from South Road



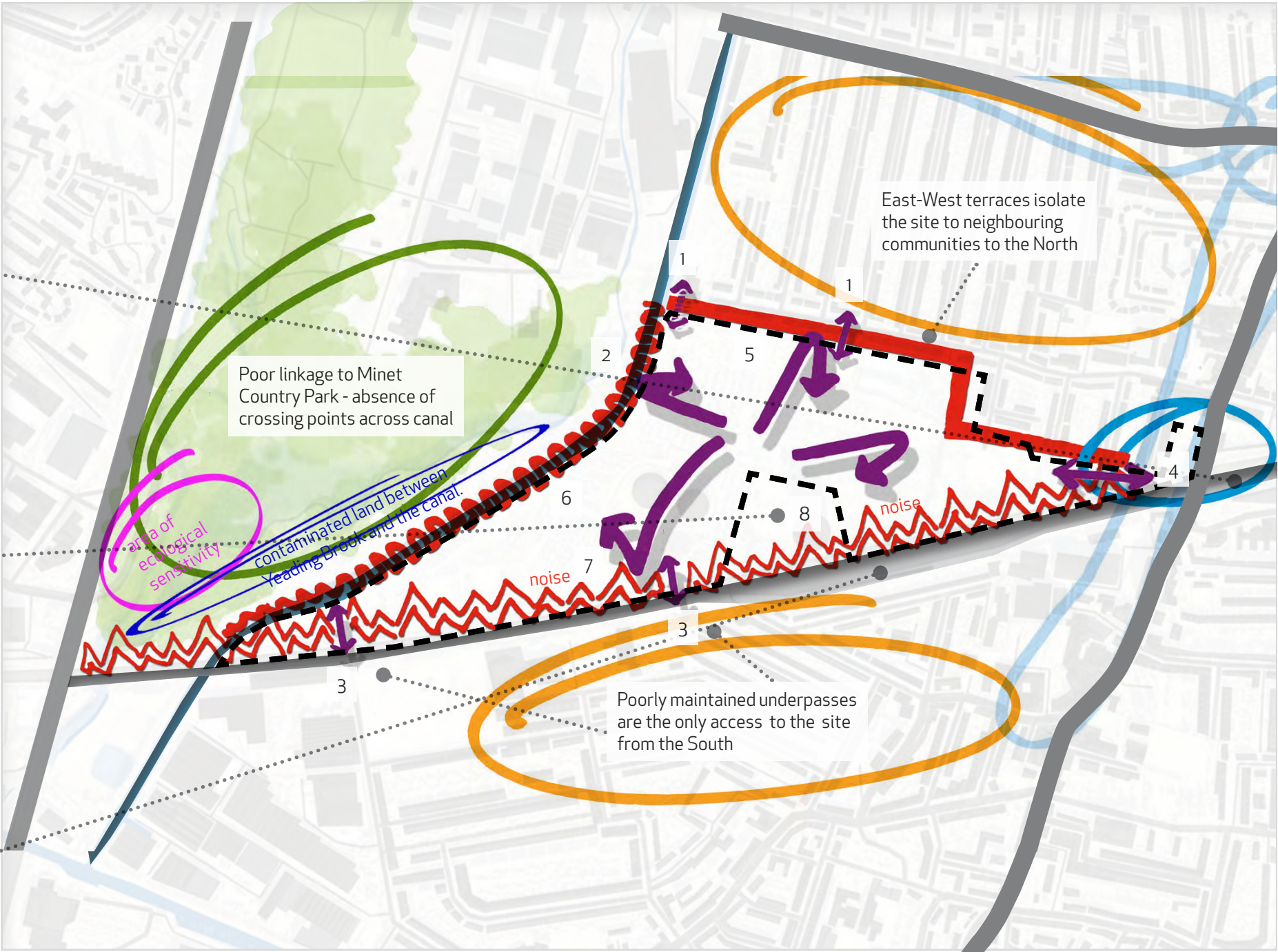
Physical restrictions of operational gasworks



Canal forms barrier, towpath is under-used



Railway forms physical barrier to the south





# 2.11 Design response: Access

Access is crucial to the success of the scheme, however, a hierarchy of connections is to ensure major movements – vehicular, pedestrian and cycles – are offered through the appropriate roads and spaces both inside and beyond the masterplan whilst creating beneficial local connections.

The opportunities to create links are identified as follows:

## 1. Pedestrian and cycle bridges over the canal and Yeading Brook

Two new bridges connect the scheme with the Springfield Road and the northern area of the Minet Country Park avoiding its ecologically sensitive southern section. The Country Park and other facilities west of the canal such as the educational facilities, football ground, employment and residential accommodation benefit from greater accessibility to the new and emerging communities within Southall as well as for the masterplan.

## 2. Connections under the railway

The existing vehicular link to Brent Road is to become pedestrian/cycles only and the existing pedestrian/cycle link adjacent to the operational gas site is to be enhanced to provide 2 safe and attractive routes that effectively connect Southall Green with the masterplan and beyond – in particular the Minet Country Park.

## 3. Enhancement of the towpath

In line with the GLA's Blue Ribbon policy, the towpath by the gasworks site will be widened to ensure it's not overwhelmed by residential accommodation fronting it and encourage its use as both a pedestrian/ cycle route and amenity space. The towpath will be a green space to allow the characteristic of the land between the canal and Yeading Brook with the Minet Country Park beyond to present itself on the scheme.

## 4. Connections toward Beaconsfield Road

On the northern boundary many links to the existing grid of streets around Beaconsfield Road will be made. Two exist, but others will be created by either demolition of properties south of Beaconsfield Road and replacement with links or opening the ends of existing cul-de-sac roads to the east of the masterplan site. The advantage of this is to allow the existing community to the north to benefit from the amenities within the masterplan site and reciprocally allow the masterplan to access the local educational facilities on Beaconsfield Road and commercial buildings on The Broadway.

## 5. Connections to South Road and Hayes bypass (A312)

The scheme's principal vehicular connections to the existing road system will offer effective access to an enhanced Pump Lane junction of the A312 which offers direct access and

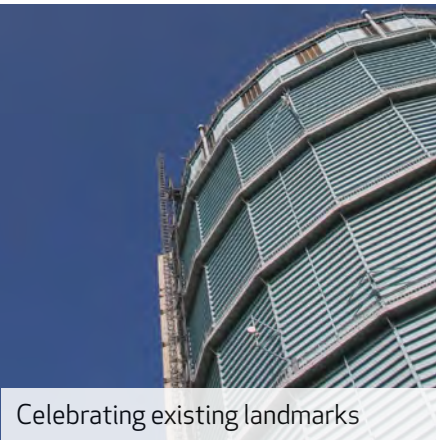
egress to the area's wider road network. South Road will allow vehicles to access and egress Southall's town centre and areas east of the gasworks site.



