

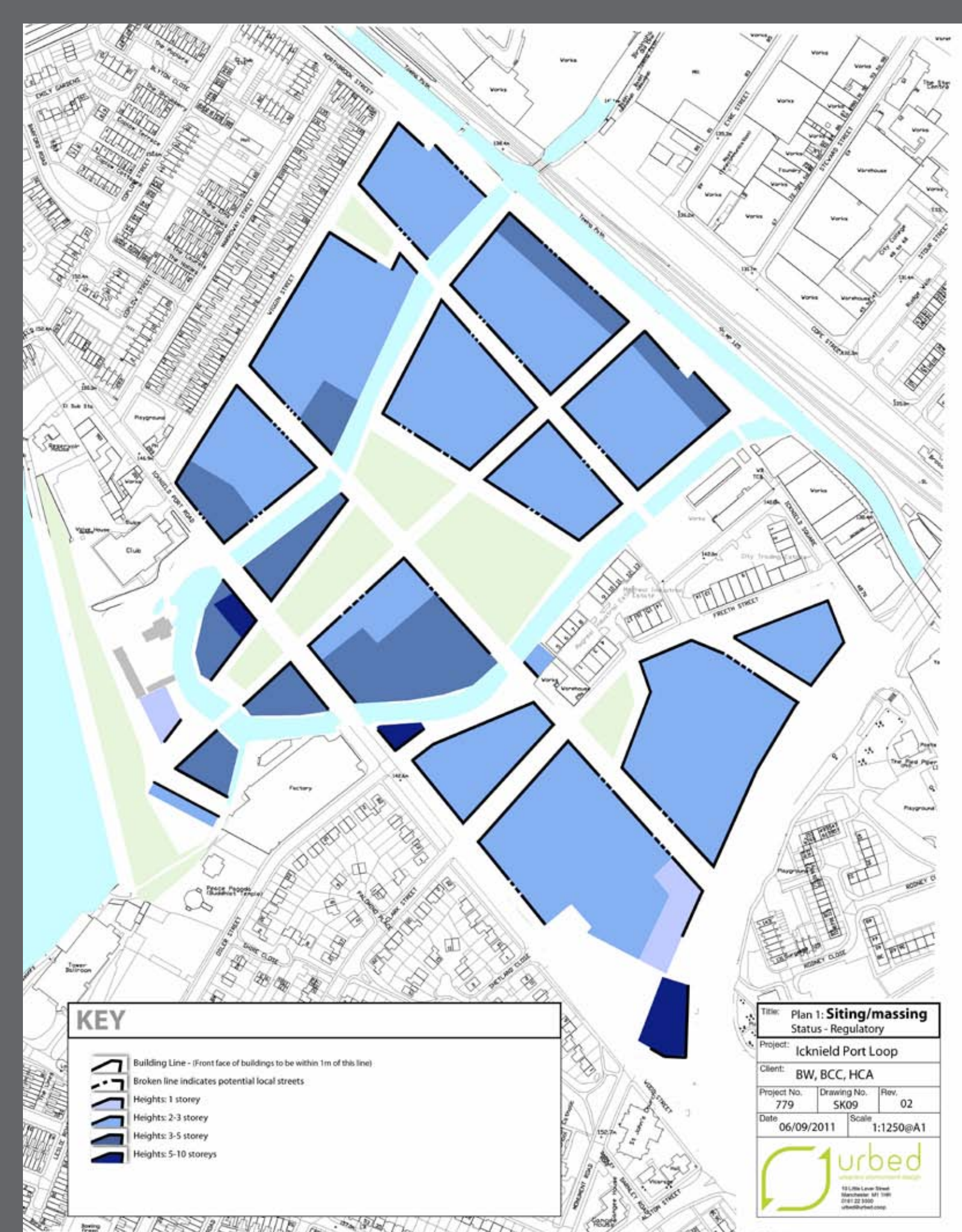
ICKNIELD