

TY882

s e i l h

SEILHABITATTOUJOURSCOLLECTIFTOUJOURSINDIVIDUEL

ISSUES AND CONCEPTUAL APPROACH TO THE PROJECT

One of the major critical elements of the first and second peripheral rings round Toulouse, to which the centre of Seilh belongs, is represented by the satellite conception of the settlement consisting of urban micro-hubs/ independent and self-sufficient districts which do not create any structured relationship with each other.

These places are the tangible expression of different pressures: on one side, there are the demands of a middle-to-high class social bracket with high cultural standards, employed in service industries and technologically-advanced industries in search of living styles with a prevalently individual character, with low density population and ample spaces for free-time and entertainment activities, as an alternative to a particularly stressful and competitive professional life; on the other side, there is a building speculation process, which removes the quality built into these settlements, through standardization, which standardizes the structures and languages, making a strong contribution towards the loss of recognisability of the residential satellites and the much sought-after individual character. The desire to resolve this contradiction is what lies at the base of the project proposal. The intention in this is to combine the demand for exclusive and individual spaces, typical of a settlement model which can be likened to the current version of the garden-city, and the need to define an overall ground-based project within the scope of which the action on the Seilh-Laubis site can be seen as an extremely high-quality element capable of polarizing middle-scale relationships.

The Seilh-Laubis site, historically at the centre of the environmental system and agricultural landscape of the Garonne, is nowadays located in an extraordinary, strategic position as regards settlement development. Seilh, in fact, belongs to a consortium of municipalities which coordinates and plans the development of its own territory in consultation with the large conurbation of Toulouse. The level of the site's environmental and landscape characteristics provides it with particularly good strategic features with regard to the planned increase in the ability of accommodating new areas for high quality residential developments.

The system of communications which today links the municipalities of the peripheral ring of Toulouse with each other and to the great urban centre is mainly based on individual private transport.

The project, which is consistent with the European theme, with the ideas for development of the Toulouse conurbation and with the requirements of the site, establishes among its priority objectives the definition of a settlement system which is based on the application of an alternative transport and road network model, based on the development of public transport at an inter-municipal and territorial level, and on the concept of a road system which will reduce the use of road vehicles as much as possible.

As a fundamental aspect of the new settlement, the project plan lays its foundations on the recognition of the integration between living and working, in accordance with a framework which is typical of young service-industry societies, which allows the new settlement to remain alive and lived-in: not just a physical woven fabric of spaces, roads and houses but a well-structured fabric of functions and activities which are superimposed onto it.

The challenge actually lies in the desire to make Seilh habitat a complex settlement with complex functions, not merely a dormitory satellite-town for a class of averagely well-to-do workers but a new centrality actually based on the presence of this part of the community, which is so dynamically active in its exchanges.

The choice falls on the idea of a functional mix which does not abandon the individual dimension but introduces new, higher densities than those currently in existence, and new models for collective habitation which are well endowed with spaces of an individual nature, where, moreover, the everyday dimensions of the district come to the fore and are particularly supported by micro-scale connections.

The proposal for the new Seilh-Laubis settlement establishes a dense and well-structured model, where the multiplicity of functions and the integration between spaces and architecture for individual and collective use, are constantly in contact with each other. The idea is to search for a specific model for Seilh: Seilh habitat, where the living system is "tousjours collectif tousjours individuel", if we want to paraphrase a famous statement by Candilis.

The project envisages the structuring of a settlement onto a highly-articulated and hierarchied urban/road system where the (limited) vehicle road system and the (favoured) slow system of bicycle lanes and pedestrian paths are clearly distinct from each other and are integrated into two large scale traffic routes within this territory: the current road to Grenade, transformed into a well-equipped urban infrastructure, where the new track for the tramway will be developed, and the road which outlines the boundary of the action area in question and lies parallel to the Garonne to the east, where a significant series of public facilities will be built.

These two road systems have different critical aspects: the first one needs to be downgraded by transferring its intense traffic onto a new road which is in an advanced stage of construction, and transformed into a green corridor, which will become re-naturalized but also have excellent facilities as regards public transport; the second one is currently used by vehicle traffic which connects Seilh with the municipalities lying directly to the south. Certain important facilities lie on this road, in particular the Association school, and one of its main characteristics is that it crosses an area which has a strong environmental vocation, since it is close to the course of the Garonne, although this has clearly not yet been resolved and completed.

It is a hierarchied and highly polarized system along the north-south axis in terms of the territorial-level road system, which, through the inclusion of a series of transverse, green corridors with a strong environmental connotation connecting the site with the Garonne, is capable of making the district-level system acceptable.

The twelve hectares or so included in the action site will contain types of collective housing (including social housing), individual housing and a considerable supply of micro-spaces for home-businesses, at the centre of living models for communities which are young and highly service-industry oriented, spaces for local services and specific public facilities (new town hall, cultural and health facilities of various types, a market etc.), green transverse corridors with ample parking space resembling urban parks with capillary distribution and sports and free-time facilities.

The project approach places man at the centre of attention and is based on the intention to integrate the individual dimension of living with the collective dimension, by establishing new residential densities where the individual may always have the availability of a multiplicity of spaces where he can live, work and relax in a strongly individualised way and at the same time have a wide range of places in terms of collective-relation spaces.

