

Local Development Framework

Tall Buildings Study

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1. Introduction

This document has been written in response to a significant growth in the number of planning applications for tall buildings in the City. It is considered that rather than an ad-hoc approach being taken, it is necessary for the Council to have a more systematic and considered response, based on an analysis of the issues.

- 1.1 This study is intended to analyse those factors which impact on the potential location of tall buildings within the City of Portsmouth and draw conclusions based on that analysis as to where such buildings may be considered acceptable (and those areas where they will be strongly discouraged). The factors that have been assessed in order to identify potential sites for tall buildings are: Topography, Views, Conservation Areas and Listed Buildings, Movement, City, District and Local Centres, and Character/Land Use Areas. In addition a definition of tall buildings is also provided. The structure and content of the document is designed to be comprehensive without being over detailed – it is essentially a ‘strategic’ level examination.
- 1.2 It has been informed by reference to guidance in the form of the CABE/EH policy document ‘Guidance on Tall Buildings’ adopted in July 2007, and also by extensive analysis and examination of similar documents from other Local Authorities around the country.
- 1.3 It is intended that this study be used to inform the core strategy and a tall buildings Supplementary Planning Document (SPD) for the City of Portsmouth – which should go on to become the development control tool utilised to consider all applications for tall buildings in the City.
- 1.4 **Definition of Tall Building**
In the context of Portsmouth – a city characterised by large areas of low rise two storey housing within a predominantly flat landscape it is considered both necessary and useful to define a tall building.
- 1.5 A tall building is considered to be any building of 6 storeys (at least 20m) or above in height.
- 1.6 The metre threshold has been chosen on the basis of the need for a specific height which provides a practical point of measurement, and reflects the low rise nature of the majority of city’s area.

2. The Tall Buildings Debate

- 2.1 It is worth outlining very briefly the general debate which has surrounded tall buildings in the post-war period and forms the backdrop to current discussions about the subject.
- 2.2 Tall buildings are often associated with the new world, in particular the cities of North America. The background and reasons for the emergence of significant numbers of tall buildings in the UK are different. Their poor reputation is a direct result of the modernist residential municipal tower blocks of the 1960s. The buildings of this period are considered by many to have been an error, and as a result of their poor design and a range of other factors, a significant number of these estates have been demolished in recent years.
- 2.3 Despite their generally poor reputation, a number of buildings from this period have been recognised to have architectural merit – including Trellick Tower, Keeling House and Centrepont in London for example. In more recent years, interest in high rise buildings has been renewed. Their potential to meet the need for increased densities, and the acknowledged need to overcome the issues which made them problematic in the past have led in effect to a renaissance for tall buildings.

3. The Urban Grain of Portsmouth

- 3.1 As a coastal city, Portsmouth has evolved for historic and economic reasons with a focus clearly towards the sea.
- 3.2 The early development of the city centred around the harbour and Old Portsmouth where the great majority of the cities oldest and most important historic buildings are located. In the mid 19th century the city began to expand over Portsea Island in low rise high density housing.
- 3.3 The city's location on an Island has contrived to ensure an even spread of development. Existing areas of tall buildings constructed in the post war period, focus on the commercial core of the city and its periphery, and areas of local authority housing such as Somerstown and Buckland characterised by systems built concrete high rises.
- 3.4 **Conclusion**
 - At a strategic level, the generally uniform low rise character of the city, and the pre-existence of a significant number of tall buildings in the centre suggest the centre as a natural area of intensification.

4. Topography

- 4.1 Analysis of land form can assist in identifying those areas of a city which are visually and physically better able to absorb new high rise development.
- 4.2 The defining topographical feature of Portsmouth is its lack of hills. Portsea Island does not rise more than a few metres above sea level at any point. The other key defining characteristic of the city is Portsdown Hill which bounds the city to the north and affords a continuous panoramic vista of the city below.
- 4.3 Much of Portsmouth's character is derived from its physical and visual connection to the seafront at Southsea. The presence of the Common – which is a very large flat open space, acts as a significant buffer between the sea and the town.

4.4 Conclusions

- Unlike other cities built on a more contoured landscape, the topography of Portsmouth does not present any immediately obvious areas of opportunity for the construction of taller buildings. The absence of any valleys for example means that the impact of taller buildings cannot be mitigated by locating them in areas of natural screening.
- The uniformly flat nature of most of the city suggests that future development of tall buildings should be focused in areas where they already exist. Taller development should be explicitly discouraged from the ridgeline of Portsdown Hill where they would be visually intrusive.

5. Views

- 5.1 The potential impact of a proposed tall building on well known or familiar views or landmarks is one of many factors which should be considered when deciding on suitable areas for locating tall buildings.
- 5.2 The topography, density, grain and relatively narrow width of the great majority of streets within the city, dictate that most potential views are truncated or foreclosed. There is also a notable absence of grand or 'set piece' views and vistas (with the exception of those to be had from the marine approaches to the city and Portsdown Hill). These factors militate against a policy which seeks to rigidly protect specified pre-identified views.



LEFT
Aerial view of north /south oriented residential housing in North End, Portsmouth. The image clearly demonstrates the dense urban fabric and tight geometric layout of the Victorian suburbs of Portsmouth which cover the majority of the city. Their pattern and layout severely restrict views in the city



LEFT
Orientation of the historic street pattern is a key factor in determining whether a significant view is available.
In the example left, Montgomery Road in north Southsea. a very modest glimpse of the Guildhall can be seen between the two high rise blocks that stop the vista. This very unusual glimpse is a product of the specific east/west orientation of this street. The presence of the tower blocks and the slight difference in orientation of nearby streets make this view unique in this part of the city.

5.3 Views of Sensitive Buildings/Sites (See Map Below)

As an alternative to this approach, a number of key buildings and sites have been identified as sites where the intrusion of tall buildings into their setting should either be discouraged, or particularly careful consideration be given to their height, siting and other design factors. These sites have been termed 'sensitive sites' and include:

1. The Spinnaker Tower
2. St Thomas's Cathedral
3. St George's Church
4. HMS Warrior
5. HMS Victory

6. Semaphore Tower
7. Guildhall
8. St Jude's Church
9. St Mary's Church
10. Southsea Common.

- 5.4 These locations constitute areas of particular sensitivity and are identified on the Areas of Opportunity and sensitive sites map below. They have been selected on the basis of their cultural, historic, and/or aesthetic value, and because of their particular prominence within the townscape – a product either of their height and/or other special architectural or townscape qualities. The importance of these sites, and key views towards them, are explored further in Appendix A.
- 5.5 It is intended that their selection as sensitive sites should highlight their special visual/townscape significance to the applicant, and as such, particular consideration and attention should be given to these sites when considering the siting of a tall building which could affect a view towards them or their setting. Particular attention should also be given to these sites when preparing accurate visual representations (AVRs) for a tall buildings proposal.
- 5.6 With the exception of The Guildhall, all of the sensitive sites chosen are also located outside of areas of opportunity for tall buildings (discussed in section 11).
- 5.7 It should be noted that the areas of opportunity for tall buildings are intentionally focussed in the north western part of the city away from the more visually sensitive low rise suburbs, and the south of the city, where the majority of conservation areas are located. As such the great majority of the city's most visually sensitive areas would automatically be afforded a degree of protection from the direct intrusion of tall buildings.
- 5.8 In those parts of the city where an area (or part of) an area of opportunity is sufficiently close to a sensitive site to allow a tall building proposal to impact on the setting or view of one (or more) of the sites, it is intended that accurate visual representations (AVRs) will allow the impact and significance of a tall building proposal on those sites to be fully appreciated.
It is anticipated that sensitive sites 1-7 are the most probable to be potentially affected in this way. Appendix A provides a series of 'key views' for each of the 10 sensitive sites, and an accompanying map which indicates the location of listed buildings, conservation area boundaries and other important factors which should be taken into account when considering the siting of tall buildings.
- 5.9 **Strategic Views**
Aside from views of sensitive sites, it is recognised that there may be other types of view which should be given particular consideration when proposing tall buildings. In Portsmouth these are the 'strategic' or panoramic views of the city.
- 5.10 Portsmouth differs significantly from a number of other cities in the country which already possess or are working on tall building policies/strategies. It is flat, and is not dissected by any rivers. The absence of significant topography

(beyond Portsdown Hill) dictates that views of the type which can be experienced in areas with hills, valleys and subsequent vantage points cannot typically be experienced at ground level on Portsea Island.

5.11 Those views which are afforded are a result either of significant open space e.g. Southsea Common, pedestrian access to a vantage point e.g the Round Tower in Old Portsmouth, or an inadvertent or possibly intentional result of historic urban morphology, as with the views afforded of St Jude's church Southsea – which forms the focal point of a planned picturesque layout.

5.12 Beyond these limited experiences the city has two key strategic views which are obtained from Portsdown Hill in the north and Portsmouth Harbour and the marine approaches to the city in the south.
The key importance of these views is recognised.

5.13 Portsdown Hill

Portsdown Hill is part of a chalk ridge which forms a backdrop to the city from the north. It is approximately 115-130 metres high, and is located 4 miles from the city centre and Gunwharf to the south, and 5 miles from Southsea seafront. The hill affords panoramic views of the entire city below. The morphology and grain of nearby areas of the city are clearly visible. Those parts of the city where tall buildings are already concentrated are less distinct, however, the skyline of the city forms an integral part of a view, which also incorporates the Solent and the Isle of Wight.

5.14 On the basis of the distances involved, any proposals for tall buildings in areas of opportunity at Cosham, off the Southampton and Western Roads and at Port Solent, Horsea and Tipner could be clearly visible in the fore/middle ground from Portsdown and could have an impact. The impact of any proposals further south, particularly in the city centre, Portsea and Hard areas are, given the distance involved, likely to be less prominent, but not necessarily any less significant.

5.15 It is considered that any proposals for tall buildings in the city should, where appropriate, include an accurate visual representation (AVR) which depicts the impact of the proposal on the view from Portsdown Hill



1. View south west from Portsdown Hill Cluster of tall buildings and Spinnaker Tower visible on horizon.



2. View south from western side of Portsdown Hill. Paulsgrove visible in the foreground

5.16 Strategic/Panoramic Views from Portsdown Hill



3. View south from eastern side of Portsdown Hill. The mouth of Langstone harbour is visible on the centre left of the image; the city centre and its tall buildings on the centre right



4. View south from Portsdown Hill incorporating the harbour the; city centre is visible in the centre of the image.

5.17 Marine Approaches and Harbour

The key strategic views from the south are afforded by the marine approaches and the harbour, which surround the city to the south and west. These views are clearly visible from yachts and other pleasure craft approaching the city and using the harbour, and are particularly prominent from the large car ferries which serve the continent, and the smaller vessels to and from the Isle of Wight. In combination these ships are used by millions of passengers every year.

5.18 Marine Approaches

Unlike the views afforded from Portsdown, the marine approaches and harbour allow for much greater proximity. The viewing experience is significantly different depending on the angle of approach. Larger ferries approaching the city through the Solent from the south east will first see the city on the horizon, and then its skyline and features become more defined as the vessel approaches – a ‘kinetic’ view in which the perception of the city and individual buildings within it is altered by progress through space.

5.19 The proximity of the Isle of Wight to the south which constricts the Solent into a narrow band of between 3-4 miles dictates that vessels which approach from the south and east will already have a more ‘immediate’ view of the city which naturally becomes clearer as the vessel approaches. In either instance, the view ultimately becomes dominated by the Spinnaker Tower.

5.20 Harbour Views

From the relatively open waters of the Solent, the harbour constricts down to 250 metres at its mouth and then opens out to a width of approximately 500-600 metres at its northern end. The views afforded from the harbour entrance, within the harbour, and east from The Esplanade at Gosport are defined by the constricting effects of the harbour, and give clear and uninterrupted views of the type which cannot be had from the east. The Historic Dockyard, The Hard, Gunwharf and Old Portsmouth all form strong foreground elements in

the views from these areas. However, the height, and unique design of the Spinnaker Tower, which is orientated and focussed towards the harbour, ensure that it dominates all views within the harbour area, particularly at night when it is illuminated by a variety of coloured lights.

- 5.21 As with the strategic views from Portsdown Hill it is considered that any proposals for tall buildings should where appropriate provide accurate visual representation(s) (AVRs) which clearly demonstrate the impact of a proposal on the city skyline as visible from within the harbour, Gosport Esplanade and/or from the marine approaches to the city.

5.22 Strategic Views from Portsmouth Harbour/Marine Approaches



1. View to north east from Gosport Esplanade. From L-R HMS Victory, Semaphore Tower, Pall Europe Building, Admiralty Quarter and Spinnaker Tower are clearly visible.



2. Approach view of Portsmouth from the Solent 2 miles south of harbour entrance. The relationship between the Spinnaker Tower and No.1 Gunwharf can be clearly seen



3. View east from Gosport Esplanade. Spinnaker Tower is clearly the most prominent feature in the skyline



4. As image No. 2 only 1 mile closer



5. View south east from harbour. No.1 Gunwharf (under construction) is clearly visible on the left of the image. The harbour front buildings of Gunwharf Quays and Old Portsmouth can also be clearly seen



6. View of marine approaches from Spitbank Fort. No. 1 Gunwharf is visible on the skyline centre left of image.

5.23 Local Views

The 10 sensitive sites, and strategic views from the marine approaches and harbour area provide the most significant views in and around the city, however, other views which people value or consider important will also exist. To pre-identify all of these views would not be feasible, however, it is probable that localised views – such as those towards the sea from buildings near the seafront, or glimpses of key historic listed buildings (such as churches) and potentially other types of building are likely to be the most sensitive to the intrusion of tall buildings. Views of this type should also be considered as part of any planning application for a tall building.

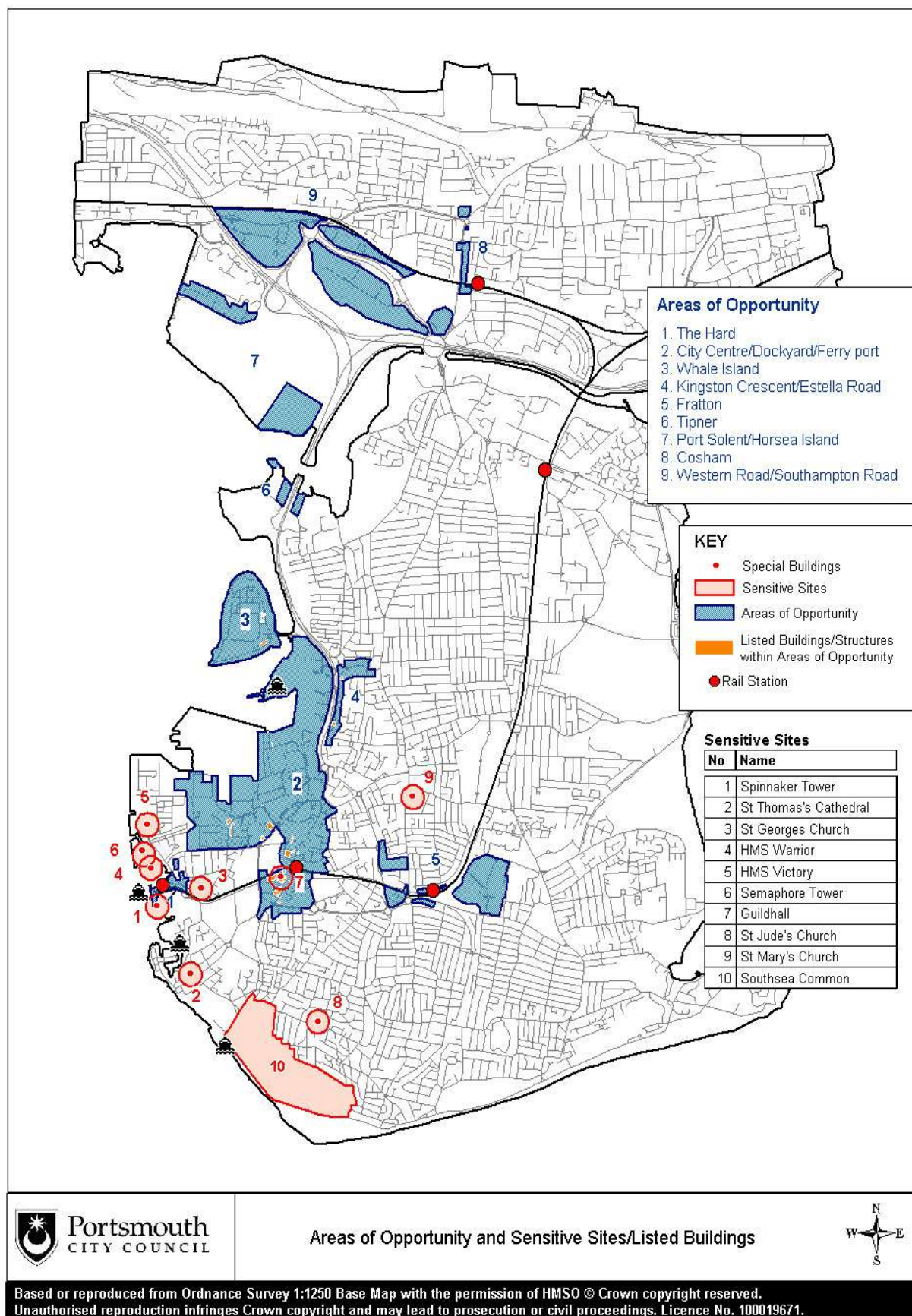
If a building, structure area or view is not included in the above 10 key sensitive sites it should not be assumed they are considered insignificant.

5.24 Clusters

It should be recognised that it is possible for the sensitive addition of taller buildings to consolidate or add to existing clusters of high rise buildings.

5.25 Conclusions

- In the context of Portsmouth the identification of 10 key sensitive sites, in conjunction with the exclusion of the majority of the city from the tall building's 'areas of opportunity', is recognised as the most appropriate method of ensuring that important views within the city are recognised and afforded reasonable protection.
- Other particularly important views include those from Portsdown Hill, the marine approaches to the city and Portsmouth Harbour.
- The importance of accurate visual representations (AVRs) is recognised as the key tool for assessing the impact of tall building proposals on all types of view.



6. Conservation Areas and Listed Buildings

6.1 The construction of a tall building should not be discounted simply because a site lies within a conservation area or is located in close proximity to a listed building. The potential for substantial areas of the city to accommodate tall buildings cannot automatically be ruled out on these grounds alone.

6.2 Conservation Areas

There cannot be a blanket presumption against tall buildings in conservation areas. However their development in those conservation areas where tall buildings are not already present, or in parts of an area, which are particularly important or sensitive should not be encouraged. Effort should be made to ensure that any broad areas identified as suitable for tall buildings do not overlap with conservation areas, or seek to minimise the extent of any overlap.

6.3 Tall buildings are more likely (if at all) to be successfully accommodated within, or in the setting of those conservation areas, which are significantly less historically uniform, of a more disparate character in terms of the quality of buildings within the area, or where existing tall buildings can already be seen within the area or nearby – as in Queen Street for example.

6.4 It should be noted that there are anticipated to be only two areas within the city where conservation areas and areas of opportunity overlap (see map below):

1. The Hard

Part of The Hard “area of opportunity” and the H.M Naval Base & St George’s Square Conservation Area (No. 22) and The Gunwharf Conservation Area (No 25) overlap.

2. The City Centre

Part of the City Centre/Dockyard/Ferryport area of opportunity and the Guildhall & Victoria Park Conservation Area (No 18) overlap.

