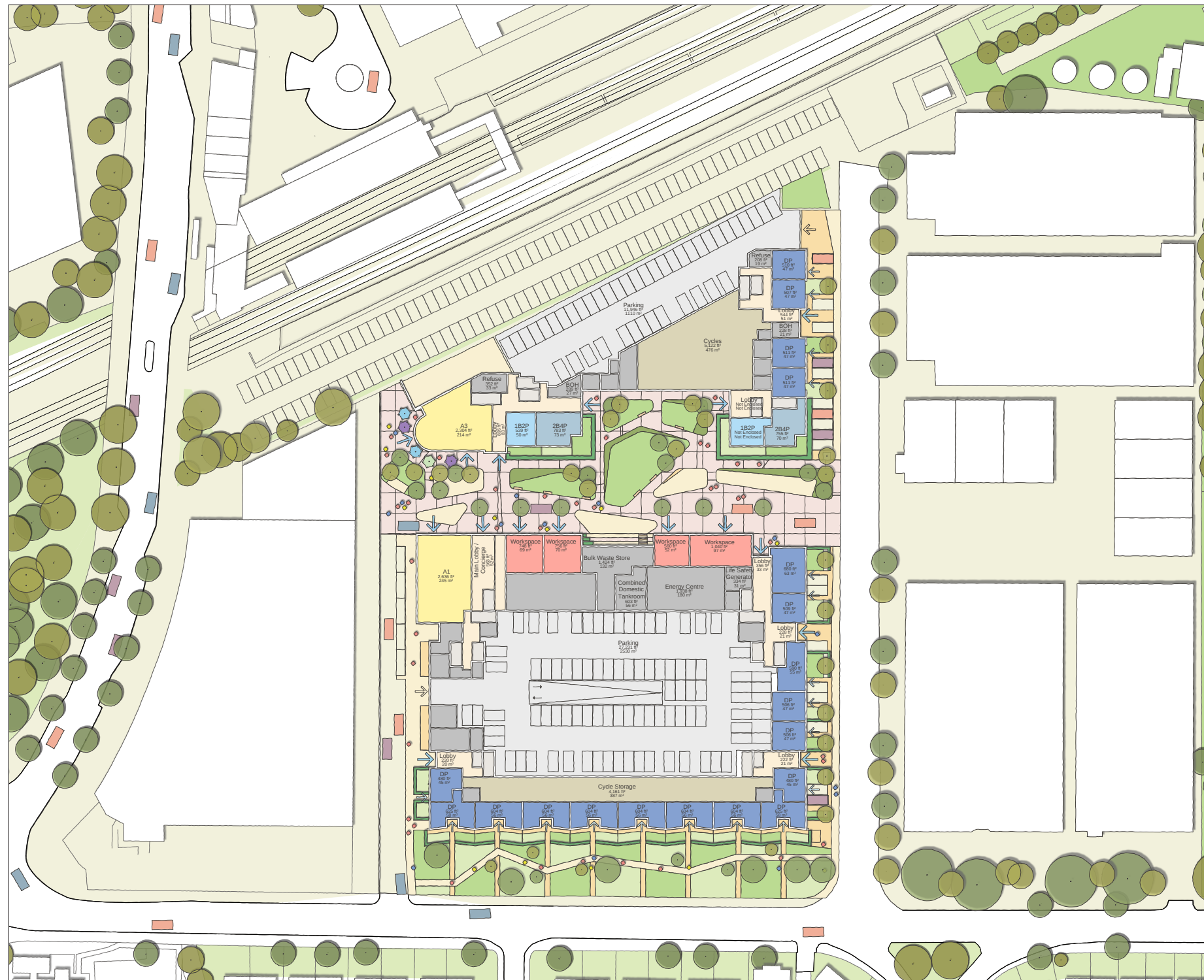


3.6.2 Ground Floor Plan



Ground Floor Active Frontages

3.7.1 Townscape, Massing and Scale

The proposals naturally mitigate the scale difference between the two storey semi-detached properties on Nestles Avenue and the taller structures gathered around the station to the north. The site is closely located to the railway and it is expected that the site will intensify its use; adhering to current thinking promoting the densification of the most accessible places. The buildings to the north sit at eleven storeys and this is in keeping with those in the north of the Barratt masterplan and buildings A and B are also subject to the safeguarding of air space in areas around the airport (Heathrow Inner Horizontal Surface) setting a maximum height for development at 67.93m AOD.