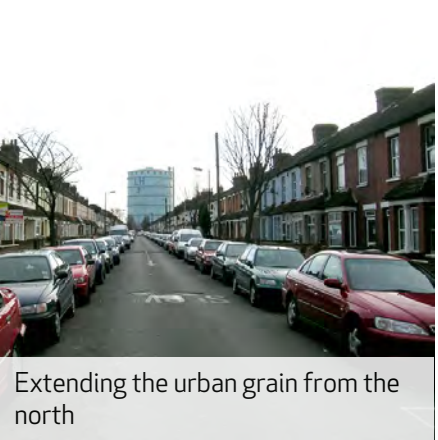
Extending the country park into the site



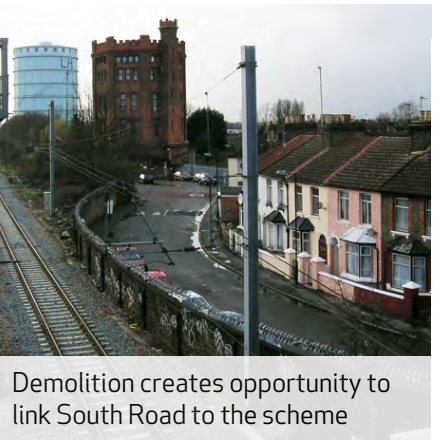
Activating the canal towpath



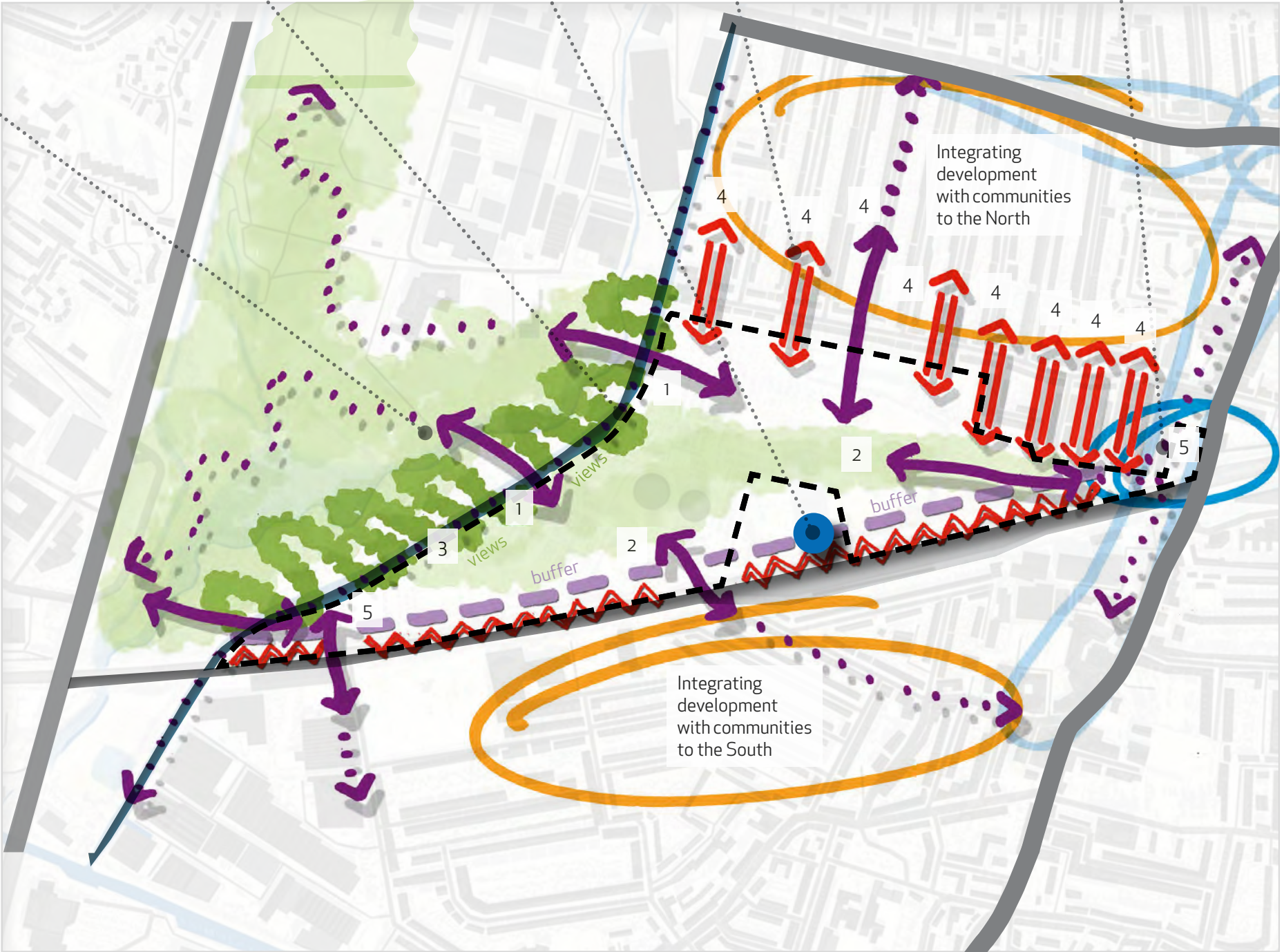
Celebrating existing landmarks



Extending the urban grain from the north



Demolition creates opportunity to link South Road to the scheme





# 2.12 Design approach

In response to the constraints and opportunities presented by the gasworks site the following design approach has been determined that underpins the masterplan:

- 1. Central Park**  
A great park incorporating formal and informal areas that complements the natural spaces of the Minet Country Park.
- 2. Canalside residential zone**  
A residential community between the canal and Central Park will benefit from great views and direct access to amenity space.
- 3. Vibrant waterfront at Canal Plaza**  
To the north, creation of an enlarged towpath zone lined by café bars and restaurants will create a canalfront destination. The bridge is located to the north of the waterfront zone to ensure the space is not divided and there is of no detrimental impact of shadow.
- 4. Town Square**  
Creating a civic space for Southall will accommodate public congregations and markets to become the town's civic heart.
- 5. High Street**  
Creating retail units that multiple retailers can utilise will create a retail offer that will complement Southall's existing specialist offer and reduce the need to shop at neighbouring centres.

- 6. Completing the northern urban grid**  
Completing the grid of terraced houses to the north will ensure integration and ensure the existing properties continue to enjoy relative privacy.
- 7. Buffer to the railway**  
Forming a linear low level strip of development – commercial east of the gas holder where the levels are similar and residential to the west where the railway is elevated –creates an environmental buffer for the masterplan from the railway. The buffer is relatively low in height to reduce the extent of overshadowing.