In both instances the overlap is considered acceptable as tall buildings are already present within the area, and it is felt that new or replacement tall buildings may (dependent on design, siting etc) be acceptable given the existing character of the respective areas.

6.5 There are other parts of the city where conservation areas and areas of opportunity abut. Notable in this respect is the area to the north of Queen Street. The recently implemented Admiralty Quarter development has seen a tall building rise in close proximity to the walls of the historic naval base. In light of the acceptability of this scheme it is considered inappropriate to rule out the possibility of another tall building of equal or greater quality potentially being accommodated in the area.

6.6 Other prominent areas where both designations abut include The Hard and the city centre where it is considered that the pre-existence of tall buildings and the character of each area make them acceptable locations for new or replacement tall buildings.

6.7 Listed Buildings

The potential siting of a tall building in close proximity to a listed building should not automatically be ruled out.

To identify, comprehensively survey, and give prior consideration to the principle of a potential tall building proposal which could impact any of the city's approximately 650 listed buildings or structures would be both impractical and difficult to justify. This level of consideration can only realistically be given in response to detailed site-specific proposals.

Irrespective of a dedicated policy or SPD relating to tall buildings any proposals which came forward would be required to address the requirements of existing adopted policies relating to listed buildings within the current local plan and emerging LDF.

However it is arguable that tall or taller buildings which would be significantly higher than their surroundings would be particularly unlikely to fit in with existing historical architectural 'set pieces' of listed buildings in the City (such as those found in the Owen's Southsea Conservation Area No 2).

6.8 The Importance of Design

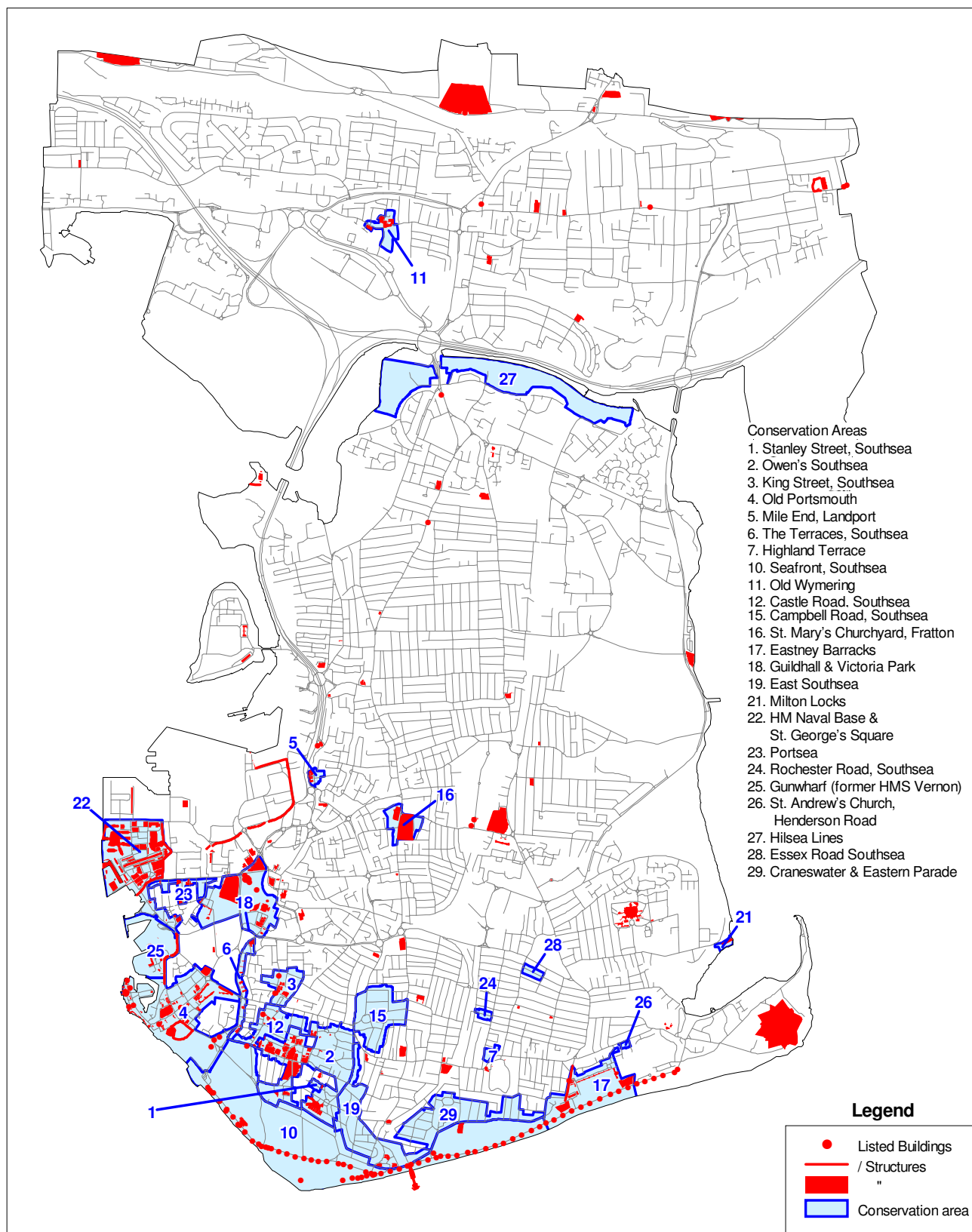
Practice suggests that tall buildings, and contemporary buildings in general, can be sensitively incorporated into the fabric and setting of conservation areas, provided that they can relate to their setting – for example by being stepped down, utilising appropriate materials, respecting key views and ultimately making a positive contribution to the area. Tall buildings are capable of responding to these criteria in the same way as any other kind of building, but are by their nature more visually intrusive and therefore require very careful design consideration to 'stitch' them into the surrounding fabric, with particular attention being paid to the ground floor.

6.9 Southsea Common

Southsea Common is a registered grade II listed park and forms an integral part of the Southsea Seafront Conservation Area (No. 10). It is the most significant open space in the southern part of the city. A modest number of tall buildings are present on its northern edge. The expansive open quality of the Common is maintained by the modest and consistent heights of the buildings (generally between 4-5 storeys) which frame its northern edge. Although a small number of buildings exceed this general roof height it is considered that further tall buildings could crowd the listed common and detract from its character and appearance. It is therefore considered that the siting of tall buildings on the northern edge of the common should not be encouraged.

6.10 Conclusions

- The number of listed buildings and the extent of conservation areas in the city make the formulation of an all encompassing location policy, which sought to exclude tall buildings from these areas highly problematic. Decisions about the acceptability of individual sites in conservation areas or in proximity to listed buildings cannot reasonably be considered in a 'strategic' level study such as this. They should be considered on a case by case basis, with the benefit of suitable AVRs to understand the extent of their potential impact.
- The siting of tall buildings in conservation areas should not generally be encouraged. If sites within conservation areas are identified, the visual impact on the setting or views of the area should be minimised to the greatest extent possible.
- Further tall buildings should be excluded from northern edges of Southsea Common.



CONSERVATION AREAS

- 5 Mile End
- 6 The Terraces
- 11 Old Wymering
- 18 Guildhall & Victoria Park
- 22 HM Naval Base & St George's Sq
- 23 Portsea
- 25 Gunwharf

KEY

- Areas of Opportunity
- Conservation Area
- Overlap with Conservation Area
- Rail Stations

Areas of Opportunity

- 1. The Hard
- 2. City Centre/Dockyard/Ferry port
- 3. Whale Island
- 4. Kingston Crescent/Estella Road
- 5. Fratton
- 6. Tipner
- 7. Port Solent/Horsea Island
- 8. Cosham
- 9. Western Road/Southampton Road



Conservation Areas and Areas of Opportunity



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7. Movement

7.1 Accessibility and the capacity of existing transport networks to accommodate higher densities should play a significant role in determining the appropriate location of new tall buildings.

7.2 Priority Bus Corridor

At present Portsmouth City Council has identified a single 'bus priority corridor' within the current Local Transport Plan (more may follow). This corridor is a main route running from Cosham to The Hard via the city centre. It is intended to increase the frequency and quality of bus provision, and to increase access for cyclists, pedestrians and buses. In line with government guidance, and the aims of the City Council's core strategy, the bus corridor provides an opportunity for higher density development. Integration of tall buildings within certain sections of the route would make a significant contribution to this strategy.

7.3 Rail Routes

Rail transit delivers direct high speed connections between Portsmouth and London (via Guildford) and a number of significant settlements including Cardiff, Bristol and Brighton. The railway has a major role to play in encouraging sustainable travel, and in the development of taller and denser buildings. As with the priority bus corridor, railway stations are considered by the government and the Council to offer appropriate locations for tall buildings.

7.4 Major Vehicle Routes

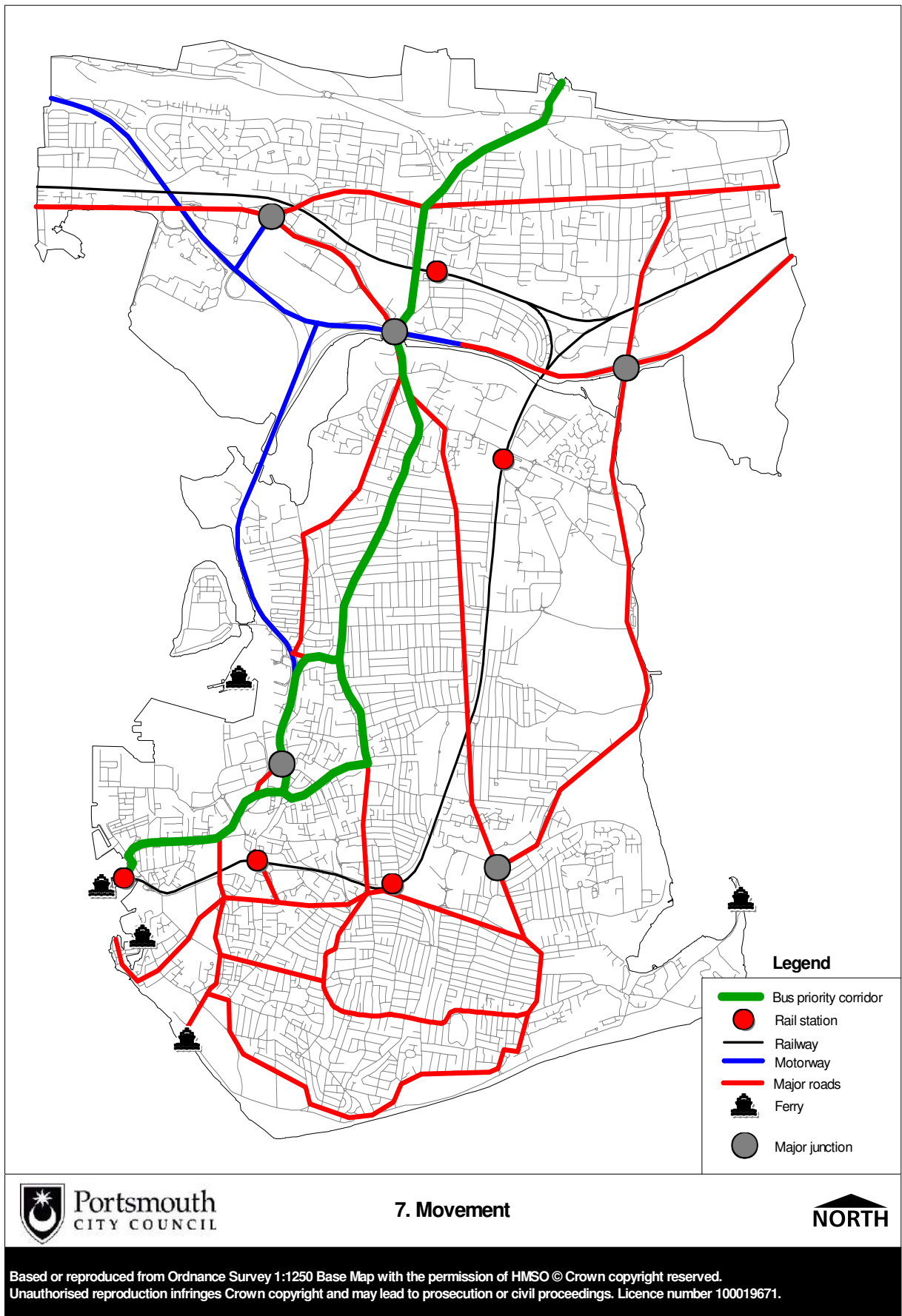
A number of major vehicular routes provide connections between the city, surrounding settlements and London. These routes are the most common means of accessing the city. They include the M275, Northern Parade, London Road, Copnor Road and Eastern Road. Due to their length, width and overall scale some of these major routes may have capacity in carefully selected areas to support taller/higher density buildings.

7.5 Intersections

Major road junctions and intersections can also provide suitable development locations for taller buildings. (see accompanying tall buildings location map)

7.6 Conclusions

- Sites for tall buildings should ideally be focussed around specific railway stations – in particular Portsmouth and Southsea Station, Fratton Station, Cosham Station and Portsmouth Harbour Station.
- In order to encourage and promote their use, higher densities should be encouraged along major public transport routes in the city. In particular, tall buildings should be encouraged to locate within sections of the Sustainable Transport Corridor.
- Some major road junctions may provide opportunities for 'landmark' buildings, which could (but do not have to be) tall buildings.



8. City, District and Local Centres

8.1 A number of shopping areas are identified in the Core Strategy, including areas of regional, district and local significance. Some of these areas are current foci for investment and regeneration. The Core Strategy aims to focus development in town centres. These are also areas where higher densities are considered appropriate due to the accessibility and availability of services.

8.2 City Centre

In commercial terms The City Centre focussed around Commercial Road constitutes the only shopping area of sub-regional/ regional significance within the city. Of all the city's numerous centres it represents the most probable focus for tall buildings – a number of tall buildings are already present in the area, and it is the commercial core of the city. The northern part of the area has outline planning permission for the development of a major new town centre which if implemented would also incorporate a number of tall buildings.

8.3 Town Centre

Southsea Town Centre focussed around the Palmerston Road Precinct constitutes the second most significant shopping area in the city. The height of existing buildings suggest that this is not an area where tall buildings should be encouraged.

8.4 District Centres

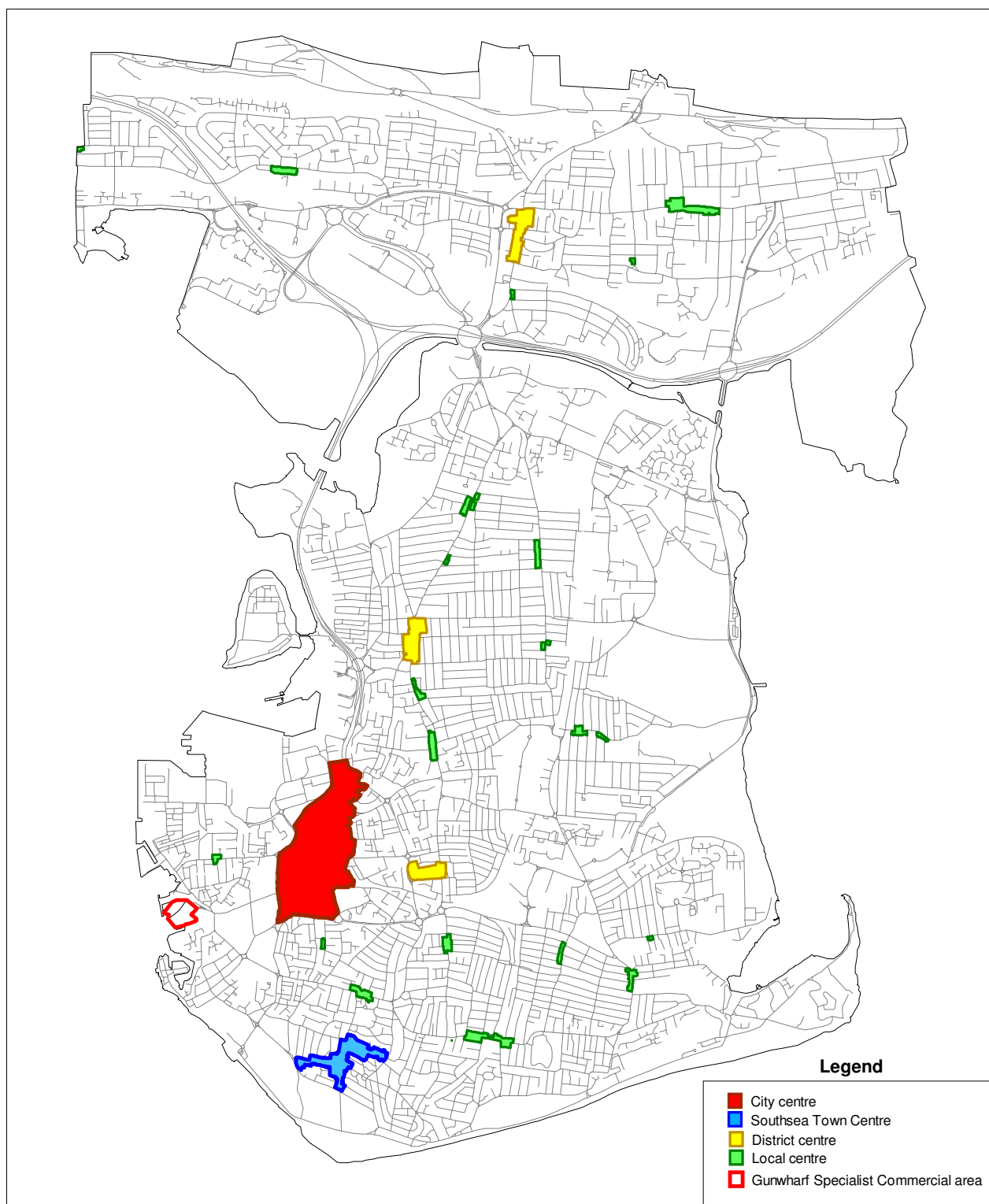
These types of shopping area are more modest. They serve a community's needs through a variety of shopping, leisure and service provisions. They are an important focus not only for residents in the immediate vicinity, but also for surrounding communities. A number are located in Portsmouth including: Cosham, North End, Fratton Road, and Albert Road. Cosham and Fratton have experienced upward development in the past. The presence of district shopping centres in close proximity to railway stations suggest both of these areas as potential sites for further tall buildings. The lack of tall buildings and of obvious sites in North End, in combination with the low rise nature of residential housing in the surrounding area, suggest that it is not a suitable area for tall buildings.

8.5 Local Centres

Local centres are generally small concentrations of shops and other uses scattered across the city. Whilst some may be considered capable of supporting tall buildings they are generally located in areas of low rise housing and as such tall buildings would typically be discouraged.

8.6 Conclusions

- Subject to appropriateness in terms of conservation issues, transport capacity and visual amenity etc, certain existing shopping areas: City Centre, Cosham, Fratton could form the focus of new developments of tall buildings.
- Tall buildings should not generally be encouraged in smaller local centres.



9. Character/Land Use Areas

9.1 The character of the city as a whole is given in depth consideration in an urban characterisation of the city which is in preparation. The character of those parts of the city identified as being areas of opportunity for tall buildings is also explored in greater depth later in this document.

9.2 A large proportion of Portsmouth can be divided into distinct areas either through the use or ownership of land, or through its predominant townscape.

