





The initial aim of the masterplan was to create a model for medium to high density family housing in the city. We undertook work on housing precedents from across Europe ending up with three density bands:

- High Density (120u/ha): to be developed as Swedish style family apartments.
- Medium Density (70u/ha): to be developed with Dutch style courtyard housing.
- Low density (40u/ha): to be developed with contemporary semi-detached units.

At the time the planning authority was pressing for much higher densities and along with the land owners was pressing for the use of high-quality innovative houstypes as shown in the illustrative scheme. The densities and the innovative houstypes have now been questioned by the planning authority and the additional work on the following pages has been developed to respond to these concerns. This is in three parts; alternative layouts, further design details, and examples of similar housing developed in the UK.

Alternative layouts

We are seeking an outline planning consent and it is important to understand that this does not include the design of the houses. The planning application includes a series of regulatory plans such as the siting and heights plan. The application will fix the location of the main roads, the heights of the housing and the density of each zone. None of these factors require that we use innovative houstypes. The plan on the facing page shows the development of the section of the plan that includes the courtyard houses. This achieves the same densities, within the parameters of the outline planning application and yet is developed with the standard houstypes of one of the UK's volume housebuilders.

Clearly the planning authority has a requirement that it is a high-quality development and would want to be convinced on the quality of the scheme if it were developed with standard houstypes. We are not proposing that this be done. However we are making the point that the outline planning application is not dependent upon the use of unconventional houstypes. The layout on the facing page achieves the same density with conventional houstypes.

KEY

- High Density Housing - 120-160 u/ha
- Medium Density Housing 65-75 u/ha
- Lower Density Housing 40-50 u/ha
- Community / Business
- Non-residential space
(This is intended as active ground floor space which could be office space, studios or indeed retailing and leisure - policy permitting)

GROUND FLOOR LAND USE

5

THE ILLUSTRATIVE MASTERPLAN

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NON-RESIDENTIAL USES

The illustrative masterplan is for a mixed-use scheme and, in addition to the housing that we have described, there will be a range of other uses providing up to 400 jobs on site.

The main employment uses as shown on the ground floor land use plan to the left are:

- **Commercial space:** The blue space on the plan is commercial space and we are seeking an open consent to include B1 retail and leisure uses with an upper limit on the retailing. This is generally ground floor space beneath the high-density flats and includes the retained section of the Tube Works. This space will, as far as possible, have active frontages and will help establish a vitality in the neighbourhood centre.
- **Retail Store:** On the Middleway we are showing a 1,256m² retail block. This is likely to be a small supermarket and is positioned here so that it can serve both Ladywood and the new development.
- **Hotel:** On the prominent corner of Icknield Port Road and the Middleway there is potential for a landmark building such as a hotel The illustrative plans shows a 100 room hotel with ground floor bar and restaurant to created an active ground floor.
- **Pub:** Beneath the dam we are proposing a water-side pub. This will include a terrace onto the canal and visitor moorings so that it can become an attraction that people seek out on the Birmingham Canal system which lacks waterside pubs.
- **Community facility:** As described in the retained building section, the stable block has the potential to be converted to accommodate community use such as a three court sports hall as shown on the illustrative masterplan, subject to the availability of funding.

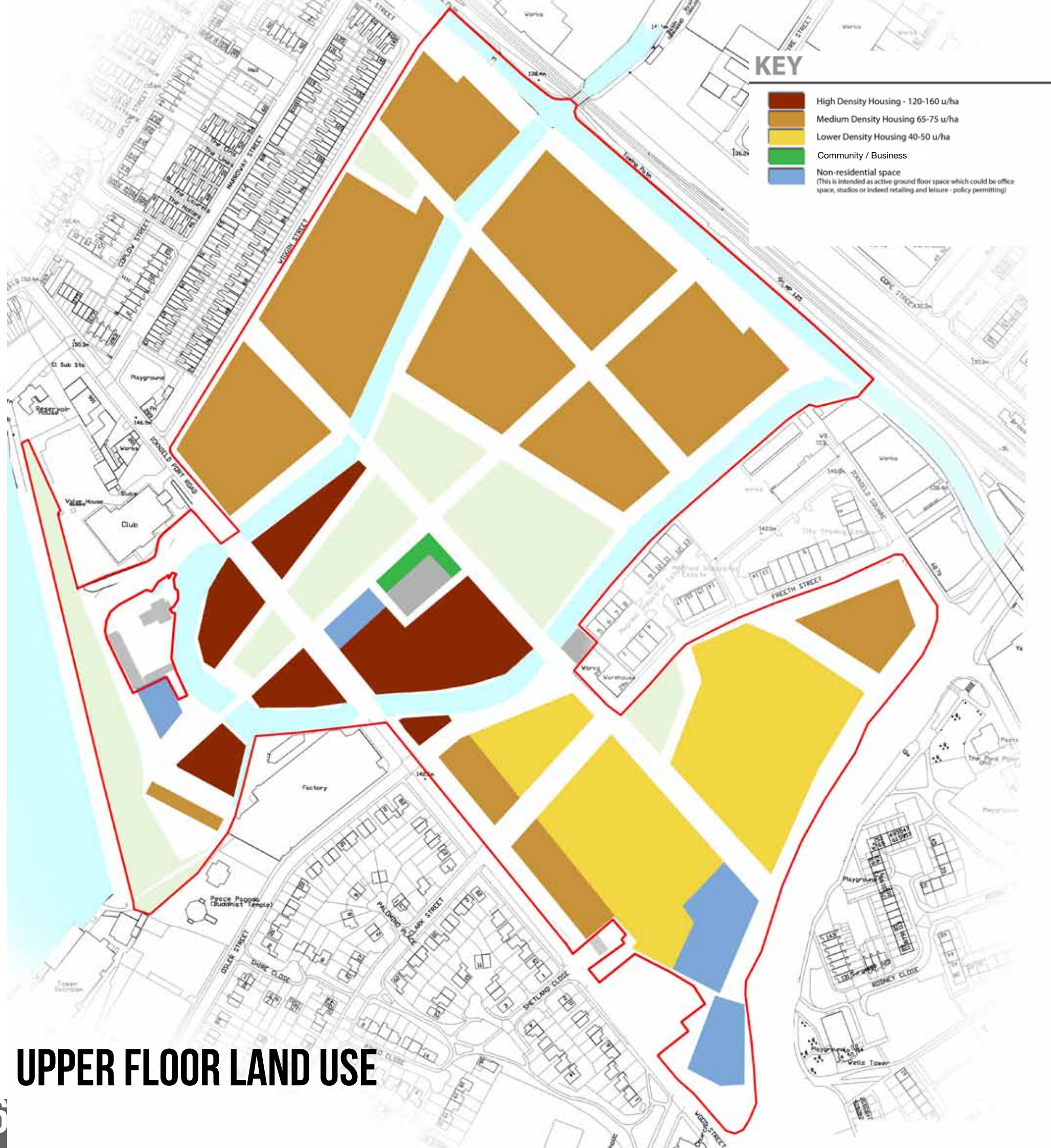
NON-RESIDENTIAL FLOOR AREAS

Gross Internal Areas

		Business	COMMUNITY	TOTAL
1	Wiggin Street			0
2	Freeth Street			0
3	Middleway	Retail Hotel	1,256 3,500	1,256
4	Dam	Pub	900	900
5	Loop		1,600	1,600
6	Rotton Park Street North			0
7	Rotten Park Street South	4,144 *1	1,505 *2	5,649
TOTAL m2		11,400 *3	1,505	12,905
TOTAL sqft % of total floor area		122,708 14%	16,200	138,908

*3 This figure includes the retained part of the Tube works ay 940m²
*4 This figure is made up of the retained stables 1,060m² plus a 445m² new build sports hall
*5 This figure includes within it the 6,960m² of commercial space in the scheme description plus the change of use of the section of the Tube works and the hotel





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THE ILLUSTRATIVE MASTERPLAN

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LAND-USE BUDGET

The indicative housing mix and the other uses come together into the land use budget for the illustrative masterplan on the table below.