The project proposal is based on the integration and structuring of this offer through:

- the definition of a settlement model, which is denser than the current one, where the individual dimension of the housing is safeguarded (individual housing and individual social housing);
- the definition of a collective residential model where there is a very high endowment of individual spaces (soho units, loggias, patios, roof gardens) and collective housing of a social nature;
- the capillary definition of spaces for public services and facilities both at a district level and on a wider scale;
- the definition of a public system of green spaces, that are variously equipped and equipable, which structure the fabric of individual and collective living spaces by contributing towards an improvement in the quality of the living area.

In this sense the proposal pays very close attention to the formal and linguistic consistency of the new residential models which contribute towards the recognisability and oneness of the new settlement.

The objective of the proposal is to define a new and extremely high-quality habitat with a very full endowment of services, without abandoning the environmental dimension offered by the conditions of the site.

In this way and by enhancing and optimizing the public transport system, Seilh is placed in the centre of a vaster system (i.e. the peripheral network of centres around Toulouse), capable of generating new alternative polarities which will allow urbanity to be transferred to the residential ring of Toulouse and at the same time allow the life in contact with the countryside and the natural system of the Garonne to be made, in quality terms, significantly more urban.



EXISTING INDIVIDUAL HOUSING PIXEL

FIELDWORKING STRIPES PARK

PUBLIC SPACES - THE "GREEN WAYS" TO GARONNE - OPENAIR MARKET - OPENAIR EVENT SPACES

COLLECTIVE HOUSING PIXEL
- collective housing (building with U.P.E. unités polyvalentes extérieures, patios and ortus)
- public spaces
- collective social housing - public spaces
- parking - park

INDIVIDUAL HOUSING PIXEL
- individual housing (with U.P.E. unités polyvalentes extérieures, patios and ortus)
- public, private and semi-public spaces
- parking - park

NEW URBAN BOULEVARD AND NEW SYSTEM OF PUBLIC TRANSPORT (TRAMWAY)

URBAN PARKING-PARK

EXISTING BUILDING

PUBLIC SPACES - THE "GREEN WAYS" TO GARONNE - OPENAIR MARKET - OPENAIR EVENT SPACES

PUBLIC BUILDING - NEW SEILH TOWN HALL - INTEGRATED WITH CULTURAL AND EXHIBITION CENTRE

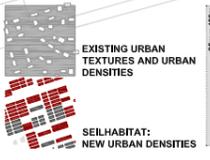
COLLECTIVE HOUSING PIXEL
- collective housing (building with U.P.E. unités polyvalentes extérieures, patios and ortus)
- public spaces
- collective social housing - public spaces
- parking - park

SEILHABITAT AND THE NORTH-WEST URBANIZATION SYSTEM OF GRAND TOULOUSE
TERRITORIAL LINKS - INDUSTRIAL AREAS - RESIDENTIAL EXPANSIONS - NATURAL SYSTEM OF GARONNE



TERRITORIAL INFRASTRUCTURES AND "SEILHABITAT STRUCTURE"

- new urban boulevard, tramway, tramway station
- urban road Beauzelle-Seilh primary urban infrastructure
- principal urban traffic way
- secondary urban traffic way 30km/h areas
- pedestrian ways



CONFIGURATION OF USES OF "11HA TYPE"
- individual and collective housing 75%
- individual and collective social housing 25%
- program of future urban expansion

ENVIRONMENT SYSTEM, PUBLIC SPACES AND GREEN ZONES
- private green areas - courtyards
- public spaces - the "green ways" to Garonne - openair market
- fieldworking stripes park
- public spaces - urban and neighborhood square
- parking - park
- urban park

COMERCIAL ACTIVITIES AND MICRO-BUSINESS PRIVATE AREAS
- facilities - U.P.E. (unités polyvalentes extérieures) - restaurant and river pier



the "GREEN WAYS" to Garonne and fieldworking stripes park

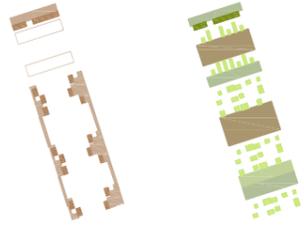


"1ha type" (50m x 200m)

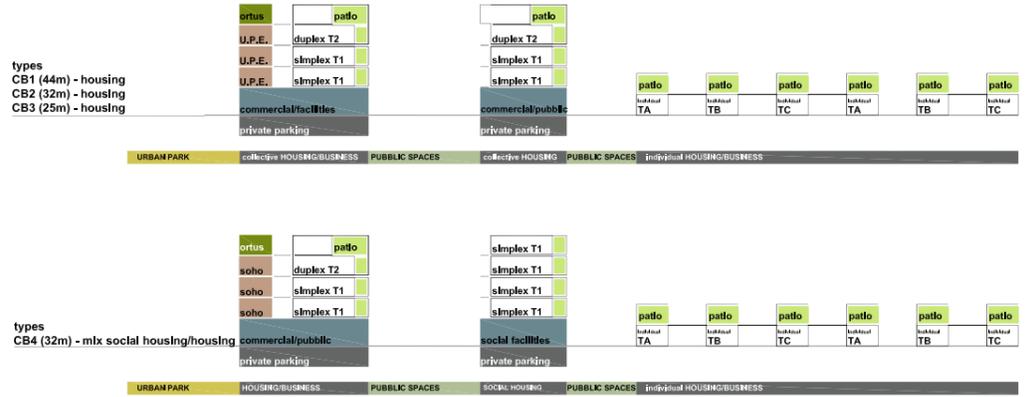


structure of "1ha type"

