

3.9.1 Site-wide Arrangement

A number of factors have shaped the mass and footprint of the proposed buildings, however one of the guiding principles has been the quality of the accommodation that the development delivers for its future residents. A number of layout devices have been utilised to improve aspect, build quality and accessibility, and some of these are explained further below:

3.9.1 Stacking of typologies

The plans typically repeat their unit layouts moving up the buildings and this brings a number of benefits. Firstly, it facilitates a mix of unit sizes at all levels of the development which responds to market demand and the consistency in service runs also brings an efficiency to the layouts and a quality to the build using ‘repeated’ unit layouts. The approach also supports the architecture of the

proposals with the vertical alignment of windows suggesting the clear vertical transference of weight down the elevations and thus simple uncomplicated façades that reflect the industrial heritage of the site.

3.9.2 Opportunities provided by the stepped form

The stepped forms have provided opportunities within the layouts to maximise solar penetration and provide private communal roof terraces. The variation in heights between buildings allows for views over the top of neighbouring buildings meaning longer distance views are provided to more densely arranged parts of the proposals.

3.9.3 Apartments around cores

The proposals have adopted the guidance set out within the London Housing Design Guidance. Typically, the buildings have seven units around a core and in Building A a back-to-back core is utilised to reduce this number further.

A number of studies were undertaken to link cores and this only occurs in the southern most cores in buildings C and D to allow for resident access to the private communal roof terrace.

3.9.4 Minimising North facing homes

With the east/west alignment of Nestles Avenue and the railway, careful consideration has been given to the arrangement of homes that have a solely northern aspect. The number of these have been minimised and the effect on the accommodation mitigated. Studio apartments, the smallest homes provided, have been introduced into the east/west elements of Buildings C and D and these are the only

solely north-facing homes. These have been improved by making them shallow in plan and wider in elevation and an additional window has been provided to ensure they have good levels of daylight.

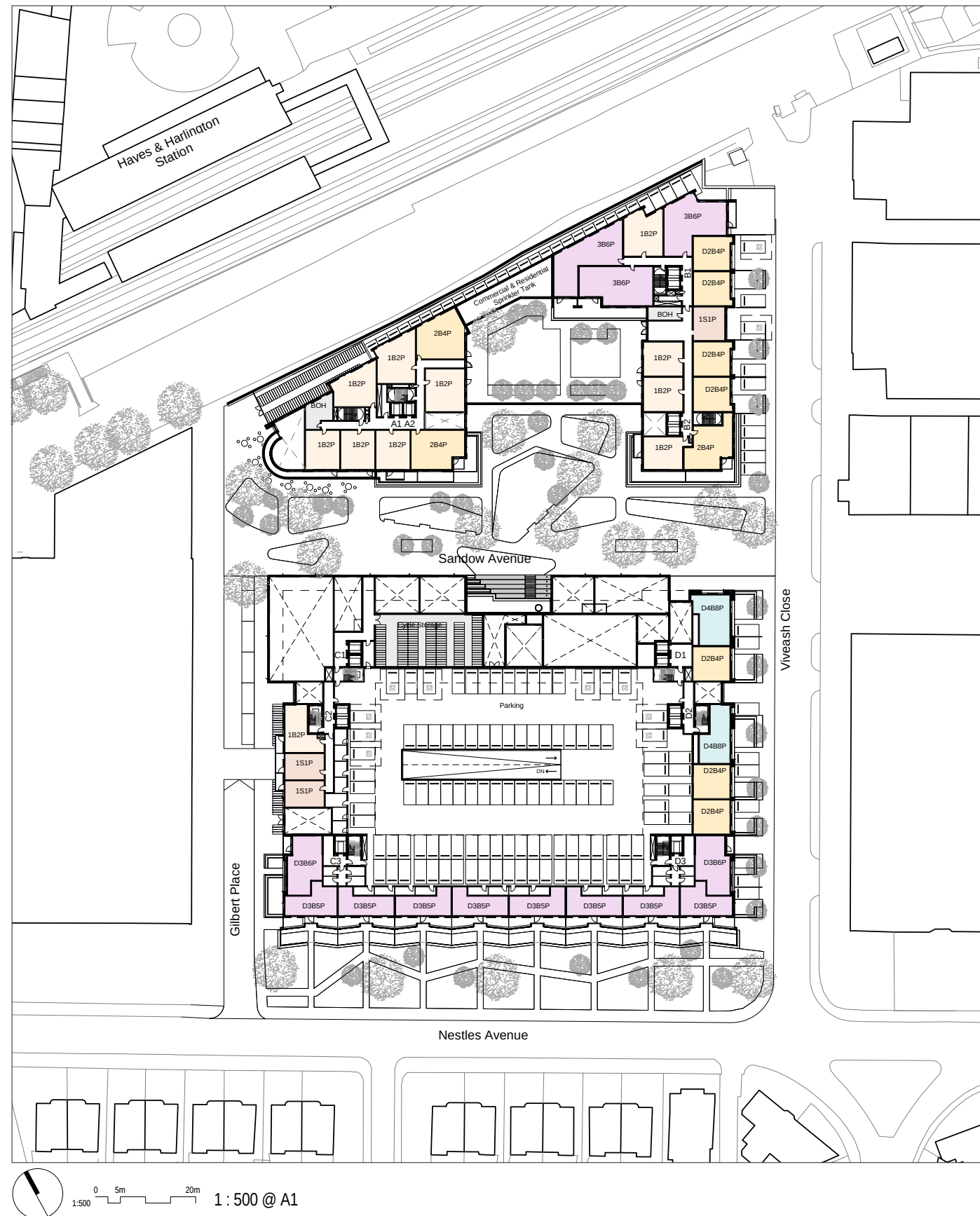
3.9.5 Maximising dual-aspect

A large number of homes have been planned to have more than one aspect from their living spaces. This has been achieved by placing larger units on corners and modifying the profile of buildings to form a step in the alignment of façades. This improves the quality and desirability of the accommodation and further assists in reducing solely north facing units.

3.9.6 Railway relationship

Being located adjacent to the railway provides excellent levels of accessibility but also creates challenges for the most immediate buildings (A and B). To resolve issues of orientation and noise a bespoke design has been proposed for the seven apartments located in the northern façades of these buildings. Here, a stepped footprint has been deployed with each living space dual aspect to lessen the face to face relationship with the platforms. Balconies have been omitted from this elevation, with the external amenity space required by each apartment subsumed within their internal living spaces meaning lounges and dining rooms will be more generous for those units overlooking the railway. This also allows for the homes to be ‘sealed’ to this orientation, minimising the impact of noise from the trains pulling into and out of the station.

3.9.2 Site-wide - First Floor - Level 01



3.9.3 Site-wide - Second Floor - Level 02