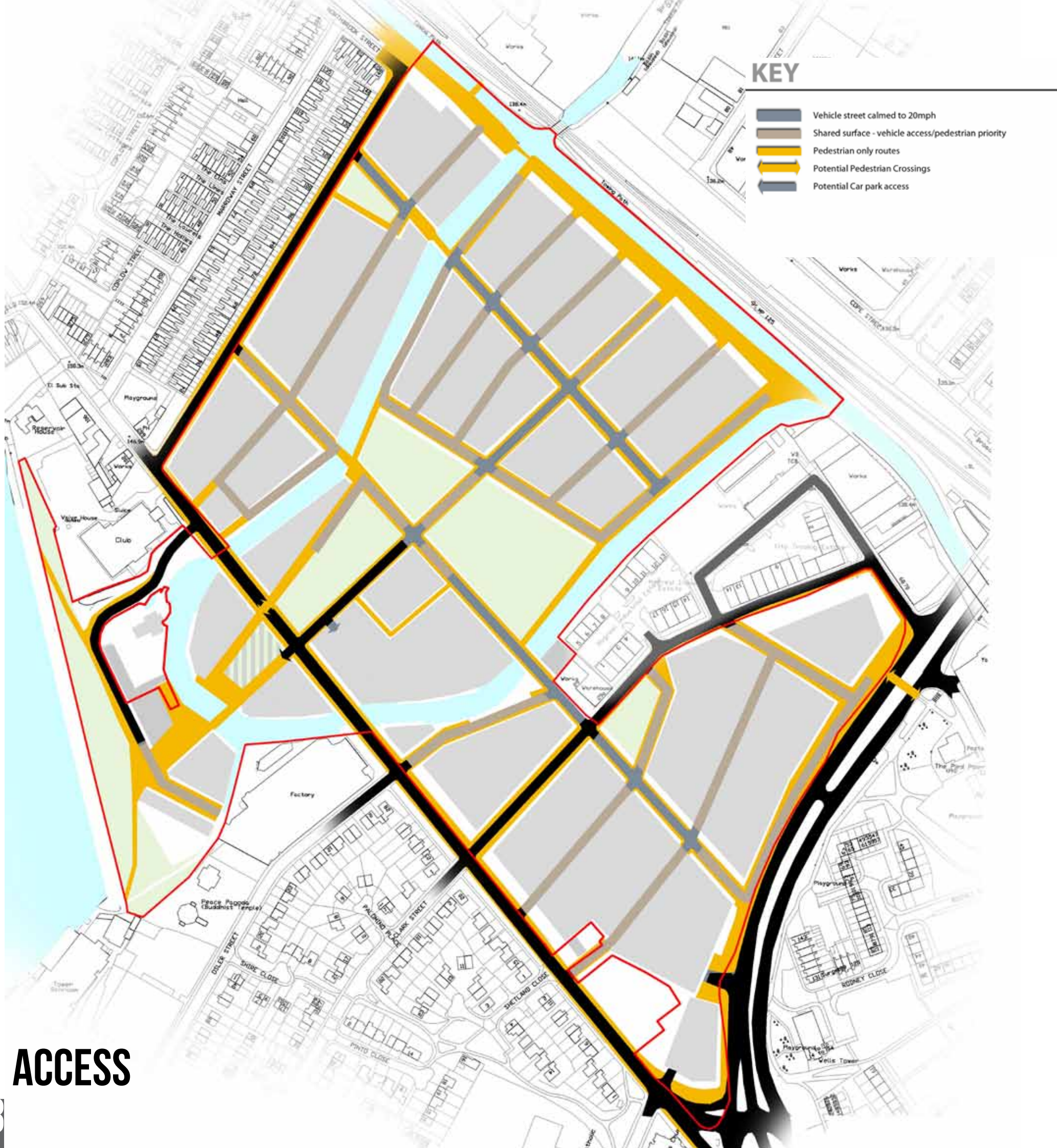
The land use budget below shows the overall breakdown of land use on the site. This shows a total of 13.84ha of housing land as shown on the plan to the left. This is split into the three density zones with the largest by some distance being the medium density zone. This means that the average net residential density across the site is 72.25 units/ha.

The high density housing zone is partly over the commercial space in addition to which there are 1.1ha of commercial space and 0.25ha of Community space. As we go on to describe in the following sections the balance of the site is

made up of open space at 2.04ha and other public realm. This latter figures includes highways that cannot be included in housing sites, such as the roads along the side of the park. This totals 17.6ha which is the total land holdings of the developable sites owned by the three land owners.

The illustrative masterplan and red line area does however cover a wider area to include the dam and the canal water-space and small sections of public highway. This creates a total red line area of 22.4ha.

LAND USE BUDGET		AREA	HOUSING			OTHER USES		OPEN SPACE		Other Public Realm*2
			LOW	MEDIUM	HIGH	Business	COMMUNITY	WATER	DRY	
1	Wiggin Street	3.09		2.94					0.16	
2	Freeth Street	0.89	0.51	0.21	0.10					0.07
3	Middleway	4.98	3.00	1.00	0.00	0.76			0.22	
4	Dam	0.75			0.46	0.16			0.13	
5	Loop	0.60			0.26	0.17			0.13	0.04
6	Rotton Park Street North	3.43		2.30	0.31				0.70	0.12
7	Rotten Park Street South	3.85		2.00	0.75	0.00	0.25		0.70	0.15
SUB TOTAL		17.6	3.51	8.45	1.88	1.10	0.25	0.00	2.04	0.38
OTHER AREAS										
	Dam	0.92							0.92	
	Loop Canal	1.54						1.54		
	Mainline canal/towpath	0.70						0.56	0.14	
	Other	1.64								1.64
TOTAL		22.40	3.51	8.45	1.88	1.10	0.25	2.10	3.10	2.02
				TOTAL	13.84		1.35	TOTAL	5.20	2.02



Access to the site is shown on the plan to the left. This shows the main points of vehicle access and the hierarchy of routes within the site.

The scheme has been designed to minimise the need for car travel through the creation of a dense walkable neighbourhood with easy access to public transport. Most of the scheme is within 400m of the bus routes that serve the roads bordering the site and there are two local railway stations within 1.2km from the scheme. The bus network provides access to the city centre for interchange to the extensive local and regional bus networks and the major national railway stations, including Birmingham New Street.