- semi-public and relationship spaces
- U.P.E. Unités Polyvalentes Exterieures
- commercial spaces and facilities
- public spaces (streets and squares)
- private ortus
- private courtyards and patios
- public spaces the "Green Ways to Garonne"
- public parking-park



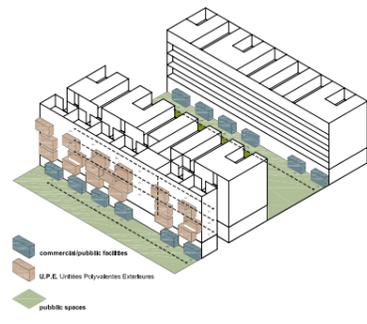
model of public spaces and collective buildings



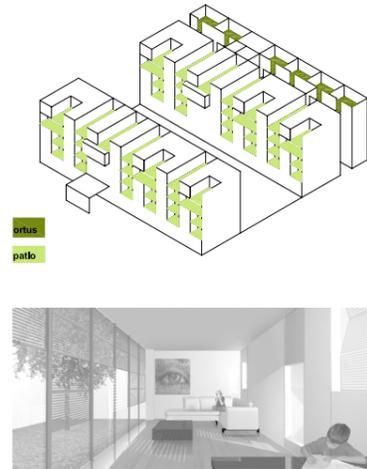
0 5 10 15 20 30



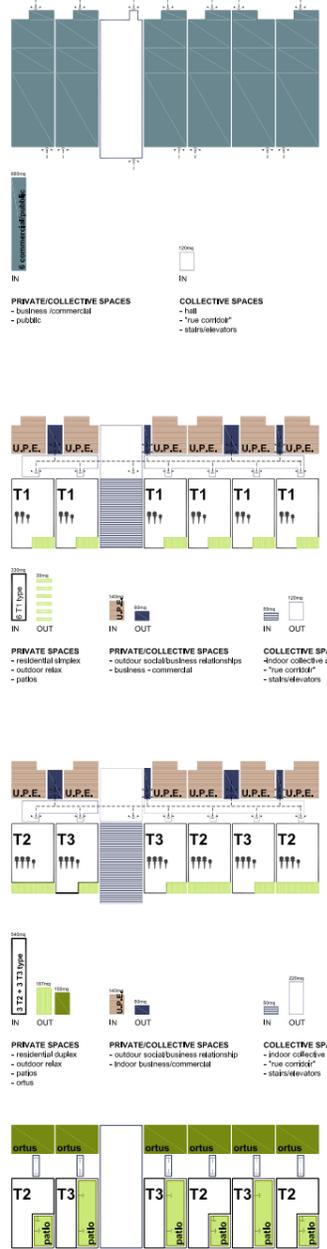
public spaces and collective functions



Individual outdoor spaces (patios - ortus)



collective buildings - type CB1 - 44 m -



0 5 10 15 20 30m

0 5 10 15 20



"1 ha type" (25m x 400m)

structure of "1ha type"

- semi-public and relationship spaces
- U.P.E. Unités Polyvalentes Extérieures
- commercial spaces and facilities
- public spaces (streets and squares)
- private courtyards and patios
- public spaces the "Green Ways to Garonne"
- public parking-park



the "public dimension" of housing



the private patios



Type A unifamiliar high density 5-6 people (125mq+28mq)

Architectural drawings for Type A, including ground and first floor plans, space generation diagrams, and 3D block models. Includes a legend for private and private/collective spaces.

ground floor
residential + U.P.E. + garden

first floor
bed rooms

PRIVATE SPACES
(residential simplex - leisure - outdoor relax)

PRIVATE/COLLECTIVE SPACES
(outdoor social/business relations - business - commercial)

Type B unifamiliar medium density 4-5 people (100mq+32mq)

Architectural drawings for Type B, including ground and first floor plans, space generation diagrams, and 3D block models. Includes a legend for private and private/collective spaces.

ground floor
living+bed+U.P.E.+garden

first floor
bed+patio

PRIVATE SPACES
(residential simplex - leisure - outdoor relax)

PRIVATE/COLLECTIVE SPACES
(outdoor social/business relations - business - commercial)

Type C unifamiliar low density 2-4 people (60mq+32mq)

