City Centre Masterplan - Supplementary Planning Document
Adopted 7th January 2013

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Preface

i.i This Supplementary Planning Document (SPD), produced by Portsmouth City Council (PCC) in association with David Lock Associates, relates to specific parts of the defined city centre.

i.ii The SPD supplements planning policy PCS4 - Portsmouth city centre within the Portsmouth Plan. This SPD is not intended to cover all of the localities set out in Policy PCS4, it covers areas 1-4 and parts of 5 (see Figure 1 for Policy PCS4 boundary). This SPD will also sit alongside the existing SPD for The Hard.

i.iii The aim of the SPD is to contribute to the vision of the city’s Sustainable Community Strategy - Vision for Portsmouth as a ‘premier waterfront city with an unrivalled maritime heritage - a great place to live, work and visit’ and the city’s strategy for economic growth and prosperity as set out in ‘Shaping the future of Portsmouth’.

i.iv This document has also been written to help the council’s aspiration for a ‘Purple Flag’ accreditation. Where ‘Blue Flag’ is an indicator of a good beach, Purple Flag has been set up to be the indicator of where to go for a good night out, recognising excellence in the management of city centres at night and bringing positive publicity for successful city centres. The council recognises that improvements need to be made to the city centre, particularly at night, and hopes the principles set out in this SPD will help towards achieving a Purple Flag.

i.v The SPD seeks to:

• set out the background and context for development opportunities and public realm proposals;
• articulate a clear vision and identity for these key parts of the city centre, and
• establish a high quality baseline for proposals including design principles, potential mix of uses, and guidance for built form and public realm.

i.vi It is anticipated that the SPD will be of value to landowners, developers and all those involved in the development process. The SPD will be used as a material consideration in determining planning applications and helps to explain how Policy PCS4 will be implemented. It provides a basis for development to be taken forward giving developers and stakeholders a degree of certainty as to potential opportunities and acceptable forms of development within the city centre. The SPD also identifies those key components that will be necessary to help shape and enhance the area.
Figure 1: Boundary of Policy PCS4 and its localities

1. Commercial Road Shopping Area
2. North of Market Way
3. Station Square and Station Street
4. The Guildhall Area
5. The University Quarter
6. Portsea
7. The Historic Dockyard
8. The Hard
9. Gunwharf Quays
1.0  A vision for the city centre

The vision: to create a vibrant and successful city centre that is the beating heart of our great waterfront city. This centre will include welcoming gateways, beautiful streets, lively and distinctive spaces and delightful buildings, whilst enhancing the city’s heritage assets. The area will be transformed into a quality place where people choose to live, work, study, visit and invest.

1.1 First impressions are critical in shaping perceptions of the character of Portsmouth city centre, whether that’s by people arriving by car via the M275, arriving by bus or train at Station Street, cycling from Old Portsmouth or walking from Southsea. Arriving at the city centre must be straightforward, attractive and give people a good first impression of Portsmouth.

1.2 The city centre is also important as it is a place for people to work, study, shop, live and visit. It needs to cater for a diverse range of people with a variety of needs whilst assisting with the city’s overall prosperity. The city’s success is dependant upon having a successful city centre.

SPD objectives

1.3 The following key objectives underpin all the development proposals set out in this document:
   - to promote the important role that the different areas of the city centre play in the city’s economy by identifying development opportunities that make best use of land and buildings, and encourage a mix of uses that create a ‘vibrant’ city centre that is safe and well used by everyone at all times of the day and into the evening;
   - to ensure that the design of new buildings and spaces is distinctive and of a high architectural quality, and respects the city’s heritage assets;
   - to enhance the public realm to create safe, high quality, welcoming, distinctive and attractive spaces and streets that are accessible for all users and is easy to get around by identifying straightforward and legible routes within and from these areas and to other parts of the city.

1.4 The illustrative framework plan (figure 2) shown on the opposite page helps to articulate the vision.

Areas within the city centre

1.5 This SPD covers five areas (1-4 and parts of 5) within policy PCS4 - Portsmouth city centre of the Portsmouth Plan (see Figure 1). See section 2.0 for further information on the Portsmouth Plan. Whilst there is a shared vision, and objectives, for the whole area, the plan has been split into three distinct sections, as set out below:
   - Commercial Road shopping area and north of Market Way;
   - Station Square and Station Street;
   - The Guildhall area.

1.6 This SPD also supports the proposals to reconfigure the highway network at the northern part of the city (south of Princess Royal Way), as referred to in policy PCS17 of the Portsmouth Plan, and other highway alterations. Further details are provided in section 3.0.
Figure 2: Illustrative Framework Plan

Key

- New buildings
- New or improved public spaces / streets
2.0 Planning policy context

**National planning policy**

2.1 Any proposals for the city centre should comply with, and support the aspirations of, national and local planning policies. Planning policy at the national level is set out in the National Planning Policy Framework.

2.2 National guidance encourages the delivery of sustainable development that contributes to building a strong, responsive and competitive economy; supports vibrant and healthy communities; and contributes to protecting and enhancing our natural, built and historic environment.

2.3 It is essential that city centres provide a high-quality and safe environment if they are to remain attractive and competitive. Well-designed public spaces and buildings, which are fit for purpose, comfortable, safe, attractive, accessible and durable, are key elements that can improve the health, vitality and economic potential of a city centre. Also good design can improve the quality of the existing environment, attract business and investment and reinforce civic pride and a ‘sense of place’.

**Local planning policy**

2.4 Local planning policy for the city centre is provided by the Portsmouth Plan. Policy PCS4 sets out proposals to expand and improve the city centre with the aim of enhancing its role and status. The policy sets out that the majority of new comparison retail floorspace needed over the life of the plan (at least 50,000m²) should be directed to the northern part of the Commercial Road shopping area. The plan also sets out that across the whole city centre there is a need for additional food and drink uses (9,500m² of class A3, A4 and A5 uses); office accommodation (use class B1); hotels (use class C1) and up to 1,600 new homes. These uses should also be complemented with other leisure and cultural facilities. The policy goes on to provide further advice for each of the specific areas within the city centre covered in this SPD:

**Commercial Road Shopping Area** - supports the reconfiguration of the road network (also see Policy PCS17); improve the pedestrian connectivity; support and assist in delivering environmental improvements to the existing Commercial Road including the pedestrianisation of Edinburgh Road and Commercial Road south to create a new space for the city centre’s market, and to ensure at least 75% of the frontage of this area remains in use as shops (use class A1).

**North of Market Way** - supports the reconfiguration of the road network and improve pedestrian and public transport connectivity to this part of the city centre.

**Station Square and Station Street** - supports the development of a business hub for the city supporting at least 10,500m² of office (use class B1) space, (also see Policy PCS11 - Employment Land) and encourage the creation of a transport interchange on Station Street.

**The Guildhall Area** - the area should become the heart of the city's civic and cultural life. It also sets out that Guildhall Walk should provide for the early evening economy to support the New Theatre Royal and other cultural facilities. To achieve this the council will seek to restrict the amount of drinking establishments (use class A4), takeaways (use class A5) and nightclubs (use class - sui generis).

2.5 Policy PCS17 - Transport, safeguards land for a reconfigured city centre road network to support the aim of a sustainable and integrated transport network for the city and improve the connectivity to and around the city centre, and safeguards land for the new interchange facility on Station Street.
2.6 **Design quality.** All new development should: be of excellent architectural quality; respect local context, detailing and layout; protect and enhance the city's historic townscape and its cultural and natural heritage; relate well to its surrounding environment, and create spaces that are safe, vibrant and attractive (Policy PCS23 - Design and conservation).

2.7 **Policy PCS24** - Tall Buildings identifies the city centre as a preferred location for tall buildings. The Tall Buildings SPD defines a tall building as:

- any building above 5 storeys in height, or
- any building of 20m or more in height.

2.8 All new buildings will also have to comply with **Policy PCS15** - Sustainable design and construction, which sets out minimum standards that developments need to achieve in addressing the issue of climate change.

2.9 In addition, development will only be permitted if the necessary surface water drainage, foul drainage and sewage treatment capacity is available, or is provided in time to serve it without unacceptably reducing the level of service to existing users, or causing harm to the environment. Also surface water should be separated within the site and the post-development rate of discharge of both surface and foul water to the combined system should be no greater than the existing rate. Developers are advised to contact Southern Water at the earliest opportunity to discuss the potential impact on the existing infrastructure and agree suitable solutions (Policy PCS12 - Flood Risk).

2.10 **Housing and provision for affordable housing.** Policy PCS19 - Housing mix, size and provision for affordable housing, stresses the need for larger, ‘family’ sized accommodation in the city whilst recognising that mix of dwellings on a particular site will be depend upon on the character of the area. All new development is required to meet the council’s minimum space standards for internal floorspace.

2.11 This policy also states developments resulting in a net increase of eight or more dwellings should make provision for affordable housing. For a net increase of 8-10 units the provision is 20%, 11-14 the provision is 25% and for schemes of 15 or more the provision is 30%. The council’s first preference is for affordable housing to be provided on site and pepper potted throughout the site.

2.12 **Policy PCS21** - Housing density, encourages higher density development (minimum of 100dph) within the city centre.

2.13 **Parking standards.** Parking standards for non-residential uses and cycles are set out in saved Appendix 9 of the Portsmouth City Local Plan and those for residential uses are contained in the Residential Parking Standards SPD.

2.14 Table 3 of the Residential Parking Standards SPD details the level of parking expected for residential development. It states that if lower levels of parking than those set out are proposed, developers must justify this with appropriate evidence. In this respect, it should be noted that the area covered by the SPD is assumed to be one of ‘high accessibility’ to public transport.

2.15 Other policies contained in the Portsmouth Plan, and Supplementary Planning Documents, will apply to development in the SPD area.
2.16 The council has introduced the ‘Community Infrastructure Levy’ (CIL), and monies collected via CIL will be spent on infrastructure requirements across the city, and in particular the new highway network proposed for the city centre and public realm improvements (Policy PCS17 and published Regulation 123 list). 

2.17 For the city centre, the CIL charge will be £105 per square metre of new development, unless the type of development is:

- Retail (use class A1 - A5): £53
- Offices or Industrial (use class B1(a), B1, B2, B8): £0
- Hotels (use class C1): £53
- Residential Institutions (use class C2): £53
- Community Uses (use class D1): £0

2.18 The ‘Section 106’ system (S106) of securing developers contributions will also remain, albeit S106 will only deal with infrastructure needs linked directly to the development site.

2.19 The provision of affordable housing will be secured through S106. Where a proposed development is specifically for affordable housing it will be exempt from CIL.

2.20 For further information about CIL, please visit the council’s website www.portsmouth.gov.uk/living/20443.html.
Establishing a vibrant city centre

3.1 Each of the localities within the city centre boundary offer differing and complementary functions, and each have the ability to contribute to the overall success of the city. It will be important to balance the various proposals and planned changes to ensure each adds to the vibrancy of the city centre.

Key issues

3.2 The SPD area framework seeks to address the following key issues:

- attracting and accommodating a mix of viable uses;
- establishing character and identity by a robust and flexible built form;
- creating an attractive public realm, and
- enhancing transport and access by all modes of travel.

3.3 Attracting and accommodating a mix of viable uses

Attracting and accommodating a viable and robust mix of uses will be important in ensuring the future success of the city centre. Those uses will be influenced by who will use the area and for what purpose. This will include maintaining the main retail function of Commercial Road, encouraging a new business hub around Station Square and supporting the civic and cultural function of the Guildhall area.

The introduction of new types of uses in certain areas, such as hotels and residential units, together with active ground floor uses, will also help to address issues of crime prevention and community safety.

The SPD therefore proposes:

- additional and reconfigured comparison and convenience retail uses;
- accommodating other ground floor uses such as cafés and restaurants;
- additional office / employment development and teaching / research accommodation;
- additional leisure and culture facilities;
- introducing hotel accommodation into the area, and
- additional residential development.

A strong built form that is robust and flexible

3.6 It will be important that each of the localities within the SPD either maintains or develops a strong sense of ‘place identity’. For example, Commercial Road, Guildhall Square and the Station Square area’s relationship with Victoria Park are critical elements of the city’s identity.

Addressing deficiencies in the existing built form, including confused ‘fronts’ and ‘backs’, poor pedestrian accessibility and poor servicing access, will be important. Also important is the need to ‘stitch’ the area back together and to ensure that streets and spaces are fronted by high quality development.

3.8 This document therefore proposes:

- re-establishing a more sensitively articulated street pattern around which development can be structured;
- opportunities for recapturing road space for development and an enhanced public realm;
• identifying a robust development form which encloses and fronts streets and spaces across the area;

• creating a strong definition between public fronts and private backs where parking and servicing arrangements can be accommodated;

• enhancing a ‘sense of place’ through the design of the built form and responding to existing landmarks and townscape;

• opportunities for new landmarks;

• ensuring that a high quality public realm seamlessly guides people through the area, connecting to adjoining locations within the city, and

• enhancing the setting of listed buildings, such as the Guildhall, Portsmouth & Southsea Railway Station and St Agatha’s Church, and other buildings of architectural interest.

3.9 The importance of the public realm

The public realm of the city centre comprises its streets, footpaths and open spaces. These in turn are defined and ‘contained’ by buildings and other elements / structures of the built environment. The relationship between buildings and the public realm is critical in ensuring that streets and spaces are busy, well-overlooked by the public fronts of buildings and are consequently safe to use throughout the day and into the evening.

3.10 The public realm is a means of providing a cohesive identity across the whole of the city centre. Streets, squares, parks, parking areas and public transport interchange facilities must be carefully designed and considered together as a connected and ‘functional whole’.

3.11 The public realm will play a large part in the success of the city centre. It should comprise high quality streets and public spaces that are easy to move around and have clear links to adjoining areas. The design must be distinctive, and create a people-focused environment. The needs of particular users, including those with mobility problems must be considered.

3.12 The design, quality and appearance of the public realm is a vital component of the SPD, with the potential to ‘add value’ and underpin investment.

3.13 An attractive and well-connected public realm has a key role to play in maximising opportunities for sustainable forms of transport, particularly in improving the pedestrian and cyclist environment and access to all parts of the city centre including the station and bus interchange facilities.

3.14 In summary, key expectations of the public realm in the SPD area are that it:

• ‘stitches’ together the various development sites within SPD area, both visually and physically;

• unifies the specific areas through a coordinated design approach that utilises the best contemporary modern materials and street furniture, or where appropriate complements the historic environment;

• creates an environment that is busy, overlooked and safe through its relationship with adjoining buildings;
• contributes to the character and identity of the city centre, helping to instil a strong sense of place and underpinning investment, and

• improves opportunities for sustainable forms of transport, particularly walking and cycling, by enhancing the connectivity and legibility of the area.

Good examples of public spaces and streets
Enhancing transport and access

3.15 As stated in the Portsmouth Plan and Local Transport Plan 3 (LTP)\textsuperscript{12}, one of the overall aims of the council is to create an integrated transport network to enable people to make informed choices about their modes of travel and reduce dependence on the private car. The city centre is key in delivering those aims as it is an important focus for transport.

3.16 The city centre is well connected, the northern part of the area is the key gateway into the city centre (from the M275 and wider motorway network), the southern part has the Portsmouth & Southsea Railway Station, and all major bus services operate from Commercial Road and Station Street. It has been estimated by bus operators that around 5 million bus passengers per year use the bus stops currently located in Commercial Road. Around 100 buses per hour or 1,200 buses per day serve the area. These factors, combined with the attractions / uses in Commercial Road, Station Square, the Guildhall area and beyond, contribute to the area being a very busy pedestrian environment.

3.17 The success of the city is dependant upon the reliability of the strategic road network, enabling people and goods to access the city with ease. However, the current highway network is reaching its capacity at key junctions in terms of traffic at peak times, causes delays to buses (which has an impact on the wider bus network), creates a poor quality environment and acts a barrier (particularly for pedestrians and cyclists). Therefore, the council is proposing to realign the highway network at the northern part of the city centre to address these issues and minimise the impact of through traffic. Whilst the detailed design is yet to be finalised, the proposals put forward in this document include:

- the widening and converting to dual carriageway of Hope Street, with the intention of this becoming the new main road into and out of the city;
- the removal and / or alteration of roundabouts at Mile End Road and Commercial Road;
- the creation of a new roundabout to provide access to Church Street, Sainsburys and other development opportunities adjacent to Sainsburys;
- the creation of a new east-west public transport route with bus stops to serve the northern part of the city centre. This would be created on the existing Market Way;
- a new bus priority route into and around the city centre, linking up with park & ride at Tipner, and
- new access arrangements for Cascades.

3.18 Other proposals to amend the wider highway network include:

- the pedestrianisation of Edinburgh Road / Commercial Road South;
- full pedestrianisation of Guildhall Walk / King Henry I Street (between Exchange Road and White Swan Road), and
- alterations to St Michael’s Road / Winston Churchill Avenue, including the pedestrianisation of Hampshire Terrace / Lord Montgomery Way between Waltham Street and Wiltshire Street.
To improve the rail-bus interchange and to further support the aim for integrated transport, it is proposed to create:

- a new bus interchange facility within an integrated public space at ‘Station Street central’ (see section 5.0).

As highlighted, the area is a place with a significant pedestrian footfall, however, there is very little information available for arriving rail or bus passengers or for those looking to explore other parts of the city. Therefore, this SPD proposes a number of other enhancements to improve accessibility including proposals to promote more sustainable forms of travel such as, walking and cycling. These are:

- a ‘joined up’ public realm which contributes towards sustainable patterns of movement;
- new linkages and enhanced linkages across and around key development opportunity sites;
- enhanced cycle parking provision at the station, bus interchange and within development sites, and
- improved signage and wayfinding.

In addition to the above and the proposals to allow cycling in Commercial Road outside of core shopping hours, the council will also explore options to allow cycling in all the pedestrianised areas across the city centre (these would be subject to separate extensive public consultation and consideration by the council).

Some of the proposed highway changes are shown on the following pages and further details are provided in sections 4.0 and 5.0.

**The new city centre road**

A new highway layout was proposed (and granted planning permission) under the scheme put forward by the council’s developer partner, Centros, back in 2006 (known as the Northern Quarter). Whilst Centros are still committed to delivering a mixed use development at the northern part of the city centre it became apparent that the development alone could not bear the full cost of delivering a new highway network. Therefore, due to the strategic importance of the reconfigured road, not only for the regeneration of the northern part of the city centre but also the wider city, the council has decided to partially fund and deliver the highway improvements.

The council put forward a possible new road alignment, within the Portsmouth Plan (policies PCS4 and PCS17), which proposed the widening of Flathouse Road and reconfiguration of Princess Royal Way. The Portsmouth Plan showed a preliminary line which it sought to safeguard. Since that time further design and modelling work has been undertaken.

Whilst that route had the advantage of providing better integration of the former Victory Retail Park, now occupied by Morrisons, with the main retail area of Commercial Road, it was significantly more expensive to deliver than the route now being proposed by the council, see Figure 3. This scheme is the council’s preferred option as its cost is within the resources likely to be available for its construction.

Figure 3 shows a road layout which better utilises existing highway land and does not include moving the road adjacent to the dockyard wall. Therefore, this route does not require the partial demolition and rebuild of the Morrisons store (which all affected parties have agreed the principle) nor does it require the acquisition of business premises to the north of the Morrisons store.
3.27 The road layout also incorporates a new public transport route on Market Way (on its existing alignment), whereas the Portsmouth Plan showed it directly south of the Sainsbury’s store. This change is because the cost of providing the route adjacent to Sainsbury’s, including the diversion of utilities, would not be offset by the additional value created by a larger development site to the south.

3.28 As the detailed design work continues, the council will work with existing businesses, landowners, developers, taxi operators, bus service providers and the cycle forum to find suitable access and servicing arrangements and enhance existing facilities.

3.29 In terms of funding, the road will be partly delivered using CIL, however, the council is also exploring other funding options, such as ‘TIF’ (Tax Increment Financing).^a^

3.30 The development opportunities and public realm properties set out in detail in sections 4.0 and 5.0 are based upon Figure 3, the council’s preferred road layout.

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^a^ TIF (Tax Incremental Financing) works by allowing local authorities to borrow money for infrastructure projects against the anticipated increase in business rates income expected as a result of the infrastructure project.
St Michael's Road / Winston Churchill Avenue

3.31 As previously stated, together with the reconfigured highway network shown in Figure 3, the council is also proposing alterations to St Michael's Road / Winston Churchill Avenue, see Figure 4. This scheme has been designed to improve the flow of traffic travelling north and south through the city centre and improve the pedestrian environment and safety for the large number of people who walk or cycle through this part of the city every day.

3.32 The scheme will also include the pedestrianisation of Hampshire Terrace / Lord Montgomery Way between Waltham Street and Wiltshire Street, and will assist with the provision of an enhanced, at grade, pedestrian crossing facility at Anglesea Road, south of Park Road. Further details on public realm can be found in section 5.0.

3.33 As the detailed design of the scheme progresses, the council will work with landowners, bus service providers and existing businesses to find suitable alternative access and servicing arrangements, particularly to avoid conflict with pedestrians during key parts of the day.