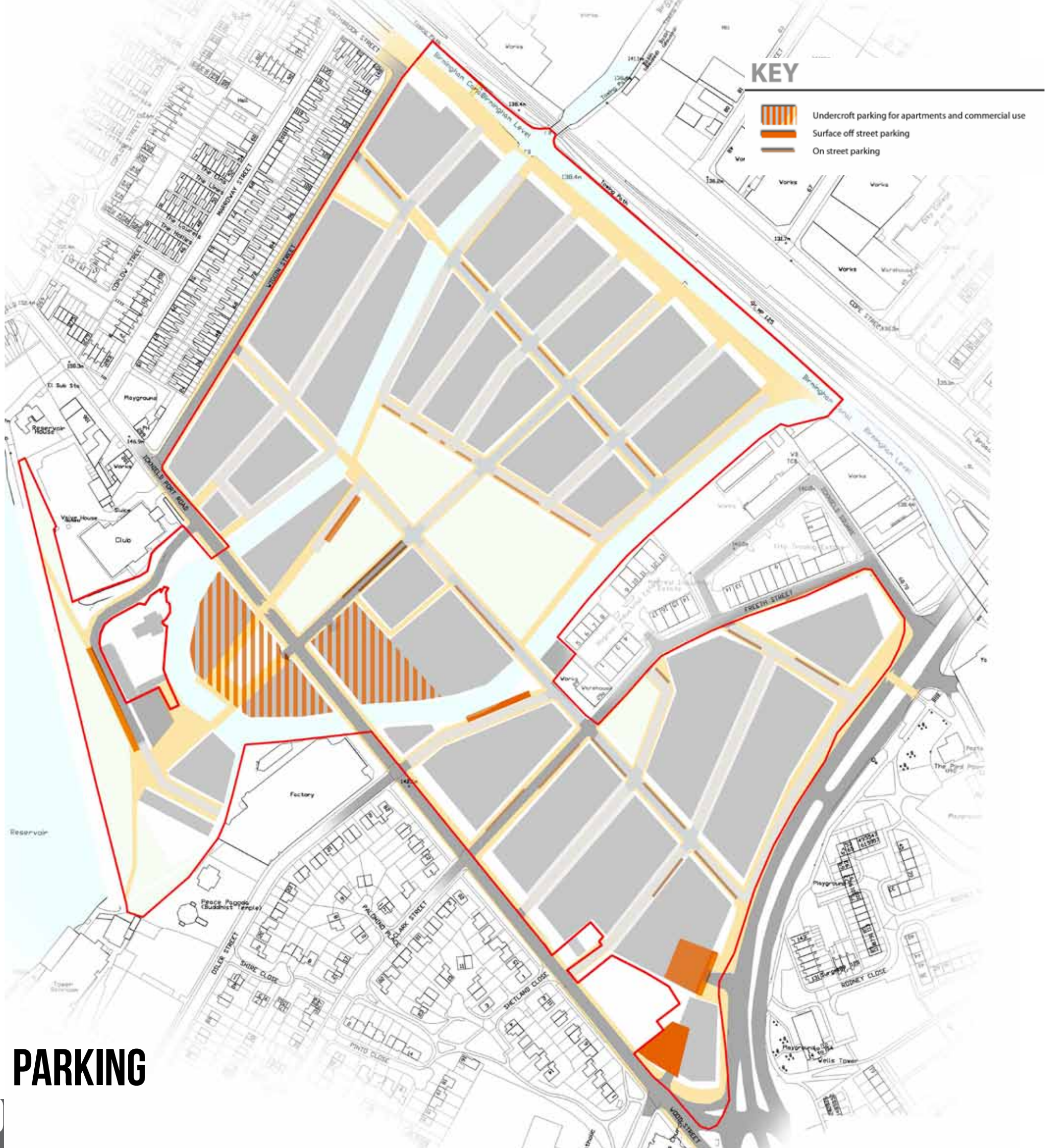
The main vehicle access will be from the existing road junctions on Rotton Park Street, Freeth Street, The Middleway, Icknield Square and Wiggin Street. The intention is to disperse traffic so that no one junction is overburdened and for this reason we do not need a new junction onto the Middleway. Because Rotton Park Street is a cul-de-sac, we do however need to create a second vehicle access off the island so that we are proposing one new road bridge linking to Freeth Street.

The movement hierarchy within the site is based on three levels:

- 1. Streets:** The grey streets on the plan opposite are intended to be designed in a very traditional way with a carriageway, kerbs and a pavement. These roads will allow on-street parking in designated bays and will be calmed with speed tables where the road is crossed by a pedestrian route, particularly around the park. On the Middleway we show a service road parallel to the main carriageway to allow houses to have frontage access.
- 2. Home Zones:** All of the other traffic routes are shared space/home zones. Car access will be allowed but pedestrians will have priority and liability for any accident will lie with the driver. These will be shared surface areas without separate pavements and with visitor parking bays.
- 3. Pedestrian Routes:** The yellow areas on the plan show the pedestrian-only areas and make the links along the canal and to the reservoir. This pedestrian network includes three new footbridges over the canal, two on the western section of the loop and one at the end of the loop on the line of the park vista.

All of the pedestrian and shared surface areas and the new bridges will be designed to meet BCC standards for accommodating cyclists. Cycle parking will be provided in accordance with BCC standards. The exact location and number of cycle parking spaces will be determined as part of reserved matters applications for each phase of the development.





PARKING

The parking arrangements will be covered as part of detailed design at a later date. The total parking numbers and shown on the table and the principle of parking provision is described below.

Parking provision is set out on the table to the right. The larger houses have 2 parking spaces, the smaller properties 1, and the smaller flats less than one space per unit. The commercial parking provision is shown on the table at the bottom of the page.

Residential parking will be provided in a number of ways. The lower density units will have in-curtilage parking including a garage in the back garden of the property with a driveway thus creating 200% parking. The courtyard and through houstypes have integral garages.

Other houstypes such as the terraces will have parking courts to the rear of the property. These will be kept small and the parking spaces will where possible be linked directly to the property so that they can be sold with the house. The scheme also includes some on-street parking in marked bays. These will be for visitors and for second car parking for properties with one parking space. It is not anticipated that this on-street parking will need to become a CPZ.

Parking for the apartments and the commercial space could be in undercroft parking under the high-density housing areas. Icknield Port Road is at a higher level than the surrounding sites so that we are able to accommodate this parking as an undercroft rather than a basement. Separate surface car parks will be provided for the retail store, the pub and the hotel. It is anticipated that community centre parking will be on-street on Rotton Park Street.



RESIDENTIAL PARKING

Illustrative

RESIDENTIAL PARKING Illustrative		DENSITY	Apartments				Houses				TOTAL
		u/ha	1bed	2bed	3bed	TOTAL	2bed	3bed	4bed	TOTAL	
PARKING LEVELS											
Lower Density Housing		40					100%	200%	200%		
Medium Density		65					100%	150%	200%		
High Density		120	60%	100%	120%		100%	100%			
1	Wiggin Street	40	0	0	0	0	0	0	0	0	0
		65	0	0	0	0	29	143	134	306	306
		120	0	0	0	0	0	0	0	0	0
2	Freeth Street	40	0	0	0	0	6	16	12	35	35
		65	0	0	0	0	2	10	10	22	22
		120	2	4	1	7	1	1	0	2	10
3	Middleway	40	0	0	0	0	36	96	72	204	204
		65	0	0	0	0	10	49	46	104	104
		120	0	0	0	0	0	0	0	0	0
4	Dam	40	0	0	0	0	0	0	0	0	0
		65	0	0	0	0	0	0	0	0	0
		120	10	17	7	33	6	6	0	11	44
5	Loop	40	0	0	0	0	0	0	0	0	0
		65	0	0	0	0	0	0	0	0	0
		120	9	16	6	31	5	5	0	10	42
6	Rotton Park Street North	40	0	0	0	0	0	0	0	0	0
		65	0	0	0	0	22	112	105	239	239
		120	7	11	4	22	4	4	0	7	30
7	Rotten Park Street South	40	0	0	0	0	0	0	0	0	0
		65	0	0	0	0	20	98	91	208	208
		120	16	27	11	54	9	9	0	18	72
			44	74	30	148	149	549	469	1167	1315

NON-RESIDENTIAL PARKING

Illustrative

Use	Standard	Provision
Retail	1 space/14sqm	90
Business	1 space/30sqm	160
Hotel	1 space/3 rooms	33
Pub		30
Community		20
TOTAL		333

KEY

- Landscaped open space
- Formal public space (hard and soft)
- Retained trees
- Public routes along the canal

PUBLIC REALM STRATEGY

5 THE ILLUSTRATIVE MASTERPLAN

17 PUBLIC REALM

The illustrative masterplan uses a new series of open spaces to create a heart for the community as well as a network of pedestrian routes and spaces that link the scheme to the canals and the reservoir.



