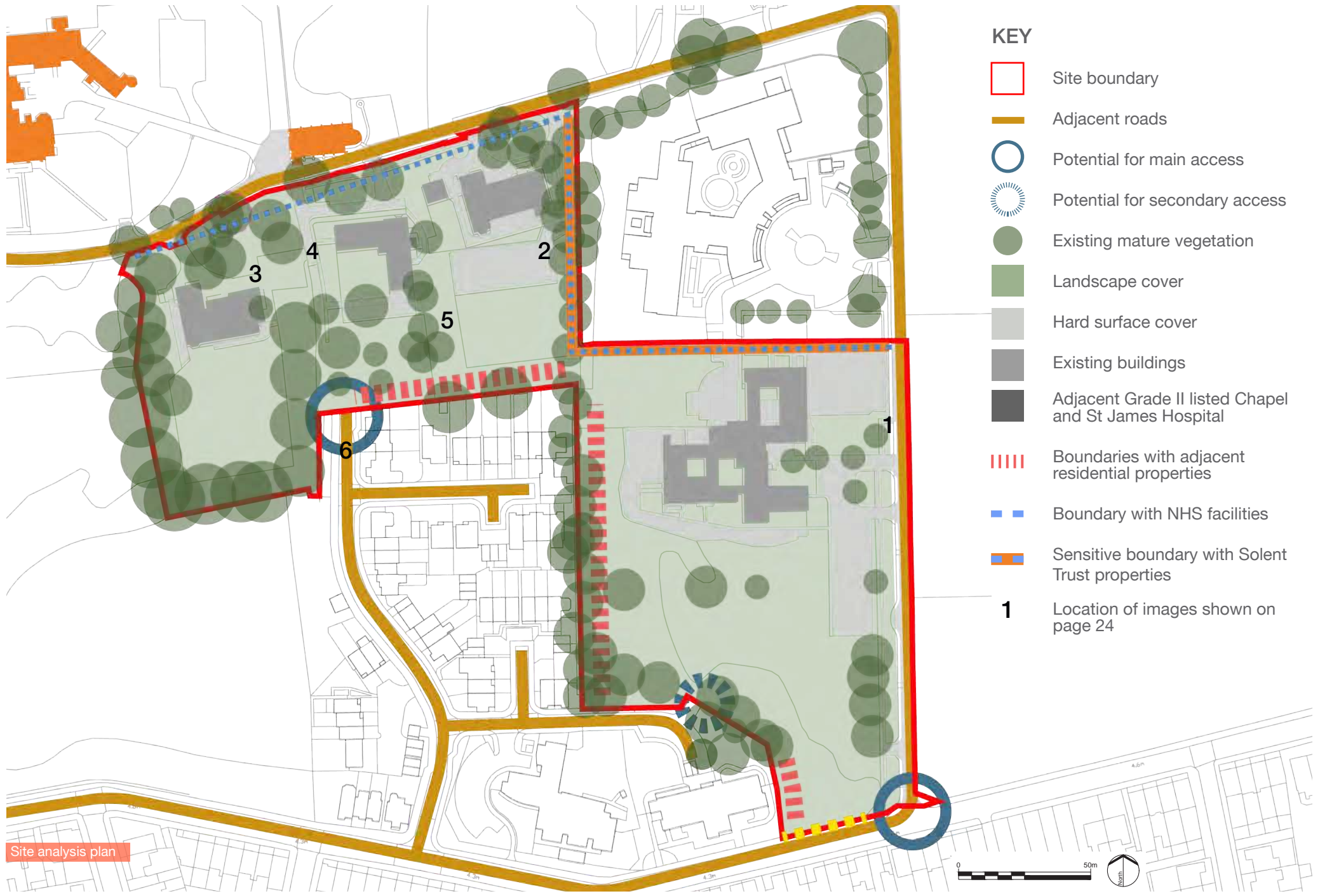

HOMES AND COMMUNITIES AGENCY (HCA)