3.34 These works will be part funded by LTP and CIL.

Figure 4: Proposals for St Michael’s Road / Winston Churchill Avenue
Introducing the SPD area framework

3.35 In order to address the key issues highlighted so far in section 3.0, and to provide clear guidance to developers and landowners, the document is structured around three areas and the key opportunity sites and public realm priorities within those areas:

Commercial Road shopping area and north of Market Way

• Northern Quarter - land bounded by and including: Charlotte Street, Brewer Street, and 191 Commercial Road (Michael’s Menswear) to the south; City Buildings in Commercial Road and Lake Road to the east; the commercial and residential properties in Commercial Road and the south side of Market Way; and the former Pitt Street Gymnastics Centre site, Hope Street and Market Way to the west. The area also includes the site of the former Tricorn shopping centre, demolished in 2004 and now forming a temporary shoppers’ car park;

• West of Commercial Road - including Sainsbury’s, the petrol filing station, the former ABC Cinema site and properties on the western side of Commercial Road, north of Market Way, Frederick Street and Andrew Bell Street, and the All Saints Car Park;

• Commercial Road, enhancing the spine of the city centre;

• Edinburgh Road / Commercial Road south including pedestrianisation and the relocation of the market traders;

• Edinburgh Road / Queen Street a key route between Commercial Road and the Historic Dockyard and Gunwharf Quays adjoining Victoria Park;

• Market Way providing a key arrival point and public space in the city centre;

• St Agatha’s Place to enhance the setting of St Agatha’s Church and integrate it within the city centre;

• City Centre Road Network, improving connectivity to and around the city centre;

Station Square and Station Street

• Station Square west and Stanhope Road West focused around the former Zurich Insurance site;

• 89 and 89a Commercial Road adjoining the railway bridge;

• Commercial Road frontage focused on 104 to 114 Commercial Road and adjoining land at Station Road;

• Surrey Street west at 8 Surrey Street formerly occupied by the Post Office;

• Surrey Street east occupied by the public car park and Debenhams staff car park;

• Station Street north - a key site occupied by a Royal Mail sorting depot, principal Post Office counter and offices;

• Station Street south which is currently occupied by a Matalan retail unit and associated car parking;

• Victoria Park Gateways providing enhanced entrances from Station Square and from Stanhope Road;

• Station Square a key open space on the Commercial Road city spine;
• Station Street central which will provide the focus for bus interchange facilities in the area;
• Slindon Street to enhance connectivity between Arundel Street and Station Street;
• Station Street east where the reconfiguration of the highway could enhance development opportunities and provide a better pedestrian environment;

The Guildhall area
• Enterprise House and Midland House, a prominent location next to Portsmouth & Southsea Railway Station;
• 2-10 Isambard Brunel Road comprising existing three storey buildings adjoining the road and the War Memorial;
• Chaucer House, a three storey building fronting onto Isambard Brunel Road;
• Greetham Street Car Park and Drummond House, also adjoining the railway line at the top of Isambard Brunel Road;
• Navigators Resource Centre, occupying the corner of Isambard Brunel Road and Alec Rose Lane;
• Isambard Brunel Surface Level Car Park, Alec Rose Lane;
• Police Station and Law Courts occupying a prominent gateway location at the junction of Winston Churchill Avenue;
• Dorothy Dymond Car Park which is located in the centre of a development block accessed from Alec Rose Lane;
• Telephone Exchange, King Henry I Street;
• Guildhall Corner, land to the south of 37-39 Guildhall Walk;
• Guildhall Square maximising the potential of a key city space and a the focus for activity;
• Isambard Brunel Place to enhance a key pedestrian route and arrival point;
• Guildhall Walk enhancing an already busy and attractive street with the potential for pedestrianisation;
• King Henry I Street improving the public realm and focusing on the important gateway space at the junction with Anglesea Road and Park Road;
• Winston Churchill Avenue / Hampshire Terrace where enhancements to the junction with Guildhall Walk will provide a new gateway space between the Guildhall area and University Quarter.

3.36 The opportunity sites and public realm priorities are considered in detail in the sections 4.0 and 5.0.
SPD design principles

3.37 In order to ensure that the overall quality of development is well detailed and of a consistently high quality, broad design principles are set out on the following pages. The principles offer guidance on a range of matters and should be considered as part of the design process of new development.

Promoting a strong built form and contemporary architecture

3.38 There is considerable scope for new buildings to provide high quality, contemporary additions to the existing built form of the area, adding greatly to its attractiveness and character. This will help to ‘stitch’ together the relatively fragmented urban form that currently exists and to create a pattern of well defined frontage development.

3.39 The aim is to promote progressive design and architecture, ensuring that new development is of the highest quality. On certain sites the design of any new buildings will have to respect and complement the historical environment.

3.40 Key building elevations should be designed so that there is a clear and identifiable ‘bottom’, ‘middle’ and ‘top’, adding visual interest. The bottom of the building should meet the ground and enliven adjoining streets and spaces through the positioning of doors and windows. A higher frequency of entrances creates a visually busier street. This will be particularly important along Commercial Road and Station Street. Any residential units will be expected to have front doors / main entrance facing onto the street.

3.41 The middle section of the building should give clues to its function. This can be achieved through the design and detailing of fenestration and the use of balconies and upper floor terraces. This also provides opportunities for the street to be overlooked, thus increasing passive surveillance.

3.42 The top of the building must also be carefully considered. An interesting and dynamic roofscape adds visual interest. Ventilation arrangements, air conditioning, lighting, servicing and any telecommunications equipment must be carefully designed and integrated into the overall structure of the building and should be masked from public view points.

3.43 Landmark buildings can help signal important locations in the city centre, such as the corners of junctions between main streets, or key public spaces, and they emphasise the role or status that a particular building has within the city. Landmark buildings are not necessarily tall buildings but include those of special architectural quality and character, those that have distinctive and memorable features (clocks, statuary, etc.) or house special and unique uses.

3.44 The pattern of different building heights and the location of landmarks play a significant role in helping people to understand the city centre, making it easier to locate important places, making the city ‘legible’. New development proposals must reinforce this pattern, adding to the character, identity and legibility of the city centre as a whole.

3.45 Taller buildings will be acceptable as landmarks if they are of outstanding architectural quality and add positively to the townscape qualities of the city centre.
In considering tall buildings, careful attention will be paid to: accommodating parking and servicing requirements; pedestrian entrances; the mix of ground floor uses and their relationship with the public realm, and the affect on wind and micro climate around the base of the building. Specific guidance on the location of landmark buildings and recommended storey heights is given in section 4.0.

Exceptionally, taller landmark buildings in excess of the storey heights set out in section 4.0 may be acceptable within the area. Proposals for taller buildings over and above these storey heights will need to be carefully assessed in terms of their:

- relationship with adjoining streets and ensure that the public realm is well overlooked;
- potential for overshadowing of adjoining development and adverse micro-climate at street level;
- architectural and design excellence in making a positive contribution to the skyline of the city;
- contribution to the economic prosperity of the city;
- relationship with listed buildings in the area to ensure that their setting is preserved or enhanced.

In considering applications for tall buildings the council will seek to ensure the application is in accordance with Policy PCS24 of the Portsmouth Plan and the Tall Buildings SPD (also see paragraphs 2.6 - 2.9).

Mixed use development

A mix of uses will be encouraged across the SPD area. Different uses will help to ensure that the spread of activity taking place within the area is extended to different times of the day or night. New, higher density residential development within the city centre will also provide a new local population that can help to support existing services and facilities. The council will encourage a range of housing types in order to meet the needs of a diverse population.

In addition, the introduction of a wider mix of uses into the city centre has the benefit of informally ‘policing’ the area during the evenings and periods where shops and other businesses are closed. Increasing the actual and perceived surveillance of the city centre can play a role in crime prevention and reducing the fear of crime.

Within a busy, mixed use city centre environment, a degree of disturbance from streets and spaces is to be expected. To reduce the likelihood of excessive disturbance and future problems, the location of hotels, residential development and other types of accommodation (use classes C1, C2 and C3) relative to livelier city centre uses, such as cafes and restaurants, must be carefully considered at the design stage. Noise and air quality will be particularly important considerations in areas that adjoin the main road into the city, railway line and / or railway station buildings. In order to protect the amenity of future occupiers, issues of noise transmission and vibration, odours, light pollution and the siting of extraction equipment must all be adequately addressed. Mitigation measures, such as noise insulation and / or the control of opening hours, may be required.
Accommodating servicing access, cars and bicycles

3.52 The location, design and layout of car parking must ensure that it is both safe and usable but that it does not become a dominant or intrusive element within the city centre. Car parks must be attractive, well lit and safe – first impressions are very important and many visitors will be strongly influenced by the quality of parking facilities in the city.

3.53 New development should provide vehicle and cycle parking in accordance with the council's adopted parking standards (see 2.13 - 2.14). Car Parks will be expected to be designed to the Park Mark™ standard and developers should also consider charging points for electric vehicles.

3.54 Parking must be secure, well lit and overlooked by adjoining development. Servicing areas should be distinct from areas of car parking. The use of close-boarded fences should be avoided in favour of using brick walls to establish safe and attractive courtyard environments.

3.55 Secure and usable cycle parking and storage facilities must be incorporated into new development schemes as part of the built structure, ensuring that facilities are safe to use and that entrance points are well overlooked. Public cycle parking stands must be incorporated into the design of the public realm in key locations across the area, particularly adjoining the new public transport route, the station and new bus interchange facility.

3.56 Servicing yards and access points must be unobtrusively accommodated. This can be achieved through the careful design of servicing yards within the centre of development blocks in order that they remain hidden from view. Access points must be discretely located in places where there is minimum conflict with key pedestrian routes. When not in use, they should be gated to provide a continuous frontage within the streetscene and to shield the yard from view.

Getting materials and detailing right

3.57 The city centre is an important location therefore it is appropriate for the best quality materials to be used to ensure the status of the location is maintained.

3.58 The materials used in a development will help to firmly establish and enhance the character and identity of the city centre, both in respect of the public realm and the built form of buildings and structures. High quality materials that are unique to the city centre, or emphasise a particular location within it, must be utilised. This will help to build upon the existing character of Portsmouth.

3.59 The image of the city will be reinforced by the built form, construction materials, decorative detailing such as towers or balconies, public art and even basic features such as windows and doorways. These features will also assist in making the area legible, familiar and distinctive. As a result, particular attention must be paid to the design and detailing of new development.
3.60 Bin and recycling storage facilities are important details that are often overlooked in new development resulting in impractical and unsightly storage enclosures. Particular regard must be given to the design of these features with storage provided within the building envelope, or as an integral structure designed and specified as part of the building. Adequate design and provision for commercial premises and apartments will be a particularly important consideration. All bin and recycling storage areas must be accessible to refuse lorries.

**Architectural lighting**

3.61 Development proposals should, where possible, incorporate architectural lighting into any public facing building. Such lighting can enhance the impact of a building, contribute to the 'sense of place' and add to the vibrancy of a location, as well as contributing to the 'safer' feel of the area. Any lighting schemes will need to consider the potential impacts on the amenity of nearby residents.
Designing out crime

3.62 The design and layout of buildings and public spaces play an important role in community safety issues. Good design and layout makes crime more difficult to commit, increases the likelihood of detection and improves public perceptions of safety.

3.63 When assessing any proposals for the city centre, the council will have regard to:

- the Reducing Crime Through Design SPD14,
- Crowded Places: The Planning System and Counter-Terrorism15, and

3.64 The council will also encourage any developers, architects and urban designers to have early engagement with Hampshire Constabulary’s Crime Prevention Design Advisor and Counter Terrorism Security Advisor.

Building in sustainability and enhancing biodiversity

3.65 It will be important for all proposals within the area to respond positively to issues of sustainable development. For example, all opportunities should be explored to incorporate green or ‘living’ roofs and walls, Combined Heat and Power (CHP) systems linked to a possible district heating network, the installation of solar water heating panels and / or photovoltaic cells. There are substantial south facing elevations in the area, where passive solar heating could be introduced.

3.66 In addition, water efficiency measures should also be incorporated into the design of new buildings, streets and spaces. This could include a sustainable drainage approach to surface water management, such as the inclusion of living green roofs and / or rainwater capture, as a way of managing surface water run-off.

3.67 These important measures can all contribute towards enhancing the sustainable development performance of the SPD area and help compliance with Policy PCS15 of the Portsmouth Plan.

3.68 In terms of biodiversity, the majority of the city centre represents, at present, a largely hard surfaced urban landscape. Opportunities to enhance biodiversity should be explored. Green roofs and walls can make a positive contribution for example, as can the extensive planting of street trees which will be encouraged throughout the SPD area particularly in the design and layout of the public realm.

3.69 The introduction of street trees can play a vital role in establishing a distinctive, high quality environment. They contribute to the appearance and character of an area, filter dust and pollution and help make streets feel quieter and calmer.

3.70 There are already fine examples of mature tree planting within the city centre particularly along Commercial Road, around Guildhall Square and within Victoria Park.

3.71 Where new tree planting is proposed it is important to consider the existing tree stock already present in the city centre, in terms of its character, function and how well it survives in the urban environment. Therefore, the council would recommend the following species, for:
• **Principal traffic routes**, Pine, Birch, Lime and Field Maples;

• **Principal pedestrian routes**, London Plane, Birch, Hornbeam and Elm;

• **‘Specimen trees’**, Catalpa, Tree of Heaven, Maple, London Plane and Holm Oak;

• **Clusters of planting**, False Locust, Sea Buckthorn and Claret Ash;

• **Narrow spaces**, Birch, Hornbeam, Ornamental Pear and Amelanchier.

3.72 In addition, there may be opportunities particularly along the edge of Victoria Park and alongside the railway embankment to introduce a planting mix that accommodates other native tree species, including English Oak, which can support a rich mix of native wildlife. This should be undertaken as part of a woodland mix managed over time so that oak becomes the dominant species with an under-storey of native shrubs.

3.73 The presence of underground services, including sewers, drains and cables will need to be carefully considered as part of the tree planting process.
4.0 Opportunity Sites

4.1 In order to achieve the vision and meet the objectives, a number of potential development and public realm opportunities have been identified. This section provides detailed guidance relating to development and the built form for the key opportunity sites.

4.2 Guidance against which development proposals will be assessed covers issues including:

- development aspirations;
- mix of uses;
- access points and entrances;
- key building elevations and active edges;
- storey heights;
- important corners and landmark opportunities;
- parking and servicing, and
- implementation issues.

4.3 Detailed building designs are not provided but the guidance aims to provide a basis from which detailed proposals can be drawn up by developers and landowners. A summary of the guidance for each of the key opportunity sites is provided in Table 1 at the end of this section.
View of the city centre, looking north from Winston Churchill Avenue. The coloured blocks give an indication of the form and massing for each of the opportunity sites.
4.4 The Commercial Road shopping area and north of Market Way is the main focus for new retail development and complementary uses within the city. It is important that this part of the city centre contributes to strengthening Portsmouth’s retail competitiveness and attracts investment to help improve the overall prosperity of the city.

4.5 This part of the city centre will be subject to major changes to the highway network (highlighted in section 3.0). Therefore, this area provides an exciting opportunity to improve and enhance the physical environment, from stunning new buildings, to creating a new shared surface on Market Way (a pedestrian friendly space that is accessible to public transport), and other public realm improvements which welcome people and businesses to the city.

4.6 The opportunity sites and public realm priorities are shown on the diagram opposite and are set out in more detail on the following pages and in section 5.0.
Figure 5: Development opportunities and public realm improvements in Commercial Road and north of Market Way

Site 1: Northern Quarter
Site 2: West of Commercial Road
A - Commercial Road
D - Market Way
E - St Agatha’s Place
F - City Centre Road Network
Site 1: Northern Quarter

4.7 Site description. The Northern Quarter is one of the principal development opportunity sites within the city centre, and the regeneration of the site is an important objective for the council. The site is located immediately north of the Cascades Shopping Centre and is bound by and includes: Charlotte Street, Brewer Street, and 191 Commercial Road (Michael's Menswear) to the south; City Buildings in Commercial Road and Lake Road to the east; and the former Pitt Street Gymnastics Centre site, Hope Street and Market Way to the west. The area also includes the site of the former Tricorn shopping centre, demolished in 2004 and now forming a temporary shoppers' car park.

4.8 An important feature of the site is its prominence, adjoining a key route into the city centre. In addition, St. Agatha's Church, which is a Grade II* listed building, provides a strong local landmark at the north west corner of the site. At present pedestrian access to the church is severed by the Cascades car park approach road. The site as a whole is accessed from Market Way with pedestrian routes linking it to Commercial Road, the Cascades and the area immediately to the north mainly occupied at present by Sainsbury's.

4.9 Development aspirations. The area has been subject to various planning permissions and a compulsory purchase order (CPO) to allow for comprehensive redevelopment. Both the planning permissions and CPO were not implemented and have now lapsed. However, the council is continuing to work in partnership with a development partner, Centros, to achieve the comprehensive development of this site to enable Portsmouth to compete with the UK's major retail destinations. With the aim of creating a city centre which is an attractive and vibrant place in which people feel safe and secure, both day and night.

4.10 This important gateway site, represents the only significant and most appropriate opportunity to accommodate the majority of the new retail floorspace required in the city (approximately 50,000m²) and create a mix of other uses within an exciting built form that positively contributes to the city.

4.11 It is important that the new development creates a pattern of streets that allows and encourages exploration through the city. Therefore, the layout should allow for the provision of four distinctive blocks of development with two immediately adjoining the existing northern elevation of Cascades (either side of the retained western entrance). The blocks should establish a connected network of open streets rather than a covered mall. The new shopping streets must link into the existing Cascades, Commercial Road, and north across Market Way to provide an effective retail circuit and enhanced pedestrian connectivity in this part of the city centre. There is also an opportunity to create a stand alone building at the top end of Commercial Road (eastern side), at the junction with Lake Road.

4.12 The blocks / buildings should be designed so that they provide a consistent identity and character to the area but allow for architectural variation and distinctiveness, particularly in key locations such as the Commercial Road frontage and the area around St Agatha's Church.
4.13 Development should also provide an enhanced setting for St Agatha’s Church, with the existing approach road to the Cascades car park rerouted via Hope Street (see Figure 3). A new area of public realm should be established through the layout of the development blocks around the church, with building elevations designed to provide opportunities for the space to be overlooked including active ground floor uses and associated outdoor seating areas, referred to in this document as ‘St Agatha’s Place’ (see section 5.0).

4.14 It is equally important that the site has a public transport, cycle and pedestrian friendly environment at the heart of its design. The layout of the development should allow for the new public transport route to be created along Market Way (also see section 5.0). Market Way will become an important arrival point with significant cross pedestrian movement into the new development, therefore the design of Site 1 should include retail units / cafés or other business premises fronting on to this route as well as direct pedestrian access to and from this route into the heart of the new development.

View of ‘Site 1 - Northern Quarter’ and parts of ‘Site 2 - West of Commercial Road’, looking south. The diagram illustrates one indicative form and massing option for the sites.
4.15 A new multi-storey car park should also be provided immediately north of Market Way with direct and level pedestrian access provided across Market Way into the development.

4.16 Mix of uses. Alongside the new retail floorspace (use class A1), which should be provided in a range of different store sizes, including a new department anchor store, a mix of other uses should also be provided. This could include cafés / restaurants (use class A3), leisure uses (use class D2), hotels (use class C1), residential (use class C3) and office / professional services (use classes B1 and A2). The range of uses should be designed to create a city centre ‘in use’ beyond the normal shopping hours.

4.17 Any residential units should occupy upper floors above ground and / or first floor commercial uses and incorporate balconies and roof terraces as part of the overall design of the building elevation. The design and orientation of the residential (use class C3) or hotel (use class C1) uses should also ensure that they are protected from potential noise and disturbance from the new highway network and adjoining or lower floor uses (in particular use class A3 or D2).

4.18 Access points and entrances. Entrances and access points need to be a key element of the overall design. Care should be taken to provide suitable arrival points and the overall design should include a defined alignment for pedestrian movement linking various elements, such as the entrance to Cascades, access to Market Way, upper floor uses and development beyond the boundary of this site.

4.19 Ground floor uses should be accessed from the new streets within the development and from Commercial Road, Market Way and the area around St Agatha’s Church. Similarly, upper floor uses should also be accessed from the main pedestrian routes and streets through and around the development.

4.20 Key building elevations and active edges. A strong frontage presence to existing and proposed streets will be an important design feature of development. Key building elevations should front Commercial Road, Market Way, the new pedestrian shopping streets running through the development and ‘St Agatha’s Place’.

4.21 Given the retail led nature of the development, active frontages to ground floor uses should also address all key streets and spaces within and around the scheme including the public transport route at Market Way. It will also be important for the new multi-storey car park to have an active edge addressing Market Way.

4.22 All elevations should enliven the streetscape and public spaces.

4.23 Storey heights. This is an important development site within the city centre that will need to accommodate a mix of uses including major retail and leisure development. As such development up to six storeys in height with some taller elements will be acceptable. Careful articulation of the principal development blocks will be required to ensure that the massing of the scheme does not become too uniform and heavy in appearance. This will be particularly important where development adjoins Commercial Road in order to respect the established character of the streetscene, and Market Way to provide an appropriate setting for the public transport route.
4.24 A taller building may be acceptable for the ‘stand-alone’ building on the junction with Commercial Road and Lake Road (see 4.27).

4.25 Important corners and landmark opportunities. All the corners of the development blocks should be emphasised through the design of the built form, particularly those addressing the main entrance onto Commercial Road, Market Way and ‘St Agatha’s Place’.

4.26 In addition, there is an opportunity for a prominent landmark corner to be introduced where Commercial Road meets Market Way. This will add prominence to an important location within the city marking the transition between the main retail part of Commercial Road and the development opportunities adjoining the road to the north. It will also assist in drawing pedestrians along Commercial Road from the south to the new development at the Northern Quarter thereby enhancing the overall legibility of the city centre.

4.27 For the junction of Commercial Road and Lake Road, a taller building, above 6 storeys in height, may also be acceptable provided it is of exceptional design and architectural standard. Care will need to be taken in ensuring a comfortable pedestrian environment is achieved around the base of a taller building taking account of wind and micro-climatic conditions that may be generated as a result.

4.28 Parking and servicing. Parking for the development will be provided in a new multi-storey car park adjoining Market Way. Access to the car park will be provided from the reconfigured highway network. Pedestrian access will be provided off Market Way adjoining the public transport route, with potential for a secondary access bridge across Market Way into the upper levels of the development. The car park should provide an active edge adjoining Market Way, which could be used for retail uses, a café or travel information centre.