PORT LOOP



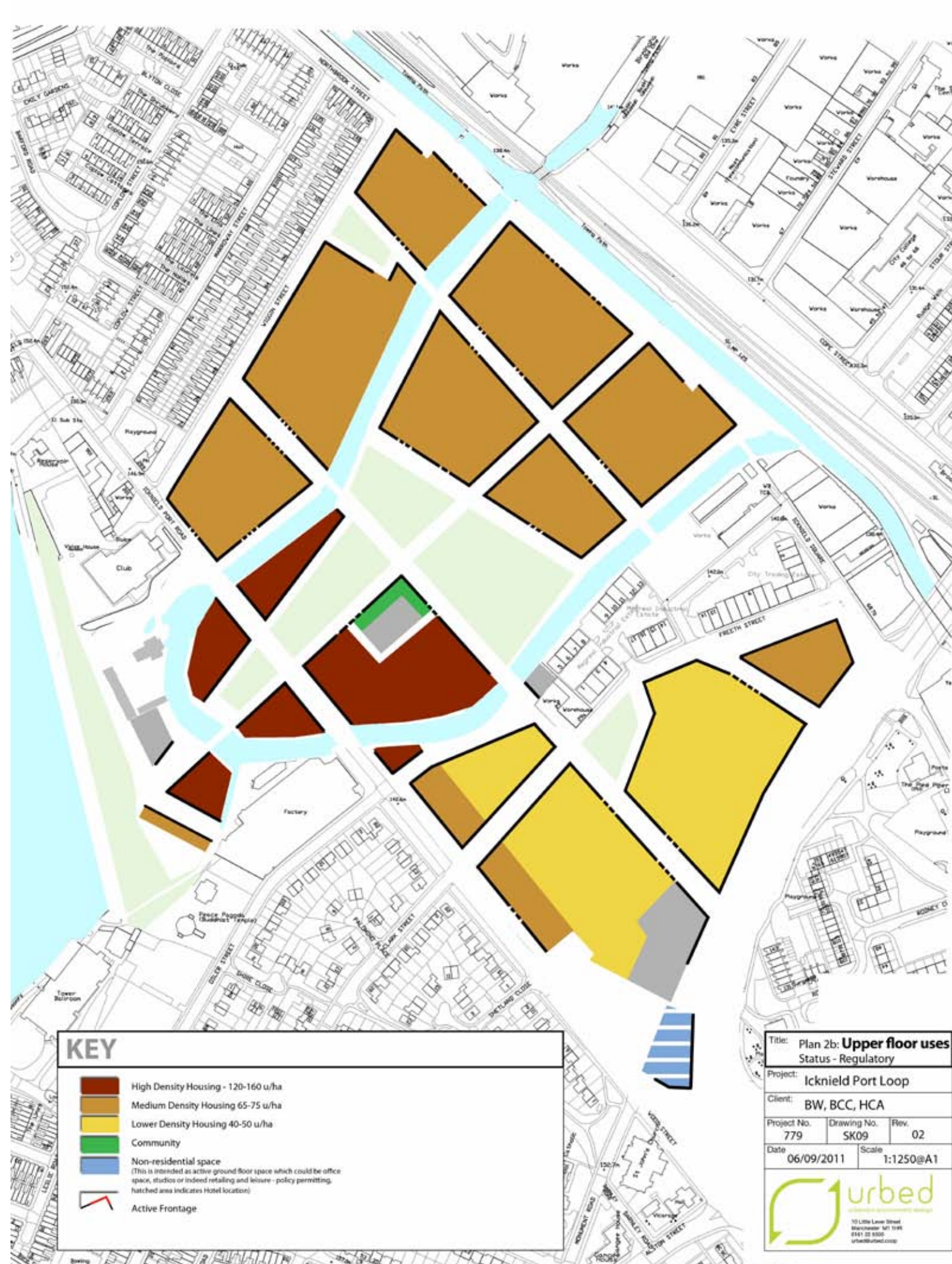