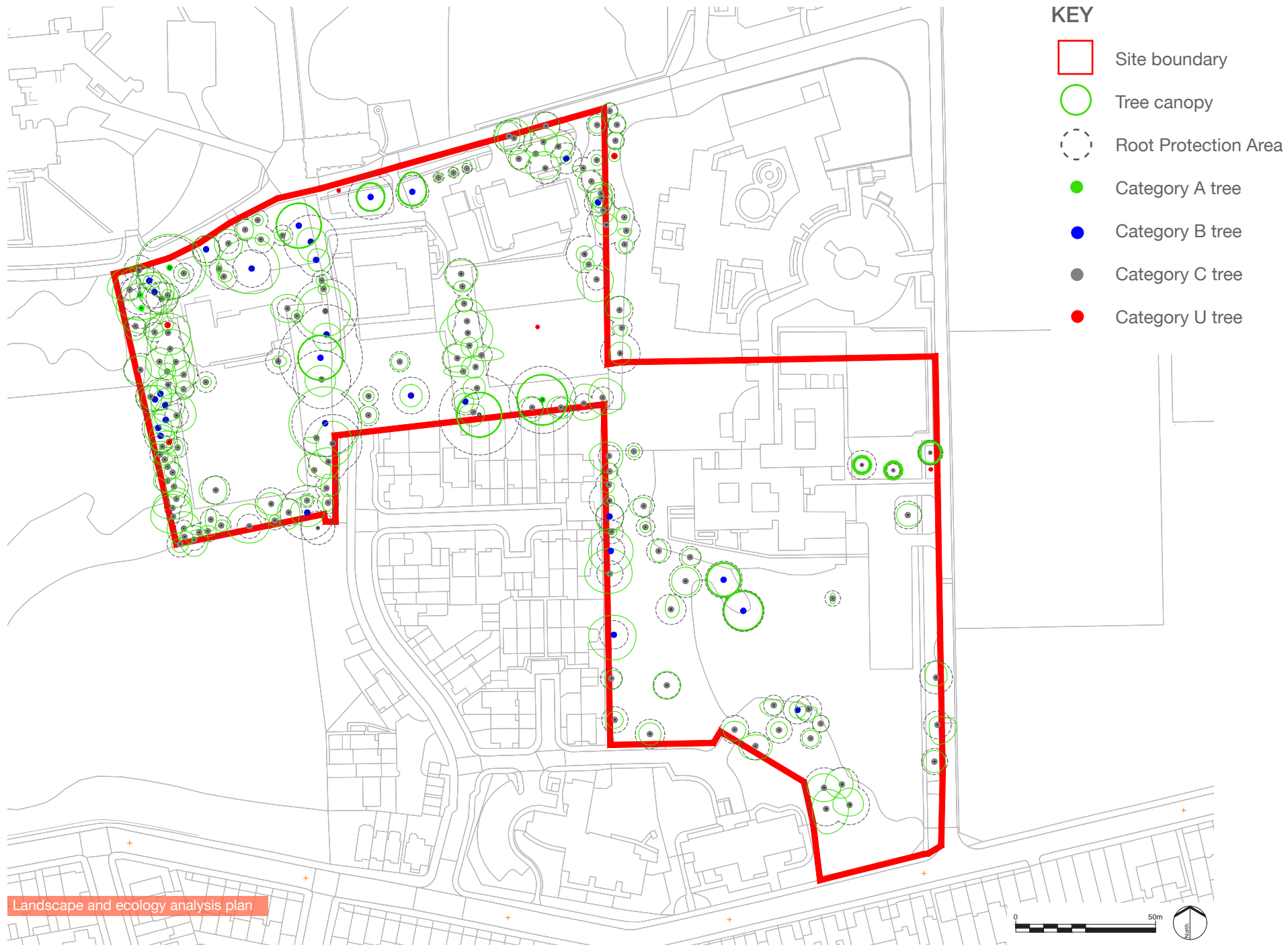
**DESIGN & ACCESS STATEMENT
JANUARY 2018**