4.29 The design of the car park must be carefully considered to ensure it makes a strong contribution to the quality and character of this part of the city. The overall design of the car park should give it the appearance of a building, with elevations utilising appropriate, high quality materials, detailing and cladding, and could include a ‘green wall’. The facility will occupy a prominent location and as such its design and appearance must be carefully considered as part of the overall architectural expression of the wider Northern Quarter development. A utilitarian parking structure will not be an acceptable design.

4.30 The design of servicing access will be particularly critical, especially as two of the main development blocks will have prominent elevations to all sides. It will be critical that the design and subsequent management and usage of servicing arrangements avoids any conflict with pedestrians using adjoining streets, particularly Market Way, and allows for the substantial part of the ground floor of proposed development blocks to provide active uses addressing the public realm.
4.31 Servicing requirements should be provided in two ways; firstly there is scope for servicing to be provided at roof top level utilising existing service access from Cascades (the original design of the building made allowance for this). If this servicing is progressed, care must be taken to avoid any potential conflict in the form of noise and disturbance to residential and / or hotel uses. Secondly, service provision could also be accessed from Lake Road / Commercial Road and Mile End Road / Hope Street with particular care taken to ensure that the service bays and entrances can be screened effectively from the adjoining public realm and designed to be an integral feature of the overall building facade.

4.32 In addition, pedestrian conflict must be designed to an absolute minimum, particularly at Lake Road / Commercial Road, to enable the street to function effectively as a shared surface space providing a safe pedestrian friendly environment with opportunities for cafes, restaurants and outdoor seating areas (also see D: Market Way in section 5.0). The council will expect the design and subsequent management of servicing arrangements to be carefully considered and designed.

4.33 All refuse and recycling areas must be incorporated into the built envelope of proposed buildings and hidden from the public realm.

4.34 Implementation issues. The council have a development agreement in place with Centros and are working in partnership to deliver the regeneration of this part of the city. It is anticipated that a planning application will be submitted in 2013, with the aim of development opening in 2018. Where necessary, the council will use Compulsory Purchase Order powers to secure and bring forward the comprehensive development of the site.

4.35 Site description. The site is located immediately to the west of Commercial Road, north of Market Way and incorporates the site of Sainsbury’s, the petrol filling station (PFS), the former ABC cinema site, All Saints car park, as well as other existing commercial and business premises that currently front Market Way. There are large areas of surface car parking associated with Sainsbury’s as well as significant areas of land given over to roundabout junctions. The pedestrian environment is fragmented as a result and, in locations where it is not fronted by development, there are limited opportunities for overlooking and surveillance. Although there is some tree planting the overall landscape character of the site is weak and does not contribute positively to the overall image of the city centre particularly as it is on a key approach from the north.

4.36 Development aspirations. The overall development aspiration for this site is to establish a stronger built form with improved pedestrian access. This is particularly important in terms of enhancing connections between the Continental Ferry Port to the north and the rest of the city centre.
Options for Site 2 - diagram on the left shows Sainsbury's retained, diagram on the right shows the site if Sainsbury's was redeveloped.
The site will already accommodate a new multi-storey car park for the development of Site 1: Northern Quarter. This could enable some of the existing surface car parking for Sainsbury’s to be redeveloped to provide a strong frontage development along Market Way and Commercial Road together with wider pavements to improve pedestrian accessibility (see A: Commercial Road in section 5.0).

The reconfigured highway layout also creates an opportunity to provide a landscaped space with ‘gateway’ features, welcoming people to the city centre. As well as enhancing pedestrian and cycle routes, particularly to Morrisons and the Continental Ferry Port to the west.

Development would comprise a number of flexible development blocks fronting Commercial Road and Market Way suitable for the provision of commercial office, residential or hotel accommodation with some above retail or cafés / restaurants premises at ground floor level. The redevelopment of the existing PFS would also simplify the road layout and provide additional frontage development potential. A replacement PFS could be provided at the former Victory Retail Park should land become available.

An alternative option for the site could be considered should Sainsbury’s chose to relocate. If the remainder of the site were to come forward for redevelopment at some point in the future an additional mix of retail, commercial or residential uses could be accommodated. This would also facilitate the provision of a new pedestrian route through the site providing an alternative to Commercial Road and providing further enhanced access between the Site 1: Northern Quarter and the Continental Ferry Port.

Mix of uses. The site should accommodate a flexible mix of city centre uses. This could include retail, particularly showroom premises where larger format and accessible sites are required (use class A1), café and restaurant uses (use class A3), financial / professional services (use class A2), hotel (use class C1), residential in the form of apartments (use class C3), or some office accommodation (use class B1).

Access points and entrances. Principal access points and entrances should be provided from Market Way and Commercial Road. Secondary entrance points should also be provided from parking areas in the centre of the site. The main entrance to Sainsbury’s could be reconfigured to address Market Way establishing a stronger frontage presence for the store. Should Sainsbury’s relocate entrance points should also be provided from the pedestrian route running through the centre of the site.

Key building elevations and active edges. Key building elevations should front Market Way and Commercial Road. Active ground floor uses should also be located adjoining Market Way and Commercial Road particularly where there are key pedestrian crossings and routes running north.

Storey heights. Development up to 6 storeys in height should provide a robust built form along Market Way and Commercial Road.
View of ‘Site 2 - West of Commercial Road’ with Sainsbury’s retained and parts of ‘Site 1 - Northern Quarter’, looking north. The diagram illustrates one indicative form and massing option for the sites.
4.45 **Important corners and landmark opportunities.** There is an important corner at the junction of Market Way and Commercial Road that should be emphasised as part of the built form of the development, potentially with an entrance point. Other important corners adjoin the proposed multi-storey car park on Market Way, and the proposed access road into Sainsbury’s at the junction with Commercial Road.

4.46 **Parking and servicing.** Parking should be provided as part of shared facilities with Sainsbury’s and could be included within the new multi-storey car park proposed as part of Site 1: Northern Quarter. Some limited operational parking may also be provided including short stay customer parking for hotel guests for example. Servicing requirements should be discretely provided and enclosed to the rear of development blocks away from key areas of the public realm.

4.47 Bin and recycling storage for hotel, café, restaurant and residential development must be provided within the buildings and away from the public realm.

4.48 **Implementation issues.** Development of this site is likely to be medium to longer term opportunity. It will be strongly influenced by the final detailed design of the preferred highway layout, and the future requirements of the PFS operator and Sainsbury’s.
View of ‘Site 2 - West of Commercial Road’, with Sainsbury’s redeveloped, looking north. The diagram illustrates one indicative form and massing option for the site.
Station Square and Station Street

4.49 Station Square and Station Street will become the business hub of the city centre and provide a range of uses and buildings to complement the adjoining areas, whilst enhancing the valued green space of Victoria Park.

4.50 This area is also a key arrival point for train and bus passengers, so it is important that they receive a strong and positive message that they have arrived in a vibrant, historic and attractive city.

4.51 The opportunity sites and public realm priorities are shown on the diagram opposite and are set out in more detail on the following pages and in section 5.0.

Key (for diagram to the right)
Site 3: Station Square west
Site 4: Stanhope Road west
Site 5: 89 and 89a Commercial Road
Site 6: Commercial Road Frontage
Site 7: Surrey Street west
Site 8: Surrey Street east
Site 9: Station Street north
Site 10: Station Street south
B - Edinburgh Road / Commercial Road South
C - Edinburgh Road / Queen Street
G - Victoria Park Gateway
H - Station Square
I - Station Street Central
J - Slindon Street
K - Station Street east
Figure 6: Development opportunities and public realm improvements in Station Square and Station Street
Site 3: Station Square west

4.52 Site description. Station Square west is located opposite Portsmouth and Southsea Railway Station and is bounded by Commercial Road to the east, Stanhope Road to the north and Victoria Park to the south and south west. The site is currently fenced and is used as a car park.

4.53 The former premises of Zurich Insurance are located to the north west of the site and represent a significant city landmark rising to 14 storeys (see Site 4: Stanhope Road west).

4.54 Development aspirations. Station Square west is a significant gateway site. There is an important opportunity to develop the site for a mix of city centre uses within a striking built form that positively contributes to the skyline of Portsmouth and addresses Station Square and Commercial Road, Stanhope Road and Victoria Park.

4.55 In particular, it will be critical for development proposals to establish a positive interface with Victoria Park, ensuring that this important city centre asset and valued green space is accessible and safely overlooked by adjoining development.

4.56 Mix of uses. Opportunities for an alternative mix of uses could be explored in this highly visible and accessible location opposite the station including office (use class B1), hotel (use class C1), residential (use class C3), leisure (use class D1 or D2) and ground floor retail (use class A1), café or restaurant (use class A3).

4.57 A mix of ground floor restaurant or café uses would be appropriate fronting Commercial Road and Stanhope Road. At upper floor levels, there is potential to provide commercial and leisure uses including hotel accommodation fronting Commercial Road and Stanhope Road.

4.58 Apartments should also form part of the development mix fronting onto Victoria Park. Care will need to be taken to include noise protection measures close to the railway line and to prevent sound transmission from adjoining or ground floor uses. Apartments fronting Stanhope Road and Commercial Road will not be acceptable given the potential for noise and disturbance generated from the former Drill Hall which is now a nightclub.

4.59 Access points and entrances. The entrances should form one of the structuring elements of the overall design, drawing people clearly into the development and ‘signposting’ the access points. The principal entrances to the development should be from Station Square fronting Commercial Road, and from Stanhope Road. No direct access should be available from the apartments into Victoria Park.

4.60 Victoria Park. The formation of an additional pedestrian access point into Victoria Park will be a vital structuring component of the layout of development. The access point should create a daytime link from Stanhope Road through the Park to the War Memorial and on to Guildhall Square. The link should run alongside the Zurich tower and establish a clear and direct visible route into the park.
Key building elevations and active edges. The edges of buildings should enhance the public realm by animating the surrounding streets and Victoria Park and encouraging on-street activity. Development on this site will therefore be required to:

- address Victoria Park and the new link between Victoria Park and Stanhope Road to ensure that they are secure and overlooked. Balconies and terraces should be provided to overlook the Park. Ground floor balconies should be slightly elevated from the ground floor level in order to maintain a degree of privacy for residents;

- front Station Square and Stanhope Road to create a robust elevation which encloses the public realm and provides active ground floor uses that introduce life and activity onto Station Square, Commercial Road and Stanhope Road. Development around Station Square should be set back to address the Station frontage and accommodate spill-out space, taking advantage of the south-easterly aspect of the location. This will also provide space for street tree planting.

Storey heights and landmark opportunities. This is a prominent city centre location. Development will need to respond to the listed station building and Drill Hall as well as the striking landmark formed by the Zurich tower that rises to 14 storeys.

Development of 6 storeys fronting Victoria Park and up to 10 storeys adjoining the Zurich tower on Stanhope Road will be appropriate to accommodate a robust mix of uses with landmark potential. In addition, development of between 6 and 8 storeys fronting Station Square / Commercial Road will provide a robust form of development to signpost this important city gateway and contain the public realm at Station Square and the entrance to Victoria Park.

Important corners. The corners of the development should address the street frontages of Commercial Road and Stanhope Road and the entrance to Victoria Park in order to provide continuation and assist in creating an active and lively public realm. The corner design should also enable the clear opening of the entrance to Victoria Park, expressed through the adjoining built form.

The diagrams on page 45 show how Station Square west and Site 4: Stanhope Road west could be developed.

Parking and servicing. Parking and servicing requirements should be accommodated within the centre of the development block. This will help to reduce the impact of parked vehicles on the street and will provide a clear distinction between the public and private areas of the development. Parking should be designed to be discretely hidden from view either underground or beneath a decked and landscaped garden area where feasible.

Access to the parking and servicing area will be from Stanhope Road. The entrance point will need to be carefully designed to ensure that it makes a positive contribution to the external appearance of the building. Consideration should be given to the loss of parking associated with the Zurich tower that will be incurred as a result of the redevelopment of existing car parks to the north and south-east of the building. Provision for secure cycle parking should also be made within the development.
Any redevelopment of the site must facilitate the closure of Victoria Park to the public during the evening and overnight. Redevelopment must also prevent evening and overnight access to pedestrian routes through the site. Consideration must be given to the removal and appropriate disposal of Japanese knotweed (Fallopia japonica) in this area.

Implementation issues. Following the relocation of Zurich Insurance from the site, planning permission was granted in March 2011 for the redevelopment of Station Square west and part of the adjacent site - Site 5: Stanhope Road west, (both sites are currently in the same ownership). The permitted scheme includes the conversion of the former Zurich building to a hotel and aparthotel, a new 11 storey hotel fronting Stanhope Road and a part 6 / 7 / 8 storey building fronting Stanhope Road and Commercial Road that will include B1 office floorspace and two A3 units at ground floor and 55 residential apartments on the upper floors. This permission has yet to be implemented.

Site 4: Stanhope Road west

Site description. Stanhope Road west is a crescent shaped site bounded by Stanhope Road, Edinburgh Road and Victoria Park. The site is occupied by a 14 storey office building, previously the headquarters of Zurich Insurance, and associated car parking. Both are accessed from Stanhope Road. The 14 storey tower represents a significant city landmark and provides a substantial amount of valuable B1 office space within the city centre. The curtain walled tower is elegantly detailed in dark glass and bronze and follows the curve of Stanhope Road over which it is partly cantilevered to form a colonnade.

Although Stanhope Road west is bounded by Victoria Park, the interface between the site and the Park is weak with a substantial fence and dense planting preventing physical and visual access. A key opportunity will be the enhancement of this relationship, providing better links between the city and the eastern flank of Victoria Park.

Development aspiration. The site offers a considerable opportunity within the city centre and could be structured around two distinct development blocks. Block 1 is focused around the former Zurich building. Block 2 occupies a prominent corner site adjoining the junction of Stanhope Road and Edinburgh Road. The two blocks should be divided by a new access point from Stanhope Road which will allow vehicular servicing of the development. By establishing two distinct blocks, a more contextually sensitive form of development may be considered.

Development of Stanhope Road west must respond to the landmark qualities of the former Zurich building and make a positive contribution to the skyline of Portsmouth. A strong interface with Victoria Park must form part of the layout of any development proposals. Buildings must address and overlook the Park, Stanhope Road and the proposed Park access (also see Site 3: Station Square west and public realm priority G: Victoria Park Gateways in section 5.0).
Options for Sites 3 and 4 - diagram on the left shows the Zurich building redeveloped, diagram on the right shows the site if the Zurich building was retained.
4.74 The Stanhope Road west site and context, together with Site 3: Station Square west, are shown on page 45. These diagrams show two options for the site relating to the retention of the Zurich tower or the comprehensive redevelopment of the site. An existing planning permission on the site includes the retention of the tower (see paragraph 4.69).

4.75 **Mix of uses.** Opportunities for a broad mix of uses should be explored on Stanhope Road west. Block 1 could retain the former Zurich tower for B1 office use (in accordance with Policy PCS11 of the Portsmouth Plan).

4.76 **Block 2 would be suitable for a mix of ground floor retail (use class A1), restaurant or café uses (use class A3) fronting Stanhope Road.** At upper floor levels there is potential for a mix of office space (use class B1) fronting Stanhope Road and residential development in the form of apartments (use class C3) fronting Victoria Park to the south and west.

4.77 **Access points and entrances.** The entrances to the development should form one of the structuring elements of the overall design, drawing people clearly into the development and ‘signposting’ the access points. The principal entrances to the development should be from Stanhope Road adjoining the new daytime access into Victoria Park, and from the Edinburgh Road / Stanhope Road corner.

4.78 **Key building elevations and active edges.** The edges of buildings on the site should enhance the public realm by animating the surrounding streets and Victoria Park, and encouraging on-street pedestrian activity. Development will therefore be required to address:

- Victoria Park and the proposed link to Stanhope Road, ensuring that it is secure and overlooked. Entrance points, windows, terraces and balconies and should be provided to overlook the Park. Ground floor balconies should be slightly elevated in order to maintain a degree of privacy for residents, and
- Stanhope Road and Edinburgh Road to create a robust elevation that encloses the public realm and provides active ground floor uses which introduce life and activity onto the street.

4.79 Wherever practical, principal elevations, habitable rooms, balconies and terraces should be orientated towards the south and west in order to benefit from passive solar gain and provide views across Victoria Park. There may also be an opportunity to consider an atrium space or ‘winter garden’ adjoining and opening onto Victoria Park which would create a structuring element to the development proposals and an attractive interface with the Park.

4.80 **Storey heights and landmark opportunities.** Development opportunities for Block 2 may consider a tall, landmark building adjoining the corner of Stanhope Road and Edinburgh Road. The height of development should step down to 15 storeys to the south of Block 2, corresponding with the height of the existing tower on Block 1.
4.81 Proposals for tall buildings of 10 or more storeys will need to be carefully assessed in terms of their:

- relationship with Stanhope Road, Edinburgh Road and Victoria Park to ensure that the public realm is well overlooked;
- potential for overshadowing of adjoining development and adverse micro-climate at street level;
- architectural and design excellence in making a positive contribution to the skyline of the city;
- parking and servicing arrangements, and
- relationship with adjoining listed buildings including the Drill Hall and the Catholic Cathedral on Edinburgh Road to ensure that the setting of these buildings is preserved or enhanced.

4.82 Reference should also be made to the guidance given on tall buildings in section 3.0.

4.83 Important corners. The following corners should be embellished to provide a visually distinctive form of development and to address the street frontage where they will assist in creating an active and lively public realm:

- Stanhope Road and the new access to Victoria Park;
- Stanhope Road, Edinburgh Road and the northern entrance into Victoria Park, and
- Stanhope Road and the proposed site access.

4.84 Parking and servicing. Parking and servicing requirements should be accommodated within the centre of the development block. This will help to reduce the impact of parked vehicles on the street and will provide a clear distinction between the public and private areas of the development. Parking should be designed to be discretely hidden from view either underground or beneath a decked and landscaped garden area.

4.85 Access to parking and servicing will be from Stanhope Road between the proposed development blocks and close to the location of the existing access into the former Zurich Insurance northern car park. Provision for secure cycle parking should also be made within the development.

4.86 Implementation issues. Development proposals will be subject to compliance with policy PCS11 of the Portsmouth Plan that requires the retention of employment uses previously contained in the Zurich tower and B1 office use of the site.

4.87 The conversion of parts of the Zurich tower, such as the ground floor fronting Stanhope Road for retail, restaurant or café bar use, or the top floors fronting Victoria Park for residential use, would be acceptable if the equivalent net quantum of B1 floorspace is retained and provided elsewhere within the Stanhope Road west site or the Station Square west site.
4.88 In addition, the complete conversion or redevelopment of the former Zurich tower would also be acceptable as part of a comprehensive scheme, again if the equivalent net quantum of B1 floorspace is provided within the Stanhope Road west site or adjacent Station Square west site. A mix of ground floor retail, café and restaurant uses would also be an acceptable part of the development mix particularly fronting Stanhope Road, Victoria Park and the new link between Stanhope Road and Victoria Park. Residential development in the form of apartments would be acceptable at upper floor levels fronting Victoria Park to the south and west.

4.89 Redevelopment of the tower could include a taller landmark building the design of which must be assessed against the criteria set out in paragraph 4.81 and guidance given in section 3.0.

4.90 Each of the options relating to the conversion of the tower or its redevelopment would need to be carefully considered within the context of policy PCS11 of the Portsmouth Plan. The council will only consider proposals for significantly reducing the amount of B1 office space to be provided on the site where developers are able to demonstrate to the council that:

• the quantum previously accommodated within the Zurich tower is not deliverable, and
• the alternative uses to be provided are appropriate to the location and provide equal employment opportunities.

4.91 Where the above criteria are met to the satisfaction of the council, applications for the re-use and redevelopment of the tower would be considered.

4.92 Any redevelopment of the site must facilitate the closure of Victoria Park to the public during the evening and overnight. Redevelopment must also prevent evening and overnight access to pedestrian routes through the site. Consideration must be given to the removal and appropriate disposal of Japanese knotweed (Fallopia japonica) in this area.

4.93 Also see paragraph 4.69 which refers to the planning permission granted, in March 2011, on part of the site.
4.94 **Site description.** This is a small development opportunity site located prominently on Station Square, opposite the station entrance and adjoining one of the principal entrances to Victoria Park.

4.95 The site is currently occupied by a hot food take-away and is within the ownership of the council. The existing buildings are in relatively poor condition and have a limited frontage presence onto Commercial Road.

4.96 **Development aspirations.** The site occupies a prominent location and should be redeveloped to provide an attractive and welcoming café facility (use class A3) for predominantly daytime and early evening use.

4.97 Occupying such an important site, the building should be a modern ‘architectural jewel’. There are good examples of small but unique cafés in Brindley Place and The Bull Ring in Birmingham (see opposite). The café building must front onto Commercial Road and Station Square providing opportunities for outside seating.

4.98 The design of the building should provide for clear pedestrian access under the railway bridge (a ‘pinch point’).

Costa coffee ‘Pod’, Bull Ring, Birmingham
Site 6: Commercial Road Frontage

4.99 Site description. The development opportunity comprises 104 to 114 Commercial Road, and an area of land immediately to the south adjoining Station Street.

4.100 Development aspirations. This is a key development site that should positively address ‘Station Square’ (see H: Station Square, in section 5.0) and Commercial Road, as well as setting a high development standard. Comprehensive redevelopment of the whole city block (to the corner with Surrey Street) and extension of the existing buildings or a combination of either option would be acceptable.

4.101 The site and context are shown on the diagram opposite. The diagram illustrates one indicative form and massing option for the site.

4.102 Mix of uses. The mixed use development must include active ground floor uses fronting onto ‘Station Square’ / Commercial Road and Station Street to enliven the public realm. This could include a café, restaurant (use class A3) or retail unit (use class A1). In order to contribute to introducing a larger resident population into the city centre, the upper floors could be occupied by apartments (use class C3). An alternative acceptable use could comprise small office suites (use class B1).