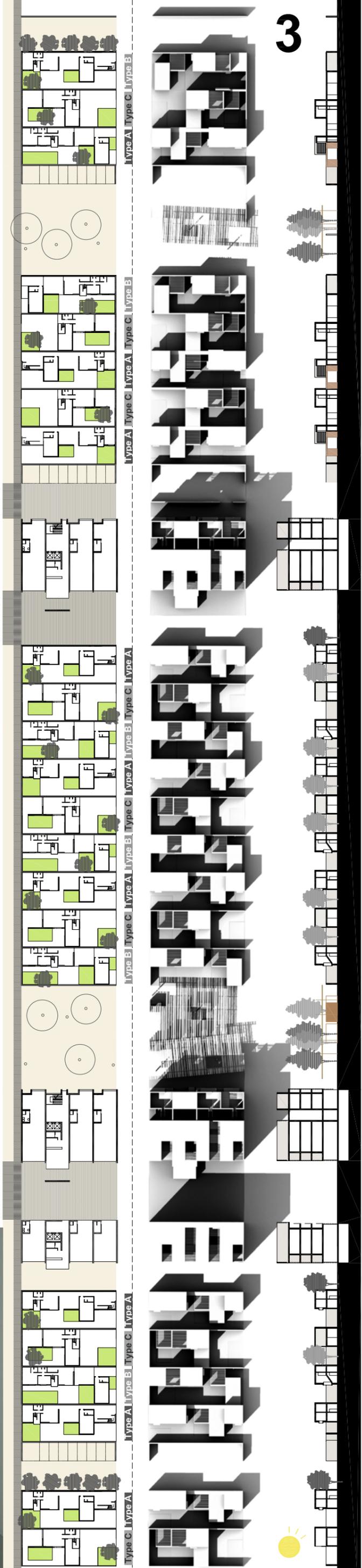
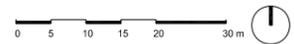
Architectural drawings for Type C, including ground and first floor plans, space generation diagrams, and 3D block models. Includes a legend for private and private/collective spaces.

ground floor
living + U.P.E. + garden

first floor
bed + patio

PRIVATE SPACES
(residential simplex - leisure - outdoor relax)

PRIVATE/COLLECTIVE SPACES
(outdoor social/business relations - business - commercial)



PROJECT ADDRESSES THE ISSUES RAISED BY THE THEME OF EUROPEAN 10 AND THE SPECIFIC SITE THEME

The project for the new settlement of the Seilh-Laubis site addresses some of the common problems of European cities that go through a particular development phase linked to new forms of advanced industrial specialization.

Toulouse is commonly known to be one of the main centres for the aviation and aerospace industry in Europe and is expected to have a constant demand for growth in housing over the coming years.

The “grand Toulouse” peripheral belt, and most of all its north-west sector, of which Seilh is a part and located just near the aviation industry zones, is now the area with the highest housing demand pressure.

The environmental and landscape context, with the exceptional features offered by the Garonne and its tree-lined banks and Toulouse’s railway and road system, makes Seilh-Laubis an excellent place to live in. The existing housing models from the “dense-city” to the “spread-city” of urban fringes has generated a sort of “non stop” city where the typical urban housing methods alternate with models of the “garden suburb” type with a wide mesh and ample availability of free spaces. This last model is the one we observed in order to understand some of individual and collective housing dynamics of Seilh because it not only provides some information about its architectural or urban characteristics but in particular it expresses the social structure which is at the base of these styles of housing. First of all, these areas are not peripheral “enclaves” but are true central urban clusters as regards the territorial context because they are near to the most important services (airport, commercial and production areas) and are conspicuous neighbourhoods with a working population and large-sized families; secondly, these areas are characterized by the possibility of having near to or more often actually within the housing area, those residentially-friendly facilities (private parking, outbuildings, community gardens) that make this a high quality form of housing; moreover, as said above, the vast area is characterised by parks (located near the Garonne) some of which with facilities used for leisure time and sport activities and by large commercial centres (located close to the airport complex) and this means its inhabitants do not have to go without the small village dimension which is so dear to them. But, if we look closely and more critically at this apparent perfect housing model, we can note some facets of this kind of individual housing which impoverish the quality and the meaning of this kind of (social living) settlement.

- firstly, the almost total absence of neighbourhood relationships due to the excessive distance between the houses and the road, the declared desire to enclose oneself inside walls or hedges and that nearly all outdoor

activities actually take place within private spaces;

- The almost total absence of public and communal spaces, which are more often than not, merely parking areas or accessory services which are not central to community life;
- The absence of recognisable elements (buildings or other things) except for the school which is nevertheless located in a fringe position and the historic centre to the north which is not integrated with the low, housing districts;
- The absence of actual (internal or external) spaces in the residential area, where businesses of a collective nature which interface with the outside can be performed, such as professional offices, small commercial businesses, games rooms etc.
- The absence of residential fabric and internal road network hierarchies, which generates anonymous and unrecognisable roads, a fact which is accentuated by walls and hedges which allow no intervisibility.

periphery - centre

rural - urban

marginality - centrality

individual - collective

private - public

The desire to reduce the distance and in some cases the contradictions, inherent in the conceptual dichotomies that are typical of these settlements and models of life of the communities that live in them, is an unavoidable pre-condition of the project proposal.

This urban scenario has, on the one hand, been a passive protagonist of a process of uncontrolled residential growth and on the other hand, though organising itself into consortia and associations for territorial development, it still cannot manage to find a convincing ground-level project for the definitive structuring of high-quality housing. In this context, certain themes assume an important role in the project planning: new urban densities, infrastructures, intermodalities, sustainability, relationships between natural landscapes, the countryside and the urban fabric, relations with the existing residential satellites, diversification, integration and compatibility between functions, relations between the individual and collective dimensions.