9.3 Low Rise Housing

A very significant proportion of the land area of Portsmouth (particularly on Portsea Island) is given over to relatively high density low-rise terraced housing. Elsewhere in the city such as in Paulsgrove, Drayton and Farlington a lower density more suburban, yet still low rise feel prevails.

9.4 Open Space

Other substantial areas of the city are given over to open/green space. While the edge of a very small number of green spaces may offer the potential for tall buildings, building on designated green space itself is not permitted.

9.5 Industrial Estates

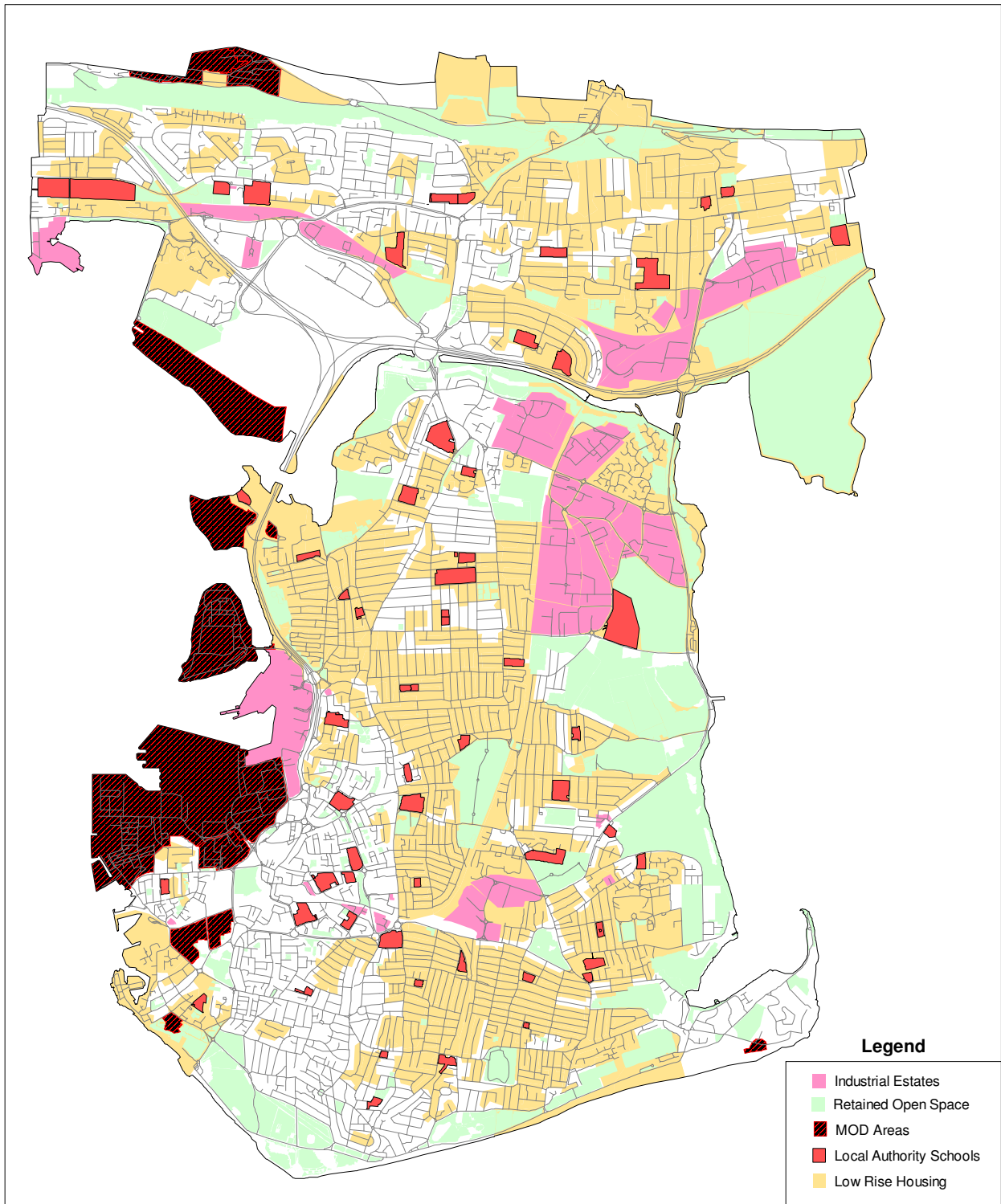
At present, no genuinely tall buildings are located on any of the City's industrial estates. This does not however preclude the possibility of their future construction. Whilst there may be potential for lower rise tall buildings, industrial estates are not considered areas where they should be generally encouraged.

9.6 Schools

The large number of Council owned schools in the city occupy a considerable amount of land. In the interests of preventing the loss of school buildings or land to speculative proposals for residential/commercial tall buildings, it is suggested that the no school sites should be identified as having potential for tall buildings – unless they are to replace an existing tall building with an education use on the site, or to expand a school's or college's capacity.

9.7 Conclusions

- Development of tall buildings in areas of the city predominantly characterised by low rise housing should be very strongly discouraged.
- Development of tall buildings on designated open space will not be permitted.
- Only tall buildings with an educational purpose would be permitted on school/educational land.



Portsmouth
CITY COUNCIL

9. Character/ Land Use Areas



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10. Conclusion

10.1 The purpose of this document is to identify those areas of the city where tall buildings may be considered appropriate.

10.2 By defining specified 'areas of opportunity', those areas where tall buildings are strongly discouraged and/or may be more problematic become clear. The concept of areas of opportunity has been chosen as a means of drawing the development of tall buildings towards parts of the city which are considered particularly appropriate for buildings of this type. The existence of this study and its accompanying supplementary planning document (SPD) is not intended to imply that tall buildings would necessarily be appropriate in all parts of the areas of opportunity identified, or in inappropriate numbers within those areas.

10.3 It should also be noted that the possibility of a tall building proposal of exceptional quality coming forward outside one of the areas of opportunity cannot be reasonably precluded. While their siting outside these areas would be discouraged, were a proposal to come forward the onus would be on the applicant to justify the appropriateness of the location(s) they have selected, and to adhere to the assessment criteria outlined in the tall buildings SPD.

10.4 It is intended that the areas identified would direct tall buildings away from the low rise suburban areas of Portsmouth, conservation areas and open space primarily towards selected areas in the western side of the city where there are a large number of existing tall buildings and transport, service and other infrastructure provision is focussed.

10.5 The conclusions of each chapter of this document, draw out a series of suggestions or indicators which either support or discourage the siting of tall buildings.

10.6 Those factors which may support the siting of tall buildings include:

10.6.1 The pre-existence of a significant number of tall buildings.

The pre-existence of a tall building or buildings within an area is not an automatic justification for replacement or new tall buildings within that area.

However where tall buildings already exist it is unlikely that their removal or replacement would take place to any significant degree within the plan period, as such proposals to supplement the tall buildings that already exist could be seen as a rational first approach to deciding the location of further tall buildings in the city.

In order for further tall buildings within an area to be acceptable, any proposed building should make a positive contribution to the townscape of the area.

They should also be compatible with the immediately surrounding development, if not then further tall buildings are unlikely to be appropriate. The pre-existence of tall buildings may not be sufficient justification alone for the further tall buildings within an area. That other tall buildings may already be present is a justification which could supplement or support the rationale

for a tall building when considered in conjunction with the context of the area and other factors discussed below

10.6.2 Flat topography of city - suggesting siting in pre-existing concentrations

That the city is flat does not justify tall buildings on any location within its boundary.

The absence of significant topography in the form substantial hills (with the exception of Portsdown Hill) and valleys does however prevent the 'concealment' of tall buildings in areas where their impact can be mitigated by topography.

As such the locating of tall buildings in areas where they already exist in significant numbers is a way of ensuring that their impact is focussed, and is not felt in those areas where they are not already present

10.6.3 The possibility of adding interest to the skyline

In some of those areas where tall buildings already exist, and further tall buildings may be considered appropriate, replacement or new tall buildings may add drama and interest to the cityscape.

In those areas where they are not present and the context is considered appropriate they may not only create a sense of drama but may also be particularly appropriate as a landmark or gateway signifying entry or arrival within the city. They can also of course act as a landmark or gateway in those areas where they already exist as well.

10.6.4 Proximity to the priority bus corridor

Proximity to the city's priority bus corridor is not an automatic justification for the siting of a tall building, however the encouragement of more sustainable forms of living is an objective of the City Council.

Proximity to the city's priority bus corridor which offers intensive public transport links connecting key transport, retail and residential areas is a way of supporting this objective. The greater densities which tall buildings can offer allow for more people to be accommodated in those areas which facilitate the use of more sustainable modes of transport than the personal motor vehicle - but only in those areas where townscape and other considerations do not rule tall buildings out.

10.6.5 Proximity to railway stations.

Proximity to a railway station is not an automatic justification for the siting of a tall building, however the encouragement of more sustainable forms of living is an objective of the City Council.

Proximity to the city's railway stations which offer important non vehicle based national transport links is a way of supporting this objective. The greater densities which tall buildings can offer allow for more people to be accommodated in those areas which facilitate the use of more sustainable modes of transport than the personal motor vehicle - but only in those areas where townscape and other considerations do not rule tall buildings out.

10.6.6 Proximity to major vehicle routes.

Proximity to a major vehicle route is not an automatic justification for the siting of a tall building.

However the city is dissected by an extensive network of major roads and is also served by its own direct link to the motorway network. Proximity to either of these may provide a justification for the siting of a tall building in those situations where the scale and proportions of the road are considered capable of supporting such a building. Proximity to a major road can also provide increased vehicle and pedestrian accessibility.

10.6.7 Proximity to major or significant road junctions.

Proximity to a major or significant road junction is not an automatic justification for the siting of a tall building.

However in those situations where the scale and the surrounding context of the junction are considered appropriate it may provide a justification. Junctions and roundabouts can be appropriate for landmark and or gateway buildings which help to signify arrival, or identify an area.

10.6.8 Proximity to town centres.

Proximity to a town or district centre is not an automatic justification for the siting of a tall building. However the encouragement of more sustainable forms of living is an objective of the City Council.

Proximity to town and district centres, which provide a range of retail, shopping and other services, is a way of supporting this objective by increasing ease of access to retail services without the need to travel by personal vehicle - but only in those areas where townscape and other considerations do not rule tall buildings out.

10.7 Factors which may discourage the siting of tall buildings include:

10.7.1 The potential for siting in conservation areas or in proximity to listed buildings.

The proposed siting of a tall building within a conservation area or in proximity to a listed building is not an automatic reason for not permitting a tall building.

However the sensitivity and importance of these sites and areas, suggests that the great majority of them would be inappropriate sites or areas for accommodating a tall building.

10.7.2 The presence of a ridgeline (On Portsdown Hill)

Portsdown Hill is the only major hill within Portsmouth. It has not been extensively developed, and it is considered that tall buildings sited on the hill could because of its height and prominence, be too visually intrusive.

10.7.3 The presence of particularly sensitive existing buildings (refer to appendix A).

A number of 'sensitive sites' have been identified in appendix A of this document, and are also identified in the accompanying SPD.

The presence or proximity of a tall building to a sensitive site, is not an automatic reason for not permitting a tall building however the identification of the sensitive sites is intended to highlight the visual and townscape significance of the selected buildings/areas and requires that particular attention be given to understanding the potential impact of a tall building proposal.

10.7.4 Proximity to the boundary of Southsea Common.

Southsea Common has been identified as one of the 'sensitive sites' It is considered important to preserve the open character of the common, one way of achieving this is to prevent the further intrusion of tall buildings onto the edge of the common.

10.7.5 Areas characterised by low rise housing.

The proposed siting of a tall building within an area of low rise housing is not an automatic reason for not permitting a tall building.

Portsmouth is a city characterised to a large extent by low rise relatively high density suburban housing. These areas of low rise housing are not considered suitable for accommodating tall buildings. Their low rise nature and the flat topography of the city would make tall buildings both visually intrusive and potentially damaging to the amenity of surrounding houses.

10.7.6 The potential for siting on or in close proximity to open space.

The proposed siting of a tall building in close proximity to areas of open space is not an automatic reason for not permitting a tall building.

However, the city contains a number of areas of open space. In order to preserve their open character, the siting of tall buildings on their periphery should be discouraged.

10.8 Analysis of these factors, and the findings of the Local Planning Authority's urban characterisation of the city (also available) suggest the following as potential sites or 'areas of opportunity' for tall buildings:

1. The Hard.
2. The City Centre/Dockyard/Ferryport
3. Whale Island
4. Kingston Crescent/Estella Road
5. Fratton
6. Tipner
7. Port Solent/Horsea Island
8. Cosham
9. Western Road/Southampton Road

10.9 Urban Characterisation of Areas of Opportunity

These areas are considered appropriate on the basis of one or more of the factors identified above and their locations, in particular their proximity to services which encourage, promote and support the increased densities which tall buildings can provide, and by doing so promote more sustainable modes of living.

10.10 The selection of the areas of opportunity has also been based on character analysis of the areas themselves (undertaken below). The selection of the areas has in part been derived from an ongoing urban characterisation of the city which has studied its entire area, and is intended to accompany this study.

10.11 **Analysis of Areas of Opportunity**

The following pages provide an area by area analysis of each area of opportunity. Maps and aerial images of the area are accompanied by a discussion of important features within each area and a justification for why the area has been chosen. Sub-areas are identified and discussed individually.

11. The Hard Area of Opportunity

11.1 Introduction

The Hard area is located in the south west of Portsea Island, immediately to the north of the entrance to Portsmouth Harbour. The area of opportunity is divided into two parts A and B, separated by the historic hard frontage.

11.2 Sub Area A

Incorporates the Railway Station, Bus interchange, Brunel House and the Havant Street Car Park to the rear of The Hard.

Sub Area B

Incorporates the site of the Pall Filtration building (an existing tall building), and a public house and office block to the immediate north, and a multi-storey car park which forms the base of the building.

11.3 Urban Grain

The grain of The Hard area generally is characterised by a series of broadly rectangular yet irregular blocks (typically between 70m x 40m) dissected by relatively narrow roads branching off from Queen Street and The Hard. Layout, density and building heights are not uniform. The railway station and interchange are characterised by open space and a large 3 platform station raised above the harbour on stilts.

11.4 Topography

The area is flat and is defined to a significant degree by its boundary with the harbour.

11.5 Views

Development of tall buildings within The Hard area of opportunity could significantly affect views from across the city.

11.6 The following areas are considered the most immediately obvious from which foreground and middle distance and kinetic (moving) views could be affected:

- Portsmouth Harbour
- Gosport Esplanade
- Portsmouth Point
- St George's Road
- Queen Street (southern end)
- The Historic Dockyard

It should be noted that this list is not exhaustive. It remains incumbent on the applicant to identify all significant views in line with guidance laid out under the paragraphs relating to Visual Impact and Effect on Local Views and Vistas in the accompanying Tall Buildings SPD.

11.7 Proposed tall buildings could also have a significant effect on views towards, and the immediate setting of the following pre-identified 'sensitive sites'

- The Spinnaker Tower
- HMS Warrior
- HMS Victory

It should be noted that views towards, and the setting of other sites of local significance may also be affected.

It should not be assumed that because a potential visual impact has not been identified - it is not of significance. In all instances, in-depth visual analysis utilising Accurate Visual Representations AVR's which seek to address all views of significance would be required.

11.8 Historic Environment

The immediate setting of the Hard area generally is one of considerable historic significance. It is bounded to the north by the historic dockyard, its wall and the prominent Victory Gate. The area is framed to the east by The Hard frontage, which is characterised by a variety of architectural styles and periods and also contains a number of listed buildings – The Ship Leopard Public House, and former Nat West Bank. The Pall Europe building lies behind this frontage, and forms its immediate backdrop when viewed from the harbour. The area of opportunity lies partly within and bisects the H.M. Naval Base and St George's Square Conservation Area (No. 22), and the northern part of the Gunwharf Conservation Area (No. 25).

11.9 Movement

The Hard is one of the main public transport entry and exit points to Portsmouth. It is the site of Portsmouth Harbour Station, and an important interchange which forms the terminus of the city's priority bus corridor. The station provides ongoing ferry links to Gosport and the Isle of Wight. There is considerable pedestrian movement along The Hard frontage between the Historic Dockyard, Gunwharf and around the interchange.

11.10 City District and Local Centres

The Hard area lies in relatively close proximity to the Queen Street Local Centre, and the Gunwharf specialist commercial area.

11.11 Land Use

The land use of The Hard area is a distinct mixture of transport, commercial, office and tourist uses.

11.12 Existing Tall Buildings

The general height of existing buildings in The Hard area lies within a range of 3-6 storeys particularly along the hard frontage. There are however a number of existing tall buildings located both within the area of opportunity and nearby

11.13 Those located within the area of opportunity (or directly adjacent to it) include:

- Spinnaker Tower (Height: approx 170m)
The tower is the key contemporary landmark in the city. Any proposal for a tall building(s) within its immediate vicinity should have regard to its potential impact on views of the tower.
- Europa House - Pall Europe Building (Height: approx 65m Storeys:18)
Europa House is a 1960's building of utilitarian modernist influenced design. Whilst the building has become a recognised feature of the townscape in the area, the site presents an opportunity to significantly improve the area with a replacement building that responds more sympathetically to the character of the surrounding area.
- Brunel House (Height: approx 45m Storeys:12+ roof plant)

Brunel House is also a 1960's building of plain utilitarian design. the site presents an opportunity to significantly improve the area with a replacement building that responds more sympathetically to the character of the surrounding area.

Other tall buildings nearby include:

- Millgate House (Height 53m Storeys 21)
- Admiralty Quarter Tower (Height 64m Storeys 22)
- No 1 Gunwharf (Height approx 100m Storeys 31)

- 11.14 When considered collectively the existing tall buildings in the Hard area can be regarded as a cluster – a loose agglomeration of buildings significantly taller than the surrounding townscape.
- 11.15 There are 5 buildings within a 550m radius of the Spinnaker Tower that are in excess of 12 storeys in height. This group of buildings is viewed collectively from a number of angles, in particular the marine approaches to the harbour, the harbour itself and Gosport Esplanade. Significant elements of the group can also be viewed from Park Road, which links Gunwharf with the city centre. The construction of No 1 Gunwharf Quays, Admiralty Quarter Tower and the Spinnaker Tower have helped to significantly improve the design quality of the built environment in the area,. this has helped to mitigate and lessen the negative visual impact of the original 3 tall buildings.
- 11.16 It is considered that well designed tall buildings in or close to a waterfront location such as this add both drama and vitality to this part of the cityscape, and as such it is desirable to seek replacement and/or additional tall buildings to reinforce and add to this positive characteristic of the city
- 11.17 When considering proposals for tall buildings in the area, careful consideration should be given to the relationship of proposed buildings to existing tall buildings within the cluster, and the potential impact on views towards and the setting of the cluster as a whole.
- 11.18 Particularly significant views of the cluster which allow the interrelationship of all of the constituent buildings to be appreciated are obtained from:
Marine approaches to Portsmouth,
Portsmouth Harbour
Gosport Esplanade
The western end of Queen Street
The western end of Park Road
- 11.19 **Conclusion**
The Hard area of opportunity has been identified as a possible location for tall buildings on the basis of the range of locational factors considered and analysed above, in particular the proximity of the area to the railway station and interchange.
- 11.20 It is also considered that the area may be appropriate on the basis of the character analysis of the area, which has identified the pre-existence of a cluster of tall buildings. Despite the uninspiring and limited architectural quality of some of the buildings within the cluster, it is considered that

replacement or new tall buildings could add to the cityscape particularly when viewed from the marine approaches to Portsmouth, Portsmouth Harbour, and Gosport Esplanade.