4.103 Access points and entrances. The principal entrance points to the development should be from Commercial Road and Station Street.

4.104 Key building elevations and active edges. Development should front Station Street and Commercial Road to create a robust elevation and enclose two key elements of the public realm. This will help to ensure that the spaces are safe and well overlooked by adjoining development.

4.105 Storey heights. Development in this location should be predominantly up to 6 storeys in height with the corner of Station Street / Commercial Road emphasised by development of up to 8 storeys. The Surrey Street corner should be stepped down to 4 storeys to respond to the listed bank building on the opposite corner.

4.106 Important corners. It will be important to establish a strong corner treatment at the Commercial Road / Station Street junction to ensure that development fronts both streets and makes the area more legible.

4.107 Parking and servicing. Parking and servicing requirements for the site should take place from the rear, off Surrey Street. Provision for secure cycle parking should also be made within the development.

4.108 Implementation issues. Whilst some recent improvements have been made, it will be important for the council, as a landowner, to proactively work with the other landowners to bring forward development of this prominent site. The site must be considered as a whole in order that a strong and robust development form is achieved that addresses both Commercial Road and ‘Station Square’.
View of ‘Site 6 - Commercial Road Frontage’, the planning permission granted for ‘Site 7 - Surrey Street West’ and ‘Site 8 - Surrey Street east’, looking north. The coloured blocks illustrate one indicative form and massing option for the sites.
Site 7: Surrey Street west

4.109 Site description. Surrey Street west comprises the former Post Office building at 8 Surrey Street. The building occupies a prominent location at the corner of Surrey Street and Station Street. It is of robust, utilitarian character with solid concrete and brick construction rising to 5 storeys in height. The principal point of access is from Surrey Street to the north.

4.110 Development aspirations. Surrey Street occupies a prominent corner location adjoining Station Street. Opportunities exist to create a landmark development close to a key city gateway (the station). The existing building is of robust construction and opportunities could be considered for its retention and conversion. Storeys could be added to maximise the flexibility of the accommodation provided. This would also make the development more sustainable through the re-use of an existing structure. However, re-use or redevelopment of the site would both be considered acceptable options.

4.111 Mix of uses. It will be important to include active ground floor uses fronting Station Street to enliven the public realm on this important route. This could include retail (use class A1), café or restaurant (use class A3), or leisure use (use class D2). The upper floors could provide a flexible range of uses including hotel accommodation (use class C1) or small office suites (use class B1). Apartments (use class C3) would also be an acceptable use on upper floors.

4.112 Access points and entrances. The principal access points should be from Station Street to the south and Surrey Street to the north. There is an opportunity to consider a canopy providing shade and also drawing attention to the entrance from Station Street.

4.113 Key building elevations and active edges. This is a prominent building with elevations fronting Station Street and Surrey Street to the east and north. Should retention be considered as the principal development option, it will be important to enhance the appearance of the building through the reworking of these elevations.

4.114 There is also the potential to add additional floors that could take the form of an elegant and lightweight structure with roof terraces overlooking the surrounding public realm, taking advantage of the southerly aspect.

4.115 Active ground floor uses should also take advantage of the southerly aspect fronting Station Street by providing spill out space. The elevations fronting Surrey Street should provide regular openings and windows to overlook the public realm.

4.116 Storey heights. Development of between 6 and 8 storeys will be acceptable to provide adequate containment of Station Street and a robust development edge in this prominent city centre location. A tall, landmark building may also be acceptable (see paragraph 4.118).

4.117 Parking and servicing. Parking requirements and servicing of the site should take place from the rear, off Surrey Street. Provision for secure cycle parking should also be made within the development.

4.118 Implementation issues. The site is within a single ownership. Planning permission was granted in January 2009 for a part 19-25 storey hotel (use class C1) (with two additional basement floors) and detached coffee bar (use class A3) on this site. The permission was renewed in December 2011 but is yet to be implemented.
Site 8: Surrey Street east

4.119 **Site description.** The Surrey Street east opportunity area centres on the car park to the south of Debenhams and associated land. It is bounded to the west by Surrey Street, to the east by Slindon Street and to the south by Station Street. The northern boundary of the site is defined by the southern elevation of Debenhams. This elevation is blank apart from a rear entrance that faces Slindon Street.

4.120 The site is open at present, principally given over to public and staff car parking that is accessed from Slindon Street. The prominent Station Street frontage is occupied by advertisement hoardings. There is an electricity substation located within the site adjoining Surrey Street.

4.121 The site and context are shown in the diagrams on pages 51 and 55. The diagrams illustrate one indicative form and massing option for the site.

4.122 **Development aspirations.** Surrey Street east is a large, regularly shaped development block with significant redevelopment potential. There is an opportunity to provide a robust built form that addresses the existing street pattern around the site, making a positive contribution to the character of the station gateway area and repairing the fabric of the city.

4.123 **Mix of uses.** Opportunities for a mix of uses should be explored in this highly visible and accessible location. A hotel (use class C1) would be particularly suitable close to the station with associated ground floor café and restaurant (use class A3) fronting Station Street – this is the preferred use for the site. In addition, business accommodation and meeting space (use class B1) could also be incorporated to address an identified need within the city. An element of residential development (use class C3) in the form of apartments may also be considered fronting either Surrey Street or Slindon Street.

4.124 **Access points and entrances.** The principal access points and entrances should be taken from Station Street which is the busier and more prominent street. An entrance towards the south western corner of the site would be particularly visible from Station Square and the northern part of the station forecourt.

4.125 It will be important for the rear entrance to Debenhams to remain visible and accessible from Slindon Street. Access to the development site flanking Debenhams to the east should be taken from Slindon Street.

4.126 **Key building elevations and active edges.** Development should front Station Street, Slindon Street and Surrey Street to create robust elevations and enclose the public realm. Active ground floor uses should front onto Station Street to enliven the public realm on this important route. This could be incorporated within a colonnade that provides a contained spill out space for outdoor seating. A double height ground floor would also provide drama and interest along the Station Street elevation.
4.127 **Storey heights.** Development should be between 6 and 10 storeys in this location with a focus in height on Station Street to provide containment of the public realm and the bus interchange facility at ‘Station Street central’ (see section 5.0).

4.128 **Important corners and landmark opportunities.** It will be important to establish a strong corner at Station Street / Surrey Street to provide a landmark opportunity of up to 10 storeys that draws people east along the street from Station Square, making the area clearer and more legible. It will also be important to provide a robust corner at Station Street / Slindon Street. This will ensure that development fronts each street and overlooks the public realm.

4.129 The corner of Slindon Street and Yapton Street should also be strengthened through the design of the built form to draw people down from Arundel Street and to form a gateway into the station area.

4.130 **Parking and servicing.** It will be important to ensure that the existing public car parking provision is maintained within the site, including the provision of, and access to, parking spaces for disabled users. Access should be retained from Slindon Street and parking should be accommodated within the centre of the development block with opportunities for basement parking explored. Provision for secure cycle parking should also be made within the development. Parking should be designed to be discretely hidden from view either underground or beneath a decked and landscaped garden area where feasible.

4.131 The servicing, access and parking requirements of Debenhams will also need to be retained.

4.132 **Implementation issues.** The site is within the control of private landowners and is considered to be a medium to long term opportunity.

4.133 Debenhams are a key development partner and the operational needs of the store will need to be carefully accommodated. The electricity substation adjoining Surrey Street will also need to be considered as part of the design and layout of the site.

4.134 **Site description.** Station Street north occupies a self-contained city block bounded to the south and east by Station Street, to the west by Slindon Street and to the north by Lower Church Path from which vehicular access into the site is currently derived. The site is owned by Royal Mail and is used as a central postal sorting depot with associated office and other operational accommodation. The site also contains the principal Post Office for the city centre with counter services accessed from the Slindon Street frontage.

4.135 Royal Mail operations on the site are accommodated within a single building that occupies the entire city block. The current building dates from the 1960s. There is a 6 storey tower fronting Slindon Street above a podium level of between 2 and 3 storeys. The building is weak in terms of its, at best, functional appearance and has largely blank elevations addressing the surrounding streets.

4.136 The site and context are shown on the diagram opposite. The diagram illustrates one indicative form and massing option for the site.
View of ‘Site 8 - Surrey Street east’ and ‘Site 9 - Station Street north’, looking north-west. The diagram illustrates one indicative form and massing option for the sites.
4.137 Development aspirations. The site offers a considerable opportunity. It occupies a large city block through which there is presently no access. There is an opportunity to restructure the block in two ways. Firstly to re-establish the route of Surrey Street through the site. This would have the benefit of improving accessibility around the SPD area particularly into Slindon Street and Arundel Street.

4.138 Re-establishing Surrey Street would mean that development can be clearly structured around two robust blocks, one to the north of Surrey Street and one to the south, which could accommodate a broad mix of uses and create a more contextually sensitive development that enhances the character of the area.

4.139 Finally, it would mean that the currently awkward relationship between development that fronts Arundel Street and backs onto Lower Church Path can be resolved through the formation of the northern development block. This would give a clearer distinction between the public realm on Slindon Street, Arundel Street and the reinstated section of Surrey Street, and the more private parking and servicing areas accessed from Lower Church Path.

4.140 The second restructuring opportunity would be the realignment of Station Street around the south eastern corner of the site. Again this would help to re-establish the more historic street pattern that existed in the area. It would also provide for additional development land to be created, part of which is within the ownership of the council and is currently given over to the highway.

4.141 The south eastern corner of the site is particularly weak in terms of the way it addresses the street. Restructuring the area through the realignment of Station Street would therefore represent a more efficient use of land in this important city centre location.

4.142 Mix of uses. A mix of city centre uses should comprise ground floor retail (use class A1), potentially retaining the Post Office counter service if considered operationally necessary by Royal Mail. In addition, there may be an opportunity for a café or restaurant (use class A3) fronting Station Street to enliven the public realm and take advantage of the southerly aspect. On the upper floors there is scope for office uses (use class B1) or residential (use class C3).

4.143 Access points and entrances. Principal access points and entrances for the development block south of the re-established Surrey Street should be accommodated from Slindon Street.

4.144 The northern block should have a principal access point and entrance from Surrey Street to increase activity and surveillance of the public realm. Ground floor uses may also be accessed from Slindon Street or Station Street.

4.145 Key building elevations and active edges. Key building elevations should front Station Street, Slindon Street and the re-established Surrey Street to create a robust built form that frames the street pattern and public realm.

4.146 In order to enliven the public realm (including the bus interchange at ‘Station Street central’, see section 5.0) and to take advantage of the southerly aspect, active frontages should be provided along Slindon Street, running towards Arundel Street, and at the corner of Slindon Street and Station Street.
4.147 **Storey heights.** Development of up to 6 storeys in height will be acceptable in this location, with the landmark opportunity at the corner of Station Street and Slindon Street and the corner of Station Street and Lower Church Path up to 8 storeys in height (see below).

4.148 **Important corners and landmark opportunities.** It will be important to establish a strong corner treatment at Station Street / Slindon Street to provide a landmark opportunity that is visible from Station Square and that helps to frame the public realm and bus interchange facility at ‘Station Street central’. This will also help to make the area more legible.

4.149 There is also a landmark opportunity at the corner of Lower Church Path and Station Street close to an important city centre gateway at the Arundel Street junction and crossing.

4.150 The corner of Slindon Street and Lower Church Path should also be strengthened through the design of the built form to draw people down from Arundel Street and form a gateway into the Station area.

4.151 As part of a comprehensive redevelopment of the site a taller landmark building, of exceptional architectural and design quality, may be acceptable if it helps to bring forward the redevelopment of the site and secure any necessary relocation of existing Royal Mail facilities. The design of the building would need to incorporate acceptable parking and servicing arrangements, the provision of active ground floor uses that address the street and carefully consider issues of microclimate and overshadowing.

4.152 **Parking and servicing.** Parking and servicing requirements should be accommodated within the centre of the development block. Provision for the northern block should be made from Lower Church Path. Provision for the southern block should be made from the re-established Surrey Street. Provision for secure cycle parking should also be made within the development. Parking should be designed to be discretely hidden from view either underground or beneath a decked and landscaped garden area where feasible.

4.153 **Implementation issues.** This is likely to be a longer term development opportunity given that Royal Mail is an operational facility and redevelopment would be predicated on finding an alternative site. It will be important to retain the Post Office counter and retail services if considered operationally necessary by Royal Mail, even if the sorting office element is relocated elsewhere.

4.154 It will be important to take account of Royal Mail’s operational needs within the city. The council, as a part landowner, should seek to work with Royal Mail to bring the site forward for a mixed use scheme retaining employment generating uses on the site. It will be important to ensure that sufficient value is generated from the redevelopment of the site to facilitate the relocation of Royal Mail’s facilities.
Site 10: Station Street south

4.155 Site description. The Station Street south area is bounded to the north by Station Street, to the south by the railway line, to the west by the station buildings and to the east by Durham Street. The site accommodates a single story retail unit currently occupied by Matalan. The main frontage of this building overlooks the associated car park (accessed from Station Street) much of which is allocated as a bus interchange facility within the adopted Portsmouth Plan. Servicing of the retail unit is to the rear off Durham Street.

4.156 Development aspirations. This site offers significant potential for redevelopment in a highly accessible location. Higher density development accommodating a mix of uses would help to generate a stronger built form overlooking the new interchange facility. It will be important to ensure that development enhances the setting of the adjoining listed station building and provides a safe and attractive environment for rail and bus users.

4.157 The site is shown in the diagram, on the page opposite. It illustrates one indicative form and massing option for the site.

4.158 Mix of uses. A mix of uses should be accommodated within the site including ground floor retail (use class A1) and café / restaurant (use class A3) overlooking the interchange facility with offices (use class B1) above. The remainder of the site should accommodate residential development (use class C3) in the form of apartments or town houses. Care will need to be taken to include protection measures against noise and poor air quality in this location which is close to the railway line and will be immediately adjacent to the bus interchange. Measures should also be taken to prevent sound transmission from adjoining or ground floor uses.

4.159 Access points and entrances. The main entrances to the retail units should front the bus interchange at ‘Station Street central’. The principal access points and entrances for the remainder of the site should be from Station Street and Durham Street.

4.160 Key building elevations and active edges. It will be important that key elevations front Station Street, the bus interchange and Durham Street to create a robust elevation and to enclose the public realm. Active ground floor uses must address the bus interchange at ‘Station Street central’ to enliven the public realm in this important location.

4.161 Storey heights. Development of between 4 and 8 storeys in height will be acceptable in this location. Buildings up to 8 storeys should front onto the bus interchange at ‘Station Street central’ and address Station Street, with buildings up to 4 storeys fronting Durham Street.

4.162 Important corners. It will be important to enhance the corner of the development at Durham Street and Station Street, drawing people along Station Street from the Arundel Street crossing and making the area more legible. The corner at Station Street and the bus interchange should also be defined to ensure that development fronts and overlooks the public realm.
4.163 **Parking and servicing.** Parking and servicing should be accommodated within the centre of the development block accessed from Durham Street. A clear distinction should be made between the servicing area for commercial units and residents’ parking in order to ensure a safe, secure and attractive environment. Provision for secure cycle parking should also be made within the development. Parking should be designed to be discretely hidden from view either underground or beneath a decked and landscaped garden area where feasible.

4.164 **Implementation issues.** The site is within a single ownership. It will be important to ensure that sufficient development value can be delivered to help secure land for the bus interchange facility.

4.165 This will include the comprehensive redevelopment of the site to jointly bring forward the interchange, and the design and layout of the site will need to accommodate this facility. Further details are given in section 5.0.
The Guildhall area

4.166 The Guildhall area will be a vibrant city quarter supporting a mix of business, cultural, leisure, and learning activities and new places to live. Guildhall Square will continue to provide a focal point within the city, a world-class space programmed with activities throughout the year, and, together with Guildhall Walk, a destination for sophisticated entertainment during the day and throughout the evening. City scale development will frame elegant streets and public spaces linking seamlessly into adjoining quarters and contributing to a thriving, economically dynamic city.

4.167 The opportunity sites and public realm priorities are shown on the diagram opposite and are set out in more detail on the following pages and in section 5.0.

Key (for diagram to the right)
Site 11: Enterprise House and Midland House
Site 12: 2-10 Isambard Brunel Road
Site 13: Chaucer House
Site 14: Greetham Street and Drummond House
Site 15: Navigators Resource Centre
Site 16: Isambard Brunel Surface Level Car Park
Site 17: Police Station and Law Courts
Site 18: Dorothy Dymond Car Park
Site 19: Telephone Exchange
Site 20: Guildhall Corner
L - Guildhall Square
M - Isambard Brunel Place
N - Guildhall Walk
O - King Henry I Street
P - Winston Churchill Avenue / Hampshire Terrace
* - Planning permission granted for extension to New Theatre Royal, see paragraph 5.72
Figure 7: Development opportunities and public realm improvements in the Guildhall area
Site 11: Enterprise House and Midland House

4.168 Site description. Enterprise House and Midland House are located between Isambard Brunel Road, Dugald Drummond Street, and Portsmouth & Southsea Railway Station and are prominent sites within the city centre.

4.169 Enterprise House is an L-shaped building with the tallest element set at ninety degrees to Isambard Brunel Road and a lower wing fronting the road. It rises to 10 storeys in height, 3 storeys fronting Isambard Brunel Road with an open undercroft at ground floor level addressing the road. There is a small surface car parking area behind the building accessed from Dugald Drummond Street. There is also an electricity sub-station accommodated in the car park. The building is occupied and accessed from an entrance off Isambard Brunel Road.

4.170 Midland House is a 4 storey building with an open undercroft at ground floor level. It is currently vacant and has been subject to redevelopment proposals, none of which have been implemented. Despite the open undercroft the building presents a barrier to pedestrian movement between the railway station and Guildhall Square, the undercroft being an uninviting space to pass through.

4.171 There is a short section of highway between Midland House and Enterprise House providing access between Dugald Drummond Street and Isambard Brunel Road. Dugald Drummond Street also runs behind Midland House providing access into Greetham Street and Isambard Brunel Road to the east.

4.172 Development aspirations. Enterprise House and Midland House already provide an important office function in the city centre, although Midland House has proved hard to let in recent years. Subject to agreement with the owners of the buildings there is an opportunity to redevelop the site more intensively. Development could comprise three interconnected buildings providing a new landmark rising up to 15 storeys in height and comprising new office accommodation with, potentially, a hotel.

4.173 Importantly there is also a significant opportunity to reconfigure the public realm utilising the short stretch of existing highway land between Midland House and Enterprise House as a development site and pulling development away from the pedestrian through route between the railway station and Guildhall Square by a corresponding amount. This would provide a more attractive and direct pedestrian access route from the railway station and establish a new area of public realm in a key location (see M: Isambard Brunel Place, in section 5.0). Vehicular traffic, particularly taxis, would continue to access the station along Dugald Drummond Way to the junction with Greetham Street and Isambard Brunel Road.

4.174 Mix of uses. The site could be redeveloped primarily for office accommodation (use class B1) in order to support the commercial character of this part of the Guildhall area. A café (use class A3) should be accommodated over part of the ground floor primarily addressing ‘Isambard Brunel Place’ in order to enliven the public realm. In addition, part of the site could come forward as a hotel (use class C1) or residential development (use class C3) particularly fronting Isambard Brunel Road.
4.175 **Access points and entrances.** The main pedestrian access points and entrances into the development will be from Isambard Brunel Road and from the new area of public realm at ‘Isambard Brunel Place’. An interconnected lobby arrangement could also provide access into Dugald Drummond Street towards the main entrance to the railway station.

4.176 **Key building elevations and active edges.** The principal building elevations will address Isambard Brunel Road and the new area of public realm at ‘Isambard Brunel Place’. An active edge addressing the space should also be provided with potential for a coffee shop or café occupying part of the ground floor of the building.

4.177 **Storey heights.** The opportunity site adjoins Portsmouth & Southsea Railway Station which is a key gateway to the city. As such there is scope for development of between 10 and 15 storeys in height in order to signify the importance of the location within the wider city. Development should rise in height across the site from east to west.

View of ‘Site 11 - Enterprise House and Midland House’, looking north. The diagram illustrates one indicative form and massing option for the site.
4.178 It will be important to consider the amenity of occupiers of the student residential accommodation in Margaret Rule Hall when considering the scale and massing of development proposals, particularly at the eastern edge of the site.

4.179 Important corners and landmark opportunities. There is both an important corner and landmark opportunity within the site addressing the new area of public realm at ‘Isambard Brunel Place’. This part of the development should be up to 15 storeys in height and will assist the legibility of the Guildhall area drawing pedestrians through Guildhall Square towards the railway station and beyond into Commercial Road.

4.180 A taller building, potentially up to 20 or more storeys in height, may also be acceptable in this location provided it is of exceptional design and architectural standard and assists in the overall regeneration of the area. Care will need to be taken in ensuring a comfortable pedestrian environment around the base of a taller building taking account of wind and micro-climatic conditions that may be generated as a result.

4.181 Parking and servicing. The site is in a highly accessible location adjoining the railway station. Parking facilities are also available within the Isambard Brunel multi-storey car park accessed from Alec Rose Lane. However, a small car park may be provided accessed from Dugald Drummond Street. Servicing provision for the café should be incorporated into the built envelope of the building including refuse and recycling bins.

4.182 Implementation issues. The site is within private ownership and development is therefore dependent on agreement with landowners, particularly relating to opportunities for a land exchange in order to release space for ‘Isambard Brunel Place’. Enterprise House is also currently occupied and will be subject to lease arrangements, although Midland House is vacant and has been for some time.

4.183 The location of an electricity substation adjoining Enterprise House and Dugald Drummond Street will also need to be accounted for as part of the design and layout of the site.