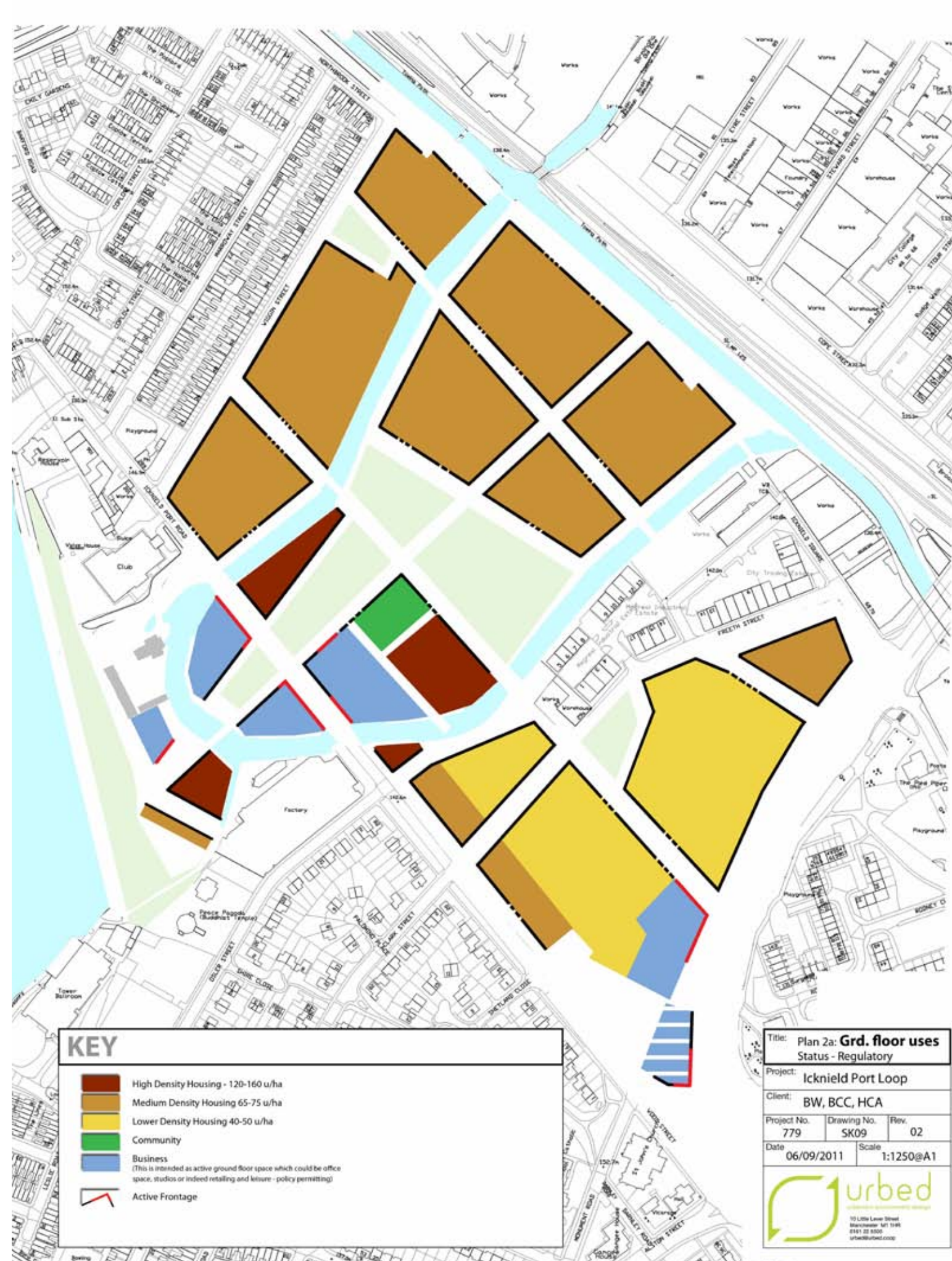
HEIGHTS



