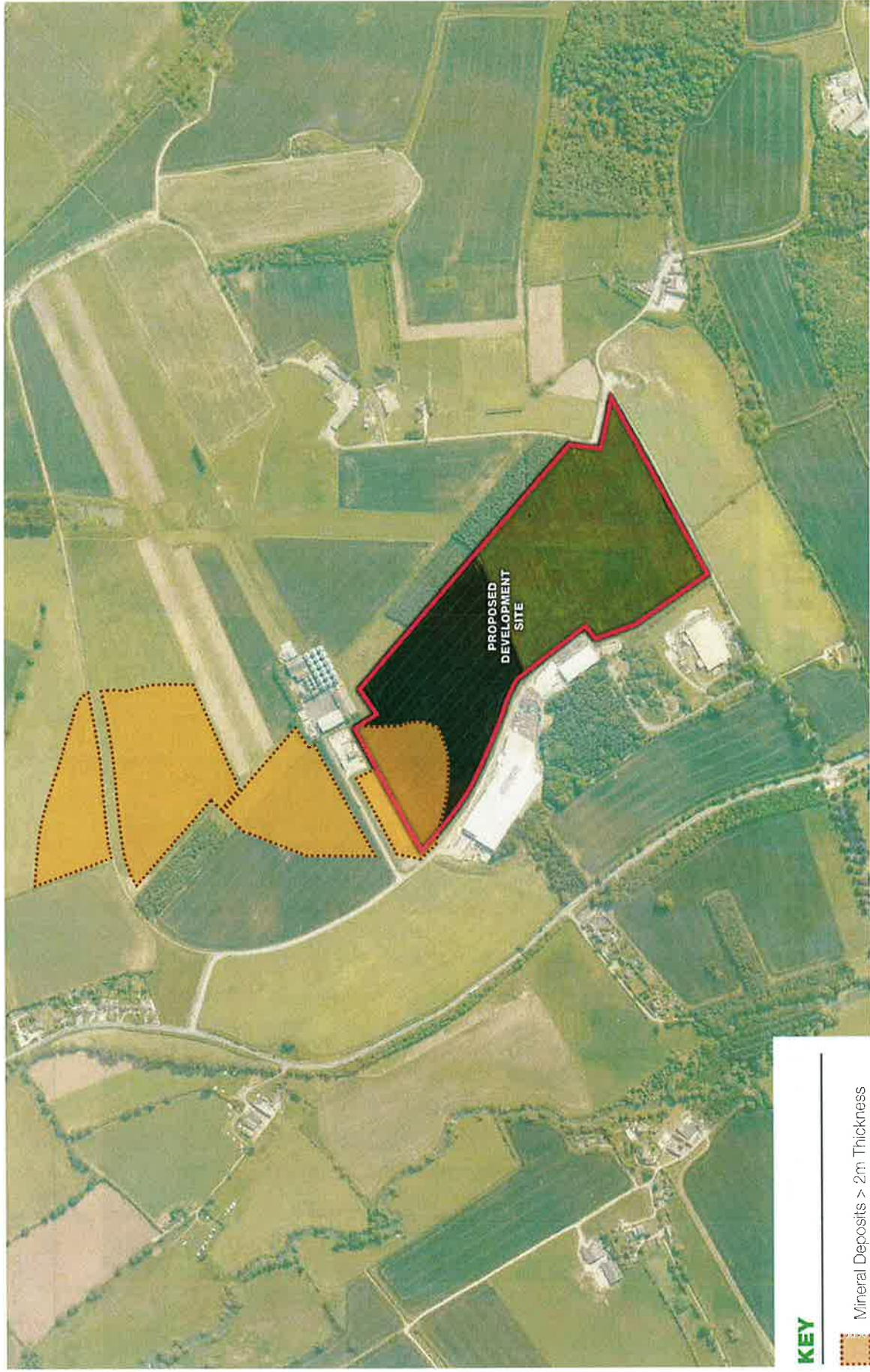


Analysis: Topography



+ SECTION 3 - Analysis