4.184 In terms of potential phasing the site could come forward in two principal phases. The first could see the redevelopment of Midland House incorporating the existing highway land and making provision for ‘Isambard Brunel Place’. The second phase would see the redevelopment of Enterprise House for either one or two parallel blocks of development depending upon market conditions and the requirements of the owners.

Site 12: 2-10 Isambard Brunel Road

4.185 Site description. The site is prominently located adjoining Guildhall Square, the War Memorial and entrance to Victoria Park, and Isambard Brunel Road. At present the site is occupied by a number of three storey buildings providing a mix of retail, takeaway and leisure uses predominantly fronting and accessed from Isambard Brunel Road.

4.186 A pedestrian walkway between the buildings gives access to the War Memorial and Victoria Park. Overall, however, the existing development provides a poor setting for the War Memorial and park entrance with blank elevations and refuse storage areas addressing the space. There are however a number of fine, semi mature London Plane trees to the rear of the premises which should be retained.

4.187 In addition, the overall scale and form of the development is tired and dated and contributes little to character of the Guildhall area particularly as it overlooks the main route to the railway station, a key gateway.
4.188 Development aspirations. The opportunity exists to establish a more distinctive, city scale development form in a prominent location. As well as strengthening the Isambard Brunel Road frontage development should provide a stronger setting for the War Memorial and Victoria Park entrance with opportunities for overlooking and passive surveillance. The development could take the form of single building or a pair of buildings. The key design feature should be a link through to the War Memorial and Victoria Park, this could be a physical or visual link.

4.189 Mix of uses. The site could be redeveloped primarily for office accommodation (use class B1) in order to support the commercial character of this part of the Guildhall area. A small retail (use class A1) or café (use class A3) use could be accommodated over part of the ground floor primarily addressing the new area of public realm at ‘Isambard Brunel Place’ (see section 5.0) in order to enliven the space.
4.190 **Access points and entrances.** The principal pedestrian access points and entrances into the upper floor office accommodation should be provided by means of a ‘lobby’ from ‘Isambard Brunel Place’ (see section 5.0) with a secondary means of access through from the War Memorial and Victoria Park. The retail or café use should be accessed directly from ‘Isambard Brunel Place’.

4.191 **Key building elevations and active edges.** The prominence of the site means that key elevations should address ‘Isambard Brunel Place’ and the War Memorial and Victoria Park entrance. Active edges should be established along ‘Isambard Brunel Place’.

4.192 **Storey heights.** Development(s) up to 6 storeys in height will be acceptable in this location in order to maintain the Guildhall clock tower as the dominant landmark, with potential for development up to 8 storeys on the northern part of the site adjoining the railway line.

4.193 **Important corners.** The northern corner of the site is important, as it will be visible from ‘Isambard Brunel Place’ and the key pedestrian route from the railway station and Guildhall Square. The design and layout of any building will need to give this corner prominence.

4.194 **Parking and servicing.** The site adjoins the railway station and on-site parking provision is not therefore a requirement. Servicing provision for the retail / café unit should be incorporated into the built envelope of the building including refuse and recycling bins. External storage adjoining the public realm will not be acceptable. There is also space for refuse and recycling bins immediately adjoining the railway embankment adjoining the northern flank of the building. Again, these must be screened from the adjoining public realm utilising appropriate, high quality gates and enclosures that from part of the overall design of the building.

4.195 **Implementation issues.** The site is controlled by the council but requires private investment to enable delivery. The council will also need to work with existing businesses to either accommodate them within the new proposals or help them to find suitable alternative accommodation.

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**Site 13: Chaucer House**

4.196 **Site description.** The site, fronting onto Isambard Brunel Road, is a prominent and accessible city location that adjoins the Civic Offices and is close to Portsmouth & Southsea Railway Station.

4.197 **Chaucer House** currently rises to three stories with a ground floor occupied by a mix of small retail units and upper floors comprising offices. The main entrance points for the office accommodation and retail units is from Isambard Brunel Road, with secondary access and servicing from Charles Dickens Street.

4.198 Although Chaucer House is fully occupied at present it does not make a strong contribution to the overall character of the Guildhall area and is somewhat dwarfed by the height of the adjoining Margaret Rule Hall and the Dickens Wing of the Civic Offices. There is an opportunity to potentially redevelop the site more intensively than at present introducing a more distinctive and higher quality built form.
4.199 **Development aspirations.** The site should be redeveloped principally occupying the same footprint to the existing Chaucer House but with the potential for a taller building on the site to maximise the available accommodation.

4.200 The form and character of the development should complement proposals for Site 11: Enterprise House and Midland House and Site 12: 2-10 Isambard Brunel Road to establish a coherent identity to the area.

4.201 The proposed building would also provide a mix of ground floor uses fronting and overlooking Isambard Brunel Road and surrounding streets and pedestrian routes.

4.202 **Mix of uses.** The site could accommodate a mix of city centre uses. Office accommodation (use class B1) would support and enhance the role of the Guildhall area and adjacent Station Square & Station Street area. Student housing (use class C1) would also be an acceptable use complementing existing accommodation in the area.

4.203 At ground floor level reception space should be provided in addition to retail and commercial premises including a café or restaurant (use classes A1, A2 and A3).

View of ‘Site 13 - Chaucer House’, looking south-east. The diagram illustrates one indicative form and massing option for the site.
4.204 **Access points and entrances.** The main entrance points to the upper floor uses of the building should be provided from Isambard Brunel Road, with secondary access from Charles Dickens Street. A central atrium space could provide dual access onto the upper floors from both sides of the building. Ground floor uses should primary be accessed from Isambard Brunel Road.

4.205 **Key building elevations and active edges.** Key building elevations should front Isambard Brunel Road including active ground floor uses and potentially turning the corner addressing the pedestrian route from Charles Dickens Street. Secondary pedestrian access to upper floor uses should be provided from Charles Dickens Street to introduce some activity onto the street.

4.206 **Storey heights.** In order to maximise the potential reuse of the site development of up to 8 storeys in height would be acceptable.

4.207 It will be important to consider the amenity of occupiers of the student residential accommodation in Margaret Rule Hall when considering the scale and massing of development proposals, particularly at the eastern edge of the site.

4.208 **Important corners and landmark opportunities.** The corner of the building adjoining Isambard Brunel Road and the pedestrian route from Charles Dickens Street should be emphasised as part of the development. This will help mark the building in the streetscene when viewed from the key pedestrian route between the station and Guildhall Square, and the new area of public realm at ‘Isambard Brunel Place’ (see section 5.0).

4.209 **Parking and servicing.** Parking for the site will primarily be accommodated within the Isambard Brunel multi-storey car park accessed from Alec Rose Lane. Servicing access for the ground floor retail and commercial uses should be provided from Charles Dickens Street with care taken to enclose storage and service bays screening them from the public realm. Refuse and recycling storage should be incorporated into the built envelope of the building. External storage adjoining the public realm will not be acceptable.

4.210 **Implementation issues.** As with Site 12, this site is controlled by the council but requires private investment to enable delivery. The council will also need to work with existing businesses to either accommodate them within the new proposals or help them to find suitable alternative accommodation.

4.211 **Site 14: Greetham Street and Drummond House**

4.212 Drummond House is a three storey building with a car parking area accommodating 21 cars. It is currently occupied by the Citizens Advice Bureau. The building is contemporary with others in the immediate location, Margaret Rule Hall and Enterprise House, and makes little contribution to the character of the Guildhall area. There are however several semi-mature trees around Drummond House and Greetham Street which should be retained as part of the layout of redevelopment proposals.

4.213 This site forms part of a number of development opportunities focused around Isambard Brunel Road. Together there is potential for these sites to establish a much stronger and attractive cityscape.
4.214 Development aspirations. There is an opportunity to consider both sites as a comprehensive redevelopment opportunity establishing a pair of buildings either side of Dugald Drummond Street. This would help frame the public realm in this location and provide a stronger termination to the vista along Isambard Brunel Road particularly when entering the Guildhall area from Winston Churchill Avenue.

4.215 An important consideration for the Greetham Street site is the requirement to provide storage and parking for the market traders (existing facilities will be redeveloped as part of Site 1: Northern Quarter). This requirement will need to be incorporated as part of the design and layout of proposals on the car park site.

4.216 Mix of uses. Alongside market trader stores, the sites could accommodate a mix of uses including offices (use class B1), student housing (use class C1) and / or residential (use class C3) in the form of apartments. Small scale retail (use class A1) or cafés (use class A3) could also be accommodated at ground floor level, particularly on the Drummond House site which has a prominent frontage on Isambard Brunel Road. Care must be taken to include protection measures against noise and poor air quality in this location which is close to the railway line.

View of ‘Site 14 - Greetham Street and Drummond House’, looking north. The diagram illustrates one indicative form and massing option for the site.
4.217 Access points and entrances. Vehicular access into both sites will be maintained from Dugald Drummond Street via Greetham Street. Main pedestrian entrance points should be established at the corners of the development sites at the junction of Dugald Drummond Street, Greetham Street and Isambard Brunel Road.

4.218 Key building elevations and active edges. Key building elevations should address Isambard Brunel Road, Greetham Street and Dugald Drummond Street in order to provide opportunities for surveillance of the public realm by occupiers of the buildings. There is the potential for an active frontage addressing Isambard Brunel Road which could be occupied by a small retail unit or café.

4.219 Storey heights. Development of up to 6 storeys in height would be acceptable on the site. This would establish a robust built form to Isambard Brunel Road, contributing to the character of this part of the Guildhall area. It would also help terminate the vista viewed along Isambard Brunel Road from the south.

4.220 Important corners. There are opportunities for important corners to be established either side of Dugald Drummond Street with a particular emphasis given to the corner addressing Isambard Brunel Road in order to help terminate the vista when viewed from the south.

4.221 Parking and servicing. Parking and servicing should be discreetly located to the rear of each site accessed from Dugald Drummond Street.

4.222 Implementation issues. The site is controlled by the council. The delivery of the market trader stores on Greetham Street will need to be phased with the planned delivery of Site 1: Northern Quarter.

4.223 Site description. The Navigators Resource Centre is located at 36-40 Isambard Brunel Road at the junction with Alec Rose Lane. The 3 storey building is used as office accommodation. The brick built building adjoins Margaret Rule Hall and is typical of the period it was constructed. It now has a dated appearance and although it occupies a relatively prominent location does not address the street in a positive way, there being a limited number of windows and entrances.

4.224 This is another site which forms part of a number of development opportunities focused around Isambard Brunel Road. There is potential to establish a much stronger and attractive cityscape from what is presently a rather fragmented part of the Guildhall area and city centre.

4.225 Development aspirations. The corner site could be redeveloped with a much more robust development form that addresses the adjoining streets and contributes towards strengthening the overall character of the Guildhall area.
4.226 There is an opportunity to reclaim road space currently occupied by the entrance to an underpass beneath Isambard Brunel Road. The underpass is now largely redundant because strategic vehicle movements are no longer routed through Isambard Brunel Road. Should it be infilled this would increase the developable area of the site and provide a greater frontage presence addressing Isambard Brunel Road and Alec Rose Lane.

4.227 Mix of uses. A mix of uses could be accommodated on the site including offices (use class B1), student accommodation (use class C1), or education or community uses (use class D1).

4.228 Access points and entrances. The main servicing and vehicular access point should be provided from Alec Rose Lane and Charles Dickens Street, with a main pedestrian entrance located at the corner of the site addressing Isambard Brunel Road.

4.229 Key building elevations. Key building elevations should address Alec Rose Lane and Isambard Brunel Road.

4.230 Storey heights. Given the scale and context of adjoining buildings, particularly Margaret Rule Hall, development of the site could be up to 6 storeys in height.

4.231 It will be important to consider the amenity of occupiers of the student residential accommodation in Margaret Rule Hall when considering the scale and massing of development proposals, particularly at the western edge of the site.

4.232 Important corners. An important corner should be emphasised adjoining the junction with Alec Rose Lane and Isambard Brunel Road. The corner should accommodate the principal pedestrian entrance into the development and should correspond to the corner in Site 16: Isambard Brunel Surface Level Car Park to define a gateway into Alec Rose Lane.

4.233 Parking and servicing. A small service and parking area could be accommodated to the rear of the development block accessed from Charles Dickens Street.

4.234 Implementation issues. This is a small site that may be challenging to bring forward for redevelopment in the short term because of costs associated with demolition of the existing building and limited value that may be generated. In addition, development would be dependent on the removal of the underpass beneath Isambard Brunel Road. This may mean in the short to medium term the building is retained and perhaps converted to other uses.

Site 16: Isambard Brunel Surface Level Car Park

4.235 Site description. The Isambard Brunel multi-storey car park is an important facility within the Guildhall area and will be retained to serve existing and proposed development. However, the surface level car park, located between the multi-storey facility and Isambard Brunel Road and accessed from Alec Rose Lane, represents an important development opportunity.

4.236 Together with Site 14: Greetham Street and Drummond House, Site 15: Navigators Resource Centre and part of Site 17: Police Station and Law Courts, this forms part of the development opportunities focused around Isambard Brunel Road. There is potential to establish a much stronger and attractive cityscape.

4.237 Development aspirations. The site represents an important and flexible opportunity that could serve a number of requirements in the Guildhall area. A key development aspiration will be ensuring proposals address Isambard Brunel Road and screen the Isambard Brunel multi-storey car park, which will be retained. The existing row of semi-mature London Plane trees, that define the edge of the road, should also be retained as part of any proposals.
4.238 It will be important to consider the role and function of the site in order to serve the wider requirements of the area. This may mean expanding the car parking capacity of the site in a suitably designed and configured structure, or allowing it to be redeveloped for other uses that support the role and function of the Guildhall area creating a more attractive environment around Isambard Brunel Road.

4.239 Mix of uses. The site could potentially accommodate a number of different uses, from offices (use class B1) to education / teaching accommodation (use class D1). The uses could include residential development in the form of apartments (use class C3), or student accommodation (use class C1). It may also be appropriate to provide additional parking on the site in the form of a new multi-storey car park to facilitate and serve new development elsewhere in the Guildhall area. Parking could be ‘sleeved’ in single aspect development, potentially apartments or student accommodation, overlooking Isambard Brunel Road. Care must be taken to include protection measures against noise and poor air quality in this location adjacent to the multi-storey car park.

4.240 Access points and entrances. Vehicular access into the site should be maintained from Alec Rose Lane. Pedestrian entrances should be provided from Alec Rose Lane, Isambard Brunel Road and the proposed access street that will serve Site 17: Police Station and Law Courts.

4.241 Key building elevations. Key building elevations will front Isambard Brunel Road with elevations also addressing Alec Rose Lane and the proposed access street that will serve Site 17: Police Station and Law Courts. This will help to enliven this part of the Guildhall area ensuring that the occupiers of the proposed buildings are able to overlook the street.

4.242 Storey heights. Development up to 6 storeys in height will be acceptable in this location in order to frame Isambard Brunel Road and provide an appropriately robust built form adjoining a key street leading into the Guildhall area.

4.243 Important corners. Two important corners should be emphasised through the built form of development on the site. The first should be located at the corner of Isambard Brunel Road and Alec Rose Lane to mark the junction. A secondary corner should also be emphasised adjoining the junction between Isambard Brunel Road and the proposed access street that will serve Site 17: Police Station and Law Courts.

4.244 Parking and servicing. Parking and servicing requirements should be provided within the centre of the development block accessed from Alec Rose Lane.

4.245 Implementation issues. The site is controlled by the council, it is likely to be a medium to longer-term opportunity.
View of ‘Site 15 - Navigators Resource Centre’, ‘Site 16 - Isambard Brunel Surface Level Car Park and parts of ‘Site 17 - Police Station and Law Courts’, looking south-west. The diagram illustrates one indicative form and massing option for the sites.
4.246 **Site description.** Site 17 is located at the south eastern corner of the Guildhall area adjoining the junction of Isambard Brunel Road and Winston Churchill Avenue. It is a prominent gateway location and provides the first impression of the Guildhall area for many, particularly those arriving by car and accessing the Isambard Brunel multi-storey car park.

4.247 At present the site contributes to the civic and public service uses that are a key feature of the Guildhall area, accommodating both a police station and law courts. Despite the relative importance of both these functions the buildings on the site are modestly scaled, plainly finished and contribute little to the overall character of the area.

4.248 In addition, there is a large area of surface car parking adjoining Winston Churchill Avenue behind which the main elevations of the police station and court are set. This has the effect of widening the space occupied by the road and other highway related infrastructure fragmenting the urban form of this part of the city. The modest two storey scale of the buildings provides inadequate definition and enclosure of what should be an important gateway site.

4.249 The junction between Isambard Brunel Road and Winston Churchill Avenue has been remodelled as part of a programme of environmental enhancements to the Somerstown & North Southsea area. At grade pedestrian crossings now make it easier to cross Winston Churchill Avenue encouraging people to walk into the city centre past the site. This further enhances the prominence of the site as a city gateway.

4.250 **Development aspirations.** Given the prominence of the site a robust development form could be accommodated. This would signal the importance of the Guildhall area and contribute to the city scale of development further west along Winston Churchill Avenue, particularly around the junction with Guildhall Walk. Buildings should provide a strong frontage to Winston Churchill Avenue and Isambard Brunel Road, with taller built forms maintaining the established city scale character of the area.

4.251 Behind the main frontage there is scope for other forms of development, potentially town houses with gardens that would help to establish the Guildhall area as a mixed-use location within the city. Terraced development would frame streets and landscape courtyards providing a more intimate and enclosed quality away from principal streets and gateways.

4.252 The site is likely to be a longer-term opportunity so it will be important to maintain a flexible framework for development. The key development components will provide a basis against which future proposals may be assessed.

4.253 **Mix of uses.** Should the police service and law court wish to redevelop the site for renewed accommodation a robust development form addressing the principal roads defining the edges of the site will be required. If those services were to relocate (wholly or partly), the site is suitable for accommodating a mix of different uses. This could include office accommodation (use class B1), education / teaching or research accommodation (use class D1) or apartment buildings (use class C3) fronting onto Winston Churchill Avenue and Isambard Brunel Road, and other residential development (use class C3) within the centre of the block. Noise mitigation measures, such as enhanced glazing, may be required in relation to residential uses fronting the busy Winston Churchill Avenue.
4.254 In addition, sheltered accommodation, or extra-care type facilities (use class C2) may also be an appropriate use of the site as it is centrally located within the city with access to a wide range of services and amenities.

4.255 **Access points and entrances.** The main vehicular access point into the site should be established from Isambard Brunel Road. This will provide internal access into the development block. Key pedestrian entrances will be provided from the main vehicular access. Development fronting Winston Churchill Avenue and Isambard Brunel Road should provide principal pedestrian access points from these streets.

4.256 **Key building elevations and active edges.** Key building elevations should address Winston Churchill Avenue and Isambard Brunel Road. Entrance lobbies should be provided addressing the street together with principal windows, balconies and roof terraces at ground and upper floor levels. Within the block, development should front onto the public streets, courtyards and parking areas to ensure that the occupiers of adjoining buildings safely overlook the public realm.

View of ‘Site 17 - Police Station and Law Courts’, looking north. The diagram illustrates one indicative form and massing option for the site.
4.257 Storey heights. The opportunity site adjoins a gateway into the Guildhall area and will help to define the edges of Winston Churchill Avenue and Isambard Brunel Road. Development up to 8 storeys in height will be acceptable in these locations.

4.258 Within the centre of the block, development of between 3 and 6 storeys will be acceptable in order to accommodate a flexible mix of potential uses including town houses, apartments and office accommodation.

4.259 Important corners and landmark opportunities. Development proposals should emphasise and address the junction with Winston Churchill Avenue and Isambard Brunel Road signifying a gateway into the Guildhall area. This could form a local landmark. In addition, an important corner should mark the vehicular entrance into the site and the corner of Winston Churchill Avenue and the pedestrian route to Alec Rose Lane.

4.260 Parking and servicing. Parking and servicing provision should be discreetly provided within the centre of the development block accessed from the internal access street. A mix of landscaped parking courtyards for apartments and office buildings, and on-street and undercroft parking for town houses parking should be provided. Adequate provision for cycle storage, recycling and refuse bins should be made as part of the built form of the development.

4.261 Implementation issues. This is likely to be a longer term development opportunity given that the police station and law courts are operational facilities and redevelopment would be dependent on their future operational needs. The University of Portsmouth have also expressed an interest in talking to potential developers of this site about the possibility of creating a larger development opportunity, incorporating the neighbouring University-owned land.

Site 18: Dorothy Dymond Car Park

4.262 Site description. The Dorothy Dymond car park is centrally located to the rear of the Norrish Central Library and premises on Guildhall Walk. It is currently used as a surface car park providing some 58 spaces accessed from Alec Rose Lane. Highbury College, the Crown Court, and Harry Law Hall, part of Portsmouth University, also adjoin the site.

4.263 Development aspirations. The site is within a high density, mixed used city block. As such it could be redeveloped for a variety of different uses within a built form that responds positively to its context, particularly the curved alignment of Alec Rose Lane. A perimeter block development fronting adjoining streets should be provided with a focus provided at the corner of Alec Rose Lane and Dorothy Dymond Street.
4.264 **Mix of uses.** A mix of different uses may be appropriate for the site including offices (use class B1), education (teaching / research accommodation) or museum / gallery space (use class D1), and certain leisure uses (use class D2), a cinema for example, to support the evening and night time economy. Retail (use class A1) or café / restaurant uses (use class A3) at ground floor level would also be acceptable. The site could therefore provide a flexible development opportunity supporting the role and function of the Guildhall area.

4.265 Some residential development (use class C3), student accommodation (use class C1) or hotel use (use class C1) may be acceptable on the eastern side of the site, fronting Alec Rose Lane. Such proposals would need to demonstrate an ability to mitigate against the potential for noise and disturbance from adjacent evening uses in Guildhall Walk.