The project systematically addresses each of these issues with an overall approach which looks carefully at the definition of areas of complementary and integrated intervention.



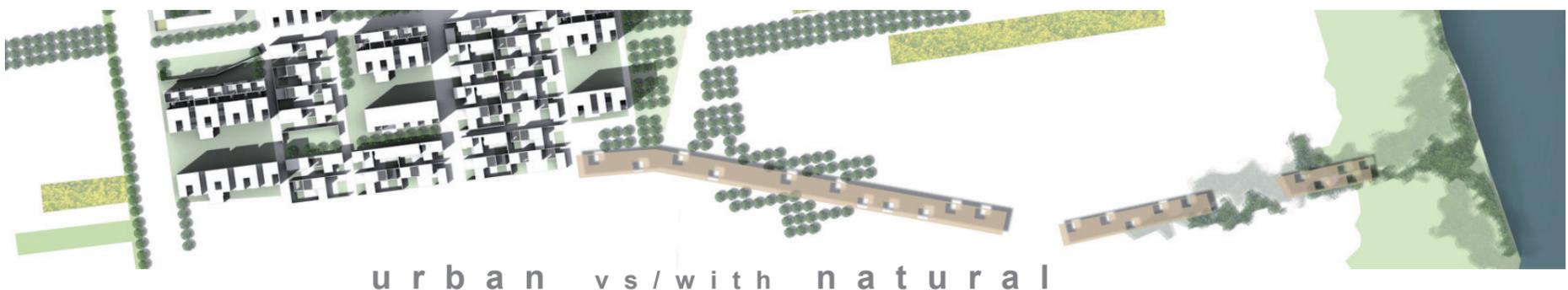
The points on which the proposal is actually based are:

- the definition of a settlement model which combines the individual aspect with the collective one through an appropriate gradient of urban densification based on alternating low housing of an individual nature and higher density urban pixels with collective residential buildings inside which the provision of individual spaces may be appropriately taken into consideration;
- new relations between the different existing residential centres and the project site through the Garonne river park system;
- sustainable infrastructuring through an integrated system of vehicle road systems, the introduction of a tramway, green transverse corridors with facilities, which structure the fabric along the east-west axis connecting it to the river park; capillary presence of parking areas/parks protected by green hedges which symbolically protect the cars;
- the socio-cultural mix of the residents by including collective, inter-relational spaces and the presence of social housing distributed among the individual low fabric housing and also in the collective buildings;
- the functional mix which integrates housing with services, facilities and spaces for the development of professional activities and home businesses both within the individual and collective housing system, the integration between currently existing educational structures (Ecole de l'Annonciation) and those in the future;
- the repeatability of the model in nearby sites with similar issues and morphological conditions.

The structuring of the fabric occurs through the application of a method which offers the possibility of generating a variable density. The mesh of the fabric is developed by creating "hectare types" which come in two possible configurations (with dimensions of 24 x 400 metres and 50 x 200 metres). The "hectare types" are not to be considered as mechanically repeatable elements but rather as areas inside which it is possible to structure density, uses and spaces in a flexible manner; in this way they are a kind of repeatable model/method, even in the areas close to Laubis, involved in similar expansion programmes.

Within the "hectare types", the rhythm and structuring of the public and private/residential spaces is created by alternating low residential fabrics with patios, residential blocks which rise into the air and open spaces; The last of these are places of extremely high quality both on a district and urban level. On a district level they are places where people develop inter-relations and are close to each other; on an urban level, they create a system with each other since they are distributed, capillary fashion, within the entire fabric. The hectares are held together by threads of public spaces, containers of activities, uses and governing elements of the overall settlement system. The role of these green, transverse corridors connecting to the river park is that of "measurers" of nature: as they develop, they make the fabric more natural and the river park more man-made.

Along these corridors you will also find various collective functions, including a market with its plots for market-traders.



The "Green Ways to Garonna" is the gradient of transversal naturality gradient, artificialize the Garonne natural park and naturalize SEILHABITAT.

THE PUBLIC DIMENSION

The fabric holds the public buildings provided for the specific for the site of Laubis. A large multi-purpose building is placed along the main axis, along the line of the tramway (the current street to Grenade), for the building itself we hypothesize an integrated use, in fact the conceived disposition of volumes is suitable for holding the offices of the municipal administration and those of the public relations and also several multi-purpose rooms for public happenings. In the opposite extremity, along the street that grazes the school buildings, is placed the hospital complex, the other large building with public value. The volume integrates various functions: day hospital, a paediatrics department, etc.; it is placed in a strategic position, perfectly integrated both with the natural system, constituted by the Garonne park, and the new urban system. This position guarantees the possibility that the hospital buildings get a strong character, in which the humanization, and so the increase of the quality of the stay in hospital, is one of the fundamental characteristics. In the vicinity of the École de l'Annonciation is provided a school building that integrates and differentiates the school and formative offer already present and of a real high-level.

THE LOW FABRIC

The project intervention operates in the bosom of the displayed criticities trying to not leave a consolidated house model of a high quality anyway and operating a careful reflection on the densification requested by the programme of urban development to produce house models which keep into consideration not only the need to re-establish the neighborhood relationships but also facilitating all those multi functional micro-activities inside the house that create a wide quality network services.