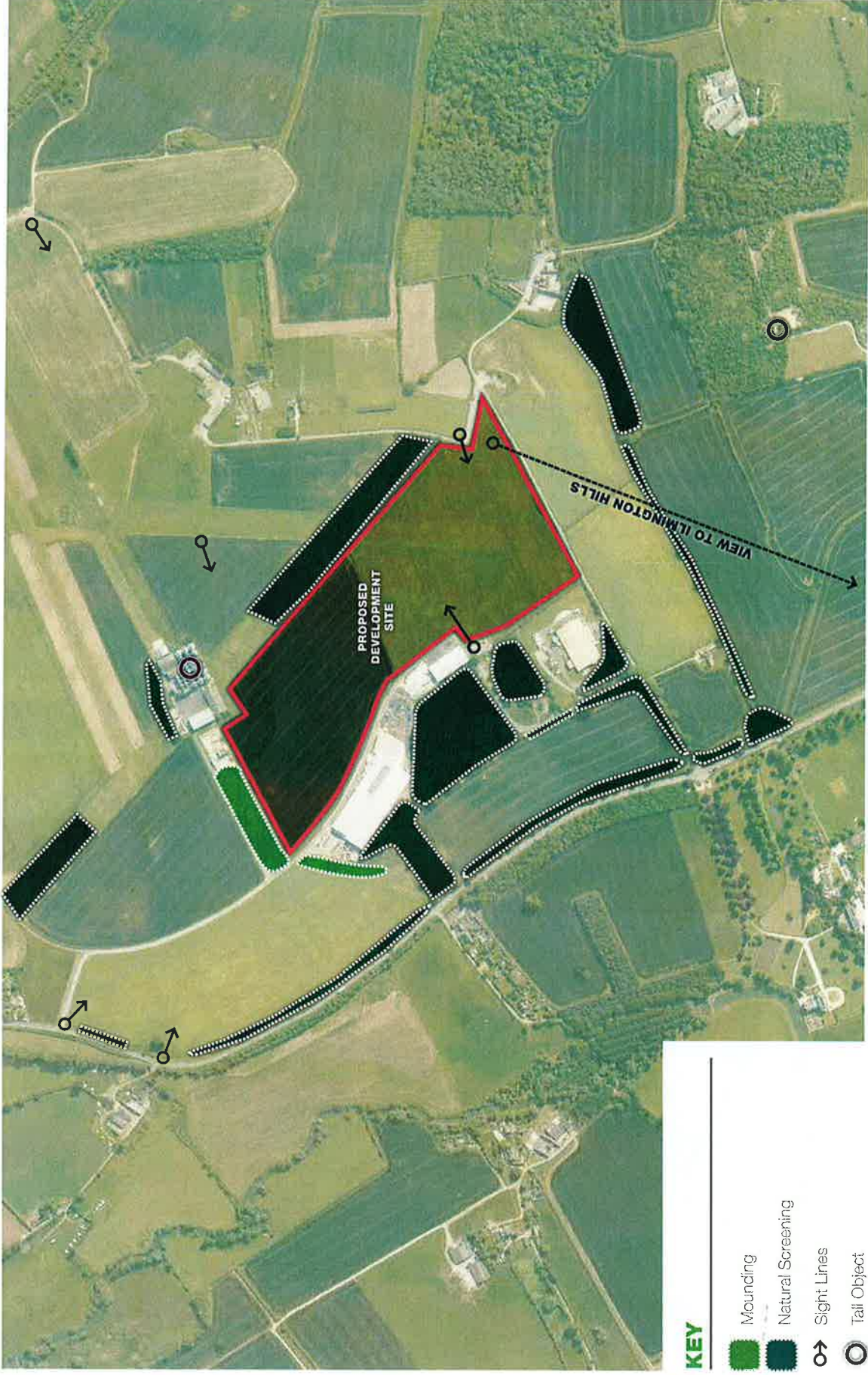
Analysis: Mineral Deposits



KEY

Mineral Deposits > 2m Thickness