A new park at the heart of the site



A new waterfront destination along canal



Residential development toward the edges



Extending the high street into the site



A new public space for Southall



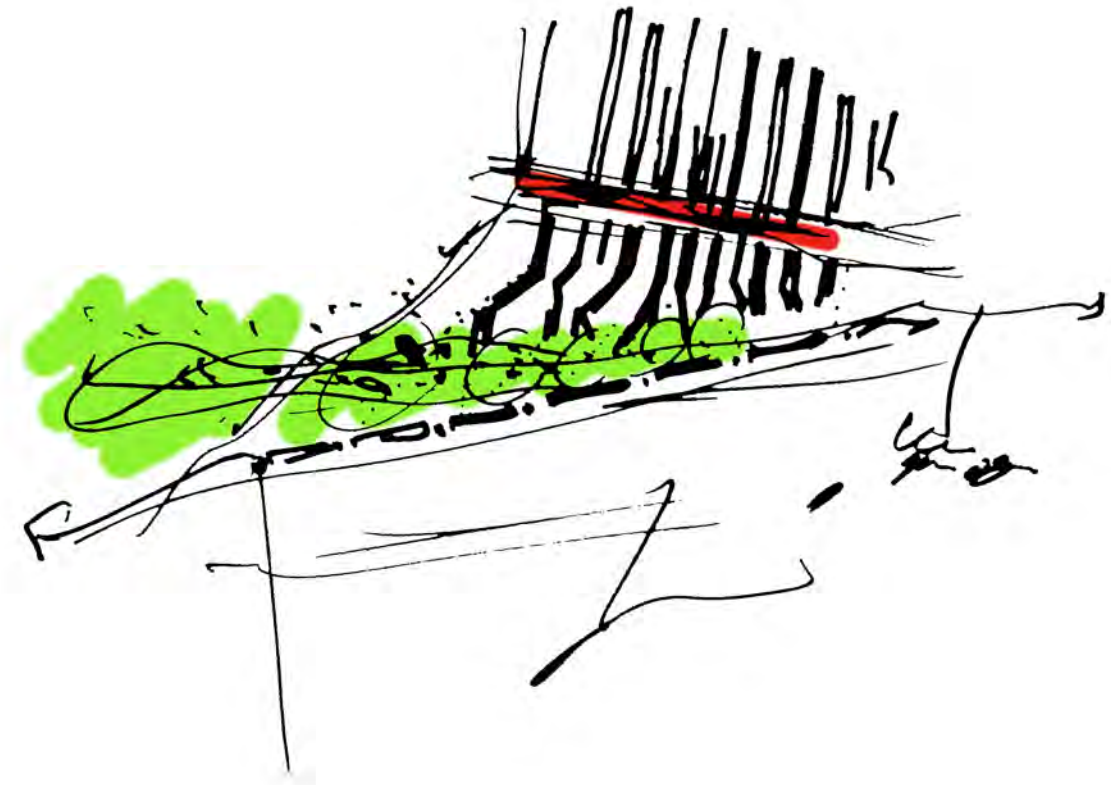


# 2.13 Open space strategy

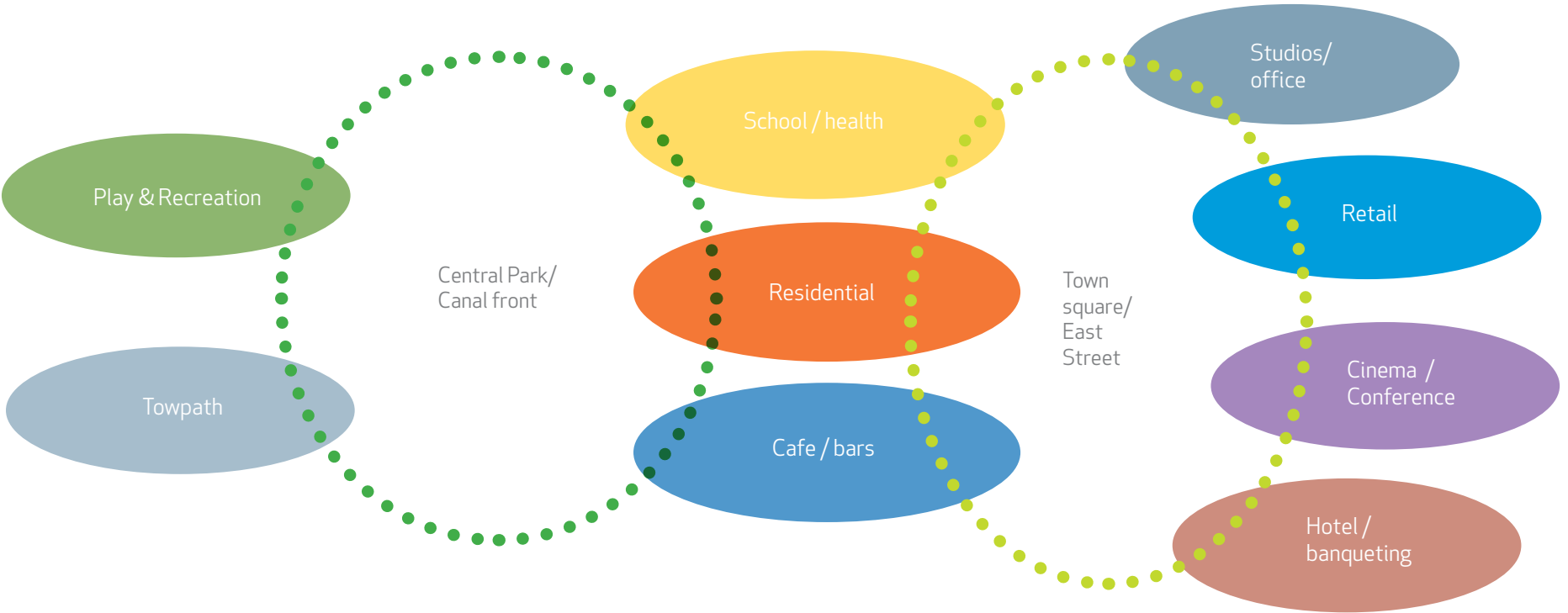
The scheme is defined by linked open spaces - Central Park / canal front and town square / high street. These areas of shared ground engender different communities and reflect their position and role within the masterplan as follows:

- Central Park and canalfront create clearly defined recreational places:
- Central Park – the green heart - is lined predominantly by residential buildings containing formal and informal recreational areas for the use by the scheme's residents and visitors.
- The canalfront has a variety of passive and active characteristics through which a generous towpath forming part of the GLAs Blue Ribbon policy runs through. The canal front incorporates a small park and to the north a west facing plaza at towpath level lined by café bars and restaurants.
- Town square and high street create clearly defined civic places:
- The town square is lined by buildings of different uses including retail; hotel and banqueting; café bars; school and health centre; and residential. The open space is capable of accommodating markets, festivals and civic congregations in addition to bus stops.

- The high street – East Street – lined by retail buildings, office and cinema is the commercial quarter of the masterplan that is connected to South Road and complements Southall's existing specialist retail offer. East Street is adjacent to Southall station and just off East Street is a multi-storey car park to ensure visitors by car are also easily accommodated.



Concept sketch illustrating open space strategy



Vibrant canal front similar to Brindleyplace, Birmingham



Central park - Place to play and rest similar to Montpellier Gardens, Cheltenham



A great town square similar to Nottingham's Old Market Square



Multiple high street retailers complement Southall's existing specialist shops



# 2.14 Routes and character areas

## 1. Vehicular connection

Two primary vehicular routes connect west and east to the existing road system.