For this reason we have conceived the individual low unity as a sort of house with a double face, one typically private and domestic, the other one establishes a direct relation as regards the street that can be used as a place for private professional activity or even for a commercial activity.

On small and close allotments of 200 and 250mq separated by common walls, the houses are placed on the long side in order to have the open space illuminated from the south. The position of this special unity between private and collective define in a longitudinal sense the house spaces; a space in the front side with public character on the course or on the collective spaces of the area, one at the back, a patio, that represents the place for the domestic activities in the open air in harness with the house spaces.

This type of units on the street can be assimilate to the so called U.P.E. (Unité Polyvalent Extérieur) units that are often flexible spaces (studies or offices) inside the house typical of the minimum lodgings: some of these types offer

the possibility to make them totally independent, others in the contrary are integrated with the house and particularly in the social types can be used as living room.

The alternation of these units, as their variable position give a new role to the street which becomes collective space of the area and not only the access way to the private hoses.

The residence type are 3 with more or less external open space according to size of the allotment:

- the widest (for 5-6 people) is 155mq sized, it consists of an habitative nucleus at the back and of a dépendance with parking space on the street; the U.P.E. (Unité Polyvalent Extérieur) is lightly behind to define a small space on the street;
- the medium (for 4-5 people) is 105mq sized, it consists of a long nucleus on the ground floor divided between living area and sleeping area by the staircase and the bathroom with the U.P.E. (Unité Polyvalent Extérieur) in the street side, completely separated which can be used as shop or office;
- the smallest size (for 2-4 people) has two levels, on the ground floor the living area, on the first floor the sleeping area with a wide covered terrace; the U.P.E. (Unité Polyvalent Extérieur) is integrated with the house and becomes living room in the social housing version.

THE COLLECTIVE BUILDINGS

The collective buildings interpret the need to increase the habitative density, guaranteeing the availability of medium-small sized lodgings (simplex of 55mq – duplex with patio and ortus of 100mq) with a large endowment of independent spaces, integrated to the residence, which can be used for home-business or residential “dependences” (U.P.E. of about 25mq), and of loggias, patio and ortus at the same height, that allow to have spaces for relax which introduce the theme of the individual open space in the lodgings.

The buildings are made up of two separate blocks between which is placed the “rue corridor” that takes the mixed connotation of neighborhood unit, that gives out the accesses to the lodgings, and of space for the commercial and productive relations connected to the presence of an entrepreneurial micro-fabric located in the U.P.E. (Unité Polyvalent Extérieur) that pertains to the houses.

All the residential blocks have the ground floor with a programme for the public-commercial use and in every floor there are space for condominial activities (gymnasium, conference room usable also for parties).

The buildings with a social character have instead smaller lodgings (45-55mq) and in the ground floor they hold common spaces and social services.

The car park is provided in a basement.



U.P.E. (unités polyvalentes extérieures) | public spaces

| private and semi-public spaces - individual housing - U.P.E.

PROGRAMME CHOSEN AND ITS CONNECTION WITH THE PROGRAMMATIC FRAMEWORK PROPOSED ON THE SITE

The specific action site consists of an important portion of the peripheral system of the city of Toulouse which currently suffers a number of problems concerning identity and recognisability, where a balanced process has not yet been conducted between the strong centrifugal settlement pressures, coming from the city centre and the historical, built-up landscape of an essentially rural nature, which characterises the countryside along the course of the Garonne. This area, in fact, as in other European cities, has become the theatre of a new season of specialised and advanced industry development (aviation, aerospace industry, electronics and businesses closely connected with these), and there is a concentration of various difficult combinations and coexistences between settlement models which are significantly different: on the one side there is the historical structure of the settlement that has always been managed by a balanced ratio between the community and the production capacity of the countryside, in line with an intrinsically sustainable approach; on the other side, the new, large-scale residential vocation which the area has assumed due to its proximity with the aeronautical installations and its extraordinary and sought-after environmental conditions, which bring to mind the idea of a model for an ideal life, which is both rural and urban.

Nevertheless the marginality of the site compared to the activities of the centre of Toulouse and its exclusively residential connotation with no functional organisation, creates serious problems in integrating the community that has settled in the peripheral zone (and in particular of the future centre of Seilh-Laubis) with its recognized city. The point concerns the existence of contradictory factors, which are related to the more complex relationship between space and society on different scales and which leave sustainability and the possibility of defining a clear identity for Seilh-Laubis, in a significantly critical position.

The action area consisting of 12 hectares including the towns of Seilh and Beauzelle, is limited to the west by the infrastructure which connects the airport with Grenade and to the east by the local road connecting Seilh with Beauzelle, and runs alongside the course of the Garonne. Despite its strategic location in relation to the territorial infrastructure system, its relative proximity to Toulouse and the extraordinary quality of the landscape offered by the combination of the countryside and river park, the area, in specific terms, has not upto now been able to exercise a central role in the dynamics of urban development and is seen as one of the many residential satellites of the peripheral ring of Toulouse, without a clear, coherent and well-structured connotation with the others.

The northern and southern boundaries of the site are defined by two recently-conceived residential parcelling out areas, based on a garden-city model with a social declination that is close to the American Dream.