The buildings to the north also have the largest footprints and these are reduced along with heights as the scheme progresses southwards. Buildings C and D step down from nine storeys, to eight and finally to four opposite the existing houses. This results in a 'layered' view from Nestles Avenue, rather than an imposing street 'wall' and thus carefully manages the change in typology and bulk from south to north.

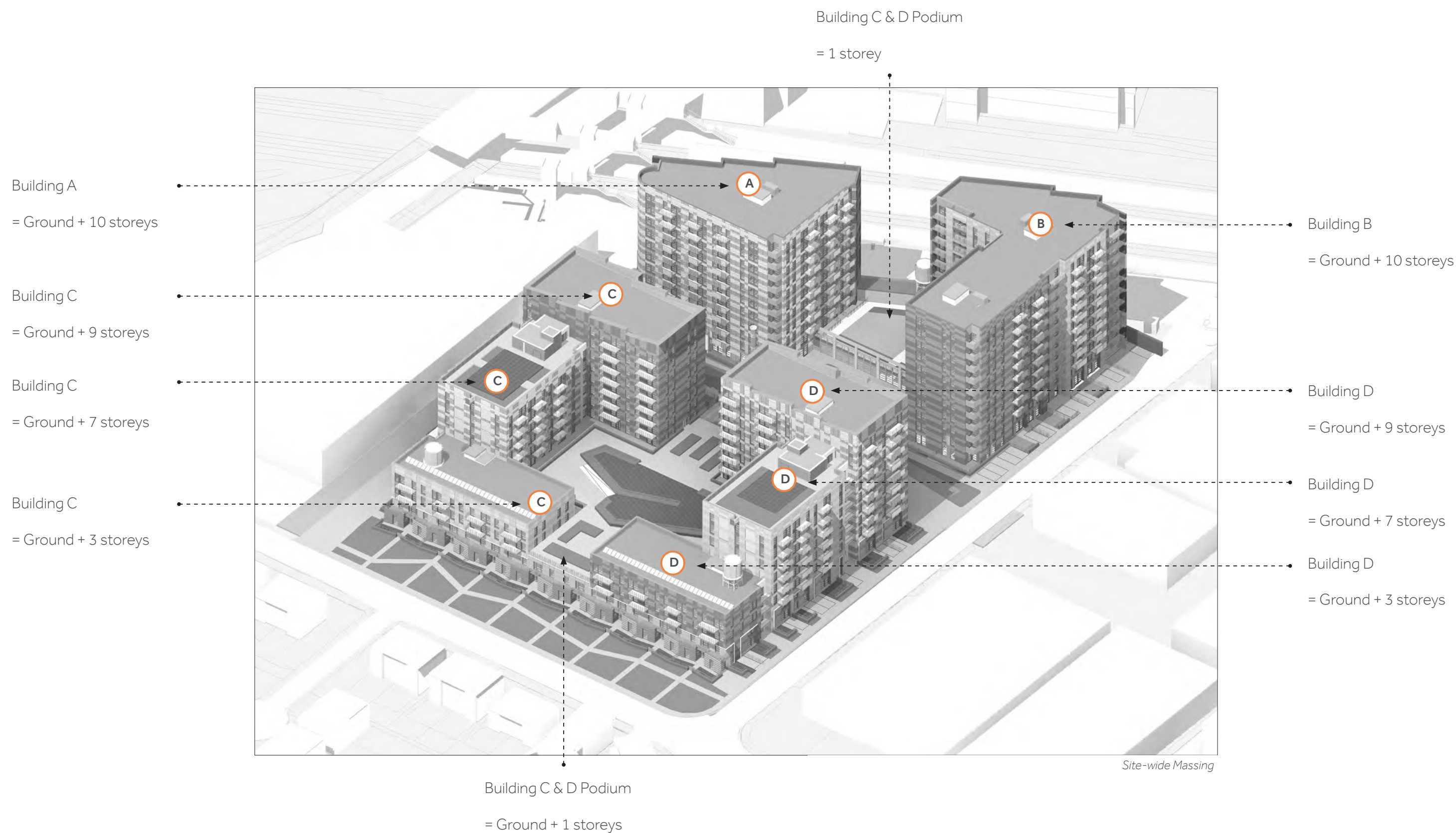
The buildings are articulated to reflect their internal layouts and to break down their visual mass using recesses between the building forms (typically marking residential lobbies) and changes in brick colour. Further to this, each of the buildings has a recognisable base, middle and top. Portals are incorporated within the architecture at lower levels to properly 'ground' the buildings and the grouping of windows to the upper two levels of each building, twinned with a change in balcony type allows for the conclusion of the buildings as they meet the sky. This ordering of the façade also reduces its visual bulk.