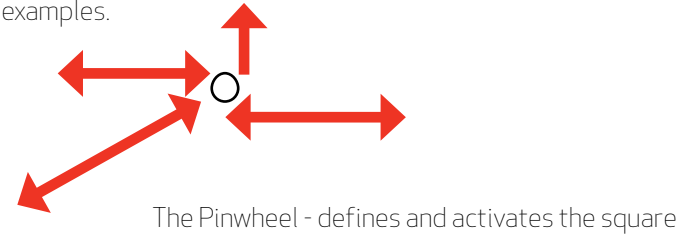
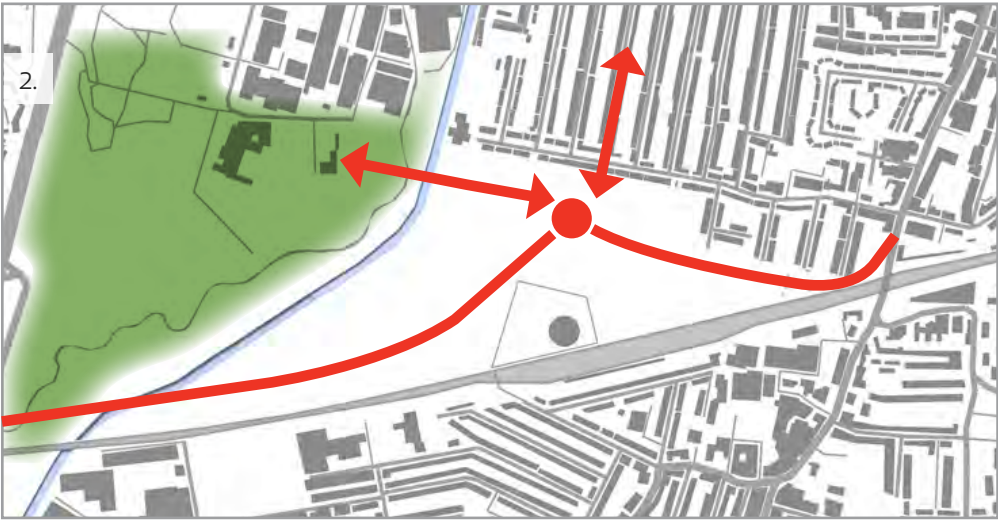
To the west, a new connection over the canal and Yeading Brook connect to an enhanced Pump Lane junction of the A312 which offers direct access and egress to the area's wider road network.

To the east, an enhanced junction with South Road will allow vehicles to access and egress Southall's town centre and areas east of the gasworks site.



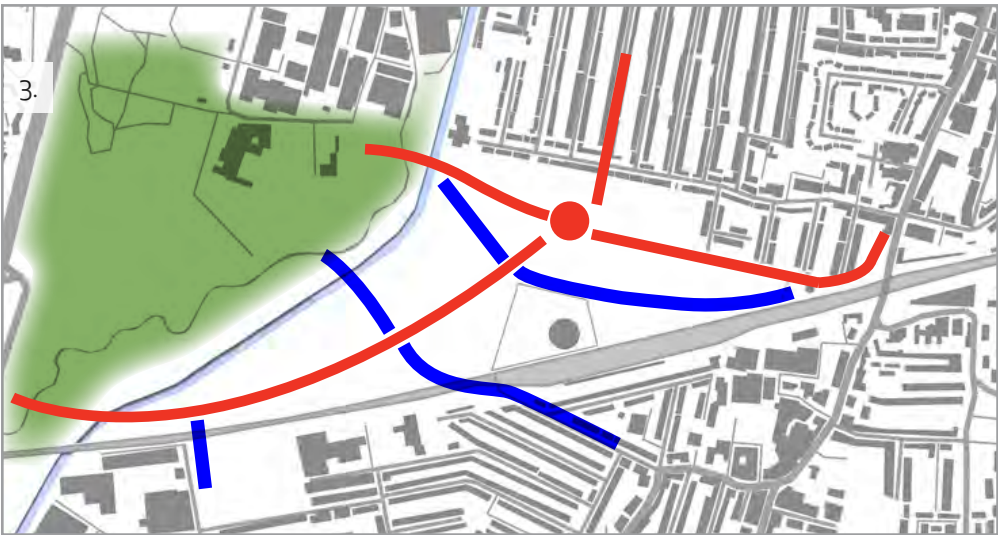
## 2. Town square

The primary vehicular routes establish key movement and visual corridors – at their intersection a town square is formed which will be the masterplan's civic centre. The town square is defined and activated by its 'pinwheel' form as the primary routes entering the square have an off-set alignment with new links to Springfield Road and Beaconsfield Road and The Broadway beyond. This arrangement of square encourages movement around and across the square as can be seen in many other similar examples.



## 3. Secondary Routes

Secondary pedestrian, cycle and vehicular routes make nodal connections within the masterplan; to existing pedestrian and cycle routes under the railway; and over the canal and Yeading Brook to the Minet Country Park.



## 4. Central Park and local places

The open space strategy comprises the formation of Central Park and local spaces whose character is shaped by their context.

Central Park will accommodate recreational and sports facilities in a formal manner to complement the natural spaces of the Minet Country Park enclosed predominantly by residential buildings.

Where the pedestrian/cycle bridge linking the masterplan to Springfield Road crosses Yeading Brook and the canal a west facing place, at tow path level, is created. Lined by café bars and restaurants the enlarged towpath allows boats to moor for further enlivenment.

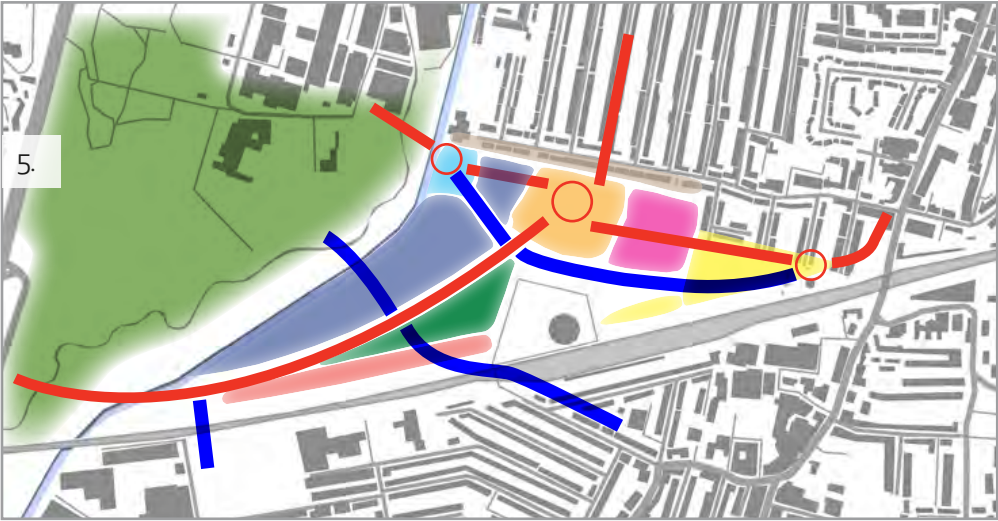
To the east, Gateway Place is the space linking the high street to South Road at its confluence with the link to Central Park surrounded by a mixture of uses – cinema, office, shops and café bars.