11.21 It should also be noted that The Hard area may lie within the boundaries of a proposed extension to the city centre, and that the emerging Portsmouth Plan (Core Strategy) identifies the Hard area as suitable for mixed use development, which it is hoped will create a vibrant waterfront destination. It is generally recognised that in parts of large urban areas such as Portsmouth, the opportunities which tall buildings offer to intensify and increase the number of uses within an area can offer real benefits such as increased employment opportunities. By identifying the area as a possible suitable location for tall buildings, it is hoped that the regeneration of the area may be facilitated.

11.22 **Some Possible Development Considerations/Constraints**

Proposals for tall buildings within The Hard area of Opportunity should:

- Have sensitive regard for, and where appropriate clearly respond to the historic dockyard located immediately to the north of The Hard area.
- Where appropriate give particularly careful consideration to their potential impact on views towards and the setting of the Spinnaker Tower, HMS Warrior, The Semaphore Tower, and HMS Victory
- Where appropriate give consideration to addressing the potential for screening of the rear service area of Gunwharf Quays immediately to the south of sub area A.
- Where appropriate seek to contribute to the enhancement of public realm within the hard interchange.



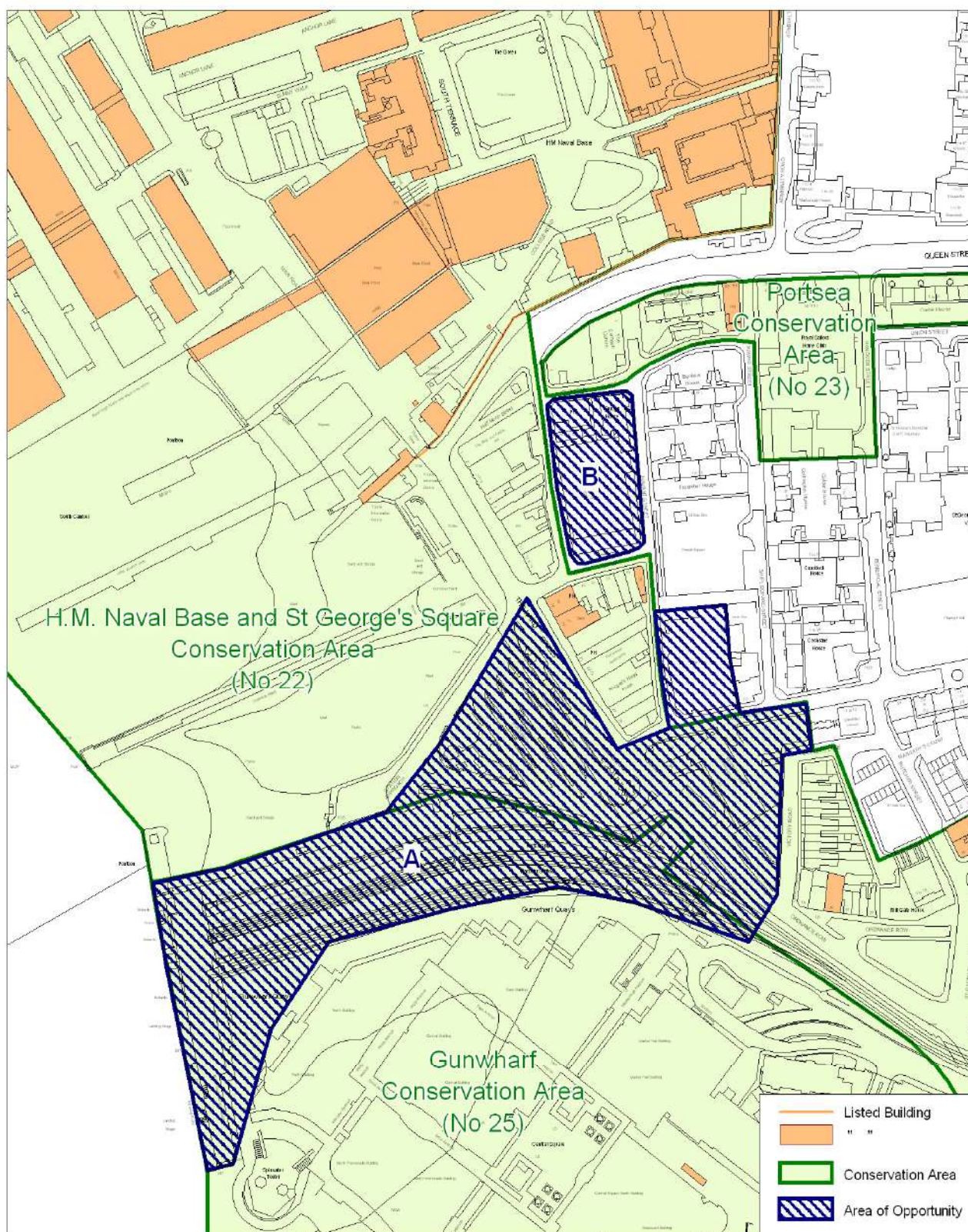
1. Oblique aerial view of entire Hard 'Area of Opportunity' from the north.



2. Oblique view of 'Sub Area B' The Hard from the west – Europa House Pall Filtration building and multi storey car park clearly visible.



3. Oblique view of Hard from east. Eastern part of 'Sub Area A' including Brunel House and Car park to rear, and Havant Street Car park clearly visible.



12. City Centre/Dockyard/Ferryport

12.1 Introduction

The City centre/Dockyard/Ferryport area is the largest of the areas of opportunity identified in this study. It is located in the centre west of Portsea island, and is bounded by the harbour to the west. It is surrounded by development to the north, east and south. The area of opportunity is not divided into separate sub areas, however for the purposes of this study the three different parts of the area will where appropriate be considered individually.

12.2 City Centre

The city centre part of the area forms the retail and commercial core of Portsmouth. It is bounded to the west by Anglesea Road (excluding Victoria Park and The Roman Catholic Cathedral) to the north by Market Way, to the east by a jagged boundary which links Lake Road with the Isambard Brunel Road roundabout on Winston Churchill Avenue. The eastern boundary of the area has been chosen so as to exclude the residential development and schools which bound the edge of the city centre. The southern boundary of the area is formed by Winston Churchill Avenue. The city centre already contains a large number of tall buildings and listed buildings

12.3 Dockyard

The dockyard part of the area forms a crescent fronting Portsmouth Harbour located to the north west of the city centre. It incorporates land within the naval dockyard, but also a residential area to the east of the historic dockyard which contains a number of tall buildings. The area is bounded to the west by the historic dockyard, and to the south by Queen Street, Market Way, Hope Street and the M275 motorway. The northern boundary of the area is formed by Basin No. 3 within the naval base and Flathouse Quay. The dockyard is divided from the commercial ferryport by Prospect Road.

12.4 Ferryport

The ferryport forms the northern element of the area of opportunity and is centred around the commercial ferryport. The area is bounded by the west to the harbour and waterfront docks, to the north by Whale Island Way, to the east by the M275 Motorway and to the south by Prospect Road.

12.5 Urban Grain

The urban grain of the area of opportunity is, as could be expected for such a large area, highly varied. The large irregular block pattern of the southern part of the centre focussed around the railway station gives way to tighter and more uniform residential blocks to the west – south of the dockyard. The northern part of the area is characterised more by large warehousing/ industrial buildings and open land.

12.6 City Centre

The southern part of the city centre is characterised by very large irregular blocks often occupied by individual buildings, it is highly permeable and also contains or is flanked by large amounts of open space.

12.7 Building heights within the area vary from 2-15 storeys (10-60m) in height.

The prevailing building height of the commercial centre which links the northern part of the area with the railway station is focussed around Commercial Road which is typically 3 storeys (12-15m) in height.

12.8 The northern part of the centre is characterised by buildings of very large footprint, in particular the Cascades Shopping Centre. This gives way to an area which is bounded and strongly defined by the large roads which converge on the Landport roundabout. This part of the area has a more open character, there are a large number of car parks in the area. The buildings are of large footprint and lie within their own extensive curtilage. The northern part of the centre focussed around the former Tricorn site which is now a car park has planning permission for the development of a new city centre incorporating a number of new tall buildings.

12.9 Dockyard
The dockyard element of the area of opportunity is characterised by two distinct urban grains. The southern part of the area – to the immediate north of Queen Street is a residential area with a relatively tight pattern of terraces and blocks interspersed with open space. The prevailing height of buildings in the area ranges from 2 to 3 storeys (8-12m). There are also a number of tall buildings in the area.

12.10 The remainder of the area, which lies to the immediate north of the residential area discussed above, fronts the harbour and curves around to the north linking with the commercial port. It is occupied by the operational naval base. The base is bounded by a large 5m grade II listed wall. It is characterised by a mixture of large and very large industrial office and storage buildings dissected by an extensive network of roads.

12.11 Ferryport
The ferryport is characterised principally by open space which currently forms the marshalling area for trucks and other vehicles using the ferries. The eastern edge and centre of the port area are occupied by a series of large industrial/ storage buildings similar in scale, character and layout to those found in the operational naval base.

12.12 **Topography**
The entire area is flat. The harbour forms the natural boundary of the area to the west. The other boundaries to the area are formed by non topographical features such as wide roads or the edge of open space.

12.13 **Views**
Development of tall buildings within the City centre/dockyard/ferryport area of opportunity could significantly affect views from or towards a number of areas around the city. It could also have an impact on the strategic viewing points from Portsdown Hill and the marine approaches to the south of the city.

The following areas are considered the most immediately obvious from which foreground and/or middle distance views could be affected:

- Landport
- Fratton
- Sommerstown
- Portsea

- The Hard
- Southsea
- The M275

12.14 It should be noted that given the size of the area of opportunity this list is not exhaustive. It remains incumbent on the applicant to identify all significant views in line with guidance laid out under the paragraphs relating to Visual Impact and Effect on Local Views and Vistas in the accompanying Tall Buildings SPD

12.15 Proposed tall buildings could also have a significant effect on views towards, and/or the setting of the following pre-identified 'sensitive site'

- The Guildhall
- Semaphore Tower
- HMS Warrior
- HMS Victory
- Spinnaker Tower
- St Thomas's Cathedral
- St Mary's Church Fratton

It should be noted that views towards, and the setting of other sites of local significance may also be affected.

It should not be assumed that because a potential visual impact has not been identified - it is not of significance. In all instances, in-depth visual analysis utilising Accurate Visual Representations AVR's which seek to address all views of significance would be required.

12.16 **Historic Environment**

The City Centre/ Dockyard/Ferryport area contains or is adjacent to a large number of buildings and sites of historic significance.

12.17 City Centre

In conjunction with The Hard, the city centre is the only area of opportunity to also contain part of a conservation area - Guildhall & Victoria Park (No 18). The element of the conservation area that lies within the area of opportunity contains approximately 15 listed buildings including the Guildhall which has also been identified as a sensitive site. The city centre is also bounded to the west by the remainder of the Guildhall conservation area which incorporates both the listed Victoria Park and the listed St John's Roman Catholic Cathedral both of which lie directly adjacent to the boundary of the area of opportunity. The area is also bounded to the south by The Terraces Conservation Area (No. 6).

12.18 Dockyard

The Dockyard part of the area of opportunity does not contain any conservation areas within its boundary. It is however directly abutted to the west by the H.M. Naval Base & St George's Sq Conservation Area (No. 22), which contains the greatest concentration of listed buildings in the city. To the south on the opposite side of Queen Street is the Portsea Conservation Area (No 23). The north eastern side of the dockyard area abuts the M275 motorway, opposite which is the Mile End Conservation

Area (No. 5). 6 listed buildings/structures lie directly within the dockyard area including the grade II listed dockyard wall. The boundary of the area also has a large number of listed buildings located nearby, not only in the historic dockyard, but also on the opposite side of Queen Street.

12.19 Ferryport

The ferryport part of the area of opportunity contains no conservation areas, no listed buildings and abuts no conservation areas. 4 listed buildings are located near the area on both Whale Island and on the opposite side of the M275 Motorway from the ferryport

- 12.20** The presence of the listed buildings within the area of opportunity does not indicate their suitability for replacement with a tall building. They have been incorporated in order to ensure continuity of the area. In all instances listed building consent would be required for the alteration or demolition of a listed building. Any proposal for a tall building within the area of opportunity should seek to ensure that it would not have a negative impact on the setting of a listed building, and that it would preserve or enhance the character and appearance of any conservation area.

12.21 Movement

The city centre is the confluence and focal point of a large number of key roads within the city, including the M275 motorway, which terminates just north of the city centre. It is also the site of Portsmouth & Southsea railway station which in transport terms forms the focal point of the southern part of the city centre. The area is also dissected by the priority bus corridor and is served by the Edinburgh Road/Commercial Road bus stops. As the primary retail area within the city, the centre is also the focus of significant pedestrian movement.

12.22 City District and Local Centres

The City centre is the site of the principle retail area for the city. It is also a retail area of sub regional significance.

12.23 Land Use

The land use of the City centre/ dockyard/ferryport area of opportunity is a broad mixture of uses

City Centre

Is characterised principally by retail uses. Office, administrative and transport uses are also present

Dockyard

The principle land use of the southern element of the dockyard area is residential. The remainder of the area is in the ownership/control of the Ministry of Defence and is an operational naval base, the range of uses within the base includes industrial, storage and residential,

Ferryport

The ferryport area is of course used principally as a port, but also has a number of ancillary uses including office, storage and carparking.

12.24 Building Height/ Existing Tall Buildings

City Centre

The northern part of the city centre is characterised to a large extent by open space, the supermarket (1 storey 14m) and row of shops (3-4 storeys 9-12m) which front the Market Way roundabout are all less than 20m in height.

12.25 Buckland

Outside of the area of opportunity located to the north east is an existing cluster of 6 tall buildings which lie within the Buckland area of municipal housing. The tall buildings were constructed using pre-fabricated methods and are of limited architectural value.

Tall buildings within the area include:

Barkis House (18 storeys 60m).

Nickleby House (18 storeys 60m).

Weller House (12 storeys 45m).

Blackwood House (7 storeys 22m).

Brisbane House (8 storeys 27m).

Copperfield (13 storeys 37m).

To the immediate south of Buckland and opposite the northern part of the city centre area lies

Wingfield House Government Offices (storeys 11 height 37m)

A large concrete office block of limited design value.

12.26 Commercial Road

The part of the centre focussed around Commercial Road has a general height, of 2-4 commercial storeys, considerably higher than a residential storey, and within the range of 8-15m. Commercial Road is flanked to the west by the Cascades Shopping centre and car park a building of extremely large footprint (2-7 storeys 9-23m). The east of Commercial Road is flanked by a large supermarket and car park (7-9 storeys 15-21m) and by Chandos House, a large former office building converted to residential use with retail on the ground floor (9 storeys 37m).

The area which bounds the centre to the east and south east of Commercial Road is characterised by residential development of 2-8 storeys in height. It does not form part of the area of opportunity

12.27 Southern City Centre

The southern part of the city centre constitutes the largest, most concentrated and significant cluster of existing tall buildings in the city. It is particularly focussed to the south of the railway station.

Tall buildings in the area include:

Zurich House (15 storeys 60m) – The tallest building in the city centre

The Post Office (7 storeys 27m)

Enterprise House (9 storeys 37m)

Margaret Rule Hall (6 storeys 28m)

The Civic Offices (4-5 storeys 24 + 8m plant rooms)

Bateson Hall (10 storeys 33m)

The Guildhall (3 storeys 54m)

The Park Building (5 storeys 48m)

King Henry Building (7 Storeys 30m)

University Science Building (7 storeys 31m)

St Michael Building (6 storeys 27+12m)
 James Watson Hall (6-10 storeys 19-35m)
 Land Registry Building (5 storeys 25m)
 Commercial Chambers (9 storeys 35m)
 Mercantile House (12 storeys 38m)
 Chaucer House (4 storeys 20 + 10m tower features)
 Trafalgar House (7 storeys 50m)
 Crown Court (4 storeys 26m)

- 12.28 To the south of the Winston Churchill Avenue lie:
 Leamington House (18 storeys 53m)
 Horatia House (18 storeys 53m)
 Both buildings are of 1960's design and utilised pre-fabricated methods in their construction, they have recently been re-clad. Neither building lies within the area of opportunity, given their proximity, they do however form part of the backdrop/ context for the city centre cluster of tall buildings.

- 12.29 Somerstown
 Outside of the area of opportunity, to the south west of the centre lies Somerstown an area of municipal housing similar to Buckland further to the north. The area contains a cluster of existing tall buildings including:
 North of Winston Churchill Avenue:
 Ladywood House (22 storeys 70m +10m services)
 Wilmcote House (6 storeys 33m)
 Handsworth House (18 storeys 50m)
 Dudley Pope House (8 storeys 22m)
 Omega House (8 storeys 23m)
 South of Winston Churchill Avenue:
 Tipton House (18 storeys 50m)
 Edgbaston House (18 storeys 50m)

- 12.30 **Dockyard**
 The dockyard part of the area of opportunity can be divided into two distinct areas – a residential element fronting Queen Street between the historic dockyard and York Road, and the working naval base fronting the harbour to the north curving around towards the ferryport.

- 12.31 South of Naval Base
 The residential part of the area has a general height of between (2-4 storeys 8-12m), There are however a number of exiting tall buildings within the area including:
 Admiralty Quarter Tower (22 storeys 64m)
 A high quality contemporary building sited directly adjacent to the historic dockyard at the western end of Queen Street
 Brunswick House (9 storeys 26m)
 Also part of the Admiralty Quarter site fronting Queen Street
 Sarah Robinson House (21 storeys 58m)
 A Council block of limited architectural quality located at the centre of Queen Street.
 Outside of the area of opportunity, to the south of Queen Street and just to the east of Anglesea Road there is a group of University buildings which contain the University Business School (7 Storeys 33m)

12.32 Naval Base

The working naval base which constitutes the majority of the dockyard area is characterised by a typical building height of between 2 and 4 storeys .8-15.m.

There are also a number of tall buildings within the base including a group centred around HMS Nelson opposite the Roman Catholic Cathedral on Market Way these include:

Gymnasium Building (3 storeys + tower 37m tower)

The Gymnasium is a Victorian building which possesses a notable Venetian style tower feature.

1960s Barrack Block (9 storeys 28m)

Office Block (7 storeys + services 24m)

Modern Barrack Block (7 storeys)

There is also a single storey building of very large footprint for the fabrication of warships located over an existing dry dock fronting the harbour

BVT Shed (1 storey 44m)

12.33 Ferryport

The general height of buildings within the ferryport part of the area of opportunity ranges from 1-3 storeys 10-15m in height. There are no buildings over 20m in height within the ferryport.

12.34 Conclusion

The city centre/dockyard/ferryport area of opportunity has been identified as a possible location for tall buildings on the basis of the range of locational factors considered and analysed above.

12.35 Some Possible Development Considerations/Constraints

Proposals for tall buildings within The City Centre/Dockyard/Ferryport area of Opportunity should:

- Where appropriate give particularly careful consideration to their potential impact on views towards and the setting of the Guildhall Spinnaker Tower, HMS Warrior, The Semaphore Tower, and HMS Victory
- Give consideration to the setting of the listed buildings, listed open spaces and conservation areas that lie within and in close proximity to the area of opportunity.

City Centre



Oblique view of City Centre (south of Portsmouth & Southsea Station) from the east.