The management of the countryside and the structuring of the rural estates, together with the small historic towns, which wind along the banks of the Garonne and the river system, are fundamental elements of the historical, natural landscape which surround the site; on the other hand, the infrastructure system on a territorial level (airport, motorway network etc.), the extraordinary size and extent of the industrial areas and the complex series of residential micro-centres are elements that define the new scenario of these places.

To the west, the main road connecting the airport with Grenade and separating the site of Seilh-Laubis from the other similar sites, which have already been involved in residential colonization programmes (Le Golf, Chapello, etc.), nowadays represents an almost insurmountable boundary, given the amount of heavy traffic, where a number of informal, temporary commercial installations

are located as the result of low quality building activities.

The proposal of the project, Seilh habitat, is based on the desire to colonize the area, by introducing a well-structured look at new residential densities with the aim of assigning the area new centralities with a more overall view towards developing the entire north-western peripheral ring of Toulouse.

The foundations of the proposal lie on the conviction that the success of the action needs to be achieved through actual participation of the community in the definition of the residential fabric of the place where they will reside but also of where they may assist the development of a live and productive social fabric, in line with a process of "centralization" of the peripheral areas which have, upto now, too often been relegated to marginal areas of isolated residence. A number of spaces are in fact envisaged for business activities, public services and private production activities of a professional nature, strongly linked to the home-business model (something which is now very widespread and dominant in young and contemporary societies).

In line with the planning framework for the site, the project has the following main objectives:

- sustainable development;
- the reduction of the mobility system and the use of alternative transport solutions also at a territorial level;
- the functional mix, with particular attention to public and private, collective and individual residential solutions, quality services both on a local and on a wider level, education, culture, relaxation and entertainment;
- social interactivity.

In brief, Seilh habitat is *toujours collectif toujours individuel*, and pursues welfare and high-quality life through the double interest scale relating to the individual and the relations between the individuals who create and construct the community.

In the background there is the fundamental objective of establishing, or, perhaps more appropriately, re-establishing new links between the different forms of residence that are found within the area of action: the historical one, the first and second generation American Dream and the new settlement season being planned.

The project proposal pursues development sustainability through a continual search for interaction between public spaces, new urban forms and the linear system along the course of the Garonne.

In addition to this, there is the green area with sports facilities, recreational and community spaces, district services which certainly encourage socializing and the possibility for the community to take possession of an area which had upto now been denied to it.

The idea of turning the current road to Grenade into the backbone of a (tram and bus) public transport system at a local and suburban level, linked to the peripheral ring and Toulouse, contributes to the sustainability of the action and is a clear alternative to private individual transport.

In conclusion, the linear park of the Garonne with its vegetation system along the banks and the portions of countryside, which are well-conserved and still productive, represents an unavoidable factor to be taken into consideration regarding the sustainable urban development of the site. Its position defining the eastern perimeter of the area, together with the green corridors which extend from it and enter the residential network, becomes a source of sustainability and contributes towards providing an important answer to a question posed by the inhabitants, which cannot be evaded, asking for an increase in the quality of life.



SEILHABITAT: flexibility of the public spaces - green spaces - event spaces - openair market

SURFACE AREAS OF THE DIFFERENT PARTS OF THE PROJECT

SEILHABITAT: MAIN PROGRAM

	area m ²
1. housing (total area)	31.350
2. social housing (total area)	8.000
3. outdoor housing spaces (total area)	5.000
4. public spaces, openair market and viability (total area)	45.000
5. public parking/parks (total area)	14.000
6. public buildings (total area)	6.700
7. facilities (total area)	7.500
8. social/public services (total area)	2.000