## 5. Character areas

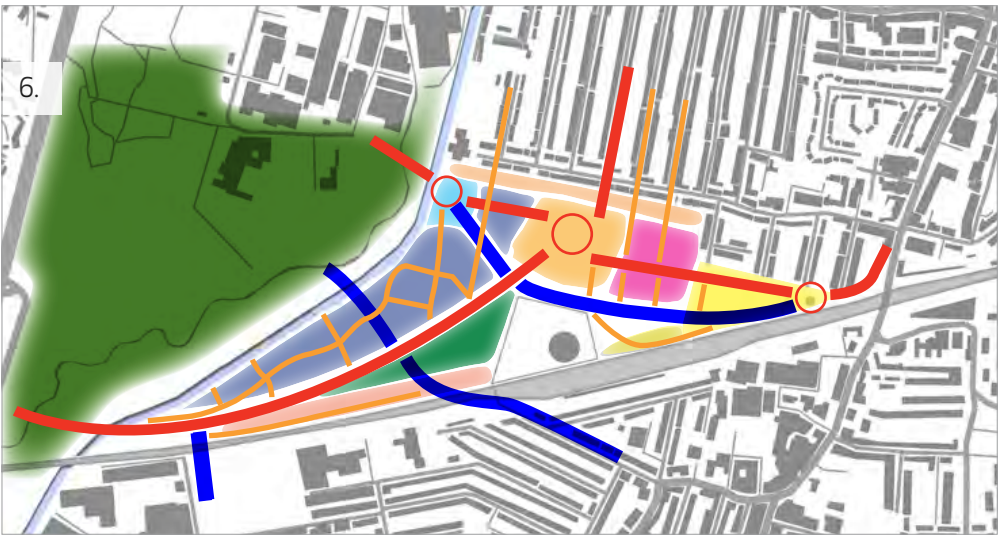
Between the routes and spaces are different character areas that reflect their use and location.

- Terraced town houses integrate the masterplan with the existing terraced houses to the north
- Residential 'home-zone' is created between Central Park and the canal facing the Minet Country Park
- Eastern Gateway is a landscaped corridor that enhances the setting of the water tower and protects the existing properties to the north.
- Town Square - Southall's civic heart
- Canal Plaza – vibrant café bars and narrow boat moorings
- High street – multiple retailers of various sizes to complement Southall's existing town centre with residential accommodation above.
- Central Park – the masterplan's recreational area complementing the Minet Country Park
- Houses to the west of the gas holder facing the park.



## 6. Tertiary routes

Within each of the character areas is a fine grain network of routes that define the plots.



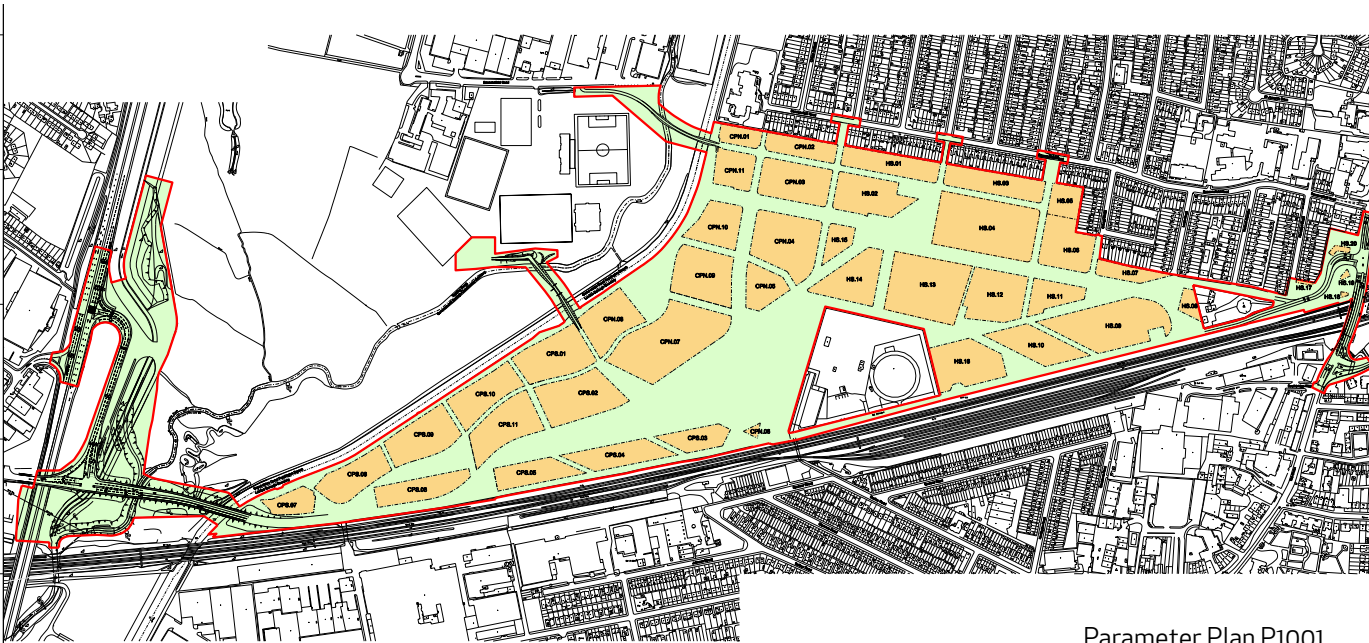


Reinforcing street patterns/  
maximising view and orientation

The form of the scheme's typical blocks has been considered to reinforce the street pattern by emphasising those parts of the block that are parallel with the existing grid of streets from the north and view corridors to Central Park and the canal/Yeading Brook and Minet Country Park.

The principle of the typical block's form is to create taller 'fingers' that reinforce the street pattern but also oriented to maximise view and solar orientation for the benefit of residential accommodation. Between the fingers, lower link blocks maintain the block hierarchy, provide active street frontage and ensure the buildings do not overwhelm amenity spaces within.

Those 'fingers' parallel to the existing streets oriented north/south maximise optimal east/west solar orientation for residential accommodation whilst those facing the open spaces of the canal and Central Park are oriented in an approximately perpendicular relationship and rise to maximise views from the residential accommodation and address the open spaces.