The illustrative masterplan is based on a landscape structure that gives it form and structure. The elements of this are:

Linked Open Spaces

At the heart of the scheme are a series of open spaces based on a diagram of two intersecting triangles that allow views across the loop and from the heart of the site to the dam. This helps make the site legible and creates views into the site so that people passing can see the transformation. The main open space straddles Rotton Park Street which will be calmed at this point and treated as a shared surface. The precedent for this is Hulme Park in Manchester which shows how a combination of traffic calming and boundary treatment can make this work. The eastern area of the open space will be active with a play area and games court. The western part will be more natural and has the potential for wildlife areas, SUDS and places for sitting.



The Mainline Canal

The scheme includes a linear space along the Main Line Canal



which is 15m wide. There was an original discussion about leisure uses along the Mainline Canal but it was clear that these would not be viable and there as also an issue of noise from the West Coast Mainline. The solution is to create a landscape strip that creates a pleasant setting for the towpath and a separation between the canal and the adjacent housing.

Play areas

In addition to the play area within the park there are two further play squares on Wiggin Street and Freeth Street. These may have some play equipment as well as providing a green square for the surrounding housing.

The Dam and Reservoir

The main recreational resource is the reservoir and we have agreed with British Waterways the principle of two footpaths up the dam to create a direct link between the scheme and the reservoir. This will work both ways with existing users of the reservoir being drawn down into the scheme as well as it being made available as a resource for the scheme.

Waterside Squares

The illustrative plan includes a number of waterside urban spaces that will provide opportunities for waterside cafes. The main opportunity is outside the proposed pub where there are proposed waterside terraces, a slipway and visitor moorings.





Waterside Relaxation Area



Active Waterside Park



Meadow and Nature Area



Formal Waterside Open Space



Active Play Park with MUGA

OPEN SPACE STRATEGY

It is important to note that the illustrative masterplan does not show a single large expansive green space in the form of a park with one primary function but a series of connected neighbourhood scale green and blue open spaces at the heart of the scheme. These each have distinct functions, as demonstrated in the artist's impression of the panoramic view of the series of linked open spaces (left). Rotton Park will be treated as a shared surface connecting the reservoir, commercial and community based uses with the new housing areas beyond.

The areas include these functions:

- Active Play park with MUGA
- Formal Waterside
- Waterside Relaxation area
- Active Waterside park
- Meadow & Nature area

These distinct open space areas are intended as the focal feature of the masterplan that acts to connect the composition and gives the new neighbourhood its defining character. The nature of the spaces has however been questioned by the Planning Authority for being fragmented and divided by roads. The design team has therefore re-examined the concept and form of this central piece of open space to determine whether it can be achieved in a different way. We have also compared the scale of the space to other green areas in Birmingham

and looked at precedents for similar spaces and how they work.

In the earliest versions of the masterplan we explored two options based on different approaches to the park. The first created a linear park along the canal, while the second opted for a 'star' shaped space to link the different elements of the plan together. The 'star' option was chosen as the basis for the masterplan following discussions that included the City Council's urban design officers. This was for the following reasons:

■ A series of open spaces spread over the site created views of the canal in three directions to allow people to 'read' the fact that they are on a loop.

■ There was concern that any open space should not span the canal for fear of it being a safety hazard, potentially creating dead frontage enclosed by railings.

■ The use of separate areas of open space can help design out crime, helped by routes through the park to commercial and residential development.

■ The park areas were designed to create strong views from Icknield Port Road so that people passing were given a view into the site so that its transformation was obvious.

■ At the same time the main area of the park is sufficiently shielded from Icknield Port Road not for traffic to cause a disturbance.

■ The 'star' shape organises the different park areas and creates greater amount of perimeter to park land. This means the 'star' option creates the maximum amount of properties with either a park or waterside frontage, which will increase house prices.

■ There is an opportunity to create a greenlink through the site, connecting the reservoir, canal loop and Main Line canal beyond. This would create linked wildlife routes and act as a stepping stone for mitigation against habitat loss, dispersal and genetic exchange of plants.

The main concern raised by the planning authority relates to the road that passes through the centre of the open space area. This is Rotton Park Street and is an existing route. The level of Icknield Port Road is higher than the predominant site level (to pass over the canal). This together with the retained buildings means that there is no option but to take access from Rotton Park Street. This means that an open space that addresses the bullet points above inevitably spans this road.

We therefore have a choice, redesign the open space or design the road in a way that is able to pass through the park. On the following page we look at possible redesigned park layouts. The conclusion we draw is that none of the alternatives meets the above criteria as well as the 'star' layout.

The next step is therefore to look at precedents to understand whether it is possible to have a road through a park. The conclusion of our precedent study is that it was once common to have roads in parks as witnessed by many London Parks. There are also some modern examples of this that have been built safely and without detriment to the open space. On balance our view is that the road through the park can be designed successfully as a calmed route and that the 'star' shaped open space is therefore the most effective configuration for the open space.

1

Pros:

- Views of the canal in three directions to allow people to 'read' the loop encouraging permeability, legibility and community use by both future residents and existing residents
- Generates greater natural surveillance of both the green and blue spaces
- Two limited and controlled frontages to the canal, respecting the heritage of the area
- Views into the site from Icknield Port Road
- Views of the dam
- Shielded from traffic noise
- Large amount of housing with either a park or waterside frontage, which will increase house values.

Cons:

- Dissected by Rotton Park Street
- Fragmented into three elements
- Poor frontage on the southern side of the canal (industrial estate)



2

Pros:

- Simple shape
- No road crossing the park
- Views into the site from Icknield Port Road
- Views of the dam

Cons:

- Traffic noise from Icknield Port Road
- Lack of view across the loop
- Across the road from the sports/ community centre.
- Smaller total area of open space.
- Fewer houses with a park frontage