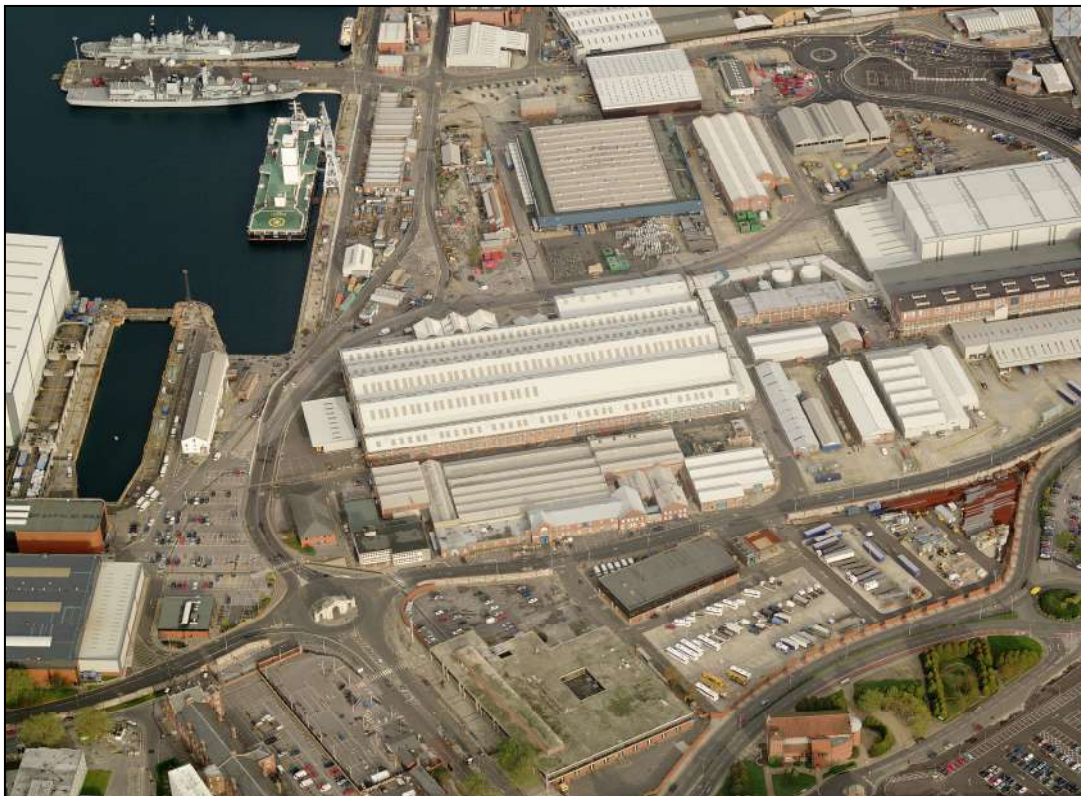


Oblique view of City Centre (north of Portsmouth & Southsea station) from the south Commercial Road shopping street runs through the centre of the image – bottom left to top right.

Dockyard

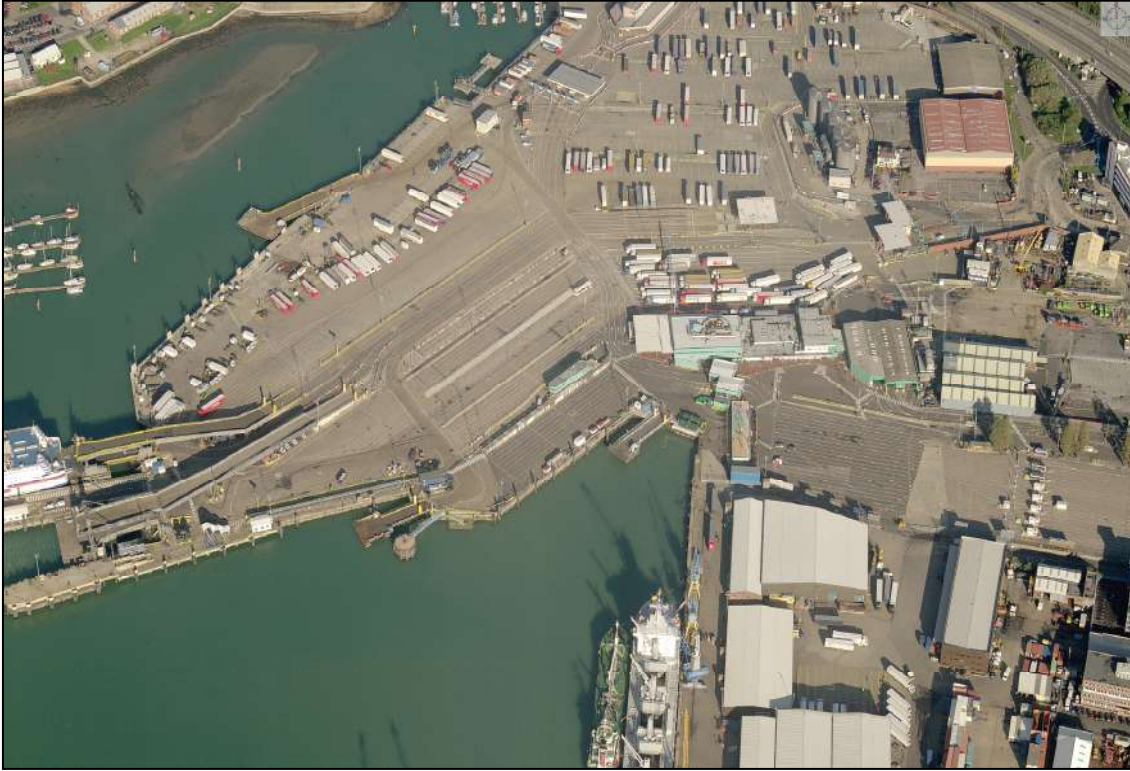


View of dockyard area north of Queen Street from east . Former Historic Dockyard car park Queen Street – now high rise ‘Admiralty Quarter’ development is clearly visible on top left. Sarah Robinson House municipal high-rise is also visible bottom left.

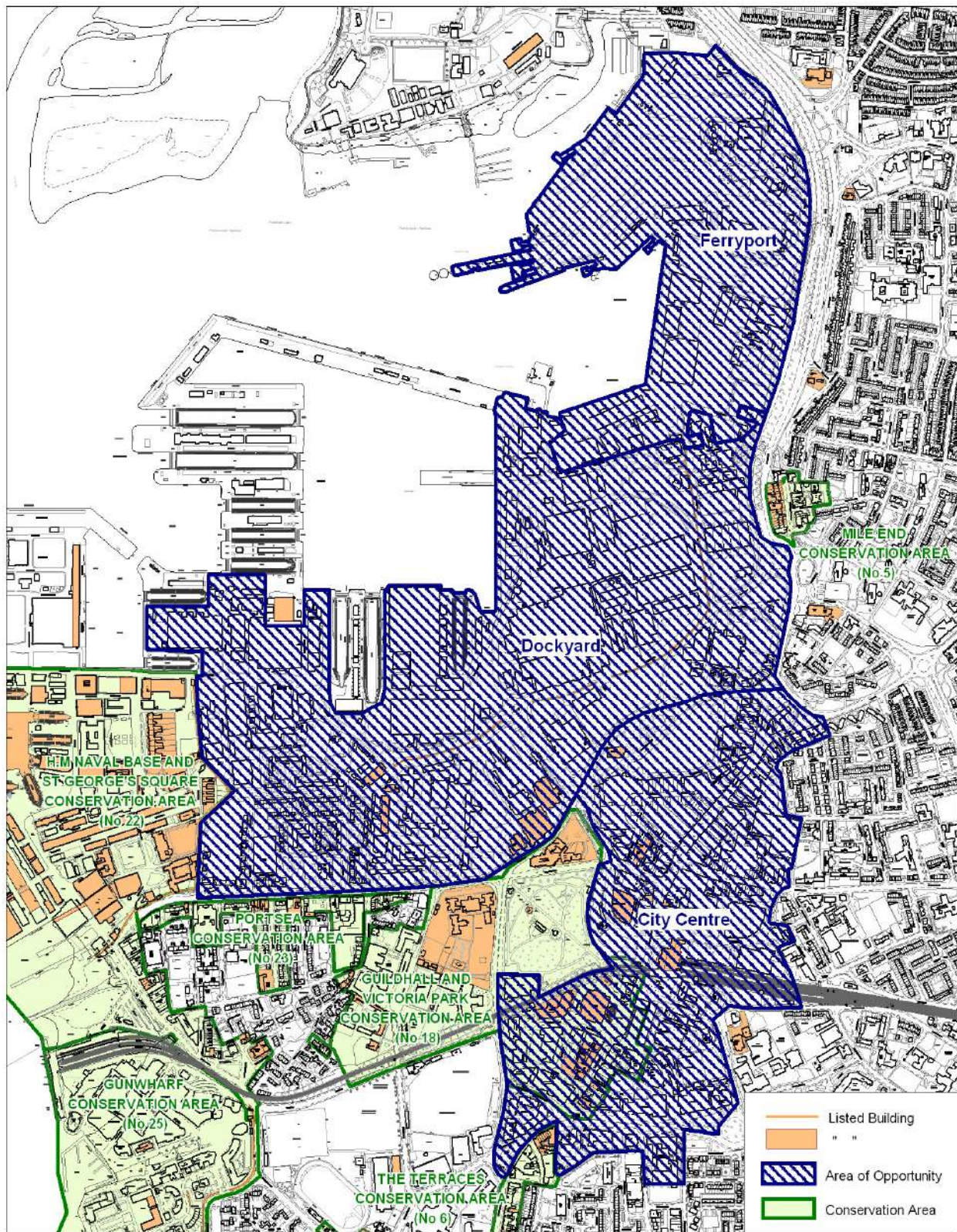


View of dockyard area west of Market Way and Hope Street from south.

Ferryport



View of ferryport area from the south.



City Centre / Dockyard / Ferryport Areas of Opportunity



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13. Whale Island Area of Opportunity

13.1 Introduction

Whale island is located off the western side of Portsea Island – within Portsmouth Harbour, north of Portsmouth Naval Base and the commercial ferryport, and south of Tipner and Horsea Island. It flanks the M275 Motorway, and is linked to Portsea Island via a narrow road bridge.

13.2 Urban Grain

The island has an open quality derived from its location within the harbour, absence of significant topographical features and the relatively limited presence of existing development. Existing buildings including a series of barrack blocks, a training centre and various stores and offices are loosely spaced and distributed across the island, but are particularly focussed on its northern and southern edges. There is a large area of undeveloped open space at the core of the island. Its grain is distinctly mixed, and is different from the dense residential and commercial streets that characterise much of the city.

13.3 Topography

The island is small (approximately 800m north-south and 600m east-west at its widest extent), low lying and flat

13.4 Views

Development of tall buildings on the Whale Island area of opportunity could significantly affect views from across the city.

The following areas are considered the most immediately obvious from which views could be affected:

- M275 Motorway
- Ferryport
- Dockyard
- Stamshaw residential area
- Port Solent/Horsea Island
- Portsmouth Harbour
- Portsdown Hill

It should be noted that this list is not exhaustive. It remains incumbent on the applicant to identify all significant views in line with guidance laid out under the paragraphs relating to Visual Impact and Effect on Local Views and Vistas in the accompanying Tall Buildings SPD

13.5 Proposed tall buildings could also have a significant effect on views from and /or towards

- Portchester Castle

13.6 It should be noted that views towards, and the setting of pre-identified sensitive sites may also be affected. In particular:

- HMS Victory
- The Semaphore Tower
- HMS Warrior
- The Spinnaker Tower

It should not be assumed that because a potential visual impact has not been identified - it is not of significance.

In all instances, in-depth visual analysis utilising AVR's which seek to address all views of significance would be required.

13.7 Historic Environment

The historic character of the island is noteworthy. It is principally derived from the formally laid out Victorian barrack buildings that occupy the central core of the island, and are sited to provide a series of small squares around each block.

13.8 The Island does not lie within a conservation area. There are however two substantial listed buildings present – The Drill Shed on the south east of the island, and the Quarterdeck Block incorporating the Church of St Barbara on the east of the island. The presence of the listed buildings within the area of opportunity does not indicate their suitability for replacement with a tall building. They have been incorporated in order to ensure continuity of the area. In all instances listed building consent would be required for the alteration or demolition of a listed building. Any proposal for a tall building within the area of opportunity should seek to ensure that it would not have a negative impact on the setting of a listed building.

13.9 The relative proximity of Portchester castle across the harbour 2.1km to the north east, and the historic dockyard 1.5km to the south west may be of significance in terms of the impact of proposed tall buildings on views towards or out of either of these areas.

13.10 Movement

Whale Island lies in close proximity to the M275 Motorway, which is currently accessed from the island via the Rudmore roundabout. The continental ferryport is located immediately to the south east of the island.

13.11 City District and Local Centres

The Island is not located in close proximity to any local, district or city centres.

13.12 Land Use

The current land use of the island is mixed. It is principally a military barracks, and training site (HMS Excellent) however there are other uses present such as warehousing/storage, and headquarters/office.

13.13 Existing Tall Buildings

The general height of existing buildings on the island lies within a range of 2-4 storeys with some single storey storehouse buildings under 20m concentrated on the southern edge of the island. There are two existing tall buildings located within the area of opportunity:

- Fleet Headquarters (Height: approx 28m Storeys 5 + Plant)
Fleet headquarters is a large contemporary office building with a distinct corner rotunda feature located on the south west corner of the island. It can be viewed to maximum effect from Portsmouth harbour.

- Barrack Block - (Height: approx 24m Storeys:7 + Plant)
The barrack block is a large slab block of utilitarian modernist design located on Eastern Road opposite the junior rates mess. The building may present an opportunity for a replacement building which enhances the townscape qualities of the area, and the approach view from the M275 motorway.

There are no other tall buildings on the island, or immediately within its vicinity on Portsea Island

- 13.14 The two existing tall buildings on the island cannot easily be read together – particularly from the motorway. The distance between them, and that there are no other tall buildings on the island suggest that it does not constitute a cluster.

13.10 **Conclusion**

The Whale Island area of opportunity has been identified as a possible location for tall buildings on the basis of the range of locational factors considered and analysed above – in particular its proximity to the M275 motorway.

The nature of the approach to the city on the M275 - a broad, elevated multilane highway which affords views to the south west across Whale Island, and serves as the principle vehicle entry point to the city suggest that the Island may present the potential to accommodate a replacement or new tall building of high design quality which could add drama to the approach to the city, and act as a landmark signifying arrival.

13.11 **Some Possible Development Considerations/Constraints**

Proposals for tall buildings within The Whale Island area of Opportunity should:

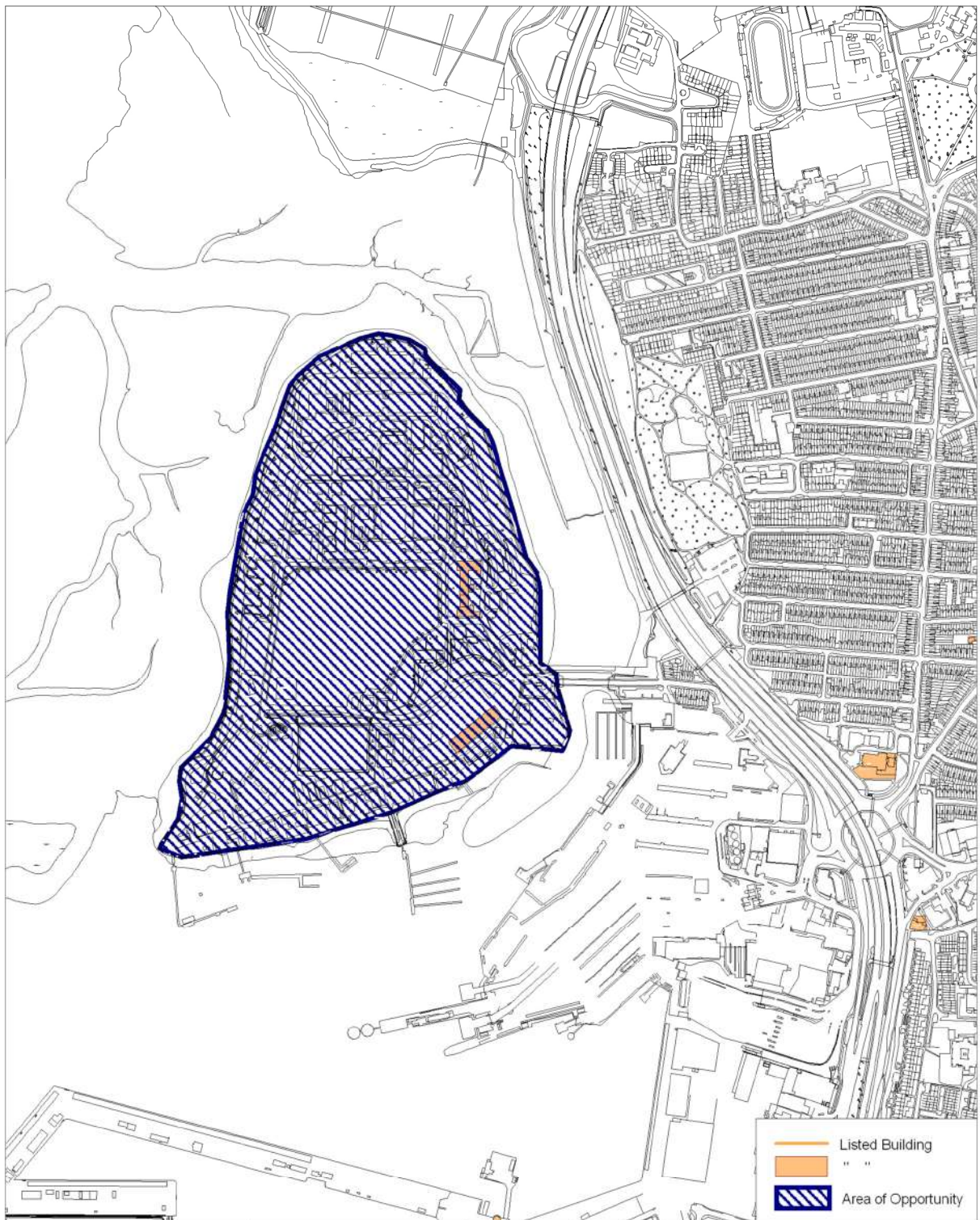
- Give consideration to their potential impact on views towards and from Portchester Castle across the harbour to the north west.
- Have regard to their potential impact on the Portsmouth Harbour RAMSAR site, Special Protection area for Birds (SPA) and Site of Special Scientific Interest (SSSI).
- Be mindful of the presence of listed buildings within the area of opportunity and ensure that any proposal would not detrimentally affect their setting.



View of Whale Island from west. Existing high rise barrack block and new fleet headquarters building are clearly visible in the top left and bottom right corners respectively



View of Whale Island from the east. The M275 Motorway is clearly visible in the bottom of the image



14. Kingston Crescent/Estella Road Area of Opportunity

14.1 Introduction

Kingston Crescent and Estella Road are located on the western central side of Portsea Island to the immediate east of the M275 Motorway where it intersects with the main trunk road network of Portsmouth, at a major road junction, the Rudmore Roundabout. The motorway connects with Mile End Road, Kingston Crescent, Stamshaw Road and Twyford Avenue, but is also carried over the roundabout by a prominent flyover.