4.266 **Access points and entrances.** Vehicular access into the site should be maintained from Alex Rose Lane. A principal pedestrian access point should be provided at the corner of Alec Rose Lane and Dorothy Dymond Street.
4.267 Key building elevations and active edges. Key building elevations should address adjoining streets, particularly Alec Rose Lane and Dorothy Dymond Street. Where retail or café / restaurant ground floor uses are proposed active edges should focus on Alec Rose Lane.

4.268 Storey heights. There is a mix of different storey heights within the immediate vicinity of the site, and development proposals of up to 6 storeys in height would be acceptable responding to this context.

4.269 Important corners. An important corner should be established at the junction of Alec Rose Lane and Dorothy Dymond Street. The site already has a curved edge at this point, and a prominent corner treatment, potentially incorporating a principal entrance to the building, would be visible from the key pedestrian route between Guildhall Square and Alec Rose Lane.

4.270 Parking and servicing. Parking and servicing requirements should be accommodated within the centre of the development block screened from the public realm. As the site is situated in a highly accessible location within the city centre only limited on-site parking provision should be made with access maintained from Alec Rose Lane.

4.271 Implementation issues. The site is controlled by the council. Any proposals for residential uses will have to ensure that they are protected from noise and disturbance from neighbouring uses in Guildhall Walk.

Site 19: Telephone Exchange

4.272 Site description. The Telephone Exchange site is part of the city centre University Quarter (locality 5 of policy PCS4). It is however closely related to the Guildhall area because in has a substantial frontage with King Henry I Street which provides access to Park Road and on to Gunwharf Quays, a key city connection.

4.273 The site is occupied by the exchange building, which is currently operational. The building has not been maintained to a high standard and does not provide a strong active edge to surrounding streets. There are large areas of surface car parking and, given its central location, the building represents a relatively inefficient use of a potentially valuable city centre site.
4.274 Development aspirations. The site represents a potentially significant redevelopment opportunity particularly given the large areas given over to surface car parking. There could be potential to provide a mixed use development in two main blocks. The first could comprise residential units fronting King Henry I Street. The second could accommodate either office development or, potentially, a new building for the University of Portsmouth, should it be required and providing funding can be agreed. This would help consolidate the University's location within the city centre as well as introducing new residential development into the Guildhall area.

4.275 Mix of uses. The site could accommodate a flexible mix of uses including University teaching accommodation (use class D1) or office accommodation (use class B1) and residential development in the form of town houses with gardens (use class C3), possibly houses in multiple occupations for students (use class C4).
4.276 **Access points and entrances.** Vehicular access into the site should be established from Exchange Road with a shared surface street established between the two halves of the site. Pedestrian access and entrances into the office / faculty building should be provided along a central axis aligning with the existing pedestrian route between Winston Churchill Avenue and White Swan Road running through the building to the shared surface street. The residential development block on the northern part of the site should provide pedestrian access from the surrounding streets, particularly King Henry I Street.

4.277 **Key building elevations.** Key building elevations should front onto Exchange Road, White Swan Road, the new public route created through the site and King Henry I Street which provides an important route from the Guildhall area along Park Road to Gunwharf Quays. Secondary elevations should be provided which overlook the internal street and parking areas.

4.278 **Storey heights.** Storey heights across the site should increase from north to south responding to the existing built form context, particularly the taller University buildings fronting Winston Churchill Avenue and Anglesea Road. Residential development on the northern part of the site should be up to 4 storeys in height. The office / faculty building could be up to 8 storeys in height.

4.279 **Important corners.** There are three locations across the site where corners should be emphasised. The north eastern and north western development corners adjoining King Henry I would help mark out the route along the street from Guildhall Square through to Anglesea Road and beyond to Gunwharf Quays.

4.280 In addition, the corner of Exchange Road and White Swan Road should be picked out as part of the built form of the building highlighting its location when viewed from Guildhall Walk.

4.281 **Parking and servicing.** Parking for the site should be accommodated within the centre of the development block and accessed from the shared surface street off Exchange Road. Parking areas should be carefully landscaped with a clear delineation between residential and office / University parking.

4.282 **Implementation issues.** The building is currently operational and any development proposals coming forward on the site would be dependent on either the current use ceasing or making provision for funding the relocation of that use to another site. The University of Portsmouth have also expressed an interest in talking to potential developers of this site about a possible joint development scheme.
Site 20: Guildhall Corner

4.283 Site description. Located at 37-39 Guildhall Walk on the corner of Winston Churchill Avenue this vacant plot is currently given over to a principally hard landscape treatment. The plot adjoins the blank gable end of 35 Guildhall Walk, which is a Grade II listed building. It is not an especially well used or attractive area, and the adjoining blank building elevation does little to enliven the public realm.

4.284 Development aspirations. There is an opportunity to reclaim the space as a small development site. This would repair the urban fabric in this location establishing a more robust corner adjoining an important junction and gateway in the Guildhall area and making best use of an under utilised space.

4.285 Care will need to be taken to enhance the setting of the adjoining Grade II listed building which was constructed as a cinema in the early 1920s. The elaborate, symmetrical street facade is in Indian colonial style and culminates in an exotic roofline with bulbous central ‘onion’ dome, flanked by smaller flattened domes. The building is now used as a nightclub.

4.286 The boulevard tree planting along Winston Churchill Avenue should be retained where practicable in order to preserve the tree lined character of this important city street.

4.287 Mix of uses. Given the prominence of the location and the footfall between the University and other parts of the city centre along Guildhall Walk a small commercial retail unit (use class A1) or café / coffee shop / restaurant (use class A1 or A3) could be accommodated at ground floor level. Small offices / other employment uses (use class B1) or education / teaching / research accommodation (use class D1) could be provided at upper floor level.

4.288 Access points and entrances. Pedestrian access and entrance points should be provided from the corner of the site between Guildhall Walk and Winston Churchill Avenue.

4.289 Key building elevations and active edges. Key building elevations should address Winston Churchill Avenue and Guildhall Walk with an active edge provided along the ground floor level. The building elevation should be set back from the principal elevation of 35 Guildhall Walk to allow this Grade II listed building to remain the dominant element in the streetscene.

4.290 Storey heights. Development up to 3 storeys in height would be acceptable extending the scale of existing buildings along Guildhall Walk. A slightly taller built form element should emphasise the corner (see below) meaning that the height of development increases from north east to south west.

4.291 Care must be taken to ensure the new building does not dominate the character of the adjoining listed building, particularly its turreted embellishments and roofscape. The eaves height of the listed building should represent the maximum height of the proposed development where it adjoins the listed building. The height of the proposed building could increase towards Winston Churchill Avenue.

4.292 Important corners. An important corner should be provided adjoining the corner of Guildhall Walk and Winston Churchill Avenue to help define the public realm in this location and emphasise the importance of the pedestrian route along Guildhall Walk to Guildhall Square.
4.293 **Parking and servicing.** This is a modest development site within a highly accessible location. It is unlikely that on-site parking provision could be accommodated. Servicing provision would need to be made from the front of the building, with storage of bins and recycling facilities accommodated as part of the built envelope of the building ensuring that it is not visible from the adjoining public realm.

4.294 **Implementation issues.** The site is within the control of the council. It could be a short term opportunity representing an ‘early win’ in a highly visible location and would complement the planned highways works to St Michaels Road / Winston Churchill Avenue (see sections 3.0 and 5.0). The setting of the adjoining listed building will need to be carefully considered.

*View of ‘Site 20 - Guildhall Corner’, looking north-east. The diagram illustrates one indicative form and massing option for the site.*
Table 1: Summary of development opportunities

<p>| Opportunity site               | Preferred mix of uses                                                                 | Other acceptable uses                                                                           | Storey height                                                                                           | Key frontages                                                                                           | Principal access points                                                                 | Parking and servicing                                                                                                                                 |
|--------------------------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Northern Quarter            | Ground floor A1, A3. Upper floors A1, A3, D2, C1 (hotel) and C3.                     | Ground and upper floors A2, Upper floors B1 (office), and D1.                                     | Up to 6 storeys, with opportunities for taller elements within the scheme. Also an opportunity for a landmark building on the junction with Commercial Road and Lake Road. | Commercial Road, Market Way and new streets created within the site.                                   | Commercial Road, Market Way and Hope Street (for the MSCP).                                                                                          | Parking provided within MSCP, accessed from new highway layout. Servicing accommodated within the buildings accessed from shared facilities with Cascades and Mile End Road / Hope Street and Lake Road / Market Way. |
| 2. West of Commercial Road     | Ground floor A1, A2 and A3. Upper floors B1 (office), C1 (hotel) and C3.             | D1 and D2 provided there are ‘active’ frontages at ground floor.                                  | Up to 6 storeys.                                                                                        | Commercial Road and Market Way.                                                                        | Commercial Road and Market Way.                                                                                                                     | Parking could be shared with Site 1: Northern Quarter and / or provided within the centre of the development blocks. Servicing accommodated within the development blocks accessed from the new junction. |
| Station Square and Station Street |                                                                                      |                                                                                                |                                                                                                        |                                                                                                        |                                                                                                                                                    |
| 3. Station Square west and,     | Ground floor A1, A3 fronting Station Square/Commercial Road and Stanhope Road. Upper floors B1 (office) and D1. | Ground and upper floors A2. Upper floors C1 (hotel), and D2. Upper floors fronting Victoria Park, C3. | Range of up to 8 storeys fronting Station Square/ Commercial Road and 14+ storeys on Stanhope Road west. | Station Square/ Commercial Road, Stanhope Road, Victoria Park and the park entrances.             | Station Square/ Commercial Road and Stanhope Road.                                                                                                  | Accommodated within the centre of the development blocks and accessed from Stanhope Road.                                                      |
| 4. Stanhope Road west           |                                                                                      |                                                                                                |                                                                                                        |                                                                                                        |                                                                                                                                                    |                                                                                                                                                    |</p>
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<tr>
<th>Opportunity site</th>
<th>Preferred mix of uses</th>
<th>Other acceptable uses</th>
<th>Storey height</th>
<th>Key frontages</th>
<th>Principal access points</th>
<th>Parking and servicing</th>
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</thead>
<tbody>
<tr>
<td>5. 89 &amp; 89a Commercial Road</td>
<td>A3.</td>
<td>A1.</td>
<td>1 to 2 storeys.</td>
<td>Commercial Road/Station Square and Victoria Park.</td>
<td>Commercial Road/Station Square.</td>
<td>N/A</td>
</tr>
<tr>
<td>7. Surrey Street west</td>
<td>Ground floor A1, A3. Upper floors B1 (office), and C1 (hotel).</td>
<td>Ground and upper floors D2. Upper floors C3.</td>
<td>Range of up to 6 and 8 storeys.</td>
<td>Station Street and Surrey Street.</td>
<td>Station Street and Surrey Street.</td>
<td>As existing.</td>
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<tr>
<td>8. Surrey Street east</td>
<td>Ground floor A1, A3, C1 (hotel). Upper floors C1 (hotel).</td>
<td>Upper floors B1 (office). C3 fronting Slindon Street or Surrey Street.</td>
<td>Range of up to 6 and 8 storeys. Station Street/ Surrey Street corner up to 10 storeys.</td>
<td>Station Street, Surrey Street and Slindon Street.</td>
<td>Station Street.</td>
<td>Accommodated within the centre of the development block and accessed from Slindon Street.</td>
</tr>
<tr>
<td>9. Station Street north</td>
<td>Ground floor A1, A3. Upper floors B1 (office).</td>
<td>Upper floors C3 and D2.</td>
<td>Range of up to 6 and 8 storeys. Opportunity for a taller, landmark building.</td>
<td>Station Street, Slindon Street and Surrey Street if re-established.</td>
<td>Station Street, Slindon Street and Surrey Street if re-established.</td>
<td>Accommodated within the centre of the development block and accessed from Lower Church Path and re-established Surrey Street.</td>
</tr>
<tr>
<td>10. Station Street south</td>
<td>Ground floor A1, A3 and upper floors B1 (office) fronting bus interchange. Remainder of site C3.</td>
<td>Other B1 uses and C1 (hotel).</td>
<td>Range of up to 4 and 8 storeys.</td>
<td>Station Street, Durham Street and bus interchange square.</td>
<td>Station Street, bus interchange square and Durham Street.</td>
<td>Accommodated within the centre of the development block and accessed from Durham Street.</td>
</tr>
<tr>
<td>Opportunity site</td>
<td>Preferred mix of uses</td>
<td>Other acceptable uses</td>
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<td>Key frontages</td>
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<tr>
<td>11. Enterprise House and Midland House</td>
<td>Ground floor A3 fronting Isambard Brunel Place and B1 (office). Upper floors B1 (office).</td>
<td>Upper floors C1 (hotel) and / or C3. (Existing levels of employment provision to be retained.)</td>
<td>Up to 15 storeys with the potential of up to 20 storeys addressing Isambard Brunel Place.</td>
<td>Isambard Brunel Road, ‘Isambard Brunel Place’ and Dugald Drummond Street.</td>
<td>Principal pedestrian entrances at Isambard Brunel Road, Isambard Brunel Place and Dugald Drummond Street.</td>
<td>Parking and servicing access from Dugald Drummond Street. Potential for limited on-site parking provision.</td>
</tr>
<tr>
<td>12. 2-10 Isambard Brunel Road</td>
<td>Ground floor A1 and / or A3 fronting ‘Isambard Brunel Place’ and B1 (office). Upper floors B1 (office).</td>
<td>Upper floors C1 (hotel) or C3.</td>
<td>Range of up to 6 storeys on the southern half of the site and 8 storeys on the northern half adjoining the railway.</td>
<td>‘Isambard Brunel Place’ and the War Memorial and Victoria Park.</td>
<td>Principal pedestrian entrances at Isambard Brunel Road. Secondary access addressing the War Memorial and Victoria Park</td>
<td>Servicing accessed from the area adjoining the railway line off Isambard Brunel Road.</td>
</tr>
<tr>
<td>13. Chaucer House</td>
<td>Ground floor A1 and / or A3 fronting Isambard Brunel Road and pedestrian route from Charles Dickens Street. Upper floors B1 (office) or C1 (student housing).</td>
<td>Ground and upper floors, A2. Upper floors C3.</td>
<td>Up to 8 storeys.</td>
<td>Isambard Brunel Road and pedestrian route from Charles Dickens Street.</td>
<td>Principal pedestrian entrances at Isambard Brunel Road. Secondary pedestrian entrances at Charles Dickens Street.</td>
<td>Servicing from Charles Dickens Street. Parking will be provided in the existing Isambard Brunel multi storey car park.</td>
</tr>
<tr>
<td>14. Greetham Street and Drummond House</td>
<td>Ground floor potential for A1 and A3 at Drummond House. Market trader stores and parking at ground floor of Greetham Street. Upper floors B1 (office).</td>
<td>Upper floors, other B1 uses, C1 (hotel or student housing), or C3.</td>
<td>Up to 6 storeys.</td>
<td>Isambard Brunel Road, Greetham Street and Dugald Drummond Street.</td>
<td>Principal pedestrian entrances at Greetham Street and Isambard Brunel Road.</td>
<td>Parking and servicing access from existing in Dugald Drummond Street. Potential for limited on-site parking provision to the rear of the Drummond House site.</td>
</tr>
<tr>
<td>Opportunity site</td>
<td>Preferred mix of uses</td>
<td>Other acceptable uses</td>
<td>Storey height</td>
<td>Key frontages</td>
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<tr>
<td>15. Navigators Resource Centre</td>
<td>B1 (office), C1 (student accommodation)</td>
<td>Other B1 uses, C1 (hotel), and / or D1 (education or community uses)</td>
<td>Up to 6 storeys.</td>
<td>Isambard Brunel Road and Alec Rose Lane.</td>
<td>Principal pedestrian entrances at the corner of Isambard Brunel Road and Alec Rose Lane.</td>
<td>Servicing and vehicular access from Charles Dickens Street. Potential for limited on-site parking provision to the rear.</td>
</tr>
<tr>
<td>16. Isambard Brunel Surface Level Car Park</td>
<td>B1 (office), D1 (education / teaching).</td>
<td>Other B1 uses, C1 (student housing) and C3.</td>
<td>Up to 6 storeys.</td>
<td>Isambard Brunel Road, Alec Rose Lane and the adjoining opportunity Site 18.</td>
<td>Principal pedestrian entrances at Isambard Brunel Road, Alec Rose Lane and the adjoining opportunity Site 18.</td>
<td>Accommodated within the centre of the block and accessed from Alec Rose Lane.</td>
</tr>
<tr>
<td>17. Police Station and Law Courts</td>
<td>Retain all or part of the existing uses, B1 (office) and D1 (education / teaching) and C3.</td>
<td>Other B1 uses, C1 (student housing), and / or C2 (extra-care type facilities).</td>
<td>Range of up to 3 storeys within the centre of the development block and up to 8 storeys fronting Winston Churchill Avenue.</td>
<td>Winston Churchill Avenue, Isambard Brunel Road and internal access streets and courtyards.</td>
<td>Principal pedestrian entrances from the internal access street, Isambard Brunel Road and Winston Churchill Avenue. New vehicular access road into the site off Isambard Brunel Road.</td>
<td>Accommodated within the centre of the development block.</td>
</tr>
<tr>
<td>18. Dorothy Dymond Car Park</td>
<td>Ground floor A1 or A3 with upper floors B1 (office), D1 (education / teaching) or D2 (leisure).</td>
<td>Other B1 and D1 uses. Fronting Alec Rose Lane, C1 (hotel), C1 (student accommodation) or C3.</td>
<td>Up to 6 storeys</td>
<td>Key elevations addressing Alec Rose Lane and Dorothy Dymond Street.</td>
<td>Principal pedestrian entrance at the corner of Alec Rose Lane and Dorothy Dymond Street.</td>
<td>Accommodated within the centre of the block and accessed from Alec Rose Lane.</td>
</tr>
<tr>
<td>Opportunity site</td>
<td>Preferred mix of uses</td>
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<tr>
<td>19. Telephone Exchange</td>
<td>B1 (office), C3, D1 (education / teaching)</td>
<td>Other B1 uses, and C1 (student accommodation).</td>
<td>Range of up to 4 storeys on the northern part of the site, and up to 8 storeys adjoining White Swan Road.</td>
<td>King Henry I Street, White Swan Road, Exchange Road and shared surface site access street.</td>
<td>Principal pedestrian access from King Henry I Street, White Swan Road, Exchange Road and shared surface site access street.</td>
<td>Accommodated within the centre of the development block, accessed from a shared surface street off Exchange Road.</td>
</tr>
</tbody>
</table>
5.0 Key Public Realm Opportunities

5.1 Public realm should always be designed and laid out to a high standard. In order to ensure that the public realm within the city centre is of the highest quality (both functionally and visually), safe, secure and provides a setting of the streets and spaces for the development opportunities described in the preceding section, a number of priorities have been identified.

5.2 Enhancements in these locations should ensure that the city centre establishes an environment within which people will want to spend time through the day and into the evening. It should also enable ease of movement, which includes improving access for wheelchair users, and others with mobility problems, and those with pushchairs. This will build upon the positive assets the area already possesses.

5.3 As with section 4.0, this section has been separated into the three main areas of the city centre, with each of the public realm priorities identified within those areas.
Commercial Road shopping area and north of Market Way

A: Commercial Road

5.4 Commercial Road is an important historic route providing access into Portsmouth from the north. Today, it is still a strong, well defined, linear street acting as the main spine of the city centre, linking together key destinations and spaces from the University and Guildhall Square to the south, Portsmouth & Southsea railway station through to the Continental Ferry Port to the north.

5.5 Commercial Road is also the main shopping street within the city centre, a role that will be enhanced through the development of Site 1: Northern Quarter. It is busy and well used, particularly during opening hours, although less well so during the evening where the focus for the evening and night time economy shifts to Gunwharf Quays and Guildhall Walk.

5.6 Although it is an important location and, in the most part, is fronted by development the overall quality of the public realm is beginning to look tired and in need of enhancement. The main pedestrianised section between Edinburgh Road and Market Way can feel cluttered with stalls, kiosks and various seating and planting areas, while the area north of Market Way has relatively narrow footways with more limited frontage development. There are, however, areas of good street tree planting.

In order to enhance the overall quality of the street it should be considered and designed as a linear open space with an overall design theme, palette of materials and coordinated use of street furniture to unify the character of the street. There are a number of improvements that could be made to Commercial Road. Some of which could be brought forward as part of the development of Site 1: Northern Quarter and Site 2: West of Commercial Road. These improvements include:

- building upon the historical character of the street, for example the paving design could incorporate parallel lines which would make reference to the tramlines which ran along Commercial Road. This would help to define the street and the lines could open out to make a series of wider spaces, this would also help draw people up and down Commercial Road;
- reducing the street clutter, rationalising street furniture, lighting, signs, advertisements and guardrails will improve the pedestrian environment and enhance the space;
- simplifying the type of paving / materials used whilst ensuring those materials are robust and easy to maintain and replace when necessary. The use of a limited palette of materials with subtle colours will provide an appropriate setting to the buildings. The materials will add variety, visual interest through texture, tone and pattern. The design and use of material should help to identify key junctions, contribute to the wayfinding across (including identifying cycle routes), and sense of place of, the city centre;
- unifying street furniture which is simple and of contemporary design. It should also be robust and practical to repair or replace when necessary. Seating should have the dual role of breaking up, framing areas / spaces both visually and physically whilst also functional as seating;
- architectural lighting should be an integral part of any development. The lighting should be functional (illuminating and creating safer streets in darkness) as well as contributing to the atmosphere and be entertaining. Lighting can enhance safe attractive spaces and encourage the enjoyment of spaces, as well as creating a unique experience for Commercial Road;
• maintaining and adding to tree planting in the area to establish a stronger tree lined character to the street and to complement the hard landscaping;

• providing new wayfinding as part of a coordinated programme across the city centre and should be linked to the access to public transport. Waymarking could also incorporate walking times between key destinations particularly Gunwharf Quays, the Historic Dockyard and the University. The design could also incorporate public art and / or coloured paving;

• establishing wider pavements along Commercial Road north of Market Way, incorporating tree planting to improve pedestrian accessibility where full pedestrianisation is not possible;

• improving cycle parking which is located in well used areas (although away from the main pedestrian flow), well overlooked with good lighting. Facilities could be located at the entrance to streets to give users opportunities to leave bikes close to work or shops. The council will also allow cyclists in pedestrian areas outside the core shopping hours;

• providing enhanced pedestrian and cycle crossings that are direct and convenient, particularly across Market Way, Commercial Road and the reconfigured Mile End Road. Remove existing subways to free up for potential public realm improvements or development sites;

• retaining the Fountain, also referred to as the Jubilee Fountain, it is one of the city's officially recorded Monuments and Memorials. The council has recently completed major restoration works therefore, any new proposals for Commercial Road should include the retention of the Fountain;

• creating a performance space at the junction with Edinburgh Road. The space should be laid out to imply the form of an amphitheatre to maximise planned or incidental use. The space should also provide seating in various sizes as well as canopy. The canopy should not cover the whole space but should offer some weather protection. The main function of the canopy should be to identify the performance space and street junction;

• introducing gateway treatments particularly at the end of Mile End Road (where traffic will enter the city centre), key crossing points and at entrances into the new development through the use of differentiated materials, wayfinding and public art, and

• redevelopment opportunities must establish a strong frontage presence along the street with ground floor uses that overlook the space.