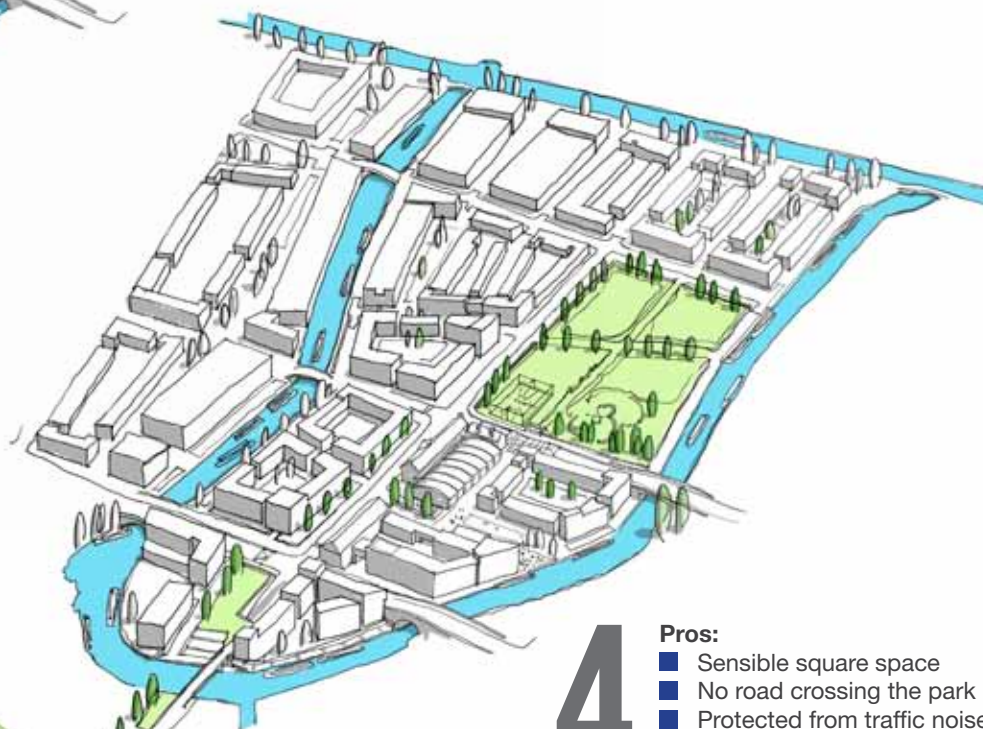
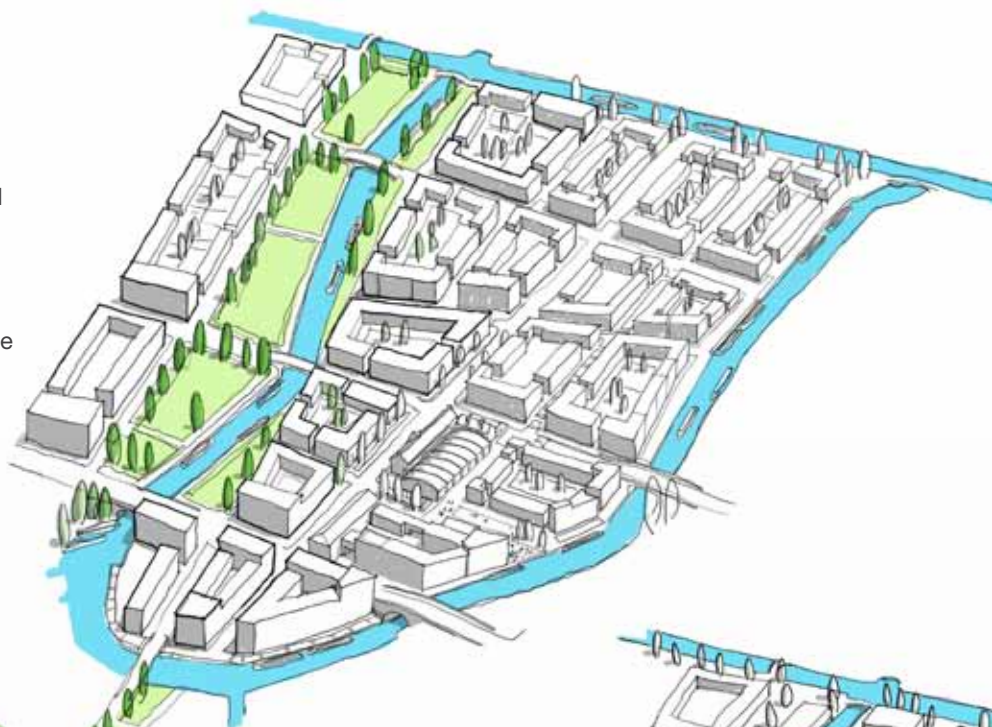
3

Pros:

- Dramatic, generous open space
- Views into the site from Icknield Port Road
- No road crossing the park
- Significant amount of housing with a park frontage.

Cons:

- Concerns about safety and the canal
- Difficult to fit a play area and MUGA into the space.
- Lack of views of the canal or across the loop.
- Southern part affected by traffic noise



4

Pros:

- Sensible square space
- No road crossing the park
- Protected from traffic noise

Cons:

- No views into the site from Icknield Port Road
- Lack of views of the canal or across the loop.
- Less housing with a park frontage.
- Poor frontage on the southern side of the canal (industrial estate)

Hulme Park, Manchester

Completed: 2000

Designers: Landscape Projects

The Park design establishes a physical framework defined and overlooked by the surrounding streets, and crossed by a Promenade and Active Walk; three distinctive zone (Sports, Play and Arts) are united by a flexible green lawn and carefully designed tree planting, around which are disposed serial gardens, each supporting local residents desires for activity areas.

The park is bisected by a residential road, Royce Road, which is seen in the two images on the left. The road includes traffic calming measures and pedestrian markers for safe crossing. The scheme is near a school and so has regular traffic on it, and many pedestrians.



Olympic Park, London

Completed: Under construction

Designers: AECOM

The legacy scheme sought to give the Lower Lea Valley 35,000 new homes, 50,000 new jobs, schools, healthcare facilities, community centres, sporting amenities, improved transit and pedestrian connectivity, ample public open and green space with access to riverfront and canal space, and the development of dense, vibrant mixed-use nodes of economic opportunity.

While this is a much larger scheme than IPL, we feel it shows an ambitious landscape and public space provision with road access cutting through at various points.

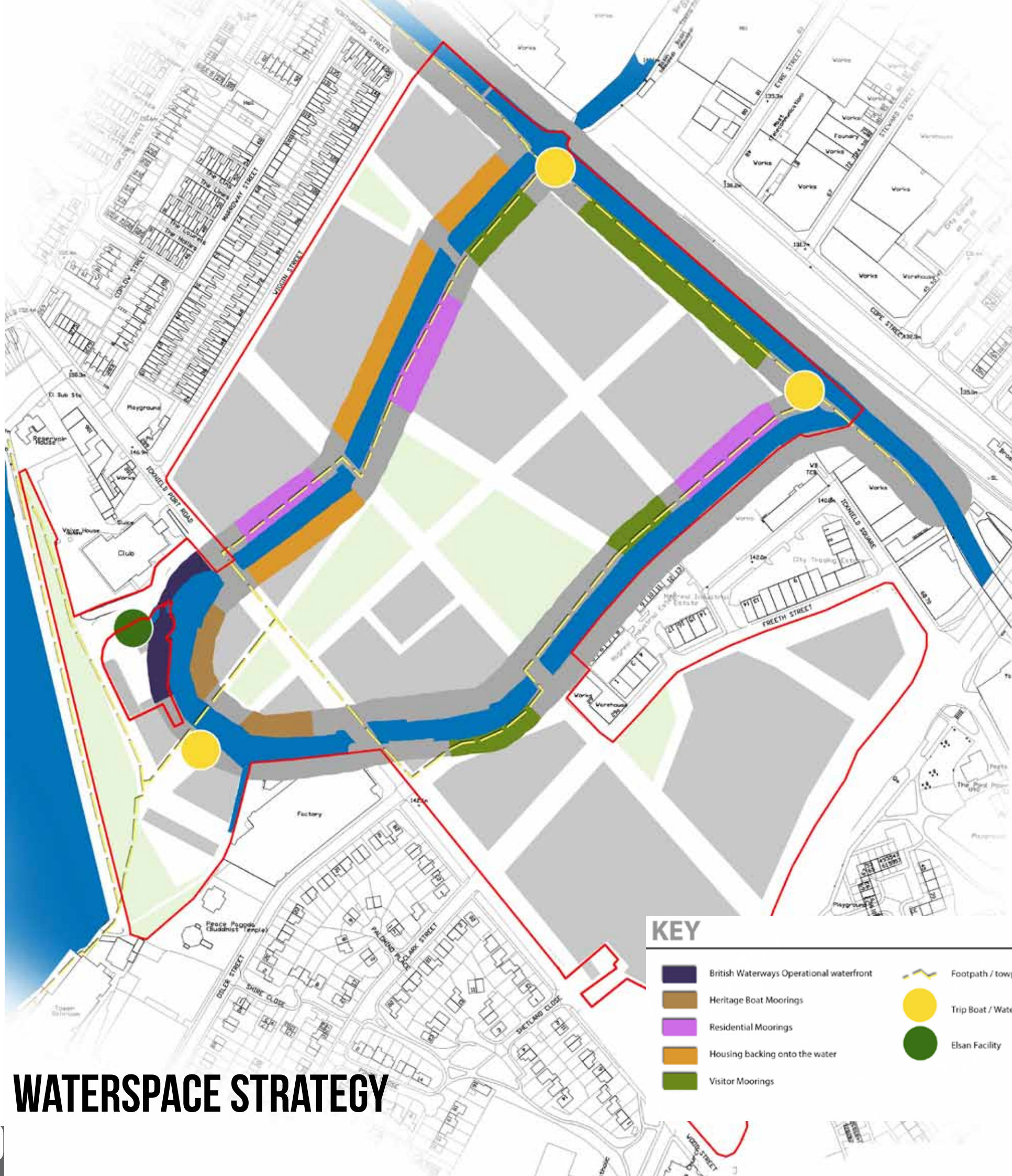


17C. OPEN SPACE COMPARISONS











1. St. James Square London
2. Cathedral Square Birmingham
3. Jubilee Gardens London (London Eye)
4. Icknield Port Loop
5. Attwood green Birmingham
6. Hulme Park Manchester
7. Villa Park / Aston Hall Birmingham.