14.2 Urban Grain

The Kingston Crescent /Estella road area has a distinctly mixed urban grain. It is characterised by a series of large irregular blocks occupied by individual buildings of various footprints and heights. Particularly distinctive are a series of large elongated 6 storey (22m) interlinked slab blocks, the rear of which front Estella Road, Mile End Road, and the end of the M275 Motorway. The uniformity of this part of the area gives way to a series of large buildings of varied footprint often set within their own grounds fronting either side of Kingston Crescent. The grain of the area is more open and permeable than the dense residential and commercial streets that characterise much of the surrounding area to the east.

14.3 Topography

The area is flat and is strongly defined to the west by the M275 Motorway and the series of roads that run parallel to it.

14.4 Views

Development of tall buildings within the Kingston Crescent/ Estella Road area of opportunity could significantly affect views from a number of areas across the city. The following areas are considered the most immediately obvious from which views could be affected:

- M275 Motorway – southern end and Rudmore flyover
- Rudmore roundabout – motorway slip road and other eastern junctions
- Mile End Road
- Stamshaw residential area
- North End residential area
- Buckland residential area

It should be noted that this list is not exhaustive. It remains incumbent on the applicant to identify all significant views in line with guidance laid out under the paragraphs relating to Visual Impact and Effect on Local Views and Vistas in the accompanying Tall Buildings SPD

14.5 The tight urban grain of the residential areas surrounding the area of opportunity to the north, east and south ensure that views towards pre-identified sensitive sites from within the area are limited. However, it should be noted that tall building proposals could still potentially affect views towards or the setting of some of these sites from other parts of the city – in particular

- St Mary's Church Fratton (1.1 km to the south east)
- The Guildhall (1.75 km to the south)

It should not be assumed that because a potential visual impact has not been identified in this document - it is not of significance. In all instances, in-depth visual analysis utilising AVR's which seek to address all views of significance would be required.

14.6 Historic Environment

The historic character of the area as a whole is limited. No part of the area of opportunity lies within a conservation area. However there are two listed buildings present nearby – The Air Balloon and The Market Tavern Public Houses.

- 14.7 The area to the immediate south of the area of opportunity is occupied by the Mile End Conservation Area (No. 5), the site of numerous listed buildings (including the birthplace of Charles Dickens). There is also a modest group of listed buildings Nos 61-75 Kingston Crescent located to the immediate east of the northern part of the area of opportunity. Any proposal for tall buildings in the area should have regard to the setting of both the listed buildings, and the conservation area.

14.8 Movement

The area lies directly adjacent to the end of the M275 Motorway the key road access to Portsmouth, and the Rudmore roundabout – an important junction, and the confluence of a number of major roads. Kingston Crescent itself is an important road and forms part of the route of the city's priority bus corridor. It links Rudmore roundabout with North End and the east of the city. The continental ferryport is located immediately to south east of the area on the opposite side of the roundabout.

14.9 City District and Local Centres

The area is located in close proximity to the North End local shopping centre, the centre of which lies approximately 200m to the north east of Kingston Crescent on London Road.

14.10 Land Use

The area is characterised by a mixture of land uses, although a significant number of sites are given over to employment uses including:

Baltic House 45m (10 storeys + services)

A glass and brown brick office block located on the north of Kingston Crescent

Portsmouth Technopole 18m (5 storeys)

A white clad office building and adjacent car park located on the south of Kingston Crescent.

Both these buildings are prominently visible from the Rudmore Roundabout and Motorway flyover in both directions

These in conjunction with 62-80 and 47-50 Kingston Crescent are identified as sites to be retained for employment use.

Land uses in the remainder of the area include housing, a hotel, police station, supermarket and a number of other office buildings.

14.11 Existing Tall Buildings

The general height of existing buildings in the Kingston Crescent part of the area typically lies within a range of 3-4 storeys (all under 20m in height) with a limited number of 1/ 2 and 5 storey buildings distributed throughout.

The southern part of the area is occupied by a uniform series of connected slab blocks all with a height of approximately 22m. The blocks contain flats, and their eastern aspect presents a soundproofing wall towards the motorway. With the exception of the Estella Road flats, there is one existing tall building with a height over 20m located within the area of opportunity:

- Baltic House (Height: 45m Storeys: 10 + Plant)

Baltic House is discussed above under the land use section.

It is a prominent building of varied heights that has a large uniform footprint. It is particularly noticeable from the M275 motorway.

14.12 The northern part of Kingston Crescent is characterised by a roofscape that gradually steps up from a 3 storey office building in the east to the 6 storey element of Baltic House in the west. The southern part of Kingston Crescent and Estella Road have more uniform and consistent roof heights. The absence of buildings over 20m, the principle exception being Baltic House, and the relatively uniform height (between 3-5 storeys but not over 20m) of the other buildings, mean that there is not a pre-existing cluster of tall buildings in the area.

14.13 Conclusion

The Kingston Crescent/ Estella Road area of opportunity has been identified as a possible location for tall buildings on the basis of the range of locational and other factors considered and analysed above, in particular:

Its proximity to the M275 motorway and Rudmore roundabout and flyover and the priority bus corridor.

The southern and northern approach experiences to the area from the motorway and particularly the flyover provide prominent elevated views of the eastern end of Kingston Crescent and the Estella Road flats, as does the motorway sliproad and eastern side of the roundabout from the north.

The prominence of the site and the limited architectural quality of the existing buildings suggest that the area may be appropriate for a replacement or new landmark tall building signifying arrival – particularly on that part of the area which is most visible from the motorway.

14.11 Some Possible Development Considerations/Constraints

Proposals for tall buildings within The Kingston Crescent/Estella Road area of Opportunity should:

- Give consideration to the setting of the listed buildings and the conservation area that lie in close proximity to the area of opportunity.



Oblique view from north. Baltic House – large glass and brick building clearly visible in centre of image. Motorway flyover and Rudmore roundabout can also be seen centre right



Oblique view from east. Entire length of Kingston Crescent visible – from Kingston Road (bottom) to Baltic House and Portsmouth Technopole Top



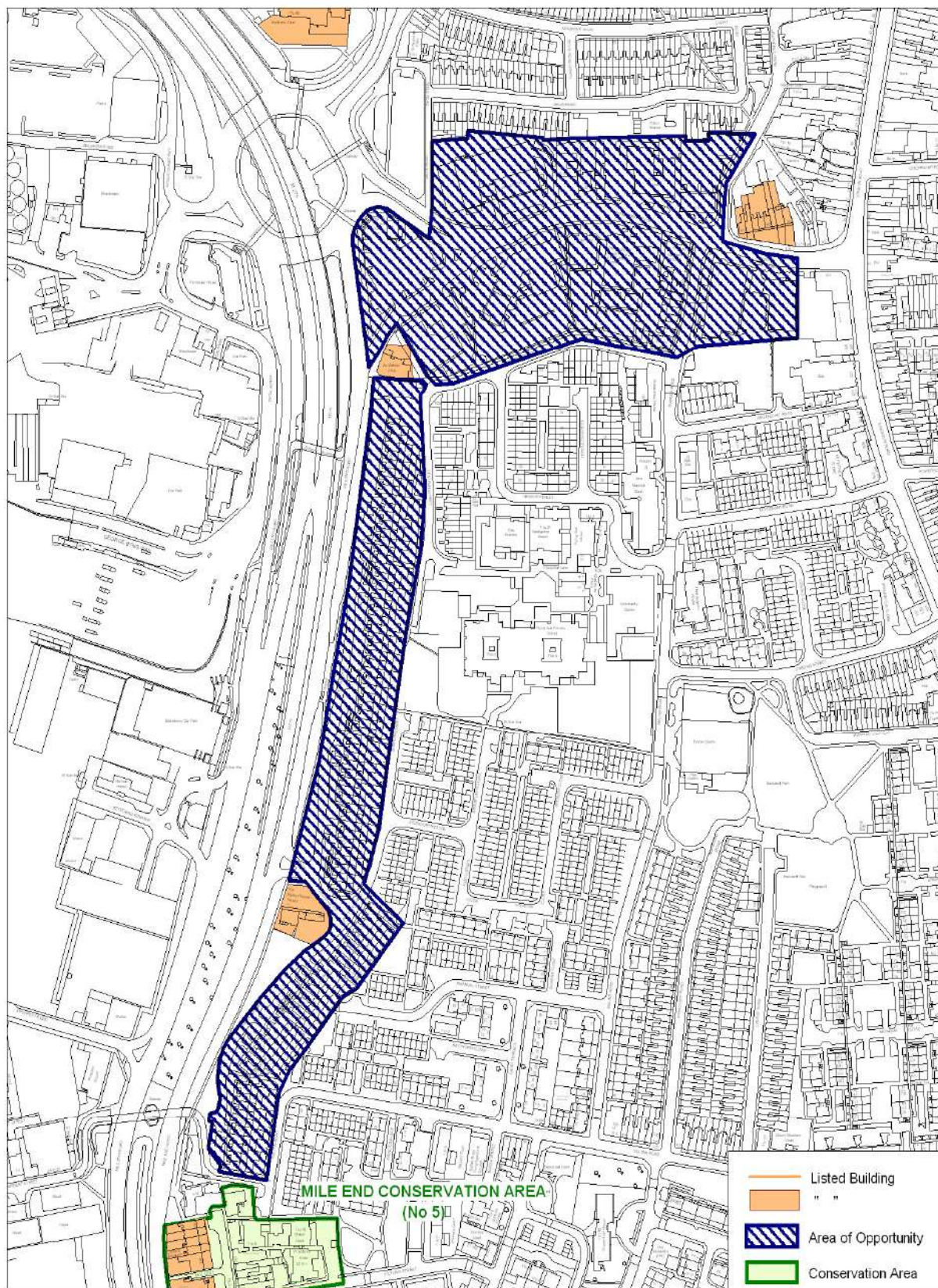
Oblique view from east - southern element of Estella Road flats. Mile end Conservation Area (No. 5) visible centre left of image.



Central element of Estella Road Flats



Northern element of Estella Road flats. Portsmouth Technopole visible centre right of image



Kingston Crescent/Estella Road Area of Opportunity



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15. Fratton Area of Opportunity

15.1 Introduction

Fratton is located in the centre of the southern part of Portsea island to the north of Southsea. The area of opportunity is divided into 5 parts or sub areas labelled A-E. Although non contiguous, the separate parts are united by a close proximity to one another, and a focus on Fratton railway station, and Goldsmith Avenue/Fratton Road – which is the main shopping street in the area.

15.2 Sub Area A

Fronts onto Fratton Road, and incorporates The Venture Tower Building, The Bridge Shopping Centre, The Asda Superstore and Car park to rear and the Total petrol station, Deaf Centre and Unity Hall on either side of Arundel Street fronting the Arundel Street/Holbrook Road roundabout. A significant part of the sub area constitutes a designated district retail centre

15.3 Sub Area B

Is a rough triangle of land bounded to the north by the railway line and Holbrook Road and Victoria Road North to the west and east respectively. The area fronts 2 major roundabouts, that connect the city north-south and east-west. The Royal British Legion Club, an existing large 2 storey building with car park located to the north of the railway has also been incorporated into the sub area. The majority of the sub area has already been redeveloped with tall buildings with a height range of 5-9 storeys. Over half of the area is also identified as existing employment land to be retained.

15.4 Sub Area C

Is an elongated stretch of land located directly adjacent and to the north of Fratton Railway Station. It incorporates the station car park and approach road, 1-32 Selbourne Villas an existing 4 storey block of flats and the British Rail Staff Association located opposite the entrance to the railway station.

15.5 Sub Area D

Is a stretch of land located to the immediate south of Fratton railway station on the opposite side of Goldsmith Avenue. It incorporates an existing builders yard adjacent to a small area of open space to the east and runs along Goldsmith Avenue to another Yard fronting the roundabout. The area of opportunity lies within a larger area that has been identified as an urban priority area.

15.6 Sub Area E

Is the largest sub area in the Fratton area of opportunity. It is located to the north east of Fratton railway station, and incorporates The Pompey Centre The south east corner of which has been partly redeveloped with a scheme of contemporary design. The area also incorporates a large DIY store and Car Park, a number of industrial and commercial units, and an area of vacant land adjacent to Fratton Park Football Stadium which at the time of writing has an extant unimplemented planning permission for a scheme incorporating an 18 storey building, and other tall buildings.

15.7 **Urban Grain**

The urban grain of the Fratton area in general is principally characterised by dense tightly packed Victorian terrace housing, particularly to the north and south of the railway station. The housing occupies a series of regular blocks 150-200m long by 35-40m wide. The blocks have a uniform height and appearance.

The grain of the sub areas differs from the prevailing pattern of the surrounding housing.

15.8 Sub Area A

The element of the area which fronts Fratton Road has a disparate and non uniform grain the large geometric foot print and prominent height of the Venture Tower steps down to two a storey colonnaded frontage which forms the façade to a large low rise shopping centre and Supermarket both of which form a linked building of very large footprint. To the rear of the supermarket is a large car park. The area of opportunity crosses Arundel Road, and abuts a large area of municipal housing with an open grain characterised by a series 4 storey flats of rigid layout broken up by large areas of open green space.

15.9 Sub Area B

Has recently been substantially redeveloped. It's grain is characterised by a series of large tall buildings of irregular footprint, surrounded to the east and west by a belt of open greenery and trees.

15.10 Sub Area C

Is principally composed of open space - a road and large car park. Adjacent to which is a free standing block of flats of large footprint. The area abuts the rear of a Victorian terrace to the north.

15.11 Sub Area D

Is composed of a series of tight dense low rise buildings and garages to the east, which gives way to a more open grain to the west - a series of larger industrial buildings broken up by interconnected yards and car parks. The part of the area facing the roundabout consist of open green space
The area abuts the rear of a Victorian terrace to the south.

15.12 Sub Area E

Is a large area characterised by an open grain - to the east of Fratton Way a series of bulky stand alone retail sheds and industrial units sit within their own extensive car parks and open space. The sense of openness in this part of the area is accentuated by the former goods yard and railway sidings to the south and west. The area to the east of Fratton Way is characterised principally by undeveloped open land to the north and the recently completed Pompey Phase IV. Phase IV is located in the south east corner of the sub area. It is a permeable perimeter block centred around an open courtyard that incorporates a number of tall buildings.

15.13 **Topography**

The area is flat, and its location at the centre of Portsea island means that it is not bounded by any other geographical or topographical features of significance.

15.14 Views

Development of tall buildings within the Fratton area of opportunity could significantly affect views from or towards a number of areas around the city. The following areas are considered the most immediately obvious from which foreground and/or middle distance views could be affected:

- Somerstown
- Landport
- Fratton – those areas outside of and adjacent to the area of opportunity
- Milton
- North Southsea

It should be noted that this list is not exhaustive. It remains incumbent on the applicant to identify all significant views in line with guidance laid out under the paragraphs relating to Visual Impact and Effect on Local Views and Vistas in the accompanying Tall Buildings SPD

15.15 Proposed tall buildings could also have a significant effect on views towards, and/or the setting of the following pre-identified 'sensitive site'

- St Mary's Church Fratton

It should be noted that views towards, and the setting of other sites of local significance may also be affected.

15.16 It should not be assumed that because a potential visual impact has not been identified - it is not of significance. In all instances, in-depth visual analysis utilising AVR's which seek to address all views of significance would be required.

15.17 Historic Environment

Fratton is an area of historic significance, however it contains only a limited number of listed buildings, the most significant of which is St Mary's Church (listed grade II*) which lies within its own conservation area (No 16) incorporating the surrounding churchyard in the north of Fratton, and forms a prominent and important landmark in the area. The church is located along Fratton Road 500m to the north of the Bridge Shopping Centre, and approximately 800-900m to the north east sub area E.

Other listed buildings in the area, the immediate setting of which could potentially be affected by proposals for tall buildings include:

- No. 129 Fratton Road
- Priory School

15.18 Movement

As the site of Fratton railway station, Fratton is an important public transport node. The area is dissected by a number of important roads and 2 key roundabouts. All of the sub areas lie adjacent or in close proximity to an important road and/or one of the two major roundabouts in the area.

15.19 City District and Local Centres

All of the sub areas within the Fratton area of opportunity lie in close or relatively close proximity to the Fratton district centre.

15.20 Land Use

The land use of the Fratton area is a distinct mixture of housing, transport, and commercial uses.

15.21 Building Height/ Existing Tall Buildings

The general height of existing residential buildings in the Fratton area is typically 2 storeys and lies within a range of 8-10m. The height of buildings outside of the areas of Victorian terrace housing - along main road frontages and within the various sub areas varies as follows:

15.22 Sub Area A

Fronts the commercial area of Fratton Road which has a height range between 18m/ 5 storeys around the corner with Garnier Street/Penhale Road in the north stepping down sharply towards a prevailing height of 5 - 10m/ 1 to 2 storeys in the south. The remainder of the area is occupied by a large retail shed (Asda) -10m high, and the Venture Tower (see below). The Unity Hall and Deaf Centre located to the north of Arundel Street have a height of approximately 8-10m, and are located adjacent to post war municipal housing of a uniform 10 –11m/ 3-4 storeys in height.

15.23 Sub Area B

Is an area that has recently been redeveloped with a series of large contemporarily styled flats for different housing associations:

Mulvanny Court (Storeys: 6 Height: 19m)

A building clad in synthetic panels and terracota fronting the railway line to the north.

Collins Place (Storeys: 5-9 Height 28m)

A large white render and coloured glass building fronting Fratton Bridge roundabout.

Priory View (Storeys: part 7 part 9 Height: approx 28m)

A smaller building also in white render designed to complement Collins Place, and also fronting the roundabout.

15.24 Sub Area C

Is composed principally of an access road and car park. An existing block of flats - Selbourne Villas (Storeys: 5 Height approx 19m) is also present. The area to the immediate north of the sub area is occupied by typical Victorian two storey terrace housing.

15.25 Sub Area D

Is characterised by low rise buildings of between 6-9m/ 1-2 storeys in height. The area to the immediate south of the sub area is occupied by typical two storey terrace housing

15.26 Sub Area E

The south east corner of the area has recently been redeveloped with a large mixed use scheme (Pompey phase IV) ranging in height from 3-10 storeys. The following buildings are located on the site:

Etap Hotel (Storeys:5 Height: 16m) Lavender cladding

'Vista' (Storeys Max:10 Height: 31m) Blue and green cladding

'Horizon' (Storeys:6 Height: 16m) Orange cladding

'Outlook' (Storeys:5 Height: 16m) Terracotta cladding.

The remainder of the sub area is occupied by single storey retail/industrial units of between 8-10m in height.

15.27 There are a number of existing tall buildings located both within the area of opportunity and nearby. Those located within the area of opportunity include:

- Venture Tower (Height: approx 33m Storeys: 12)
Located in Sub area A the tower is of 1960s design, and arguably of limited architectural value, it is also a prominent landmark in Fratton.
- Collins Place - (Storeys: 5-9 Height 28m)
A new large white render and coloured glass building fronting Fratton Bridge roundabout.
- Priory View (Storeys: part 7 part 9 Height: approx 28m)
A smaller building also in white render designed to complement Collins Place, and also fronting the roundabout.
- 'Vista' (Storeys Max:10 Height: 31m)
A new building of bold angular brightly coloured design, which forms the centrepiece of the Pompey Phase IV development at the south east of sub area E

Other tall buildings nearby include:

- The Victory Business Centre (Height approx 26m Storeys 6+ services)
An Art Deco building located to the immediate south of the Venture Tower.

15.28 When considered collectively the existing tall buildings in the Fratton area cannot reasonably be regarded as an existing cluster of tall buildings.