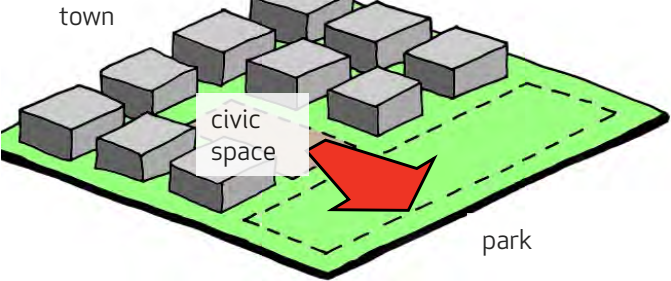


Parameter Plan P1001  
Public and private realm



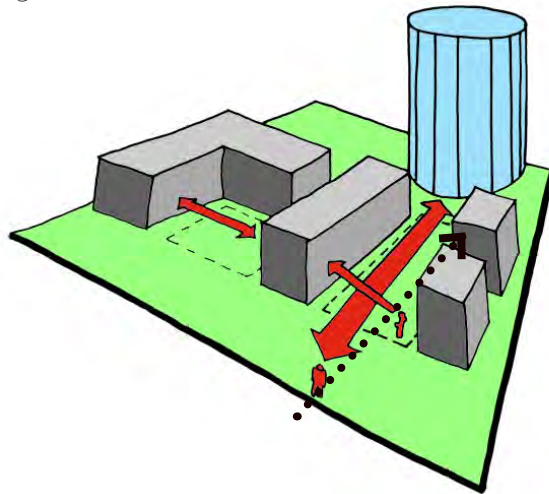
Urban Scale

Concentrated areas of development around the edges of the site forms areas of open space towards the centre, creating meaningful and sustainable public spaces.



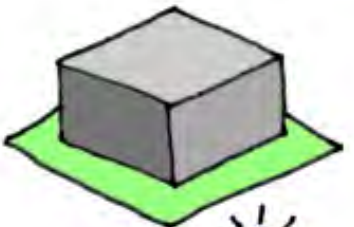
Landmarks and Orientation

Building forms are used to create focus around shared places. These create a variety of spatial experiences and assist with way-finding and orientation. Some landmarks are existing, such as the water tower and gas holder, while others are new. The scale of the landmark buildings is described in section 3.10.



The block

The block is defined by effectively extruding a building line offset from the plot boundary



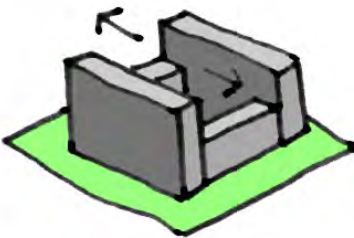
Courtyard

To create a pleasant internal environment in respect of light and ventilation, internal courtyards are created



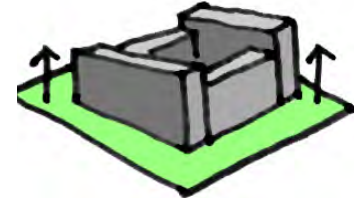
Fingers and links

In response to either reinforcing the street pattern or maximising view and orientation, two sides are raised whilst 2 sides are lowered to create lower links



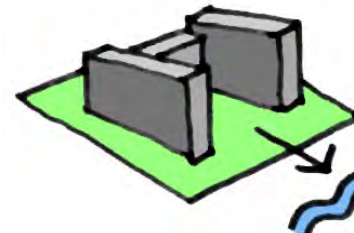
Expressing fingers

To address adjacent open space, the fingers are raised at one end.



Open to canal

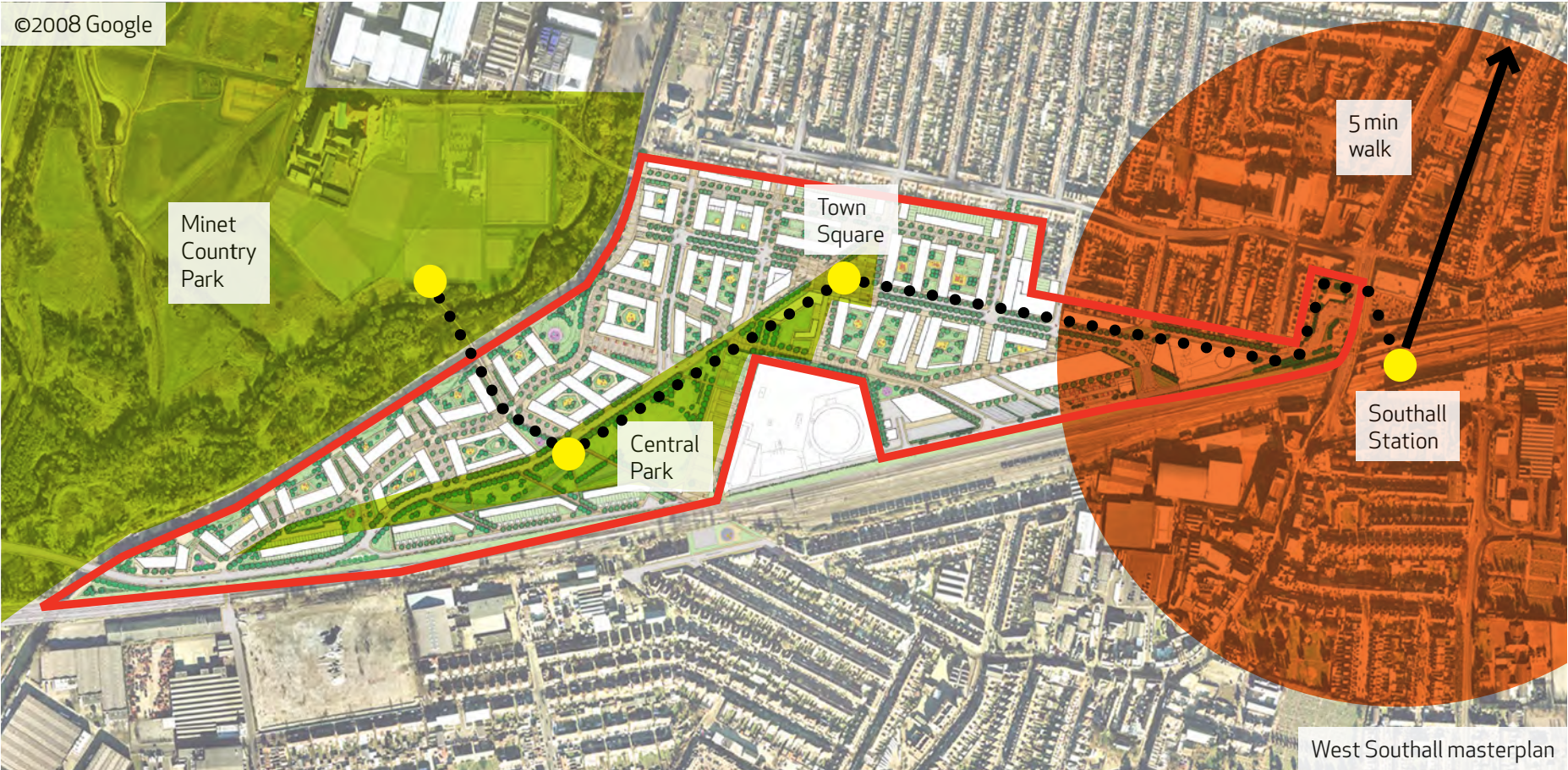
Removal of the link adjacent to the canal opens the courtyard to ensure the buildings do not overwhelm the canal, Yeading Brook and Minet Country Park.