KEY

- | | | | |
|---|--|---|----------------------------|
|  | British Waterways Operational waterfront |  | Footpath / towpath |
|  | Heritage Boat Moorings |  | Trip Boat / Water bus stop |
|  | Residential Moorings |  | Elsan Facility |
|  | Housing backing onto the water | | |
|  | Visitor Moorings | | |

WATERSPACE STRATEGY

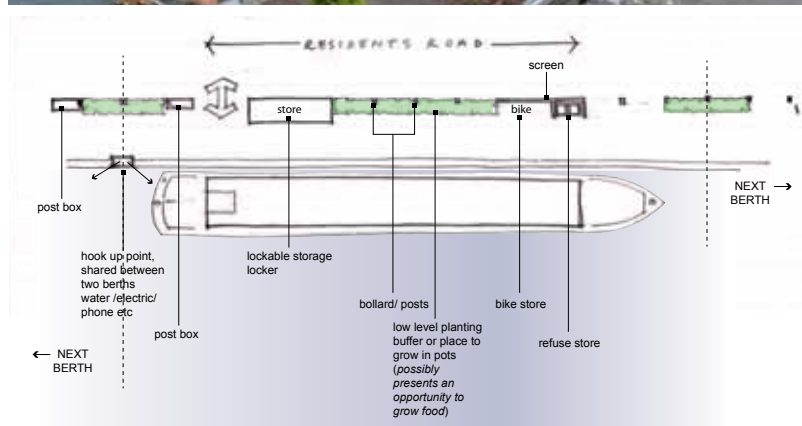
The illustrative waterspace strategy has been developed with British Waterways and aims to integrate land and water fully within the scheme.

The illustrative masterplan is based upon the following principles:

- The canals have been treated as an integral part of wider network rather than in isolation.
- Water has been treated as a space and a leisure and commercial resource in its own right rather than a backdrop for development to fully exploit its “added value”.
- The canals and the reservoir have been one of the starting points for the plan that looks from the water outwards.
- The Canal towpath is an integral part of the public realm.
- The plan has been designed to optimise views of water, generate natural surveillance of waterspace and to encourage access to the water.
- Waterside development has been considered holistically with the opportunities for water-based development, use and enhancement.
- The plan will improve the appearance of the site from the towpath and from boats, open up public access to the canal loop and the reservoir and enhance environmental quality.



Visitor moorings and a waterside pub in Castlefield Manchester (above), a view of the Loop (top), and residential moorings in Gloucester (above right)



To ensure the above are all addressed, the Main Line canal, canal loop, towing path and environs as well as the reservoir dam are included within the application site edged red.

These principles will be achieved in three ways; by increasing traffic on the loop by drawing people to the new pub and developing its role as a destination for canal trips out of the city centre; by creating a series of moorings along the loop; and by increasing leisure use of the canal by canoeists etc. linked to the watersports club on the Reservoir.

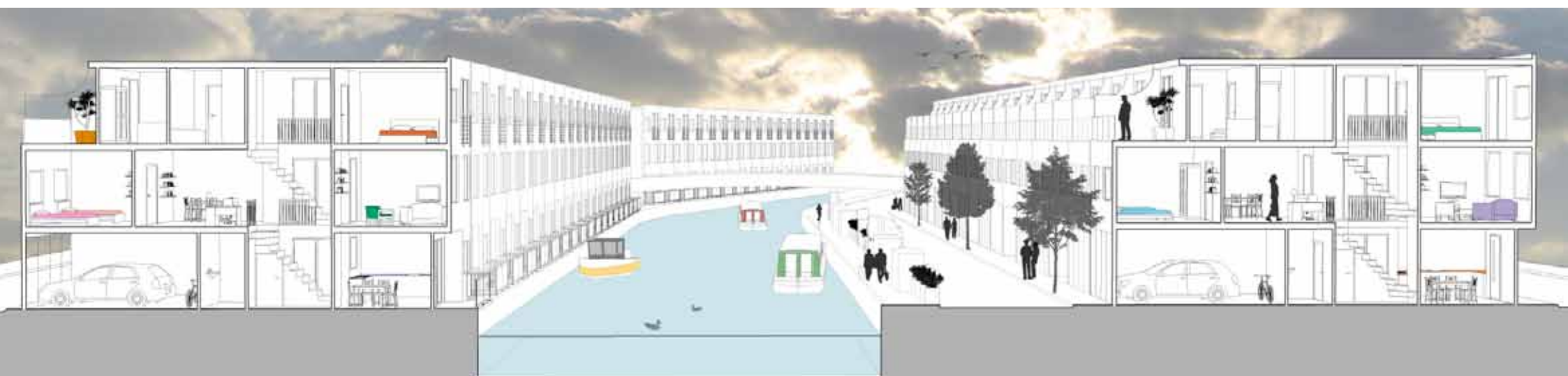
The plan includes three stops for canal boat tours and water-buses as shown on the plan to the right. It also includes a sanitary facility for waste water from boats. The bank of the canal is allocated for a variety of mooring types:

- **Visitor moorings:** Short stay moorings for people passing through or visiting the pub. It has not been possible to accommodate these next to the pub but they are within an east walk and will be signposted.
- **Residential moorings:** Long-term moorings for houseboats. These are located on streets that front onto the canal with a 2m strip to provide for bins, storage and parking.
- **Heritage Moorings:** Moorings for the The British Waterways 8 strong heritage fleet that is currently moored on the loop. This is a potential attraction.
- **Operational waterfront:** Clearly the space next to the depot is required for operational purposes.
- **Private moorings:** Some of the housetypes back onto the canal and while these will not allow for the mooring of canal boats it will allow householders to get access to the water.

There has been a great deal of discussion about the towpath on the loop and whether it should be reinstated. This has not existed for a very long time and the character of the loop has been of buildings coming right up to the water's edge which is part of its secret charm. The plan allows access to one side of the canal with the buildings on the opposite side rising directly from the water. We have however resisted reinstating the path at the end of the loop so encouraging people to come into the scheme and use the central shaft of space in the park.



Above: An artists impression of the housing on the canal. Below: An illustrative typical section through the housing on the canal.



The Main Line canal is open in character with tow paths on both sides - something that we replicate in the main as part of the masterplan. The original Brindley canal by contrast is much tighter and has only ever had a towpath on one side. As the images show on these pages the typical arrangement for this canal was for factories to be built up right to the waters edge often with blank walls. New development should, in our view, also extend to the water's edge, albeit with a more animated frontage.

These views of the canals are within a mile or so of the site (right). They show that unlike the Main Line canal, which is open in character, the original Brindley canal is tightly hemmed in by development. The typical cross section of the canal is a towpath on one side and buildings extending up to the waters edge on the other. This is what we have replicated in the masterplan.