The existing tall buildings within the area are not read collectively or coherently from the main roads that approach or are within the area. The distance between them (800m separates Vista from Collins House) dictates that the buildings are read individually within the townscape, and further demonstrates the difficulty in regarding the area as a cluster.

15.29 **Conclusion**

The Fratton area of opportunity has been identified as a possible location for tall buildings on the basis of the range of locational factors considered and analysed above, in particular the proximity of the area to Fratton railway station, Fratton district centre and the number of important roads and two major roundabout within the area which may offer an opportunity for a landmark building.

15.30 **Some Possible Development Considerations/Constraints**

Proposals for tall buildings within The Fratton area of Opportunity should:

- Where appropriate have due regard to the domestic scale of adjacent buildings, particularly on the northern boundary of sub areas A and C and the southern boundary of sub area D
- Where appropriate give particularly careful consideration to their potential impact on views towards and/or the setting of St Mary's Church.
- Give consideration to the setting of the listed buildings that lie in close proximity to the area of opportunity

Sub Area A



1. Oblique view of 'sub-area A' Fratton from south. Fratton Road frontage (to right) Superstore and car park (centre) and petrol station/Unity and Deaf Club sites (top left) are clearly visible

Sub Area B



* Aerial image shows area prior to redevelopment*
2. Oblique view from south of 'sub-area B' Fratton. The triangular nature of area is clearly visible. The British Legion building (top right) to the north of the railway line is also included in the area of opportunity

Sub Area C



3. Oblique view of 'sub-area C' Fratton from south. The Station car park (top right) and modern block of flats (centre left) are clearly visible

Sub Area D



4. Oblique view of 'Sub Area D' Fratton from the south

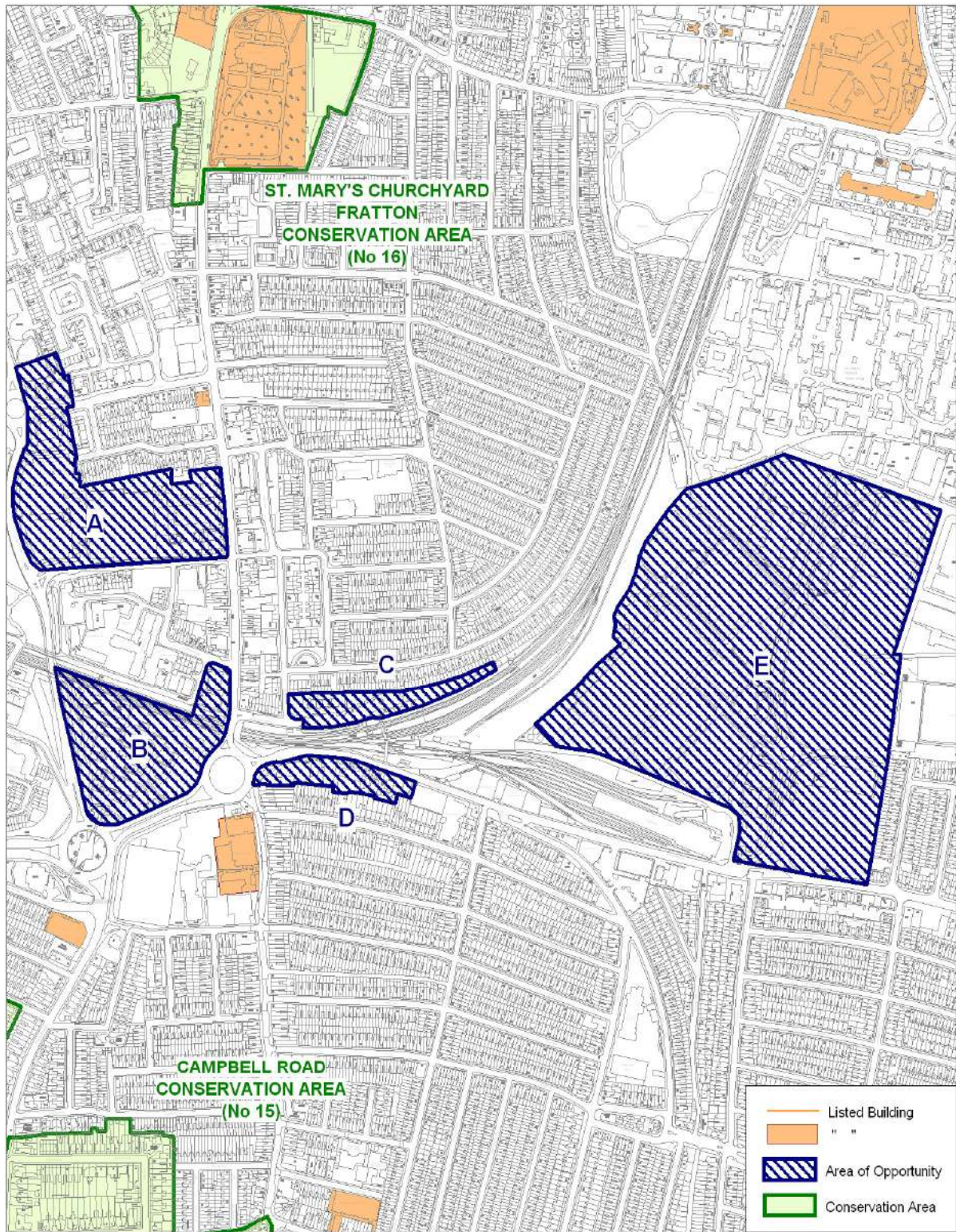
Sub Area E



5. Oblique view of 'Sub Area E' Fratton (western part)



6. Oblique view of Sub Area E Fratton (eastern part)



Fratton Area of Opportunity



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16. Tipner

16.1 Introduction

Tipner is located on the north western side of Portsea Island – adjacent to Portsmouth Harbour and Tipner lake to the east. The area flanks either side of the M275 Motorway at the point where it connects to the mainland via a bridge. The Tipner area has been identified as an urban priority area suitable for phased development with a number of uses. At the time of writing this document the preferred developer for the area - Tipner Regeneration Company (TRC) are currently preparing a masterplan for its comprehensive redevelopment. The area of opportunity is divided into 3 separate sub areas A-C. Collectively the 3 sub areas do not occupy the entirety of the urban priority area.

16.2 Sub Area A

Tipner Point is located on a promontory of land that is currently occupied by a scrap yard and cement works. To the immediate south of the point lie a group of listed buildings. The promontory juts into Portsmouth Harbour, and is prominently visible from the M275 Motorway as it approaches the city.

16.3 Sub Area B

Lies adjacent to and flanks the M275 motorway for approximately 600m to its west at the point where the motorway joins Portsea Island. The area is presently partly occupied by a large warehouse/store, the remainder of the area is characterised by an area of trees and shrubbery that flanks the motorway, and open space.

16.4 Sub Area C

Lies adjacent to and flanks the M275 motorway for approximately 600m to its east at the point where the motorway joins Portsea Island. The area is characterised by an area of trees and shrubbery that flanks the motorway, and open space.

16.5 Urban Grain

The Tipner area generally has an open quality derived from the large areas of open space on either side of the motorway.

16.6 Sub Area A

Is the most built up of the three sub areas. There is a modest grouping of single storey buildings in the south east corner of the area, with a further grouping of metal clad storage and handling equipment (max height 15m) for the processing of aggregate and cement. The remainder of the area is characterised by an open yard with an open wharf to the north, and enclosed piles of aggregate around the edges.

16.7 Sub Area B

Is characterised principally by open space. The area immediately adjacent to the motorway consists of an area of trees and shrubbery approximately 25m in depth.

16.8 Topography

The area is defined to the north and east by its shoreline boundary with the harbour and Tipner lake. It is essentially flat, however the Motorway is constructed on a raised embankment which dissects the area in two.

16.9 Views

Development of tall buildings on the Tipner area of opportunity could significantly affect views from across the city. The following areas are considered the most immediately obvious from which views could be affected:

- M275 Motorway
- Portchester
- Hilsea
- Stamshaw
- Whale Island
- Port Solent/Horsea Island
- Portsmouth Harbour
- Portsdown Hill

It should be noted that this list is not exhaustive. It remains incumbent on the applicant to identify all significant views in line with guidance laid out under the paragraphs relating to Visual Impact and Effect on Local Views and Vistas in the accompanying Tall Buildings SPD

16.10 Proposed tall buildings could also have a significant effect on views from and /or towards

- Portchester Castle

It should not be assumed that because a potential visual impact has not been identified - it is not of significance. In all instances, in-depth visual analysis utilising AVR's which seek to address all views of significance would be required.

16.11 Historic Environment

The historic character of the Tipner area is derived from the surviving buildings in the area associated with the military. The area does not lie within a conservation area. There are however a group of listed buildings present which are the remains of a former naval magazine complex. Any proposal for a tall building within the area of opportunity should seek to ensure that it would not have a negative impact on the setting of a listed building.

16.12 The relative proximity of Portchester castle across the harbour 2km to the north east, and the historic dockyard 3km to the south west may be of significance in terms of the impact of proposed tall buildings on views towards or out of either of these areas.

16.13 Movement

The Tipner area of opportunity lies directly adjacent to the M275 Motorway, At present there is not a junction providing direct access to the Tipner area from the motorway. The closest motorway junction is at Rudmore 1.4 km to the south.

16.14 City District and Local Centres

Tipner is not located in close proximity to any local, district or city centres.

16.15 Land Use

The current land use of the Tipner area is mixed. The area is principally open space however there are other uses present including warehousing/storage, and a greyhound track.

16.16 Building Height/Existing Tall Buildings

The general height of the limited number of existing buildings in the Tipner area of opportunity lies within a range of 10-15m (1-2 storeys). There are no existing tall buildings located within the area of opportunity, or Tipner generally.

16.17 Conclusion

The Tipner area of opportunity has been identified as a possible location for tall buildings on the basis of the range of locational factors considered and analysed above – in particular its proximity to the M275 motorway.

16.18 The nature of the approach to the city on the M275 – which affords an unfolding kinetic view of the approaching city with Tipner point in the foreground, and the proximity of the sub areas to the motorway, gives the potential for the any tall building within the sub areas to have the maximum dramatic effect and impact when considered in terms of the urban priority area as a whole. The siting of a quality new tall building (or buildings) on the areas flanking the motorway and/or at Tipner point could also act as a striking gateway or landmark signifying arrival.

16.19 It should be noted that proposed policy within the accompanying Tall Buildings SPD, would not require development of buildings of up to 20m or 5 storeys or less within the whole Tipner area (including the area of opportunity), to have regard to the assessment criteria within the SPD (relevant planning considerations would still apply).

16.20 It should also be noted that the Tipner area lies adjacent to an important area of nature conservation, and as such the sensitive nature of its location could act as a significant constraint on the development of tall buildings within the area

16.11 Some Possible Development Considerations/Constraints

Proposals for tall buildings within The Tipner area of Opportunity should:

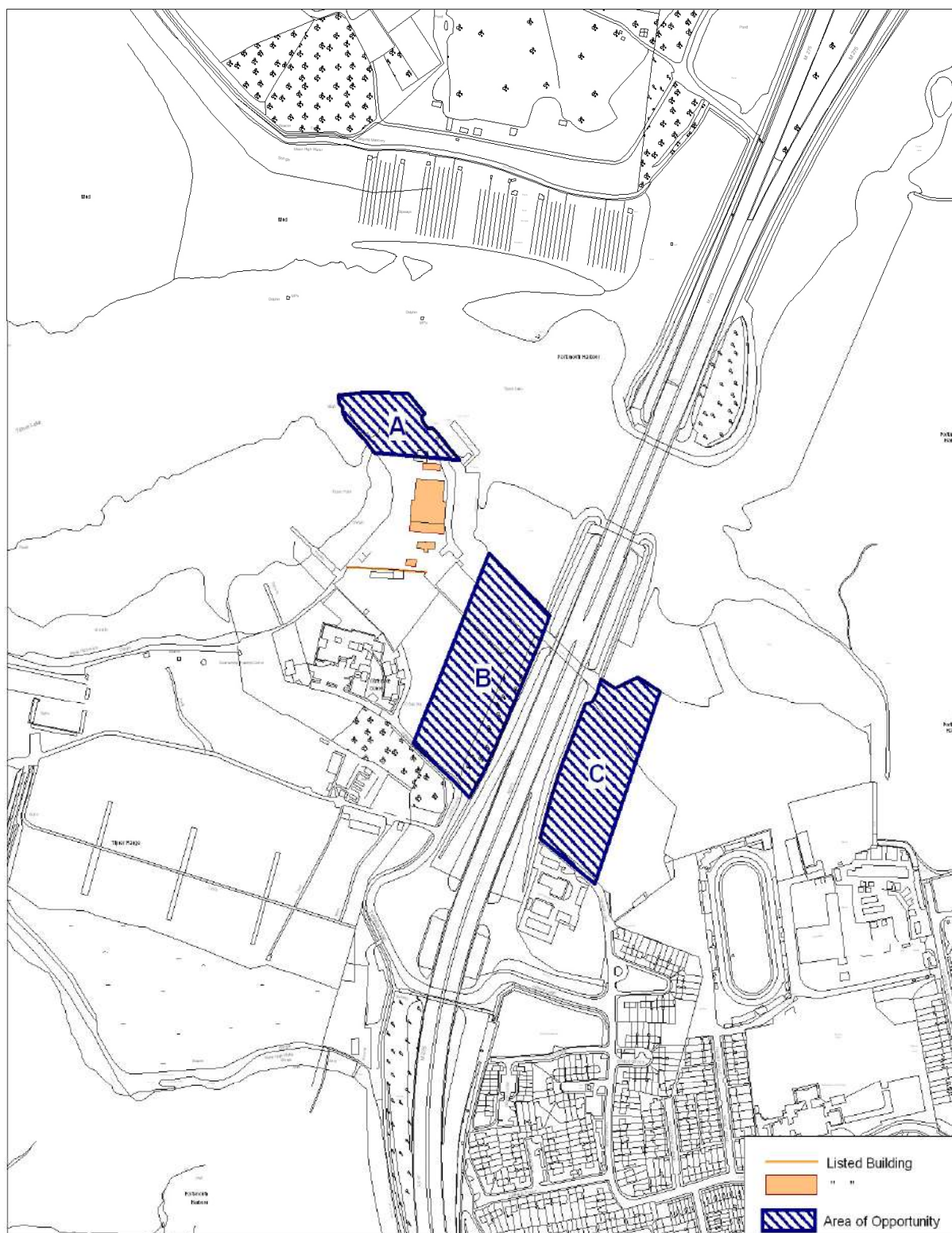
- Give consideration to their potential impact on views towards and from Portchester Castle across the harbour to the north west.
- Have regard to their potential impact on the Portsmouth Harbour RAMSAR site, Special Protection area for Birds (SPA) and Site of Special Scientific Interest (SSSI).
- Be mindful of the presence of listed buildings within the area of opportunity and ensure that any proposal would not detrimentally affect their setting.
- Be aware that the area lies in an area at risk of flooding.



1 (LEFT) Oblique view of 'Sub Area A' Tipner. A significant promontory clearly visible from the M275 Motorway as it enters the city.
2. (BELOW) view from M275 approaching city. Tipner site lies in middle distance past gantry sign.



2. Oblique view of Sub Areas B and C Tipner from the north



Tipner Area of Opportunity



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17. Port Solent/Horsea Island

17.1 Introduction

The Port Solent/Horsea Island area is located in the north west of the city off of Portsea Island – It lies to the south of the M27 Motorway on the landward side and is adjacent to Portsmouth Harbour to the south and west. The area is bounded to the east and north by a curved section of motorway which links the M27 with the M275. The area generally, lies within a flood plain. The area of opportunity is divided into 2 separate sub areas A and B.

17.2 Sub Area A

The Port Solent sub area is located immediately adjacent and to the south of Port Solent Marina. The area is currently occupied by a large car and boat park.

17.3 Sub Area B

Lies on the south east corner of Horsea Island adjacent to where the M275 leaves the mainland.

17.4 Urban Grain

The grain of the two areas is distinctly different.

17.5 Sub Area A

The existing built up area of Port Solent to the immediate north of sub area A is characterised by a series of protrusions or fingers of land which cut into an enclosed controlled tidal body of water. The water provides mooring for yachts. The grain of the area has a 'uniform irregularity' derived from the irregular block plan but similar character, height and materials of the dwellings - generally between 10-13m tall (2-3 storeys). To the south is a large marina which occupies almost the entire southern part of the site. The area has a mixture of house types –detached, semi detached and terraced as well as multi storey flats, this variety is reflected in the particularly irregular roofscape and high degree of permeability within the site. The grain of the actual sub area to the south is characterised by a large open car park, framed by a large 2 storey (15m) cinema to the north and a series yacht parks and further car parks to the west abutting Portsmouth harbour.

17.6 Sub Area B

Is characterised principally by open space with a thick covering of trees and shrubbery. A small number of low rise buildings are also scattered within the area.

17.7 Topography

The area generally is flat.

17.8 Sub area A is defined to the west by its shoreline boundary with Portsmouth harbour.

17.9 Sub area B is defined to the south also by Portsmouth Harbour. A large pond is also present to the immediate east of the area, directly adjacent to the motorway.

17.10 Views

Development of tall buildings on the Port Solent/Horsea Island area of opportunity could significantly affect views from a number of areas within and outside of the city. The following areas are considered the most immediately obvious from which views could be affected:

- Port Solent
- M275 Motorway
- Portchester
- Hilsea
- Paulsgrove
- Portsmouth Harbour
- Portsdown Hill

It should be noted that this list is not exhaustive. It remains incumbent on the applicant to identify all significant views in line with guidance laid out under the paragraphs relating to Visual Impact and Effect on Local Views and Vistas in the accompanying Tall Buildings SPD.

17.11 Proposed tall buildings could also have a significant effect on views from and /or towards

- Portchester Castle

It should not be assumed that because a potential visual impact has not been identified - it is not of significance. In all instances, in-depth visual analysis utilising AVR's which seek to address all views of significance would be required.

17.12 Historic Environment

The historic significance of the Port Solent area is relatively limited. There are no listed buildings in either sub area or nearby, and there are no conservation areas in proximity to the area of opportunity either. It should be noted however that Horsea Island has had a long and historic association with the Royal Navy, and in particular the development of torpedo technology. The large rectangular lake 1km in length that occupies the southern part of the island was used to test prototype torpedoes from the early 20th century onwards.

17.13 Of the areas of opportunity identified in this document, Port Solent/Horsea Island lies closest to Portchester castle across the north of Portsmouth harbour. The castle is located approximately 1km to the west of Port Solent, and 1.8km to the west of the Horsea sub area. The proximity of both sub areas to the castle is potentially of great significance to the acceptability of tall buildings proposals in the area, particularly in terms of their potential impact on views towards or out of the Castle.

17.14 Movement

The Port Solent/Horsea Island area of opportunity lies adjacent to the M275 and M27 Motorways, at present there is not a junction providing direct access to Horsea Island from the motorway, or any other roads in the area. Port Solent is also not directly accessible by motorway, but is reached via a junction of Southampton Road.

17.15 City District and Local Centres

The Port Solent/Horse Island area of opportunity is not located in close proximity to any local, district or city centres. The area does however contain a significant number of restaurants and related leisure uses.

17.16 Land Use

The current land use of the Port Solent/Horsea Island area generally is mixed.

17.17 Sub area A

Comprises principally of car parking with other uses related to yachting including storage and repair. The existing Port Solent development to the north is characterised principally by residential use with restaurant, leisure, and a small amount of retail also present.