# 2.15 Scale comparison

To understand the scale of the gasworks site it is useful to compare the relationship of Piccadilly Circus, Green Park and Hyde Park to Southall Station, Town Square and Minet Country Park.





## 2.16 Proximity to existing town centre

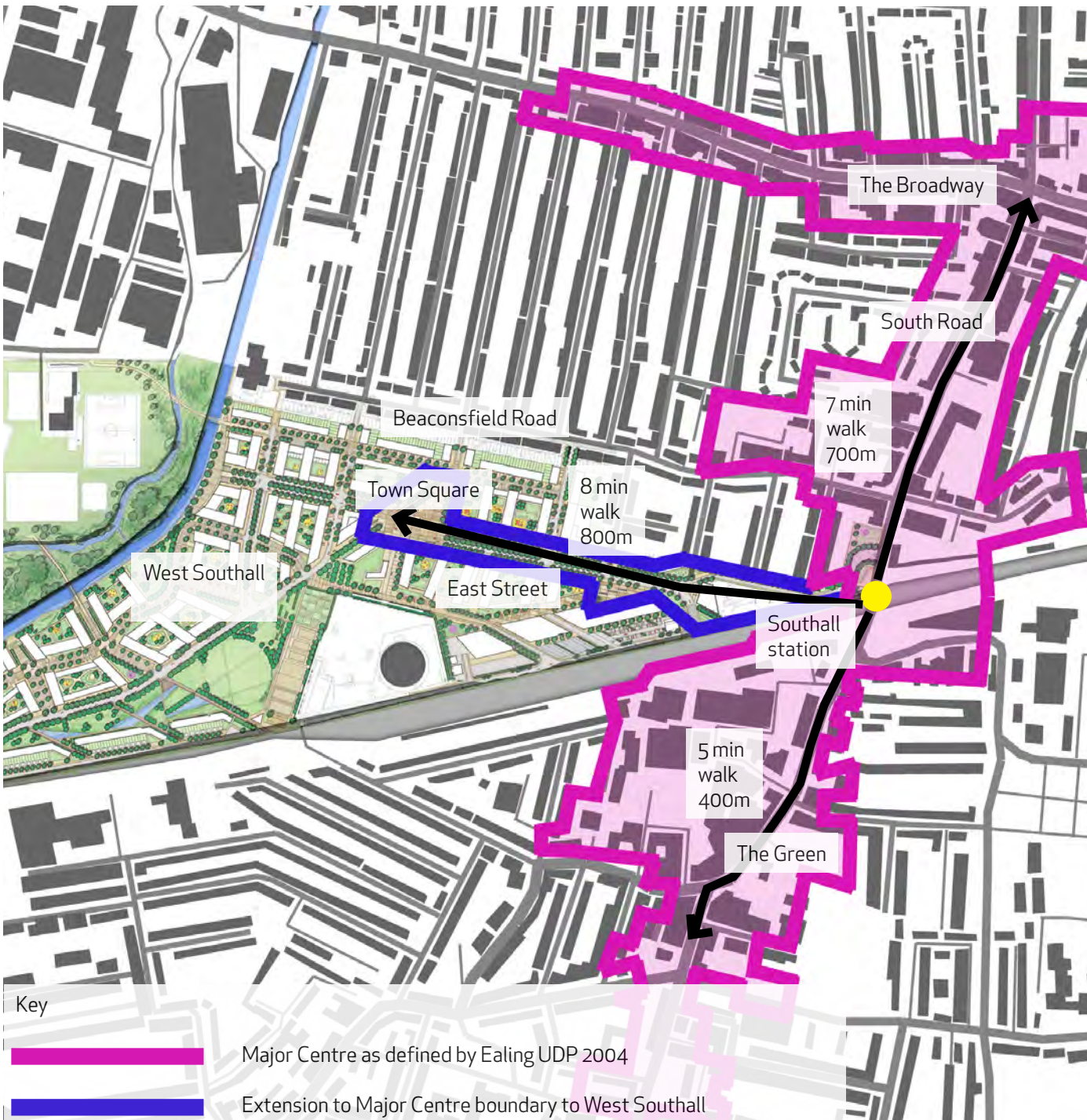
Southall's existing town centre is renowned for its incredible range of specialist shops and services. The accommodation within which these businesses flourish is typically small scale units within older property that has discouraged multiple retailers opening in Southall despite demand.

West Southall offers the opportunity to offer a range of accommodation suitable for multiple retailers that will truly complement and strengthen the existing town centre.

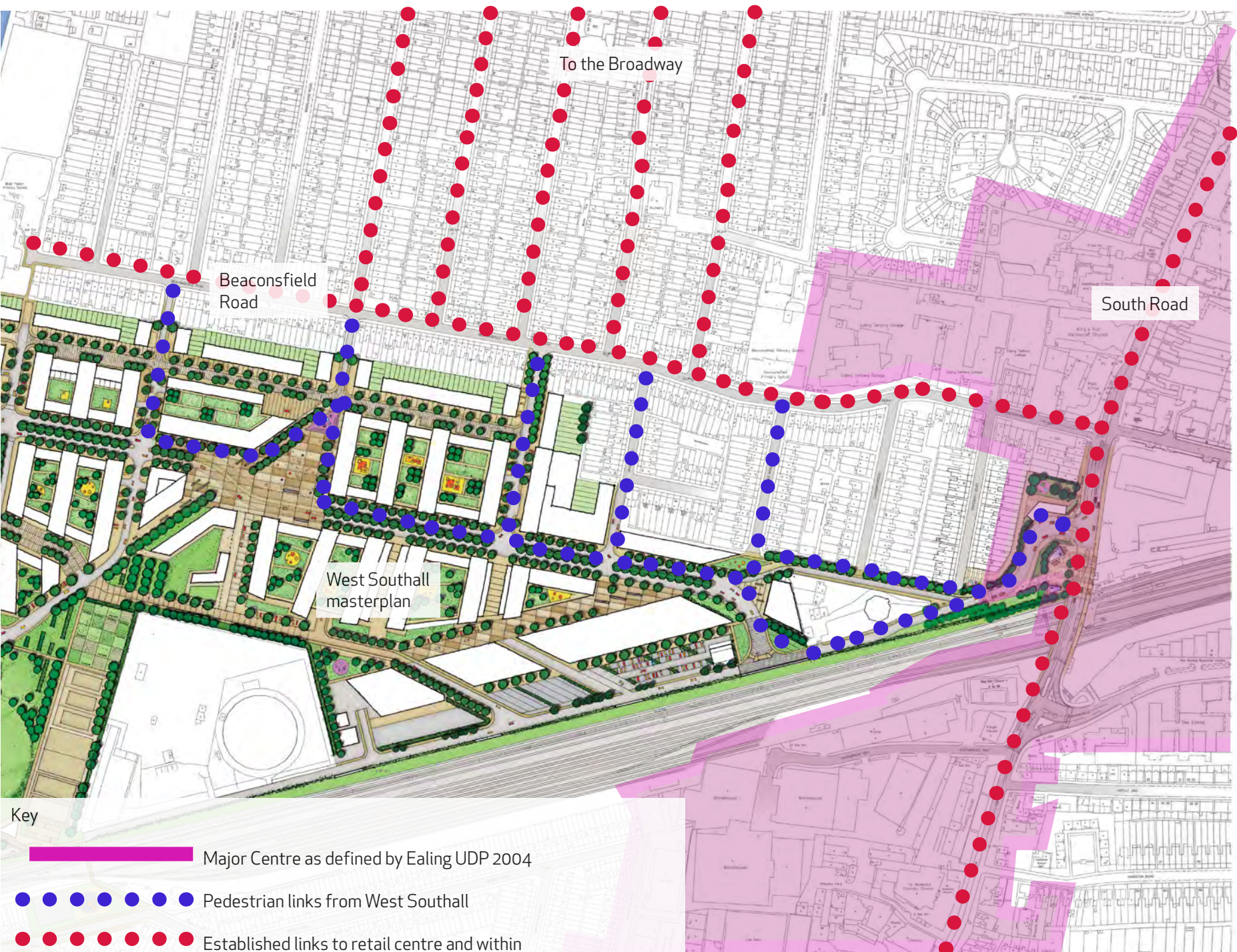
West Southall is extremely well connected to the heart of the Southall's town centre affording convenient access to existing and new retail facilities to all.