There has been concern about the masterplan proposals showing housing extending to the edge of the canal. The concerns have related partly to access to the water's edge and partly to the canyon effect that, it is feared, could be created. As illustrated in section 1 and 2 (right) the IPL proposal create a more open context than that seen in Sherbourne Wharf. The section to the left is based on the waterside housetype described previously and shows the typical section through the canal. The buildings are three-storeys high and as we have shown on this page are entirely in keeping with the historical character of the canal. We feel that the ratio of open canal space to building height would not cause a canyon effect, but makes reference to the area's industrial heritage.



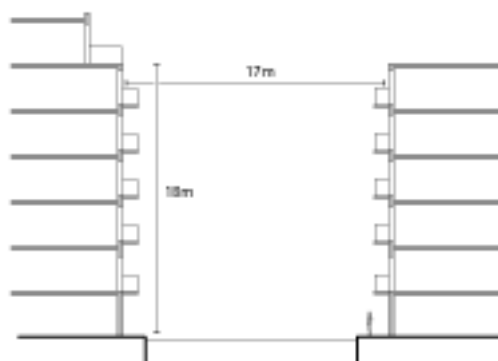
This is the Brindley canal, just west of our site, with industrial buildings built right up to the waters edge, as replicated in the masterplan.



This is the section of the canal just north of the IPL site (indicated by the red line) showing a towpath on one side and industrial development up to the water on the other side.



Section 1: 1:500 Typical Section through proposed IPL Masterplan showing ratio of open space to building height. This would allow lots of natural daylight into the canal and not produce a canyon effect, for comparison with section below.



Section 2: 1:500 Section through Sherbourne Wharf, Birmingham. This shows a contrasting ratio of open space to building height.



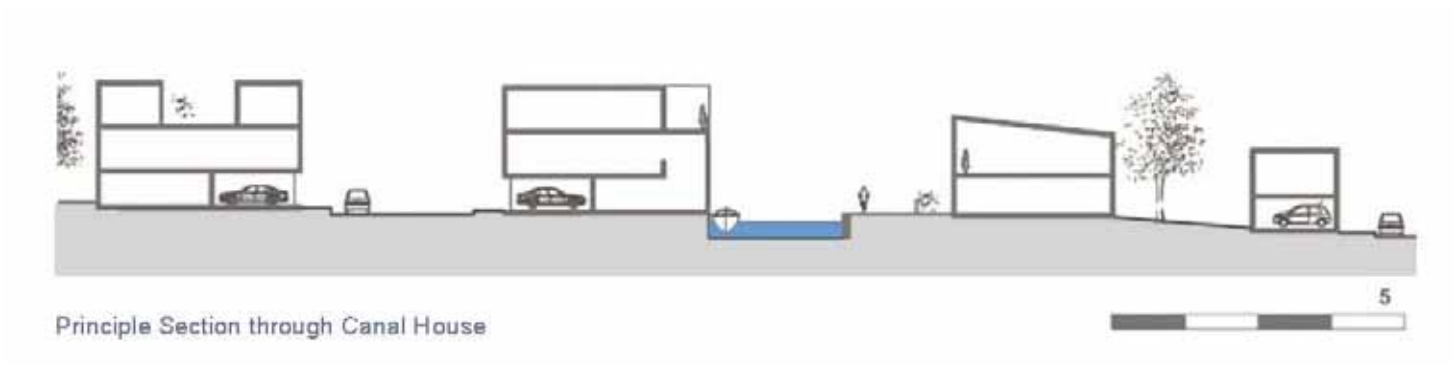
Canal area close to the back of the Mailbox and Gas Street showing similar development to the IPL masterplan.

Caldon Canal, Stoke on Trent

Architect: EDAW Architects

The City Waterside provides a tremendous opportunity to deliver an attractive, safe and well connected neighbourhood, within close proximity to the city centre. The canalside location is an asset which presents an ideal opportunity to masterplan a new residential offer. The focus for increased densities and new dwelling types are key to the success of this regeneration in City Centre South. Capacity exists in this area to provide dwelling types which will feed the aspirations of existing residents in the Wellington Street and surrounding areas.

The section below shows how the development goes right up to the canal's edge and then has a towpath on the opposite side, in line with what we are proposing at Icknield Port Loop.