ST JAMES PLOT 1 OUTLINE PLANNING APPLICATION PRESENTATION



Phase I site within the wider context







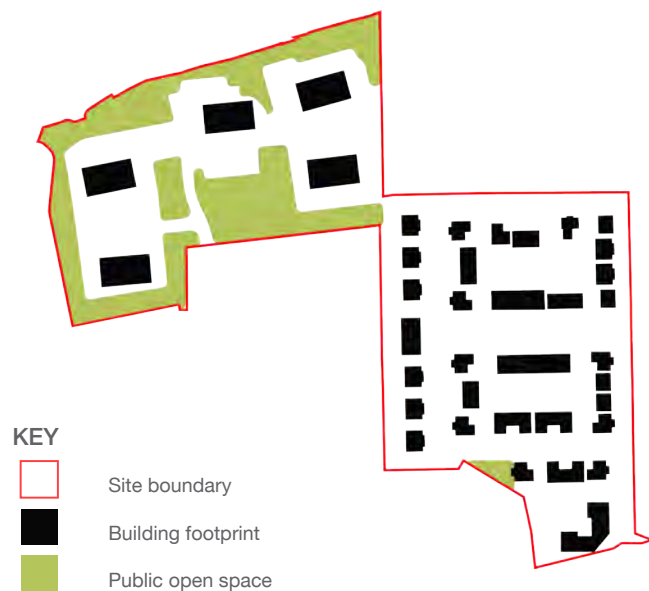
KEY

- Site boundary
- Retained existing trees
- Public open space
- Residential development areas
- Entrance to site
- Main routes
- Pedestrian only routes
- Key frontages
- Retained view of St James Chapel

Design concept plan

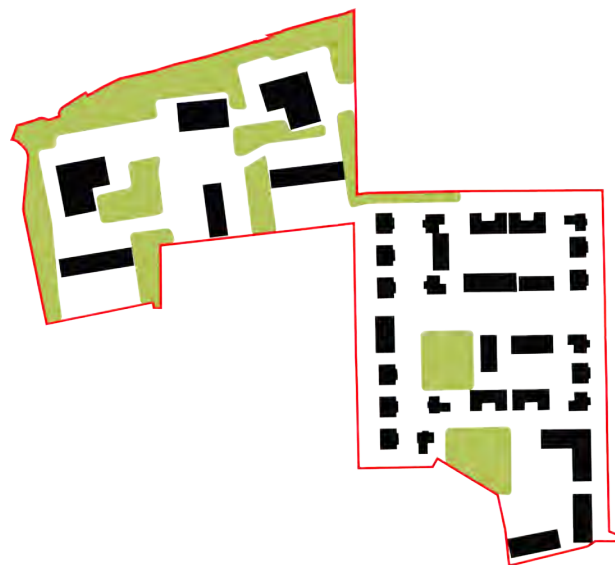


DESIGN REVISION A



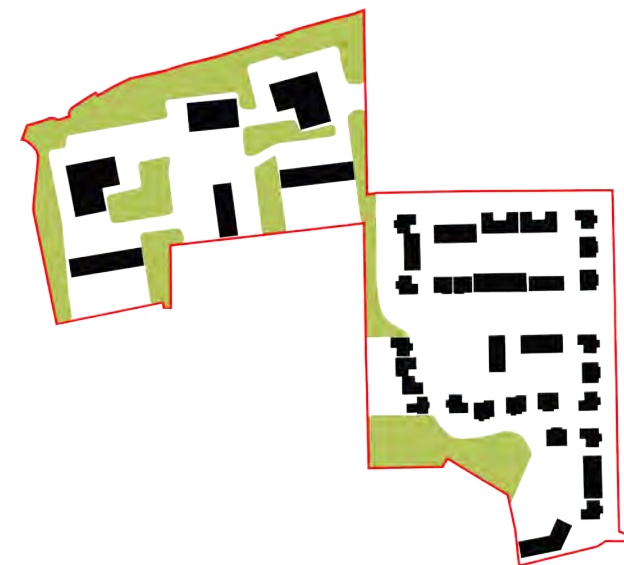
- Two distinct areas - apartment buildings set within parkland in the north west and family houses in the east;
- Some frontage to Locksway Road achieved through a southern apartment block;
- High number of trees to be removed, losing key ecological corridors;
- Strong grid layout assisting permeability;
- High proportion of 1 and 2-bedroom dwellings to 3-4 bedroom dwellings.