The plan is made up mainly of 2 and 3 storey houses so that the scheme is mostly low rise. The blocks on Icknield Port Road and along the Mainline Canal are slightly taller (up to five storeys) with a couple of elements that could rise to eight storeys.



LAND USES

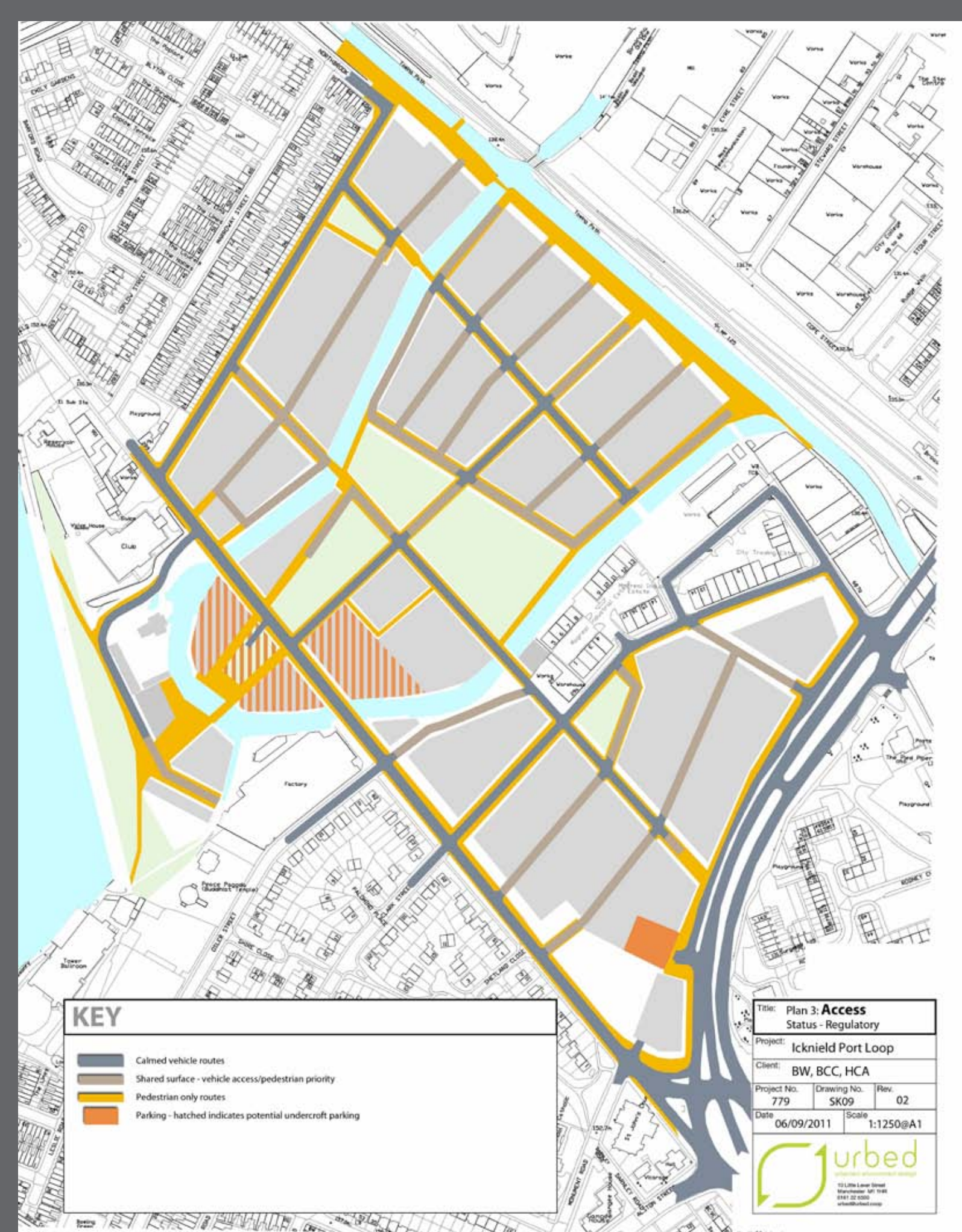


The scheme is largely residential but will include a range of commercial uses. The housing is made up of three types, medium, density built at around 40 units/ha, high density houses at around 70 units/ha and apartments at 120 units/ha. This will create around 1,000 units in total. The commercial space includes workspace, shops, a waterside pub and a hotel. This include some 10,500sqm of space and accommodate around 400 jobs.