5 THE ILLUSTRATIVE MASTERPLAN

18B. CANAL HOUSE CASE STUDIES

Marina Housing, Portishead

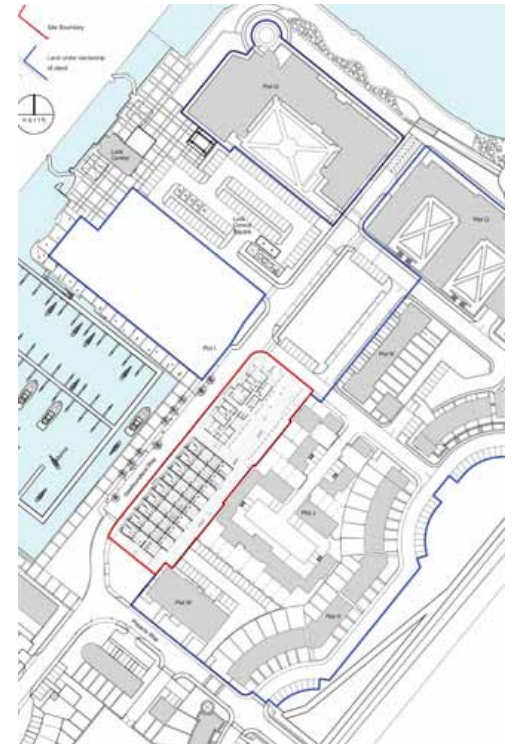
Architect: Stride Treglown

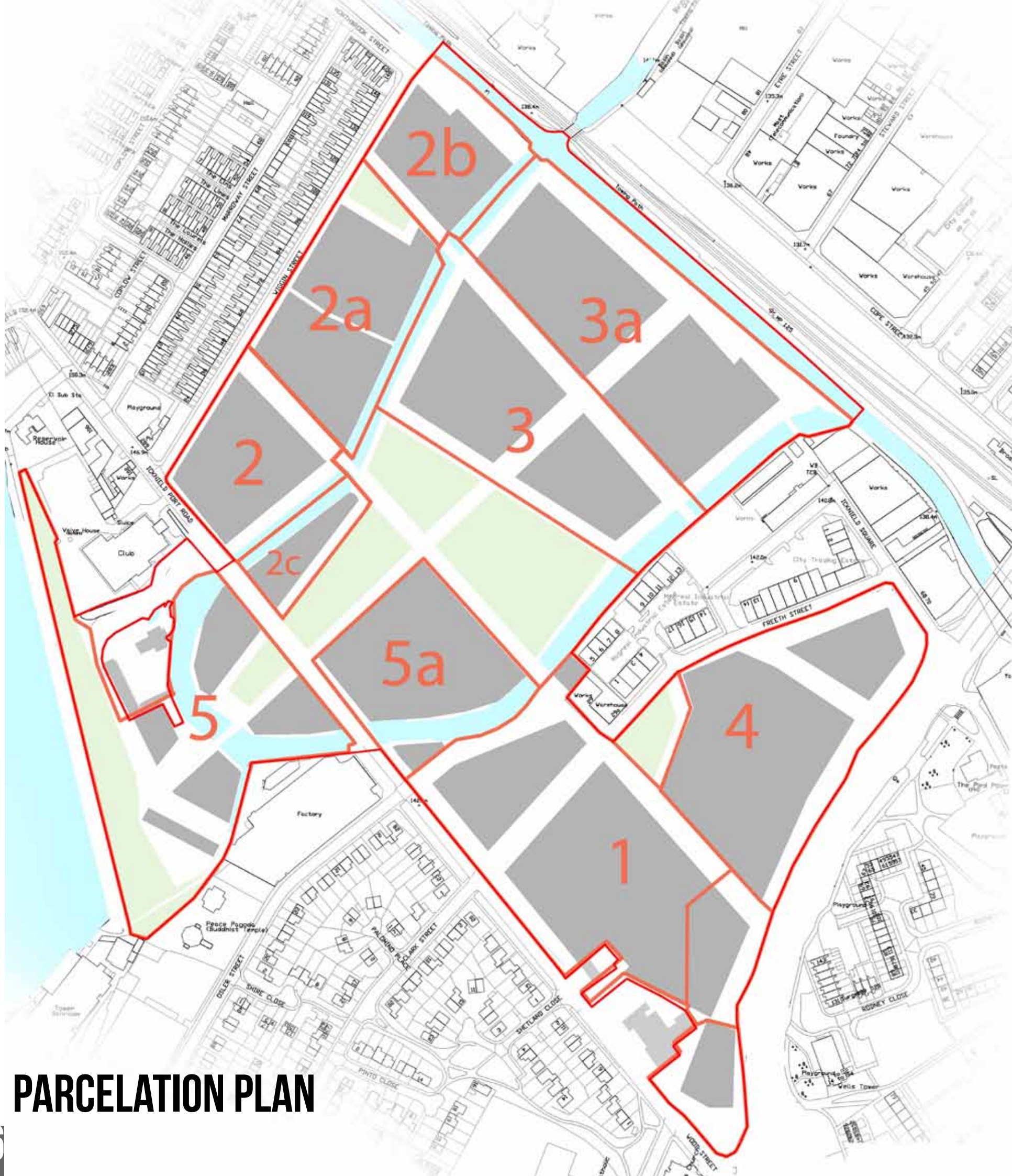
Developer: Crest Nicholson

Stride Treglown has designed 60 one and two-bedroom apartments and eight two-bedroom penthouses within this site at Portishead Marina, which also includes restaurants and retail outlets.

The buildings take advantage of their southwest facing orientation to provide stunning views of the marina. The full length balconies to the front of the buildings feature sliding louvred screens to give privacy and control solar gain.

These properties show a successful scheme close to the water's edge, including a road and parking with some planting to the harbours edge.





PARCELATION PLAN

The plan to the left shows a series of development parcels and an indicative phasing for the scheme. This is designed to create a viable route to development.

The phasing strategy is based on a series of development parcels that allow the scheme to be brought forward over a number of years. The intention is that planning obligations be linked to each of these parcels that are triggered when the parcel is developed. However the order in which these parcels are to be developed is not to be set by this application and will depend on the market and the development partners selected. The boundaries of each parcel have been drawn to indicate within which parcel each bridge and open space area will be procured.

The exception to this is the central park and the road bridge which is too large to be carried by one parcel. Each of the development parcels will therefore contribute to the costs of this open space and bridge. The park and bridge will therefore be brought forward once sufficient funds have been built up. For this reason it is likely that the initial phases will be in

the Monument Neighbourhood and along Wiggin Street. The central park and road bridge will have to be completed before any housing on the Island part of the site is completed.

The numbering on the plan shows an illustrative phasing order for these parcels. This suggests that the southern part of the Monument neighbourhood will be developed first followed by the land along Wiggin Street and then the rear of the Island along with the park and road bridge. The high-density centre of the site is likely to be the last phase because we will need to have established the area as a recognised place before this is likely to be viable.

The supermarket and hotel will be marketed as freestanding parcels. The community centre is dependent on finance being made available from the sale of the council's land and will happen only once this is available.





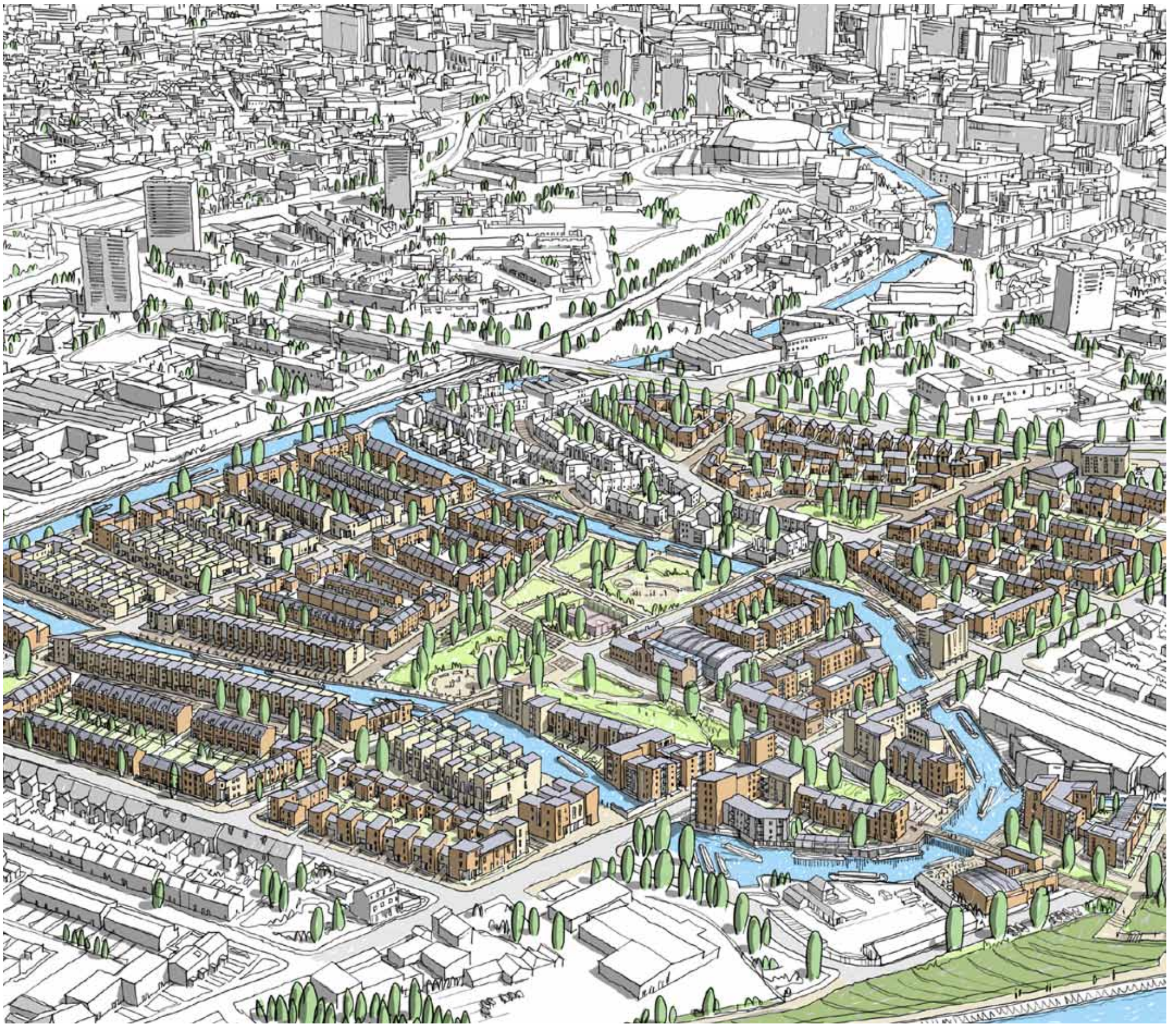
This Design and Access statement has been prepared by URBED,
October 2011, expanded May 2012.

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Details of the scheme are available on
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www.urbed.coop



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