5.8 Implementation issues. The council will be the lead partner in enhancing this key area and will need to coordinate capital spending, including CIL and the successful LSTF bid (see section 6.0), to ensure delivery of the enhancements. Some of the improvements will be linked to the delivery of Site 1: Northern Quarter.
B: Edinburgh Road / Commercial Road South

5.9 As a continuation of the public realm improvements to Commercial Road and a consequence of the redevelopment of Site 1: Northern Quarter, it is planned that the market traders currently located at the northern part of Commercial Road are relocated to southern part of Commercial Road / Edinburgh Road. There are a number of improvements that should be made in order to enhance its importance as a city space:

- **pedestrianisation of Edinburgh Road / Commercial Road.** The bus stops currently located in this area will be relocated to Station Street and the proposed interchange (also see I: Station Street Central);

- **relocation of market trader’s stalls** to provide 44 stalls around the arc formed by the two streets, either side of the proposed performance space;

- **consider the introduction of feature markets.** Market content could be diversified to include not only the regular traders but a French market or new features such as those selling antiques or jewellery;

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*Artist’s impression of the proposed layout of Edinburgh Road and Commercial Road south, Novell Tullett 2007*
• consider changing the frequency of the market which currently operates Thursday, Friday and Saturday, this could be increased and there are opportunities for Sunday Markets, early evening or twilight markets, and

• improved and unified awnings for trader stalls. New colour fabric covers (placed over existing waterproof awnings) would strengthen the identity and reinforce the location of the market. The awnings could be made of four colours in single or double colour combinations.

5.10 Implementation issues. As with Commercial Road, the council will be the lead partner and will have to ensure coordinated delivery with Site 1: Northern Quarter as the market traders will need to move prior to the redevelopment of Site 1: Northern Quarter commencing.

C: Edinburgh Road / Queen Street

5.11 Edinburgh Road / Queen Street is another well used pedestrian route for those residents living in Portsea wanting to visit Commercial Road and visitors to the city centre wanting to go to the Historic Dockyard and Gunwharf Quays.

5.12 There are a number of elements that should inform the design and layout of the public realm in this area:

• introduce a unified and coordinated treatment of paving and road surfacing materials to establish a unified public space and is linked to the design of Commercial Road. The paving could also include different colours to identify cycle routes linking up to the wider cycle network;

• coordinate street furniture to improve place making to give a clearer identity to this key route, complement the historical nature of the area, reduce the visual clutter and enhance the quality of the public realm generally;

• encourage and introduce outdoor seating at existing and proposed premises along Queen Street;

• provide improved wayfinding to enhance pedestrian movement and highlight key destinations across the city centre, and

• maintain existing and introduce additional tree planting where practicable to enhance the character of the street and create a boulevard appearance. This could include extending the existing tree planting along Queen Street and link into Victoria Park.

5.13 Implementation issues. This is a medium to long term opportunity, however some improvements will be delivered earlier as part of the council’s successful LSTF bid (see section 6.0).
D: Market Way

5.14 Market Way will be a key arrival point at the northern part of the city centre, as well as a significant space between two development sites (Site 1: Northern Quarter and Site 2: West of Commercial Road). There is an opportunity to create an attractive, pedestrian friendly shared-surface space that is also accessible to buses. The space must be designed to fit seamlessly into the wider pedestrian movement network particularly for people accessing the multi-storey car park proposed as part of Site 1: Northern Quarter. Therefore, the following elements should be incorporated into the design and layout of the space:

- **introduce a unified, shared surface space for Market Way.** The space should be simple, attractive and uncluttered with a focus on high quality paving materials and detailing that could potentially introduce a pattern or design motif unifying the whole space. Market Way should also be designed to allow for areas of outdoor seating and ‘spill-out’ space from commercial premises fronting onto it. Such shared spaces can present challenges for those with mobility or visual impairments, therefore careful consideration will be required at the design stage;

An artist’s impression of Market Way, looking north from the Northern Quarter
• consider an innovative canopy design for all bus shelters within the space that make a positive contribution to the character of Market Way, as well as providing shelter for passengers. A lightweight and contemporary design with significant amounts of glazing could be utilised, perhaps including etched design motifs in the glass;

• coordinate street furniture, surfacing materials and signage so that it contributes to the overall character and quality of the space. Consideration should be given to integrating facilities as part of the overall design of the bus shelters to establish a single coherent design solution;

• ensure that passenger waiting facilities are of a high quality with real time travel information, public conveniences, seating areas and potential for a convenience shop or newsagent;

• provide cycle parking that is safe, secure and well lit;

• ensure that servicing arrangements for the adjoining development are well designed and do not lead to pedestrian conflict. Servicing entrance points must be screened, with the design integral to the façade of the building;

• utilise space under the proposed multi-storey car park with an active frontage overlooking the street. This could be used to provide a travel shop, for example, and

• establish frontage development around the interchange so that it is safe and overlooked.

5.15 Implementation issues. The council will be the lead partner and will undertake early consultation with bus operators to ensure that their operational requirements are incorporated into the detailed design. It will also work with key interest groups in the city to ensure that cycle routes are well designed and accessible, and that the needs of those with mobility problems are addressed within any scheme. The council will also have to ensure coordinated delivery with Site 1: Northern Quarter.

E: St Agatha’s Place

5.16 St Agatha’s Church is a Grade II* listed building. At present it occupies a prominent corner that is disconnected from other parts of the city centre by the approach to Cascades’ car park. With the proposed reconfiguring of the highway and the redevelopment of Site 1: Northern Quarter there is a significant opportunity to give the church an enhanced setting, reintegrating it as part of the wider city centre. Key design and layout considerations should include:

• coordinated paving laid to give emphasis to the church within the space. A bespoke design should be considered perhaps with the involvement of a local artist;

• formal tree planting to provide enclosure of the space and provide screening of the adjoining road network;

• frontage development overlooking the space with active ground floor uses, such as cafés or restaurants, and the potential for residential development above (see Site 1: Northern Quarter);
• incorporation of public art into the design and layout of the space which could include an artistic interpretation of the church and its former setting within the city. Public art could be introduced in the form of paving or seating design, waymarking or a one-off commission for the space, and

• allow for the rebuilding of the Lady Chapel at the south eastern corner of the church. The design and layout of the space should allow for this opportunity, to enable the church to rebuild the chapel, should funding become available.

5.17 Implementation issues. These improvements will need to be considered and delivered as part of the overall proposals for Site 1: Northern Quarter.
F: City Centre Road Network

5.18 The new proposed highway network (see Figure 3) will extend the principal traffic route from Mile End Road, along the western side of the city centre to the historical parts of the city and Gunwharf. It will create the first impression for those travelling into the city from the M275.

5.19 Therefore, the landscape character of this part of the city centre should tell its own story, herald key entrances (such as to Site 1: Northern Quarter), and complement the works already completed as part of Princess Royal Way.

5.20 There are a number of elements that should be included into the design of the highway network to enhance its attractiveness:

- **provide integrated bus lanes** to link into the park and ride proposed at Tipner and wider city network;

- **provide integrated cycle routes** to link into the wider city network;

- **incorporate surface level crossings** that follow logical desire lines, to provide a pleasant pedestrian environment and public realm;

- **provide improved signage** that locates Variable Message Signs (VMS) and Parking Guidance and Information systems (PGI) at key decision points on the highway network to inform car drivers about specific temporary events and real-time traffic conditions, and provide drivers with information on the availability of parking within the city centre;

- **provide improved wayfinding** to enhance pedestrian movement and highlight key destinations across the city centre, and

- **continue the maritime-type planting** recently implemented as part of the works associated with Princess Royal Way. Utilising the same species, such as Black Pine and Alaskan Birch. With an underplanting of ornamental grasses including Miscanthus, Calamagrostis, Helictotrichon, Pennisetum and Imperata, and accent planting of hardy perennials and ground covers including Bergenia, Convolvulus, Sea Thrift, Sea Holly, Verbena, Sedum and Euphorbia. Planting should be directed to central reservations, in the verges and at key junctions, where space allows.

5.21 Implementation issues. The council will be the lead partner as it will be part funding and implementing the new highway layout.
Station Square and Station Street

G: Victoria Park Gateways

5.22 Victoria Park is an important city asset that is valued by residents and visitors alike. The Park is attractive and well maintained and offers a number of facilities including an aviary and animal enclosure, as well as places to sit and relax within a mature landscaped setting.

5.23 The Park’s entrances are relatively obscure, including the entrance from Station Square and from Stanhope Road, and there is a poor interface with adjoining development, particularly the site formally occupied by Zurich Insurance. A key development opportunity has been identified to increase surveillance of the entrance and provide frontage development to the Park (see Site 3: Station Square west - in section 4.0).

5.24 In addition, it will be important to enhance the nature of the entrances and pedestrian environment through:
- maintaining the adjoining landscape planting to ensure that sight lines and the footpath are clear;
- a co-ordinated approach to park signage and enhanced lighting, and
- enhancing the quality of paving materials to provide a seamless link from Station Square and Stanhope Road into the Park.

5.25 There may also be scope to consider the placing of public art within the Park in order to draw the eye from Station Square. The setting should draw on the quality and materials surrounding the beautifully detailed war memorial. This would provide continuity through the Park entrance from Guildhall Square.

5.26 The Stanhope Road / Edinburgh Road entrance to the Park could be enlarged at the corner of Stanhope Road and Edinburgh Road (off the Edinburgh Road roundabout). The entrance could also be made more welcoming through coordinated paving and the creation of a new gateway built as a contemporary addition to the iron railings that currently define the boundary of the Park along Edinburgh Road.

5.27 Implementation issues. The council should be the lead partner in enhancing the surfacing and lighting of the Park entrance from Station Square. It will also be important for the council to engage with Network Rail around the management and maintenance of the railway embankment, and with the owners of the former Zurich site to bring forward development opportunities.
5.28 Station Square is a key city space. It occupies a pivotal location on the Commercial Road spine that runs through the city.

5.29 Considerable investment has already been made by the council in the area through the reconfiguration of the Stanhope Road / Commercial Road / Station Street junction. This has resulted in convenient and level pedestrian crossings and the reclaiming of land from the highway to create a more spacious and attractive pedestrian environment. Together with the further investment planned for Edinburgh Road / Commercial Road south immediately north of Station Square, this will provide significant enhancements to the public realm in the area.

5.30 Key development opportunities have been identified within this SPD which will provide a stronger built form and mix of frontage development around Station Square including spill out and seating space (see Site 3: Station Square west, Site 4: Stanhope Road west, Site 5: 89 and 89a Commercial Road and Site 6: Commercial Road Frontage - in section 4.0).

5.31 It will be important to further enhance the space and use of the area through:

- **removing the boundary wall** adjoining the station forecourt to provide a wider, seamless space (which must also consider any impacts on the character and setting of the listed station building);
- **introducing tree planting** to either side of Commercial Road to enhance the approach into the Square from the south and to help mask the barrier created by the railway bridge;
- **breaking down the barriers** created along Commercial Road by pedestrian fencing and consider the introduction of steps, as has been achieved at Isambard Brunel Road. This would be subject to retaining the width and capacity of footways on the approach to the railway bridge;
- **painting and under light the railway bridge**; the council will need to engage with Network Rail around the improvements to the bridge;
- **considering the introduction of public conveniences** into the Square. This could be achieved through provision of a specialist retractable urinal which deploys automatically during the late evening period;
- **providing a cycle storage facility** under the railway bridges around the station. It will be essential that this facility is well lit, safe and secure, and
- **ensuring unified paving** which is robust, low maintenance and of a ‘timeless’ design. This should be coordinated with B: Edinburgh Road / Commercial Road south and follow the themes of A: Commercial Road.

5.32 As with Commercial Road, a co-ordinated but limited palette of durable surface materials will provide a strong setting for development around Station Square and will distinguish Station Square from other locations within the city.
5.33 **Implementation issues.** The council will need to continue the strong lead, particularly given the council’s important dual role as a landowner and Highways Authority. Any enhancements to Commercial Road must ensure that a seamless and integrated design approach can be rolled forward through Station Square.

5.34 Some improvements will be delivered earlier as part of the council’s successful LSTF bid (see section 6.0). These plans include a ‘cycle hub’ at Portsmouth & Southsea Train Station to provide cycle maintenance, storage & hire facilities.

An artist’s impression of Station Square
I: Station Street central

5.35 The provision of a bus interchange facility on land at Station Street, east of the main station buildings, is a proposal set out within policy PCS17 of the Portsmouth Plan. The area of land identified by the Plan occupies much of the retail car park area located to the south of Station Street, as well as the private operational car park for railway staff. It also includes part of the station buildings fronting Station Street which are Grade II listed.

5.36 With the pedestrianisation of the southern end of Commercial Road and Edinburgh Road, the existing bus stands will need to be relocated. The site at Station Street provides the opportunity to accommodate stands within a modern facility adjoining the station. The larger facility would require the utilisation of the station car park.

5.37 The land allocated could accommodate up to nine stands and also allow bus turning movements for articulated vehicles.

5.38 Key features that will need to be considered as an integral part of the design process should include:

- a new public transport plaza that becomes a readily identifiable location and public transport stop within the city centre – ‘Station Street central’;
- lightweight, contemporary glazed canopies incorporating seating areas and real time information. The specification of street furniture components including seating, lamp stands, bus shelters, and litter bins, must add to the overall identity, quality and character of the interchange;
- tree planting and unified paving, incorporating surface crossings that follow logical desire lines, to provide an attractive pedestrian environment and public realm. As with Commercial Road, coloured paving could also be used to identify cycle routes;
- provision of secure, safe and well lit cycle parking and storage facilities, and
- new development opportunities to reinforce the identity of the area and visually contain the space including cafés and outdoor seating (see Site 8: Surrey Street east, Site 9: Station Street north, and Site 10: Station Street south - in section 4.0).

5.39 In addition, enhancements to the station must also be considered in order to maximise opportunities for bus / rail interchange to occur. A key priority is to facilitate direct access to the main station concourse from the east. This is a vital consideration as the alternative would require passengers to walk along Station Street to access the station.

5.40 The provision of a more active edge fronting Station Street would also give the station a better street presence and provide additional passenger facilities which could include travel information or a newspaper kiosk. Adapting the existing structure as an integrated public transport facility would be an efficient way of enhancing the overall public transport experience within the area.
5.41 Implementation issues. It will be important to engage with South West Trains and Network Rail in order to explore changes to the station buildings. Alterations to the listed station would need to be subject to considerations of the character and the setting of the buildings and would also require listed building consent.

5.42 The council will need to undertake consultation with bus and rail operators, to ensure that their operational requirements are incorporated in the detailed design of the interchange facility.

5.43 It will also be critical to comprehensively consider the development of the interchange facility together with redevelopment opportunities at Site 10: Station Street south.

5.44 As referred to in 5.34, the council will also be able to deliver some early improvements as part of the council’s successful LSTF bid (see section 6.0).
J: Slindon Street

5.45 Slindon Street has the potential to be an important pedestrian route linking Arundel Street and Station Street. At present, the street is reasonably well used as a city connector and is fronted by the principal Post Office but there is no other frontage development along the street and the public realm is downgraded and of low quality.

5.46 Opportunities to front the street with development will enhance its physical character (see Site 8: Surrey Street east and Site 9: Station Street north - in section 4.0) and introduce a mix of uses that will help to ensure the public realm is well overlooked and safe at different times of the day and into the evening.

5.47 In addition, it will be important to ensure that the pedestrian environment is enhanced. Wider footpaths and an extension of the high quality surface treatment used in Arundel Street will provide continuity between the areas, drawing people into the station area and enhancing overall legibility.

5.48 Defining the service yards either side of Slindon Street will also provide a clearer definition between public frontages and more private areas. Again this will help to provide a safer, operationally functional and more legible environment.

5.49 Implementation issues. The council will work with private landowners to help redefine and enhance the public and private realm in this location. The closure of Lower Church Path to through traffic should be explored to help to redefine the block structure (see Site 9: Station Street north - in section 4.0).

K: Station Street east

5.50 Station Street east is the section of the street that will connect the bus interchange at ‘Station Street central’ (see page 100) with Arundel Street. At present the street is wide (at around 11 metres) relative to the amount of traffic it carries. It has an engineered alignment at the Durham Street junction with a width of up to 35 metres between buildings. This contrasts with a carriageway width of 10 metres along Commercial Road and a frontage width of 19 metres.

5.51 Narrowing and realigning the carriageway along this section of the street would provide a better scaled and proportioned public realm, relative to its function, that could be more closely fronted by development. It would re-establish the historic street alignment in this location and provide potential development land around the junction with Durham Street (see Site 9: Station Street north and Site 10: Station Street south – in section 4.0).
5.52 The carriageway could be reduced to between 7 and 10 metres in width with 2 metre footpaths. This would accommodate all vehicle movements along Station Street and distinguish it from the wider space at Station Street central, thereby enhancing the legibility of this part of the city.

5.53 The route is also a key east-west cycle route and provision must be made for cyclists to continue to safely access and use Station Street.

5.54 **Implementation issues.** The council will need to work with private landowners at Station Street south and Station Street north to implement change in this location.
5.58 Furthermore, the square effectively ‘closes’ in the evening meaning that people arriving to events at the Guildhall itself and the New Theatre Royal have limited opportunities to dwell in the area, for supper for example, should they wish to. Guildhall Walk is close by, but is more a focus for the night-time economy.

5.59 There are a number of improvements that should be made to the square in order to enhance its attractiveness as an important city space:

- **commission a distinct uniform surface treatment** utilising materials of a commensurate quality to the importance of the square within the city. Ensure the design provides an enhanced space for events and a setting for the listed Guildhall, a key city landmark;

- **consider the introduction of active uses and edges around the square** with sitting out space extending the time during which the square is lively and overlooked by the occupiers of adjoining buildings. This could be achieved through subtle remodelling of parts of the Civic Offices where feasible to enliven the ground floor podium level of the building and introducing new uses such as cafés and restaurants;

- **enhance the entrance space for the Norrish Central Library** to enhance the setting of an important and distinctive cultural and educational building;

- **improve access to Victoria Park** and the War Memorial through the use of uniform surface paving, visually extending the Guildhall Square, and through improved wayfinding. Development at Site 12: 2-10 Isambard Brunel Road should overlook the War Memorial (see section 4.0);

- **improve pedestrian access from Alec Rose Lane.** Current access particularly from the Isambard Brunel Road multi-storey car park to the Guildhall Square is poor, as the only access is a very narrow staircase. The existing staircase should be replaced with a direct wide flight of steps that would be immediately visually obvious from either direction. If possible a ramped access should also be provided;

- **retain existing statuary** in the square and enhance their setting, specifically the listed statue of Queen Victoria, those associated with the War Memorial, and provide space for new public art including the commissioned Charles Dickens statue. Consider
opportunities for new public art either on a permanent or temporary basis to introduce interest into the square and enhance the programme of events that take place there;

- **retain existing green infrastructure** provided by the mature London Plane trees planted around the square and consider opportunities for new tree planting utilising the same species, and

- **consider retention of TV Screen**. The public TV screen currently located in Guildhall Square (provided and funded as part of the 2012 Olympic and Paralympic Games), could be retained and be used as part of the overall programming of events in the square to take advantage of annual national events such as Wimbledon.

5.60 **Implementation issues.** The council will need to work with private landowners and businesses to implement some of these proposals.

5.61 Any improvements to the access from Alec Rose Lane will need to be carefully designed so it does not conflict with the existing emergency exit from the Civic Office’s underground car park.
**M: Isambard Brunel Place**

5.62 A large number of people walk between Guildhall Square, the railway station and beyond towards Commercial Road, therefore this area is a key pedestrian route. The section of Isambard Brunel Road that passes beneath the railway bridge is already a significant ‘pinch-point’ and there is conflict between pedestrians and vehicles despite significant public realm enhancements that were made in the early 2000s.

5.63 In addition, the character of the adjoining buildings, particularly Midland House and 2-10 Brunel Road, and the tunnel created under the Brunel Wing of the Civic Offices do little to make the environment attractive or welcoming.

5.64 There is an opportunity to establish a more unified space in this part of Isambard Brunel Road that more effectively links the railway station to Guildhall Square and enhances the pedestrian environment. Should the redevelopment of Midland House (see Site 11: Enterprise House and Midland House - in section 4.0) come forward space should be created as part of the layout of new development to enlarge the public realm forming ‘Isambard Brunel Place’. This would establish a more generously dimensioned pedestrian route from the front of the railway station across Isambard Brunel Road and into the Guildhall Square opening up this part of the city.