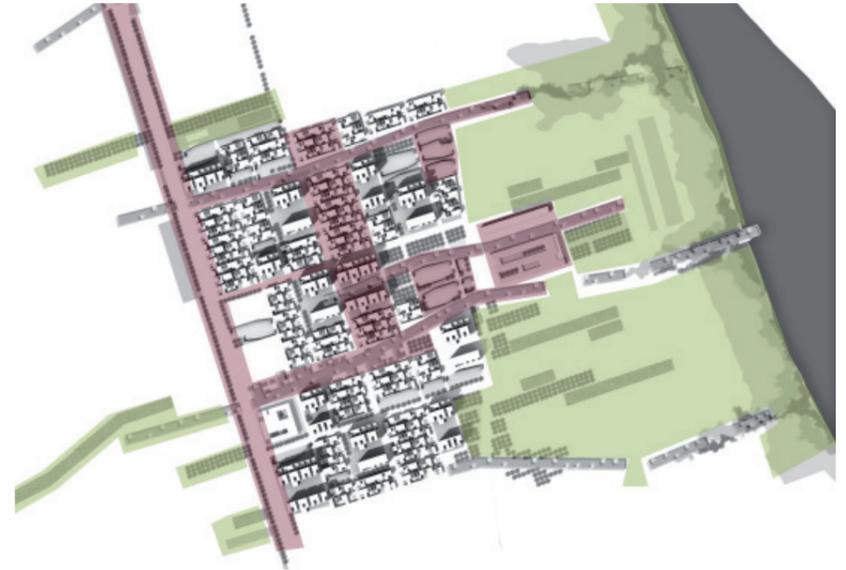
SEILHABITAT: HOUSING PROGRAM

	area m ²
1a. collective housing (total area)	17.860
- type CB1a - dwellings with U.P.E. (3 buildings) - duplex (3+3) - simplex (12)	
- type CB1b - dwellings without U.P.E. (2 buildings) - duplex (3+3) - simplex (12)	
- type CB2a - dwellings with U.P.E. (5 buildings) - duplex (2+2) - simplex (8)	
- type CB3a - dwellings with U.P.E. (4 buildings) - duplex (2+1) - simplex (6)	
- type CB3b - dwellings without U.P.E. (3 buildings) - duplex (2+1) - simplex (6)	
1b. individual housing (total area)	13.490
- type A - L dwellings with U.P.E. residential area 155m ² - lot area 250/200m ² (38 buildings)	
- type B - M dwellings with U.P.E. residential area 115m ² - lot area 250/200m ² (38 buildings)	
- type C - S dwellings with U.P.E. residential area 85m ² - lot area 250/200m ² (38 buildings)	
2a. collective social housing (total area)	4.400
- type CB4 - dwellings without U.P.E. (5 buildings) - simplex (16)	
2b. individual social housing (total area)	3.500
- type A - L dwellings with U.P.E. residential area 155m ² - lot area 250/200m ² (9 buildings)	
- type B - M dwellings with U.P.E. residential area 115m ² - lot area 250/200m ² (10 buildings)	
- type C - S dwellings with U.P.E. residential area 85m ² - lot area 250/200m ² (10 buildings)	

CONSTRUCTION PROCESS INVOLVED

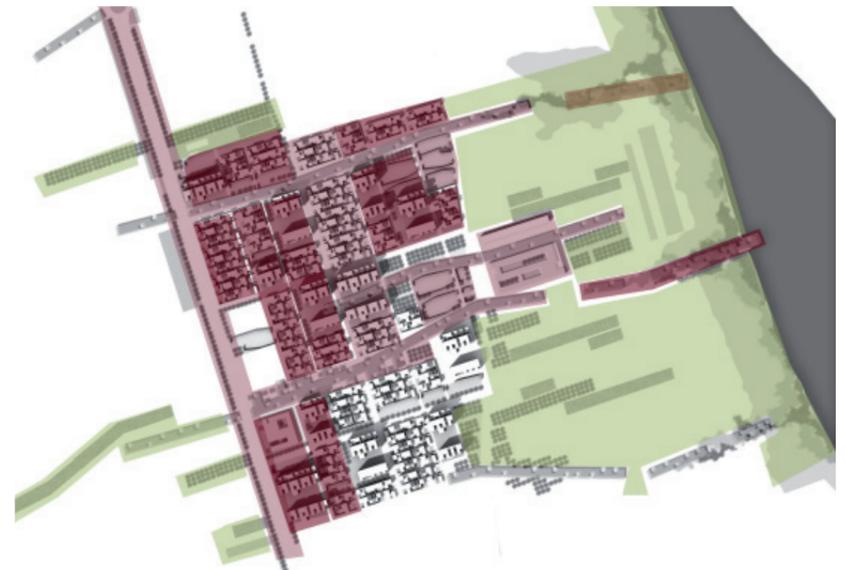
STEP 1

infrastructures - tramway - I urbanisation - I housing ectar - new school - medical centre - parking-parcks - parcks



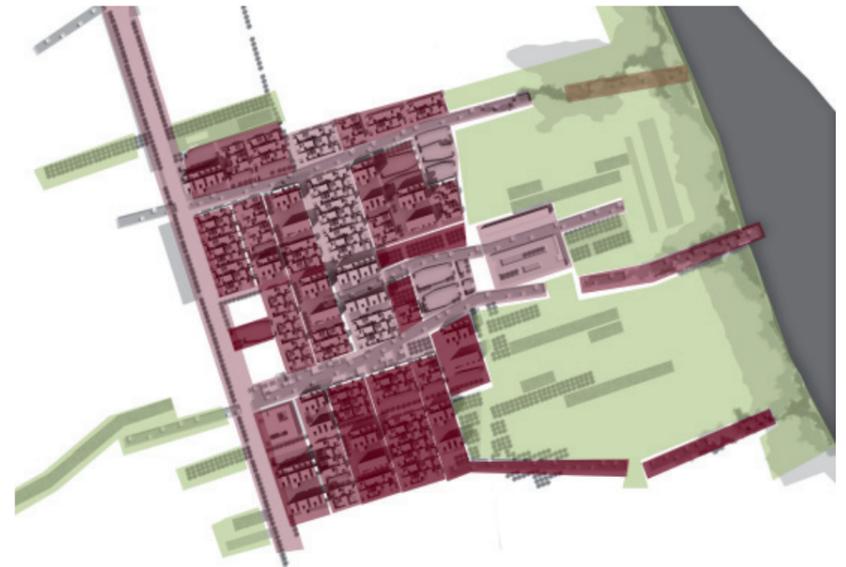
STEP 2

infrastructure - tramway - II urbanisation - II housing - I social housing - public buildings - town hall - parking-parks - parks



STEP 3

infrastructure - tramway - III urbanisation - III housing - II social housing - public buildings - parking/park



SEILHABITAT...



...TOUJOURSCOLLECTIF...



...TOUJOURSINDIVIDUEL