Southall's town centre is oriented to the north of the railway and the most accessible nodal point in Southall is the northern side of the railway bridge served by public transport, South Road, Beaconsfield Road and Park Avenue. Taking Southall Station as the centre of the town, within 10 minutes walk the entirety of Southall's Major Centre, as defined by the London Borough of Ealing's Unitary Development Plan 2004, is located.

The natural extension of the town centre on East Street will be successful as it connects directly to Southall's principal public transport node and local road network; is centrally located; and strengthens Southall's town centre offering complementary commercial opportunities.



Town centre pedestrian links



Masterplan links to Town Centre

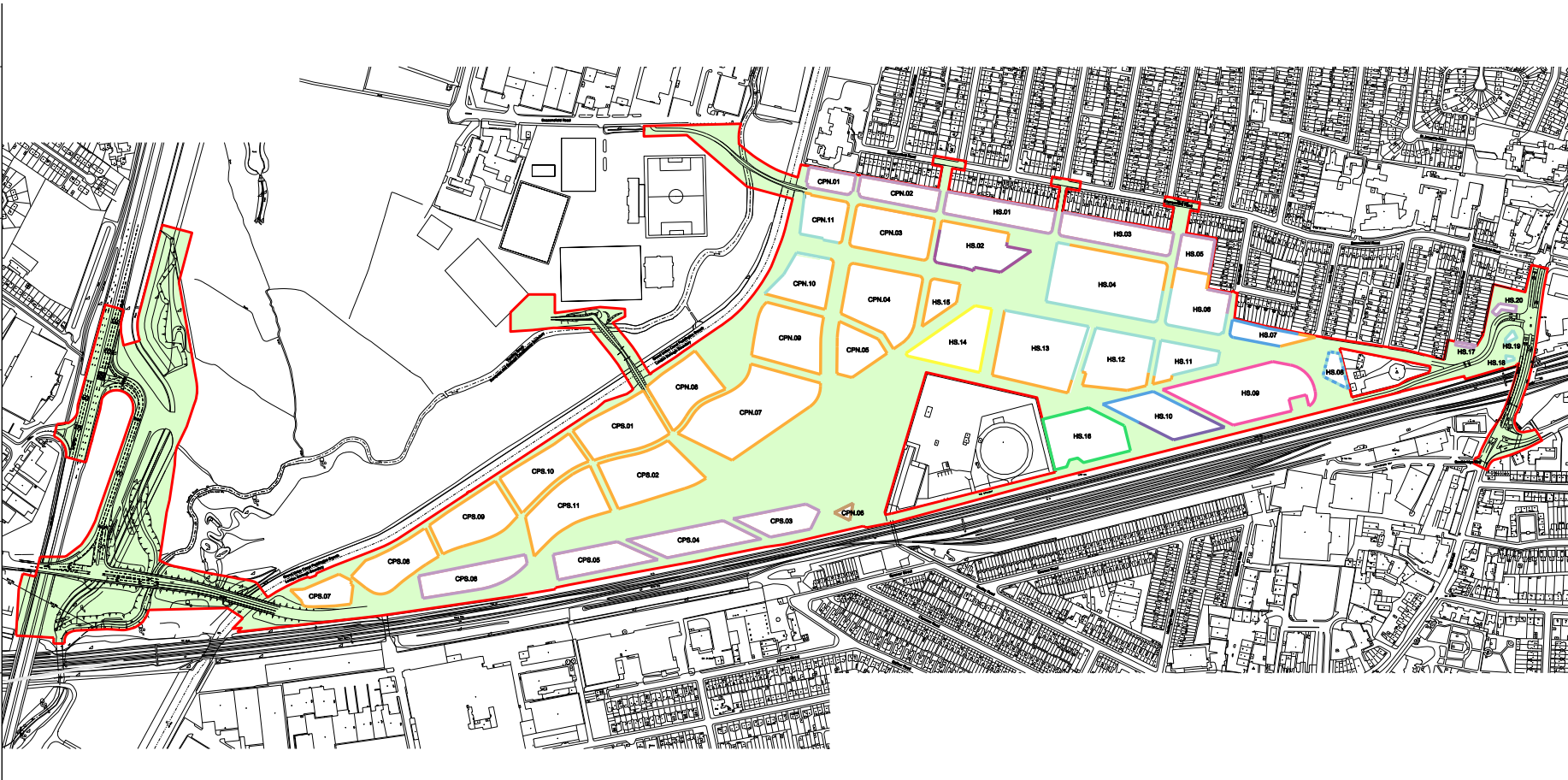


2.17 Building uses - layout



- Apartments
- Townhouses/maisonettes
- Retail/cafes/bars/restaurants
- Education and Health Centre
- Pavilion/community centre
- Hotel
- Conference/banqueting
- Cinema
- Office/studio
- Energy centre/public information facility
- Car Park

Diagram of predominant ground floor uses



- Composite Development
- Area boundary
- Apartments
- Townhouses
- Health Centre
- Retail (A1-A5)
- Studio/Office
- Cinema
- Parking
- Conference/Banqueting and hotel entrance
- Sports Pavilion
- Energy Centre/public information facility
- Retail/office
- Education
- Public Realm including highway

Yeading Football Club ground layout shown in proposed location

Parameter Plan P1002  
Predominant ground floor uses