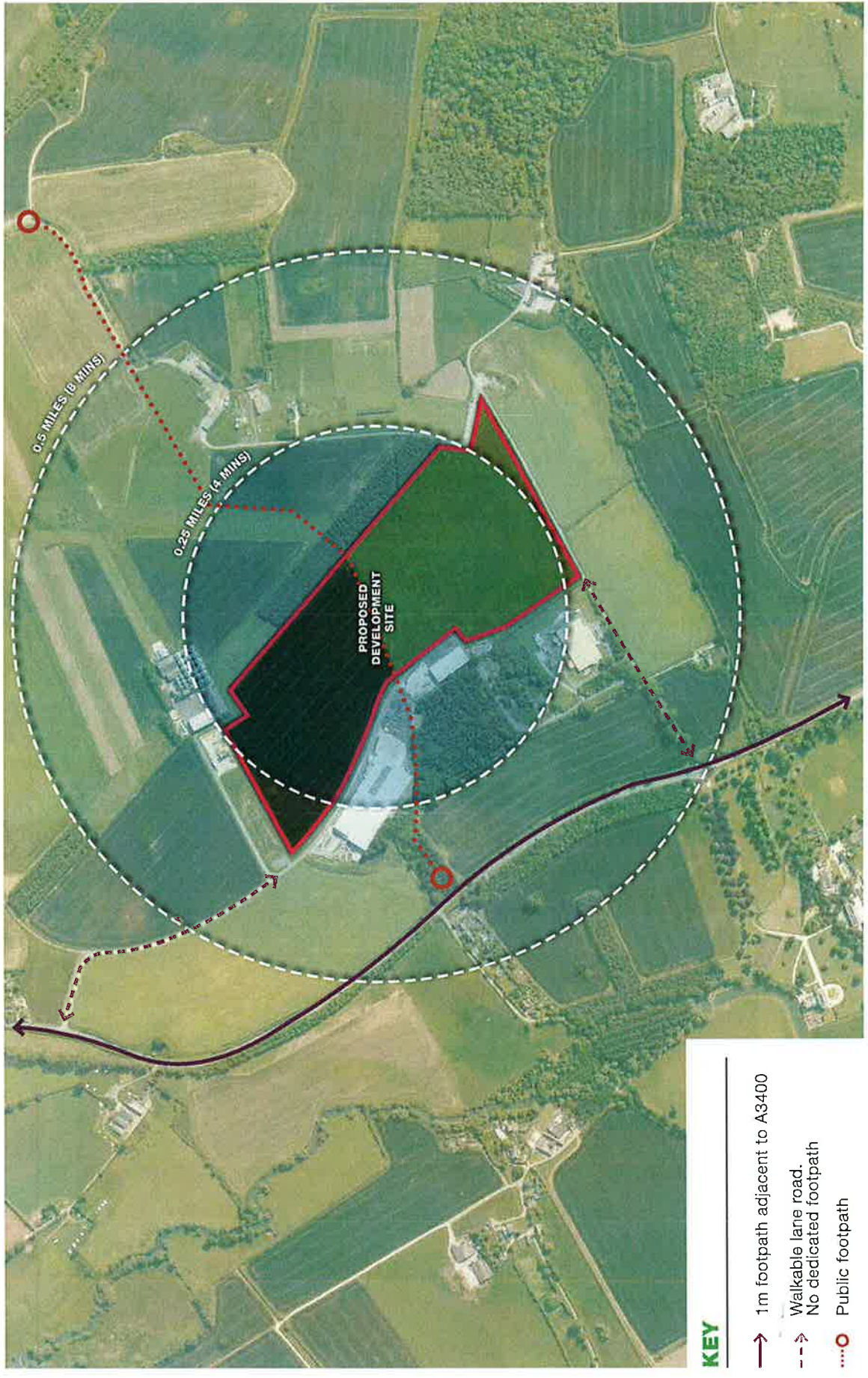
Analysis: Natural Screening + Sight Lines