DESIGN REVISION B



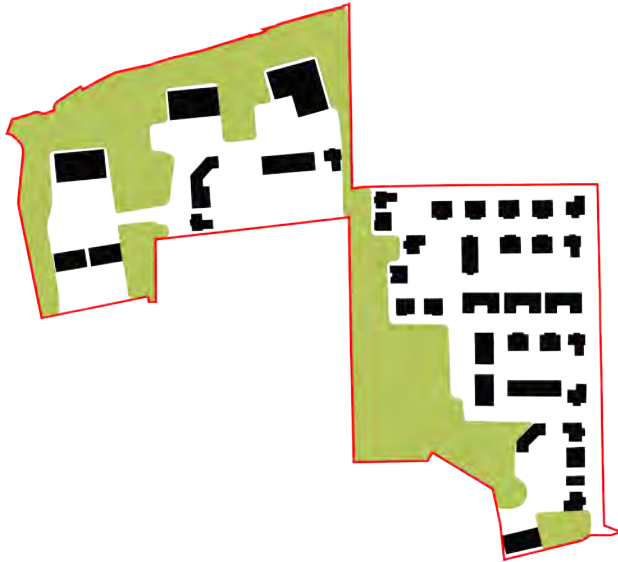
- Introduction of more accessible open space for day to day use in the form of formal 'village green's' in eastern part of the site;
- Greater mix of apartments and housing typology across eastern and western parts of the site;
- Reduction in open space in the north western parcel to accommodate the required parking in formal parking courts;
- Strong frontage to Locksway Road

DESIGN REVISION C



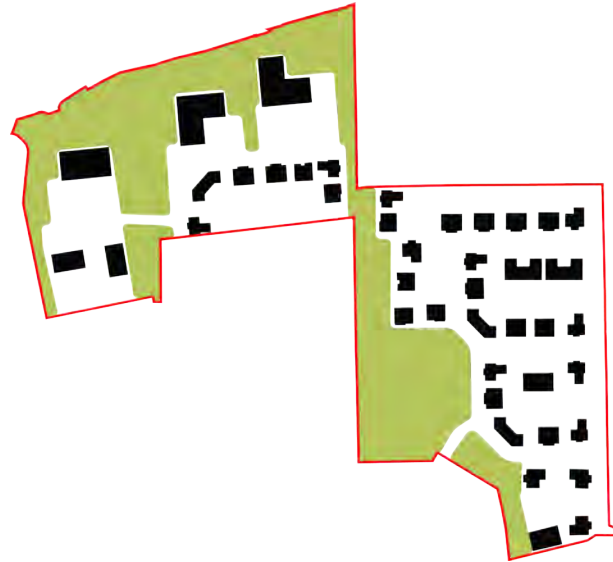
- Detailed arboricultural tree-survey allows the layout to respond to root protection areas and a layout that retains existing trees in a more naturalistic tree corridor;
- More organic layout structure in the eastern parcel.

DESIGN REVISION D



- Setting to St James chapel respected with a more generous landscape corridor along the northern edge with building line and massing responding to the existing conditions;
- Reduction in continuous built frontage on Locksway Road with the introduction of a green gateway;
- Retention of all key trees within a north south corridor;
- Improved relationship to adjacent dwellings and NHS property;

DESIGN REVISION E



- Revised perimeter block structure with buildings fronting onto all streets and open spaces;
- Improved frontage to Locksway Road whilst allowing for a continuous north south green corridor;
- Addition of emergency access;
- Broader landscape buffer between adjacent buildings on Fair Oak Road.