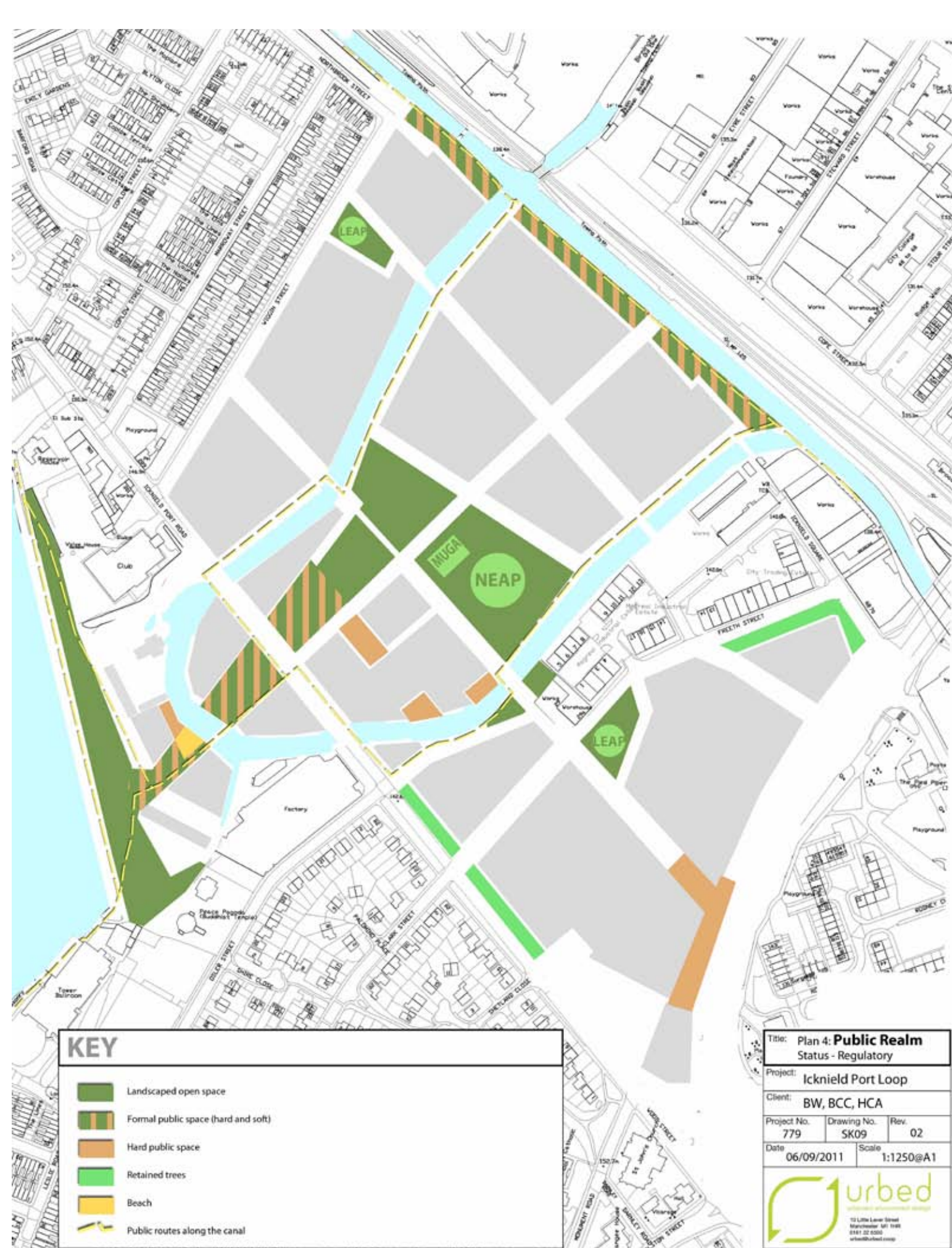
ROADS



The scheme is designed to minimise the impact of traffic. It includes three types of route: Traditional streets with a carriageway and pavements, Homezones where pedestrians and cars share the same surface and pedestrian only routes. Most houses will include their own parking space whereas the apartments will have basement parking in the hatched area shown on the plan.