KEY

- Mounding
- Natural Screening
- Sight Lines
- Tail Object

Analysis: Pedestrian Movement



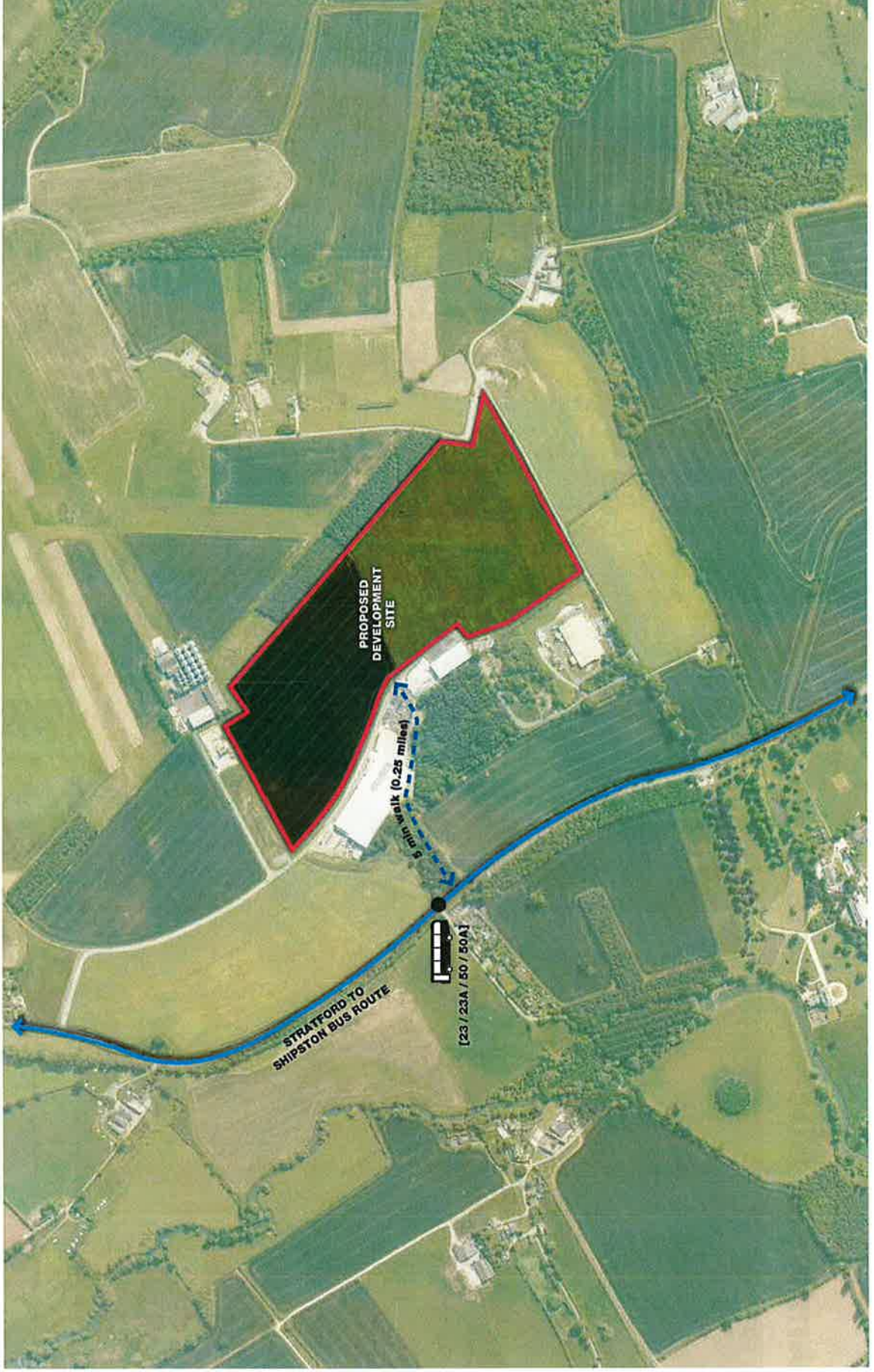
Analysis: Vehicular Movement



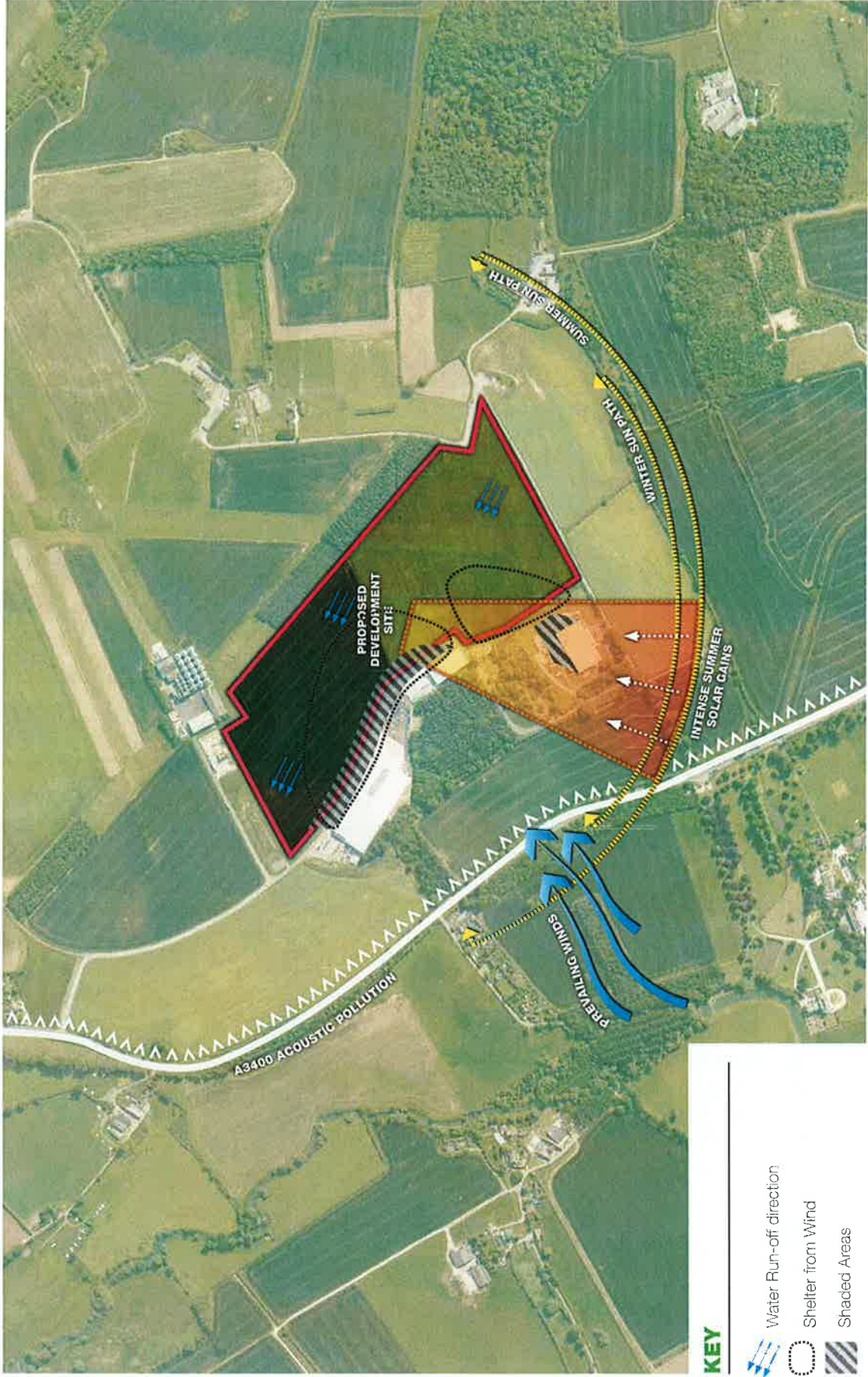
KEY

-  A-Road
-  Primary access
-  Vehicular link route

Analysis: Transportation Links



Analysis: Microclimate

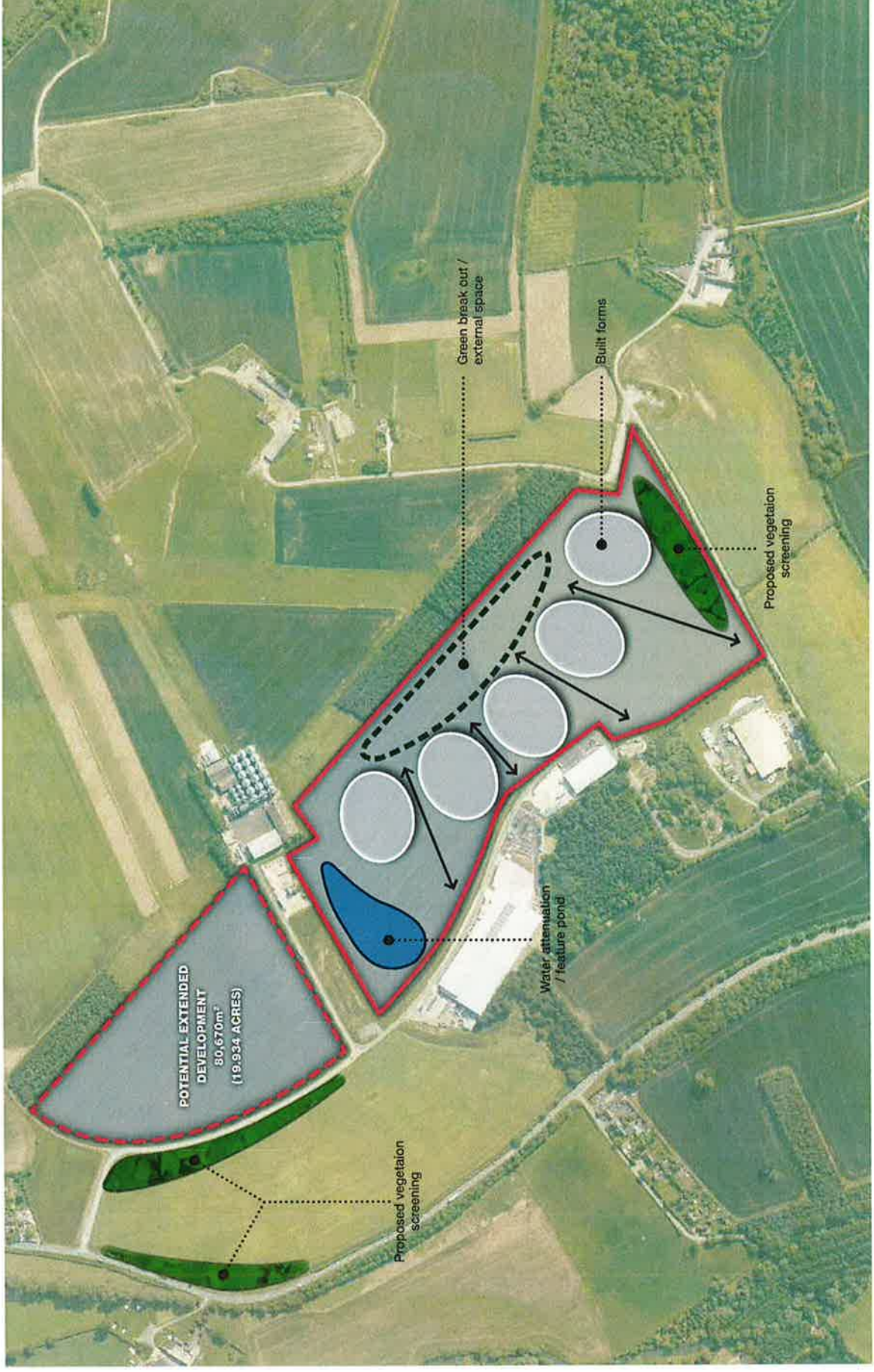


KEY

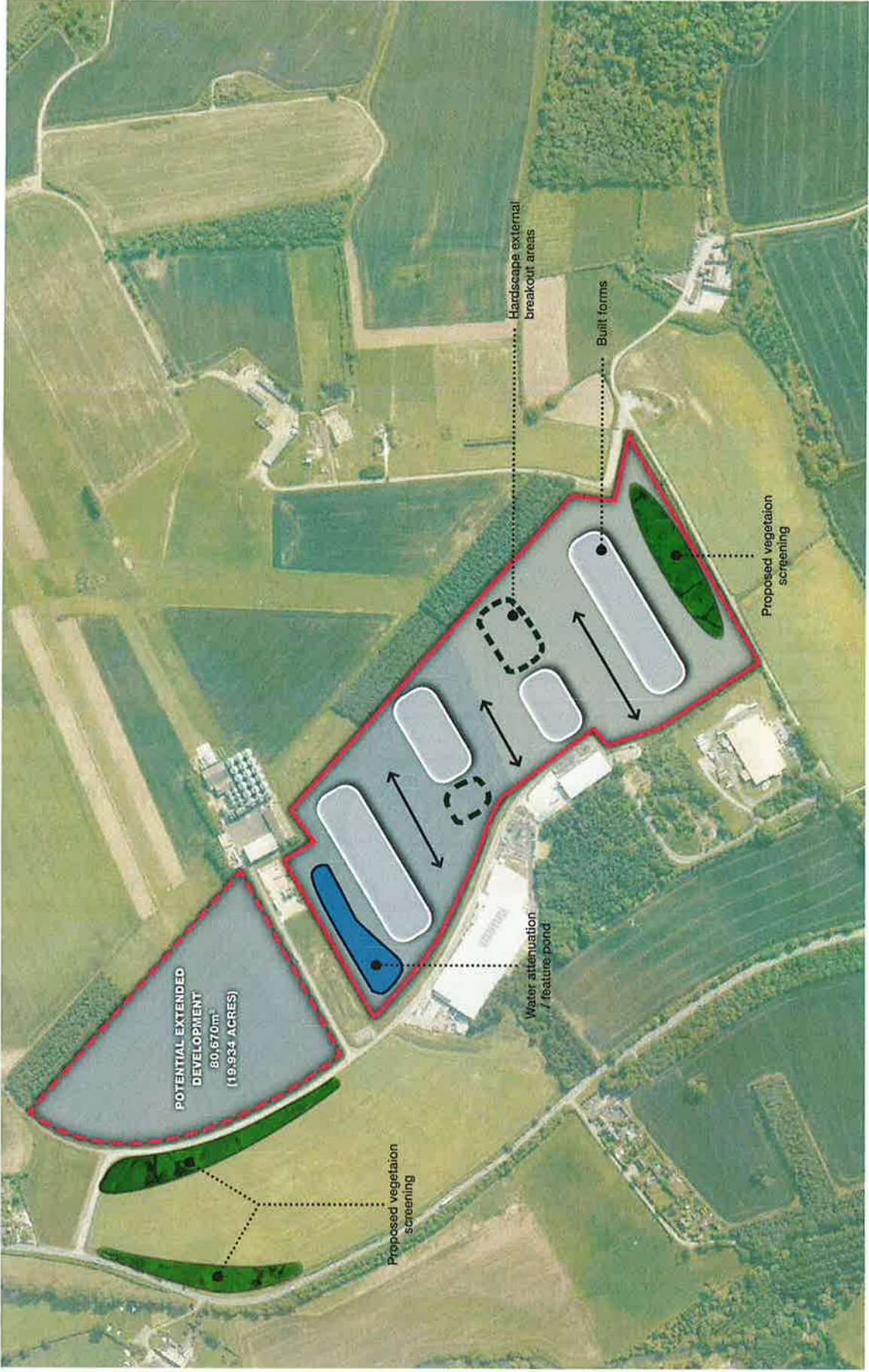
- Water Run-off direction
- Shelter from Wind
- Shaded Areas

SECTION 4

Proposal: Indicative Masterplan - Radial Form



Proposal: Indicative Masterplan - Linear Form



SECTION 5

Conclusion