Further articulation is provided to the east/west routes with a single storey extension with faceted façade presented to Nestles Avenue, a single level extension to the northern face of the southern plot reducing scale and a stepped façade to buildings C and D above.

Meanwhile the railway elevations of buildings A and B are angled and stepped to reduce the visual length of the façades and to break down the massing of the buildings.

Particular consideration has been given to views from Nestles Avenue and the silhouette of the scheme from this vantage point is considered important. The most northerly buildings of the southern plot define the profile of the scheme from this position and the sawtooth roofline of this buildings gives an identity to the scheme and makes reference to the industrial heritage of the site.

3.7.2 Massing Proposals



3.8.1 Parking and Servicing Provision

The proposals have been designed to fully integrate the requirements of pedestrians, cyclists and vehicles. At the outset it was decided that the impact of car parking and car movements on the public realm would be minimised, to create an environment that promotes walking and cycling and one not dominated by the motor car.

3.8.1 Vehicular Access

The site is accessed by vehicles serving the development from two points. The first is from Gilbert Place via Nestles Avenue which runs along the western side of the site within the Buccleuch Property ownership. Gilbert Place will provide access to on-site car parking provided within the podium, on-street parking, frontage to the development, and delivery and servicing access to Sandow Avenue. Beyond the podium access Gilbert Place becomes a shared surface and one-way northbound with a band right turn exiting the podium, and an access only through route to Sandow Ave and Viveash Close. Sandow Avenue runs east-west and provides frontage to both building blocks with generous public realm and landscaping. The effective carriageway width, surfacing and placement of street furniture on Sandow Avenue create a low speed pedestrian and cyclist priority environment. Both Sandow Avenue and Gilbert Place are anticipated to be low traffic environments. Sandow Avenue also accommodates a loading bay and disabled parking bay for the B1 and A1 ancillary uses.

. The second access point solely serves buildings A and B, north of the east/West link and this provides access to the undercroft parking and is located at the northern end of Viveash Close.

3.8.2 Minimising Roadways

Once vehicles serving the development have entered the site there are strict controls on movement and these have been proposed to ensure the perception and use of the public realm by pedestrians is promoted.

The section of road running from Nestles Avenue to the car park entrance is two-way. This means residents can access the southern car park but on leaving must turn left so that their egress is onto Nestles Avenue. This results in the carriageway north of the southern

car park entrance being one way only and its width can be reduced to a single lane. In turn, the hard landscaping of the east/west link runs between the buildings meaning that drivers enter a shared zone

3.8.3 Servicing

Three loading bays are provided across Gilbert Place and Sandow Avenue to accommodate general delivery and servicing trips. There is sufficient clear length of kerbline on Viveash Close to accommodate kerbside delivering and servicing trips.

Refuse collection is proposed to be undertaken from the carriageway on Gilbert Place, Sandow Avenue, and Viveash Close, adjacent to each bin store collection point.