5.65 In addition, enhancements should also be made to the footways along either side of Isambard Brunel Road linking through to Greetham Street and down to the gateway junction between Isambard Brunel Road and Winston Churchill Avenue. Enhancements should comprise widening the footways, coordinated surface materials, tree planting and removal of the existing underpass replacing it with a surface crossing.

5.66 A number of key elements should be incorporated into the design and layout of Isambard Brunel Place:

- **establish a new orientation space** effectively linking the station, Isambard Brunel Road and Guildhall Square;

- **provide new waymarking as part of a coordinated programme** across the city centre. Waymarking could incorporate walking times between key destinations particularly the University, Gunwharf Quays and Commercial Road;

- **introduce new frontage development** with outdoor seating to attract more people at different times of the day;

- **provide uniform paving** to seamlessly draw people through the space particularly between the railway station and Guildhall Square. Coloured paving could be used to identify cycle routes, linking up to wider cycle network;

- **enhance the existing railway bridge** structure through lighting opportunities in order to improve its appearance and make the pedestrian environment safer and more attractive;

- **introduce boulevard tree planting** into Isambard Brunel Road to soften its existing character, and
5.67 **Implementation issues.** Whilst the council will be able to facilitate some progress through the LSTF bid (see section 6.0), it will have to work closely with private landowners and Network Rail to deliver all of these proposals.

An artist’s impression of ‘Isambard Brunel Place’, looking west along Isambard Brunel Road
5.68 Guildhall Walk is closely associated with and connected to Guildhall Square. It is a busy pedestrian thoroughfare and an important location within the city being a focus for cultural activity associated with the New Theatre Royal, and the night-time economy. The street has an attractive, tree lined character and is framed and fronted by a number of fine buildings. It bustles with activity associated with the large number of pedestrians, particularly students, using the street during the day. At night Guildhall Walk can best be described as lively, with a concentration of bars and clubs attracting large numbers of visitors, particularly at weekends.

5.69 Despite the many attractive qualities that Guildhall Walk displays there are a number of issues that detract from the character of the area. Parked cars and delivery vehicles accessing the street can create a conflict with pedestrians and spoil the visual character of Guildhall Walk.

5.70 In addition, there is a marked change in character in Guildhall Walk between daytime hours, where the street has a busy but tranquil quality, and late evening / night time where the area is lively but marred by issues of anti-social behaviour associated with the many vertical drinking establishments that have been licensed in the area. There is a limited transition between the two meaning that after shops and offices have closed and before the bars and clubs open the street is relatively lifeless and quiet with few opportunities for people to linger should they wish to.

5.71 The council has reviewed both its licensing and planning policy relating to Guildhall Walk to limit further bars and takeaways in the area (see Policy PCS4 of the Portsmouth Plan and Statement of Licensing Policy22).

5.72 There are a number of opportunities to enhance the street:

- **maintain the attractive, tree-lined character** of the street and introduce additional street tree planting utilising London Planes;
- **seek to diversify the evening and night time economy offer** by introducing opportunities for restaurants and cafés into the area that will appeal to a broader range of visitors. Proposals within Guildhall Square to introduce these uses will also contribute to enhancing the overall character of the area and complement the proposals to improve the New Theatre Royal23;
- **encourage and introduce outdoor seating** at existing and proposed premises along Guildhall Walk;
- **repave the street as a shared surface** and remove on-street parking. Consider opportunities to introducing a patterned surface with bespoke street furniture to reinforce the identity and character of Guildhall Walk as an important location in the city, and
• **pedestrianise parts of Guildhall Walk** between the junction of White Swan Road and King Henry I Street. This is already done on a temporary basis during certain evenings. Servicing and delivery access could be provided at key times of the day.

5.73 **Implementation issues.** The council will be able to facilitate progress although pedestrianising Guildhall Walk between White Swan Road and King Henry I Street will require the agreement of the various businesses and taxi operators.
O: King Henry I Street

5.74 King Henry I Street is a wide, tree-lined street that links Guildhall Square, Anglesea Road and Park Road. Whilst it falls within locality 5 of the city centre boundary (see Figure 1), it is a key route connecting the Guildhall area to Gunwharf Quays via Park Road. At present the relative proximity of these locations is not immediately apparent because of weak wayfinding and a lack of legibility at the western end; pedestrians find it difficult to find their way around this part of the city centre. A number of problems combine to create a pinch-point, hampering access from the Guildhall area to Gunwharf Quays as well as between key locations within the University Quarter.

5.75 There is a significant opportunity to establish a gateway space focused around the junction. This would provide enhanced pedestrian crossing facilities, improved wayfinding and use of surface materials to better direct pedestrians between King Henry I Street, across Anglesea Road and into Park Road which leads directly to Gunwharf Quays.

5.76 In addition, the gateway space would also improve connectivity between the northern and central zones of the University campus. Enhancements would help the University and improve safety for students and staff and complement the proposals for the new development on the former Victoria Swimming Baths site (referred to as the ‘Blade’).24

5.77 There are a number of opportunities that should be considered as part of the design and layout of the public realm in this important location:

- enhance signposting and wayfinding at each end of the street to improve accessibility between key locations in the city centre particularly Guildhall Square and Gunwharf Quays;

- improve surface materials and paving to enhance the character of the street and provide a better setting for existing buildings and redevelopment opportunities. Coloured paving could be used to identify cycle routes, linking up to the wider cycle network, as well as helping pedestrians with wayfinding. Any improvements should complement the historic setting of this street;

- additional street tree planting to complement existing London Planes and establish a stronger, tree-lined character that will draw people along the street;

- provide enhanced pedestrian and cycle crossing points at the junction of Anglesea Road and Park Road. This could include an ‘all red’ phase on the traffic lights to enable pedestrians to cross in one movement, widening of the existing crossings south of Park Road, and removal of pedestrian guard railing wherever possible to reduce visual clutter and make the public realm more attractive. In addition, the footbridge could be re-instated, and

- introduce a gateway treatment at the Anglesea Road and Park Road junction through differentiated surface materials and wayfinding to signal a key pedestrian route into the Guildhall area and University Quarter. This could include the use of public art to further distinguish the location and make the city centre more legible.
5.78 Implementation issues. The council will be able to facilitate some progress through the LSTF bid (see section 6.0) and other capital monies. However, some of the proposals are linked to the completion of the adjacent ‘Blade’ building on the former Victoria Swimming Baths site.

An artist’s impression of King Henry I Street looking west
5.79 Winston Churchill Avenue is a wide, heavily engineered urban dual carriageway constructed in the late 1960s. Whilst the majority of this area falls within locality 5 of the city centre boundary (see Figure 1), it is appropriate that this is incorporated into the wider public realm improvements as it forms part of the city’s main highway network and defines the southern boundary of the Guildhall area. Tree planting has been introduced along part of the road, and the roundabout junction with Isambard Brunel Road has recently been improved reducing the amount of land given over to highway and providing a surface level pedestrian crossing from Somerstown & North Southsea.

5.80 It will be important to continue a programme of enhancements to Winston Churchill Avenue to further soften its character and establish a stronger identity as a city boulevard rather than urban dual carriageway. In particular, enhancements should be focused on the junction between Winston Churchill Avenue and Guildhall Walk which is a gateway into the Guildhall area. At present the gateway is little more than a traffic dominated junction, although the height of adjoining buildings provides an appropriate frame for the width of the street and has a city scale character. It also provides a focus for a number of University buildings which front onto the junction.

5.81 As well as existing buildings which front onto the junction, Site 20: Guildhall Corner should provide additional frontage development at the corner between Guildhall Walk and the eastern stretch of Winston Churchill Avenue (see section 4.0).

5.82 The council is also planning revisions to the one way gyratory system and pedestrian crossing facilities at the junction of St Michael’s Road / Winston Churchill Avenue (see section 3.0).

5.83 There are a number of key elements that should inform the design and layout of the public realm:

- introduce a unified and coordinated treatment of paving and road surfacing materials to establish a unified public gateway space at the junction with Guildhall Walk and Winston Churchill Avenue / Hampshire Terrace;

- pedestrianise parts of Hampshire Terrace / Lord Montgomery Way between the junction of Winston Churchill Avenue / Waltham Street and Wiltshire Street. Servicing and delivery access will need to be controlled;

- encourage and introduce outdoor seating at existing premises along Hampshire Terrace;

- provide enhanced, direct pedestrian crossings across Winston Churchill Avenue to improve pedestrian movement across the street particularly between key University buildings and Guildhall Walk. Remove the existing pedestrian underpass;
• provide improved wayfinding to enhance pedestrian and cycle movement and highlight key destinations across the city centre. This should coordinate with wayfinding in Guildhall Square, Isambard Brunel Place and King Henry I Street to provide visual continuity;

• consider introducing public art into the space to define the gateway and signify its importance as a location within the city centre. This could be in the form of bespoke street furniture, signage or the design of hard surfacing;

• coordinate street furniture to improve place making to give a clearer identity to an important gateway location, reducing visual clutter and enhancing the quality of the public realm generally;

• maintain existing and introduce additional street tree planting where practicable to enhance the character of the street and create a boulevard appearance. This would extend existing tree planting along Winston Churchill Avenue and link into the tree lined character of Guildhall Walk, and

• remove pedestrian walls and barriers and realign road surface to establish a level surface.

5.84 Implementation issues. The council will be able to facilitate progress through the LSTF bid and other LTP monies (see section 6.0).

5.85 The council will also have to work closely with existing businesses, on Hampshire Terrace / Lord Montgomery Way, to find suitable alternative servicing arrangements.
6.0 Implementation Issues

6.1 This SPD provides an important step in demonstrating that the council is serious about delivering change within the city centre. This will be achieved through the vision embodied within the SPD and also by demonstrating that the council is committed to helping deliver the foundation for change and investment within the area through a clear statement of policy and provision of a robust development framework.

6.2 The majority of the opportunity sites identified within the SPD area are well defined and within separate identifiable ownerships. This is positive in terms of implementation as development can be bought forward on specific sites without reliance on third parties. The SPD will be valuable in providing guidance to developers as to what will be acceptable on a particular site and will also enable a clear assessment of proposals to be made through the planning process.

6.3 The council has an important role to play in many of the sites and public realm improvements, for example either through land ownership, more comprehensive control of highway land and co-ordinated capital spending. However, the council cannot deliver all these proposals on its own, or at the same time (this plan has a vision of 15 years) and is dependent upon external funding. The council is committed in helping to deliver the new road layout. This will be part funded by CIL, as will other public realm improvements.

6.4 The council will also seek to secure other grants and funding, such as TIF, as and when they become available. An example of this is the council’s recent successful bid for £5m from the Local Sustainable Transport Fund (LSTF), made up to £7m by other contributions from the council, local businesses and public transport companies. This money will be spent on improving signs, maps, cycle routes, a ‘cycle hub’ at Portsmouth & Southsea Train Station and making major routes more attractive, amongst other things, to help residents and visitors travel to and around the city centre and encourage more sustainable modes of travel.

6.5 However, other proposals will be dependent upon private investment. Therefore, the delivery of the proposals within this document will require close collaboration and partnership working between the public and private sector.

6.6 The following Table 2 lists each of the development opportunities, as well as the public realm priorities. A lead implementation partner is identified together with a possible timescale expressed as a short (within 5 years), medium (5 - 10 years), or long (10 -15 years) term prospect.
Table 2: Implementation and indicative phasing

<table>
<thead>
<tr>
<th>Opportunity Site</th>
<th>Lead implementation partner</th>
<th>Timescale</th>
<th>Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Quarter</td>
<td>Private landowners + City Council</td>
<td>Short term</td>
<td>Dependent upon new highway layout.</td>
</tr>
<tr>
<td>West of Commercial Road</td>
<td>Private landowners + City Council</td>
<td>Short to Medium term</td>
<td>Dependent upon new highway layout and the long term aspirations for the private landowners.</td>
</tr>
<tr>
<td>Station Square west and Stanhope Road west</td>
<td>Private landowner + City Council</td>
<td>Short term</td>
<td>Progress dependent upon private landowner. Planning permission granted for the change of use of existing 'Zurich House' building to hotel &amp; aparthotel; construction of 11-storey building to form a hotel, part 6 / 7/ 8-storey building to form offices, 2 units for restaurant / café with 55 residential flats (reference 10/00935/FUL).</td>
</tr>
<tr>
<td>89 &amp; 89a Commercial Road</td>
<td>City Council</td>
<td>Medium to long term</td>
<td>Council landownership.</td>
</tr>
<tr>
<td>Commercial Road Frontage</td>
<td>Private landowners + City Council</td>
<td>Medium term</td>
<td>Private landowners have already made improvements to 104 and 106. Council landownership needed to provide comprehensive scheme.</td>
</tr>
<tr>
<td>Surrey Street west</td>
<td>Private landowner</td>
<td>Short term</td>
<td>Progress dependent upon private landowner. Planning permission granted for up to 25 storey hotel building with detached coffee bar (references 08/01723/FUL and 11/01080/FULR).</td>
</tr>
<tr>
<td>Surrey Street east</td>
<td>Private landowner</td>
<td>Medium term</td>
<td>Progress dependent upon private landowner.</td>
</tr>
<tr>
<td>Station Street north</td>
<td>Private landowner + City Council</td>
<td>Long term</td>
<td>Progress dependent upon private landowner.</td>
</tr>
<tr>
<td>Station Street south</td>
<td>Private landowner + City Council</td>
<td>Medium term</td>
<td>Progress dependent upon private landowner as comprehensive redevelopment is required to jointly bring forward the bus interchange.</td>
</tr>
<tr>
<td>Enterprise House and Midland House</td>
<td>Private landowner + City Council</td>
<td>Short to Medium term</td>
<td>Progress dependent on private landowner although Council landownership can help facilitate the development. Enterprise House is occupied and subject to a long lease. Midland House is vacant and could come forward earlier as a first phase.</td>
</tr>
<tr>
<td>2-10 Isambard Brunel Road</td>
<td>City Council</td>
<td>Medium to long term</td>
<td>Council landownership. Need to work with existing businesses to reprovide or relocate uses.</td>
</tr>
<tr>
<td>Chaucer House</td>
<td>City Council</td>
<td>Medium to long term</td>
<td>Council landownership. Need to work with existing businesses to reprovide or relocate uses.</td>
</tr>
<tr>
<td>Greetham Street and Drummond House</td>
<td>City Council</td>
<td>Short term</td>
<td>Council landownership. Greetham Street car park must accommodate storage and parking for market traders which will have to be relocated to redevelop Site 1: Northern Quarter. Delivery of this site could come forward early to assist with the delivery of Site 1: Northern Quarter.</td>
</tr>
<tr>
<td>Opportunity Site</td>
<td>Lead implementation partner</td>
<td>Timescale</td>
<td>Issues</td>
</tr>
<tr>
<td>----------------------------------------</td>
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</tr>
<tr>
<td>Navigators Resource Centre</td>
<td>City Council</td>
<td>Medium to long term</td>
<td>Council landownership. Due to cost of demolition and potential limited value that may be generated by redevelopment, this site is likely to be retained and converted for other uses in the short to medium term.</td>
</tr>
<tr>
<td>Isambard Brunel Surface Level Car Park</td>
<td>City Council</td>
<td>Medium to long term</td>
<td>Council landownership. Site could be delivered early.</td>
</tr>
<tr>
<td>Police Station and Law Courts</td>
<td>Public sector agencies</td>
<td>Long term</td>
<td>Progress dependent on other public sector landowners and their future accommodation needs.</td>
</tr>
<tr>
<td>Dorothy Dymond Car Park</td>
<td>City Council</td>
<td>Short to medium</td>
<td>Council landownership. Site could be delivered early.</td>
</tr>
<tr>
<td>Telephone Exchange</td>
<td>BT</td>
<td>Long medium</td>
<td>Progress dependent on private landowners and the provision of alternative accommodation.</td>
</tr>
<tr>
<td>Public realm priority</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Road</td>
<td>City Council + Private landowners</td>
<td>Short to medium term</td>
<td>Council landownership and successful LSTF bid will facilitate early progress on some elements. Some proposals will be delivered through the redevelopment of Site 1: Northern Quarter and Site 2: West of Commercial Road.</td>
</tr>
<tr>
<td>Edinburgh Road / Commercial Road South</td>
<td>City Council</td>
<td>Short term</td>
<td>Council could facilitate early progress and needs to be coordinated with the delivery of Site 1: Northern Quarter.</td>
</tr>
<tr>
<td>Edinburgh Road / Queen Street</td>
<td>City Council</td>
<td>Medium term</td>
<td>Council landownership and successful LSTF bid will facilitate progress on some elements to improve the route from the city centre to the Hard and Gunwharf.</td>
</tr>
<tr>
<td>Market Way</td>
<td>City Council + Private landowners</td>
<td>Short to medium term</td>
<td>Council will facilitate early progress as part of the new road layout and needs to be coordinated with the delivery of Site 1: Northern Quarter.</td>
</tr>
<tr>
<td>St Agatha’s Place</td>
<td>City Council + Private landowners</td>
<td>Short term</td>
<td>Will be delivered as part of Site 1: Northern Quarter.</td>
</tr>
<tr>
<td>City Centre Road Network</td>
<td>City Council + Private landowners</td>
<td>Short to medium term</td>
<td>Council will facilitate early progress. Some elements will be delivered through the redevelopment of Site 1: Northern Quarter and Site 2: West of Commercial Road.</td>
</tr>
<tr>
<td>Victoria Park Gateways</td>
<td>City Council</td>
<td>Short to medium term</td>
<td>Council landownership could facilitate early progress. Some proposals will be delivered through the redevelopment of Site 3: Station Square west.</td>
</tr>
<tr>
<td>Public realm priority</td>
<td>Lead implementation partner</td>
<td>Timescale</td>
<td>Issues</td>
</tr>
<tr>
<td>-----------------------</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Station Square</td>
<td>City Council</td>
<td>Medium term</td>
<td>Council landownership and successful LSTF bid will facilitate progress to improve the public realm outside the Station, providing a ‘cycle hub’ and help with wayfinding. Improvements to the railway bridge are depend upon Network Rail’s management and maintenance programme.</td>
</tr>
<tr>
<td>Station Street central</td>
<td>City Council</td>
<td>Medium term</td>
<td>Council landownership and successful LSTF bid could facilitate progress on some elements, although comprehensive redevelopment of the site depends upon private landowners / developers.</td>
</tr>
<tr>
<td>Slindon Street</td>
<td>City Council</td>
<td>Short term</td>
<td>Council landownership could facilitate progress.</td>
</tr>
<tr>
<td>Station Street east</td>
<td>City Council</td>
<td>Medium to long term</td>
<td>Council landownership could facilitate progress.</td>
</tr>
<tr>
<td>Guildhall Square</td>
<td>City Council</td>
<td>Medium term</td>
<td>Council landownership could facilitate progress.</td>
</tr>
<tr>
<td>Isambard Brunel Place</td>
<td>City Council</td>
<td>Short to medium term</td>
<td>Part private landownerships and part Council ownership. As with Station Square, improvements are also dependent upon Network Rail’s management and maintenance programme. Council could facilitate early progress with some elements as part of the LSTF bid.</td>
</tr>
<tr>
<td>Guildhall Walk</td>
<td>City Council</td>
<td>Short to medium term</td>
<td>Council landownership could facilitate early progress.</td>
</tr>
<tr>
<td>King Henry I Street</td>
<td>City Council + Private landowners</td>
<td>Medium to long term</td>
<td>Council landownership and successful LSTF bid will facilitate progress on some elements to improve the route from the city centre to Gunwharf and the Hard. Some proposals are linked to the delivery of the ‘Blade’ scheme (reference 11/00071/FUL).</td>
</tr>
<tr>
<td>Winston Churchill Avenue / Hampshire Terrace</td>
<td>City Council</td>
<td>Short to medium term</td>
<td>Council landownership and successful LSTF bid will facilitate progress. This work includes improving the cycle routes in the area.</td>
</tr>
</tbody>
</table>
7.0 References

7.1 The following references have been made in the document:


5. www.purpleflag.org.uk


13. www.parkmark.co.uk


17. Planning permission references: A*39165/AA (outline permission), 06/00880/REM (reserved matters approval for Block 4), 08/00099/REM (reserved matters approval for Blocks 1-3 and 5-8), 08/00109/LBC (Listed Building Consent).

18. The Portsmouth City Council (Northern Quarter Redevelopment, Portsmouth) Compulsory Purchase Order 2006.

19. Former Zurich Building planning permission reference: 10/00935/FUL. Change of use of existing ‘Zurich House’ building from offices (Class B1a) to 210-bedroom hotel & 93-suite apartment (both in Class C1) with extension to rear including undercroft area up to 475sqm; construction of 11-storey building to form 243-bedroom hotel (Class C1) up to 9509sqm of gross internal floorspace and construction of part 6 / 7 / 8-storey building to form offices (for Class B1a use) up to 7773sqm, 2 units for restaurant / café (Class A3) up to 833sqm with 55 residential flats, above new basement accessed from Stanhope Road for parking / plant; & associated landscaping. Granted conditional permission 17th March 2011.

20. 8 Surrey Street planning permission reference: 08/01723/FUL and 11/01080/FULR. Construction of part 19-25 storey hotel (Class C1) (with two additional basement floors) up to 11038sqm of gross floorspace, and detached coffee bar (Class A3) up to 26sqm fronting Station Street. Granted conditional permission 6th January 2009, renewed on 23rd December 2011.


24. Former Victoria Swimming Baths, Anglesea Road, planning permission reference: 11/00071/FUL. Construction of 33 storey student halls of residence, and 6 storey building for the University of Portsmouth, including re-opening of underpass below railway line to provide pedestrian link from King Henry I Street to Victoria Park. Granted conditional permission 3rd June 2011.