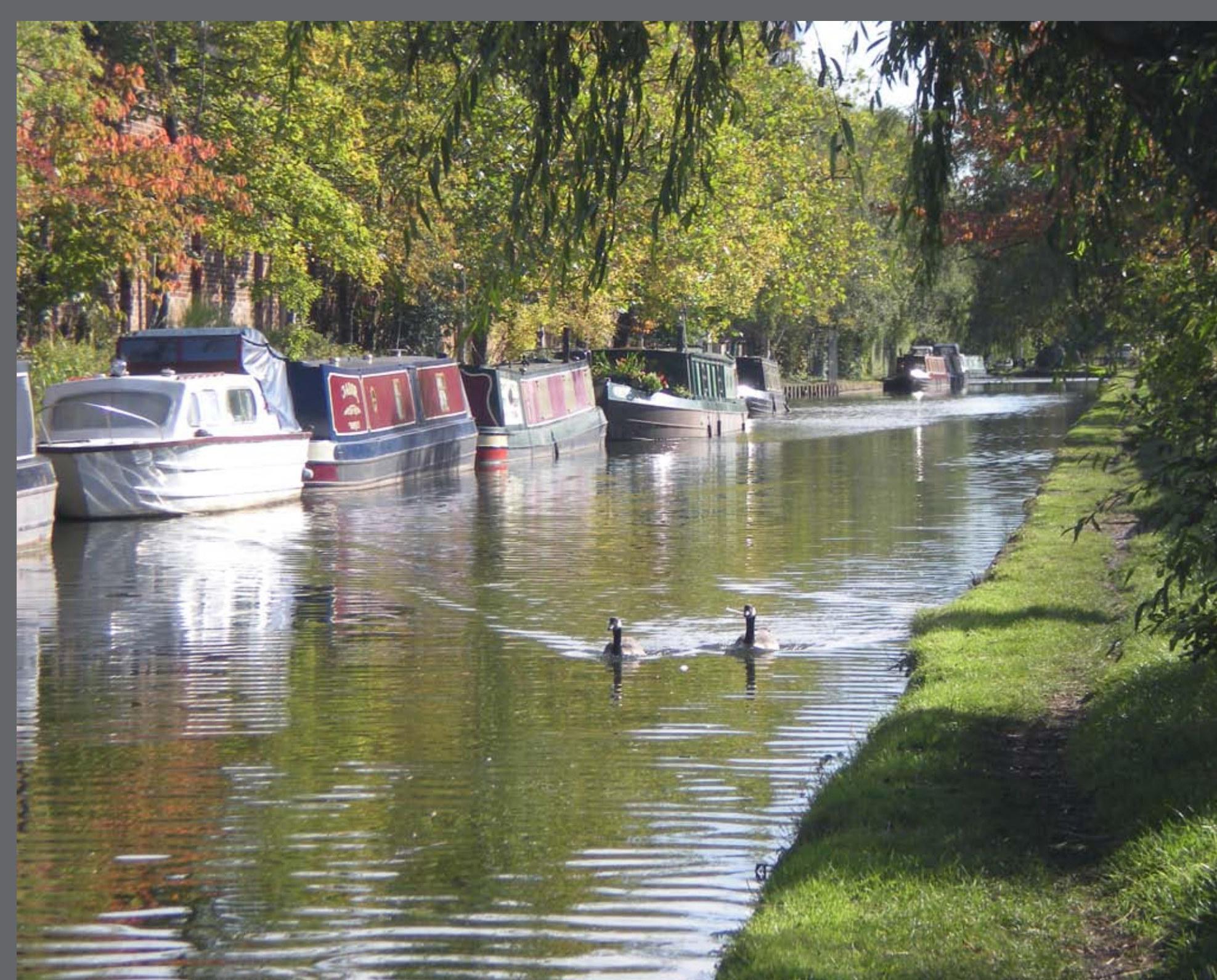
OPEN SPACE



At the heart of the scheme is a park that has been designed to provide views to the canal and the dam. This will include a large play area (Neighbourhood Equipped Area of Play or NEAP) while there will be two smaller play areas on Wiggin Street and Freeth Street. Public access will also be provided to the dam.



WATERSPACE



The plan seeks to maximise the use of the canal loop. The plan shows locations for residential and visitor moorings and space for British Waterway's heritage fleet. There is also the option for some houses to back directly onto the canal. The proposed pub at the end of the loop is seen as a focus for water activities will a ramp giving access to the canal. The British Waterways depot remains unaffected.