DESIGN REVISION F



- Orientation of houses to south of flats revised to establish a perimeter block and provide positive frontage onto an area of public open space within which the existing category A and B trees are retained.
- Middle block of flats moved slightly further east in order to open up the vista from Fair Oak Road so that more of the chapel is visible.
- Middle and eastern blocks of flats reduced from L shaped units to smaller rectangular blocks to help respect the scale of the chapel and provide additional space within the courtyard for landscape features.



Illustrative masterplan

KEY



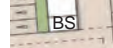
	Site boundary
	Cycle Store
	Bin Store

TABLE 6.1: ILLUSTRATIVE MASTERPLAN LAND BUDGET

Net developable area	2.28 ha
Public open space (including LEAP)	1.32ha
Total Site Area	3.60ha

0 50m

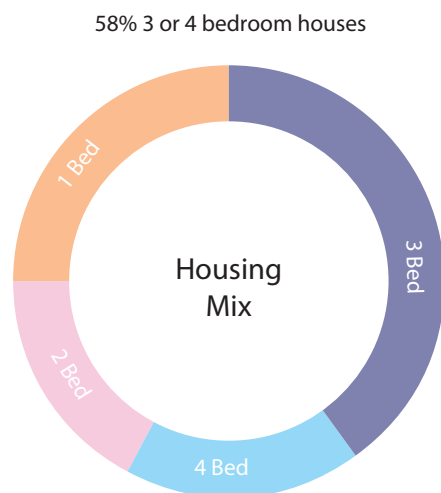


6.1 ILLUSTRATIVE LAYOUT AND LAND BUDGET

The illustrative masterplan shown in the opposite page shows a potential layout of development within the site. The layout provides a total of 107 dwellings as well as approximately 1.32ha of public open space as set out in table 6.1.

The key features of the illustrative layout are as follows:

- Provision of 107 new homes in a sustainable location and close to existing schools, services and employment areas;
- Provision of new public open space, including a new childrens play space and walking routes with connections to the local area;



6.3 PARKING STRATEGY

Parking within the site will be provided in accordance with Portsmouth City Council’s Parking Standards (July 2014). Private houses will parking spaces provided mostly on plot, either through the use of a drive or garage. In some cases, parking will be provided on the street, directly in front of the property. Flats will have allocated spaces within parking courts in front of the building.

A certain amount of spaces will also be provided as visitor parking spaces. These are provided as on-street parking bays or as part of parking courtyards.

The private dwellings are of an appropriate size to provide space for cycle storage whilst apartment blocks will have shared cycle storage facilities.



TABLE 6.2: INDICATIVE HOUSING MIX AND PARKING NUMBERS					
Size	Number	Percentage	Parking standard per unit	Total number of spaces provided	Visitor spaces
1-bedroom apartment	27	25%	1	27	-
2-bedroom apartment	18	17%	1.5	27	-
3-bedroom house	43	40%	1.5	65	-
4-bedroom house	19	18%	2	38	-
Total	107	100%	-	157	16



Access and movement parameter plan



KEY

- Amenity green space: 0.5ha
- Parks and Gardens: 0.45ha
- Chapel Garden (part of Parks and Gardens): 0.12ha
- Equipped Play Space: 0.23ha

Trees

- Retained tree - Category A
- Retained tree - Category B
- Retained tree - Category C
- Removed tree - Category B
- Removed tree - Category C
- Removed tree - Category U
- Root Protection Areas

Landscape parameter plan



View 1: Artists impressions for illustrative purposes only, showing open space with larger family houses in the background, eastern part of the development

Plot 1 Developer Contributions

- Affordable housing – 32 homes (30% of 107)
- CIL £147.38 per square metre on the 75 private homes, around £11000 per home = £825,000
- Milton Common contribution £8747 per home for all 107 homes = £ 935, 929