The Alscot estate has a proven record in supporting local businesses through periods of growth by presenting a versatile offering of both office and industrial developments. All of the existing 140 commercial and business premises are currently occupied, employing approximately 1,000 people. A waiting list has been generated via increased demand and further to this, a number of tenants have expressed a desire to move into larger or purpose-built premises.

As demonstrated in this document and the supporting Visual Appraisal, the proposed development site is a secluded area with limited views into the site. The additional vegetation screening would ensure the future development of Atherstone Airfield remains unobtrusive and clear from view.

The portion of land put forward to be developed is currently an empty pocket located between existing buildings. The proposal seeks to fill this gap and in doing so will be contained by the existing buildings and natural screening.

This will be a low density development with only 60% of the land area utilised for development with the remaining 40% used for screening and landscaped amenity areas. The amenity areas are an essential element of the proposals and will both frame and compliment the low density development. The actual development area is therefore likely to be only 28 Acres.

The proximity and relationship with Stratford-Upon-Avon is favourable, with direct access to the A3400 giving easy and rapid access to the town.

For the above reasons we believe the Atherstone Airfield, as part of the Alscot Estate, presents itself as a preferential option for Stratford-Upon-Avon District Council's calling for sites.



CORSTORPHINE + WRIGHT
ARCHITECTS

LONDON
WARWICK
MANCHESTER
LIVERPOOL
NEWCASTLE
BIRMINGHAM

▶ @CWrightarch
corstorphinewright
E contact@cw-architects.co.uk
W www.corstorphine-wright.com