17.18 Sub area B

A small element on the north east of the Horsea Island sub area lies within a wider area designated as new public/open space. The majority of the area is however open space without a planning designation.

The area immediately adjacent and to the north of Sub area B is the former Paulsgrove landfill site, and is currently undergoing restoration works. The large pond on the south east corner of the site is a balancing pond intended to receive leachate from the former landfill site.

17.19 Building Height/Existing Tall Buildings

The general height of the existing buildings in the port Solent/Horsea Island area of opportunity lies within a range of 10-13m (2-3 storeys).

There is one existing tall building located within the area of opportunity on the south east of the existing Port Solent site:

- Oyster Quay (Height: approx 26m Storeys: Max 7)
A large and prominent dual aspect residential building of 1980s design on a semi octagonal footprint centred around a yacht basin

17.20 Sonata, Spinnaker, Mizen, Genoa and Victory Houses An interlinked group of 3-5 storey 11-19m buildings in an L shaped plan form, adjacent to and fronting Portsmouth Harbour in the west of the area, are also noteworthy for the manner in which they address the harbour, and are only slightly taller than the prevailing building height in the area.

17.21 Conclusion

The Port Solent/Horsea Island area of opportunity has been identified as a possible location for tall buildings on the basis of the range of locational factors considered and analysed above – in particular the proximity of the Port Solent area to the M275 motorway, and the potential which the Horsea Island sub area may offer as a gateway location

The M275 affords an unfolding kinetic view of Horsea Island and the former Paulsgrove landfill site as it exits Portsea Island, The prominence of the view gives the potential for the any tall building or landmark building within sub area B to have dramatic impact.

17.22 Some Possible Development Considerations/Constraints

Proposals for tall buildings within Port Solent/Horsea Island area of Opportunity should:

- Give consideration to their potential impact on views towards and from Portchester Castle across the harbour to the west.
- Have regard to their potential impact on the Portsmouth Harbour RAMSAR site, Special Protection area for Birds (SPA) and Site of Special Scientific Interest (SSSI).
- Be aware that part of the area of opportunity lies within an area at risk of flooding.

Sub Area A

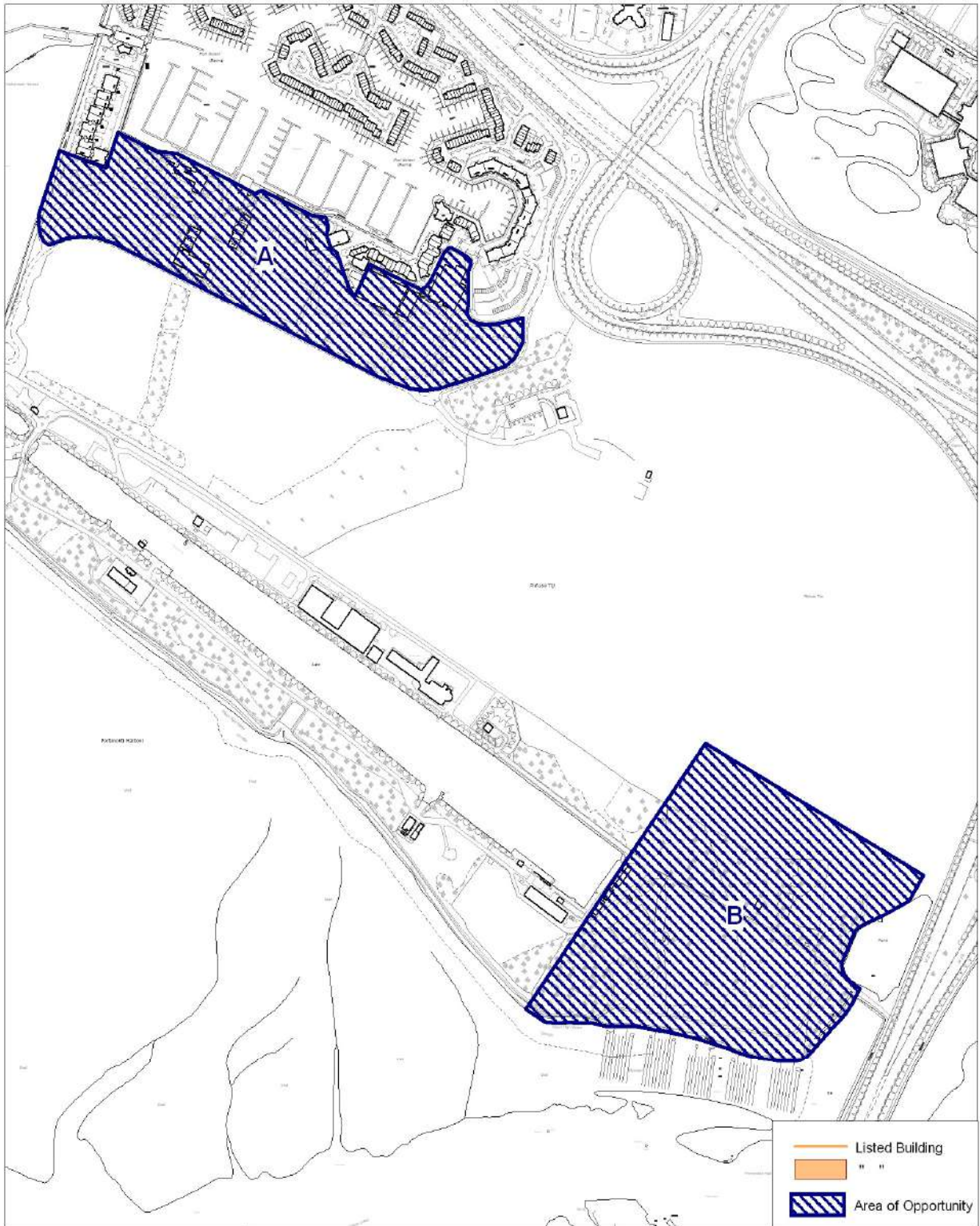


1. Oblique view of 'sub-area A' Port Solent southern part of Port Solent from the south



Sub Area B

2. (LEFT) Oblique view of sub area B Horsea Island from the east. M275 (bottom left) and Horsea Lake (top right) clearly visible



18. Cosham

18.1 Introduction

The Cosham area is located in the north of Portsmouth, off of Portsea island, and to the South of Portsdown Hill which frames the city to the north.

The area of opportunity is divided into two parts A and B.

18.2 Sub Area A

Is located to the immediate north of Southampton Road/Northern Road roundabout. The area is currently the site of a workshop for people with disability. The recently reconstructed Queen Alexandra (QA) Hospital lies to the north of the site.

18.3 Sub Area B

Is an elongated area located to the east of Northern road between Roebuck House in the south and Cosham Fire Station in the north. The area also extends across the Northern Road to incorporate the former Post Office Sorting office

18.4 Urban Grain

The grain of the Cosham area generally is characterised by a series of broadly rectangular yet irregular residential blocks (typically between 100-150m x 40-70m) The area is dissected by a series of wide main roads which the narrower residential streets feed into.

The layout, density and building heights within the area are not uniform.

The two sub areas are focused on main roads and are characterised by large buildings interspersed with open space.

18.5 Topography

Sub area A is located at the foot of the slope of Portsdown Hill, and as such the land in this area begins to become slightly higher than rest of Cosham to the south.

Sub area B is flat.

18.6 Views

Development of tall buildings within The Cosham area of opportunity could significantly affect views from many parts of the city. The following areas are considered the most immediately obvious from which foreground and middle distance views could be affected:

- Portsdown Hill
- Cosham
- Drayton
- Paulsgrove
- Hilsea

It should be noted that this list is not exhaustive. It remains incumbent on the applicant to identify all significant views in line with guidance laid out under the paragraphs relating to Visual Impact and Effect on Local Views and Vistas in the accompanying Tall Buildings SPD.

18.7 Proposed tall buildings could also have a significant effect on views towards, and the setting of the Historic Palmerston Forts:

- Southwick
- Widley

- Purbrook

It should be noted that views towards, and the setting of other sites of local significance may also be affected. It should not be assumed that because a potential visual impact has not been identified - it is not of significance. In all instances, in-depth visual analysis utilising AVR's which seek to address all views of significance would be required.

18.8 **Historic Environment**

The surviving historic fabric of the Cosham area is relatively limited. There are no listed buildings in either sub area. Cosham Park House a grade II listed Georgian Villa lies to the east of sub area B. There are also no conservation areas within, or in proximity to the area of opportunity.

- 18.9 The Cosham area of opportunity lies relatively close (900m) to Fort Widley – a Scheduled Monument and listed Victorian Fort located directly to the north on Portsdown Hill. The proximity of the area of opportunity to Fort Widley, and the other forts on Portsdown Hill is potentially of significance to the acceptability of tall buildings proposals in the area, particularly in terms of their potential impact on views towards or away from one or more of the forts.

18.10 **Movement**

The Cosham area of opportunity runs the length of Northern Road. Cosham railway station lies to the immediate south of the area. The area is also dissected by a series of major roads which lead into one of the main access roads onto Portsea Island. The priority bus corridor also runs along Northern Road linking Cosham with the city centre and The Hard.

18.11 **City District and Local Centres**

The Cosham area of opportunity lies adjacent to the Cosham district centre focussed around Cosham High Street east of Northern Road.

18.12 **Land Use**

Land use within Cosham is a mixture of retail, commercial, office and residential uses. The fire and police stations and telephone exchange for the area also lie within the area of opportunity.

18.13 **Existing Tall Buildings**

The general height of existing buildings in the Cosham area lies within a range of 2-3 storeys (8-10m) particularly in the residential areas that flank the area of opportunity to the west. There are a number of existing tall buildings within the area of opportunity.

- Roebuck House (Storeys:7+ services Height:27m)
Built in the 1960's the building is a government office of utilitarian design.
- Cosham Telephone Exchange (Storeys:4 Height: 21m)
A 1960s building of limited architectural quality, large footprint and high floors. The exchange is built on sunken ground adjacent to Northern Road, as such its height appear deceptively low.
- Roebuck Close Development (Storeys: 8 +services Height 27 m)

A new large grey clad office development located to the west of Cosham railway station. At the time of writing the development does not have a name.

18.14 When considered collectively the existing tall buildings in the Cosham area can be regarded as a cluster – a loose agglomeration of buildings significantly taller than the surrounding townscape.

18.15 When considering proposals for tall buildings in the area, careful consideration should be given to the relationship of proposed buildings to existing tall buildings within the cluster, and the potential impact on views towards and the setting of the cluster as a whole.

18.16 **Conclusion**

The Cosham area of opportunity has been identified as an area with a pre existing cluster of tall buildings. On the basis of the range of factors considered and analysed above, in particular the proximity of the area to Cosham railway station, Cosham district centre, and the main road and priority bus corridor which dissects the area. It is considered as a possible location for tall buildings.

18.17 **Some Possible Development Considerations/Constraints**

Proposals for tall buildings within The Hard area of Opportunity should:

- Give particularly careful consideration to their potential impact on views towards and away from, and the setting of Fort Widley and the other scheduled forts on Portsdown Hill

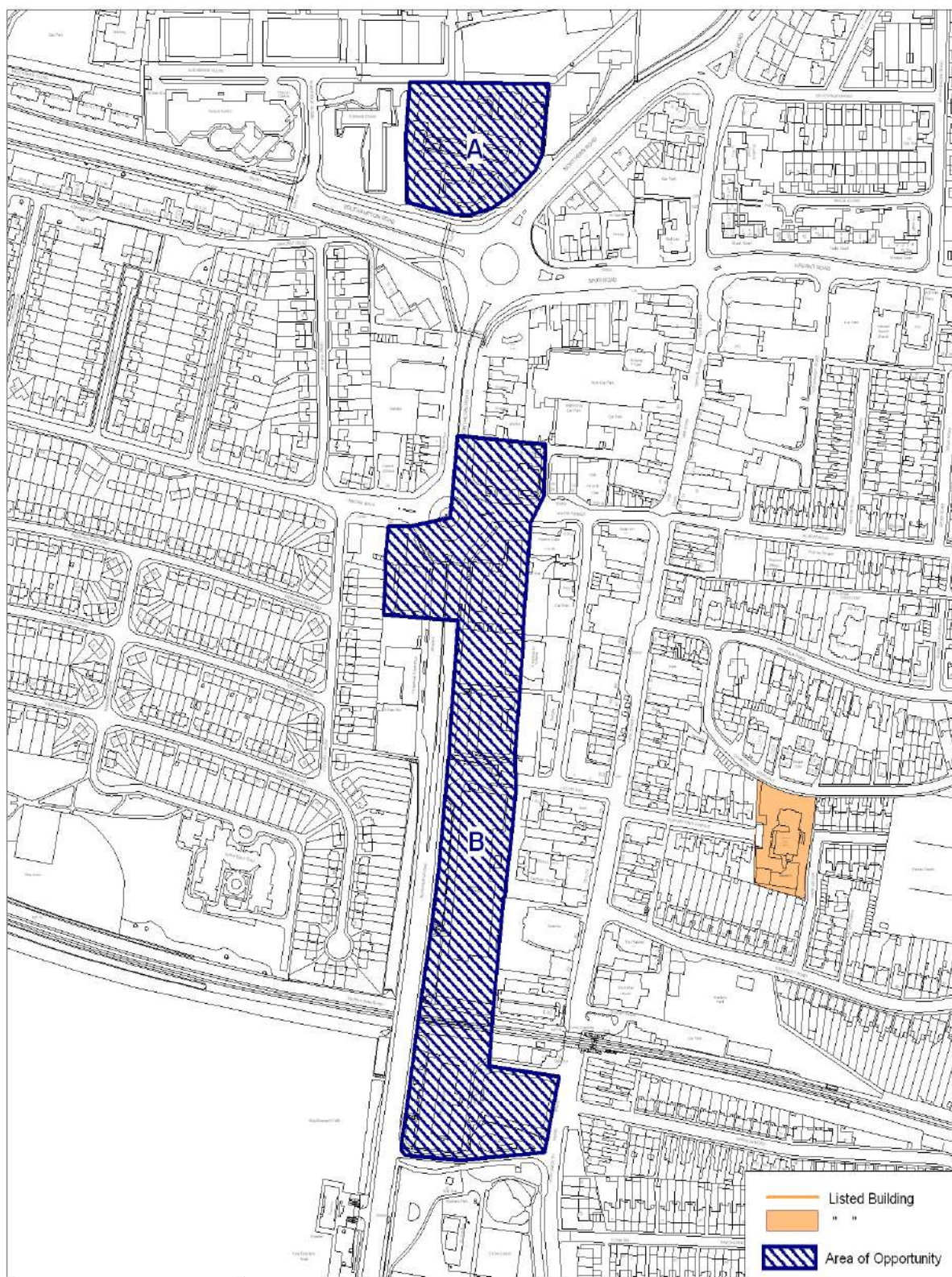


1. (LEFT) Oblique view of sub area A Cosham from the north.



2. (Above) Oblique view of southern part of sub area B Cosham. Roebuck House and grounds (bottom centre) are clearly visible

3.(Left) Oblique view of Sub-area B Cosham from the south. The area runs from Medina Road roundabout in the north to Roebuck House to the south



19. Western Road/Southampton Road

19.1 Introduction

The Western Road/ Southampton Road area is located in the north east of Portsmouth, off of Portsea island – between Paulsgrove in the east and Cosham in the west, and to the South of Portsdown Hill which frames the city to the north. A significant proportion of both areas is identified as retained employment land.

The area is divided into 2 sub areas A and B

19.2 Sub Area A

Is a triangular piece of land which lies to the north of the M27 motorway, and is linked with a spur which extends across junction 12 of the M27 and abuts King George's field Cosham. The area is currently the site of a large number of warehousing, storage and industrial units particularly along its northern edge, with retail, office and hotel uses found south of Southampton Road closer to the motorway.

19.3 Sub Area B

Is a large elongated area located to the east of the M27 feeder road, and south of Western Road. The area also extends across Western Road, and incorporates a small spur which fronts the southern end of Northern Road and the Portsbridge roundabout. The sub area is composed principally of land which forms the offices or former offices of IBM.

19.4 Urban Grain

The area to the north of Southampton and Western Roads is characterised by a series of large low rise detached storage, retail and industrial buildings of very large footprint, 1-2 storeys (10-15m) in height. Residential buildings are located to the north of the area beyond the railway line. The area is bounded to the east by a large area of open green space (King George's field).

19.5 The triangle of land to the south of Southampton Road has a mixed and very open grain. A line of large buildings front the road to the north, however the remainder of the area is characterised to a large extent by highly permeable car park and open land interspersed with a mixture of buildings including hotels a superstore and offices ranging in height from 10-28m.

19.6 The remainder of the area of opportunity located to the south of Western Road with another element adjacent to King George's field fronting Northern Road is characterised principally by landscaped open space which provides views towards and surrounds an office of very large footprint. 25m (4 storeys plus services) in the east stepping down to 2 storeys (10m) in the west.

19.7 Topography

The topography of the area of opportunity is flat, the Portsmouth – Southampton railway line does however form a substantial 'natural' boundary to the north of the area, as does the M27 motorway to the south.

19.8 Views

Development of tall buildings within The Southampton Road/Western Road area of opportunity could significantly affect views from many parts of the city. The following areas are considered the most immediately obvious from which foreground and middle distance views could be affected:

- M27 and M275 Motorways
- Porstdown Hill
- Wymering
- Drayton
- Paulsgrove
- Hilsea
- Port Solent/Horsea Island

It should be noted that this list is not exhaustive. It remains incumbent on the applicant to identify all significant views in line with guidance laid out under the paragraphs relating to Visual Impact and Effect on Local Views and Vistas in the accompanying Tall Buildings SPD.

19.9 Proposed tall buildings could also have a significant effect on views towards, and the setting of the Historic Palmerston Forts located on Portsdown Hill to the north:

- Widley
- Purbrook
- Southwick

It should be noted that views towards, and the setting of other sites of local significance may also be affected. It should not be assumed that because a potential visual impact has not been identified - it is not of significance. In all instances, in-depth visual analysis utilising AVR's which seek to address all views of significance would be required.

19.10 Historic Environment

The surviving historic fabric of the Southampton Road/Western Road area is relatively limited. There are no listed buildings in either sub area, nor are there any conservation areas located within the area of opportunity. Two conservation areas are however located close to the area of opportunity:

Old Wymering (No 11).

The Old Wymering conservation area is located to the immediate north of sub area A across the Portsmouth – Southampton railway line.

Hilsea Lines (No 27)

The Hilsea Lines conservation area is located 300-400m to the south of sub area B across Ports Creek.

The Southampton Road/Western Road area of opportunity also lies relatively close (approximately 1500m) to the south west of Fort Widley – a Scheduled Monument and listed Victorian Fort located on Portsdown Hill. Any tall building proposal would have to have particular regard to the nearby conservation areas and forts.

19.11 Movement

The Southampton Road/Western Road area of opportunity is dissected by the two major roads for which the area is named. It is also bounded to the south by the M27 motorway and dissected by the motorway feeder road to which both Southampton road and Western Road provide access. The

eastern end of sub area B lies close to the priority bus corridor which links northern Portsmouth with the city centre and Hard.

19.12 City District and Local Centres

There are no local or district centres located within the area of opportunity, however the Cosham district centre lies to the east of the area.

19.13 Land Use

Land use within the Southampton Road/Western Road area of opportunity is a mixture of retail, commercial, and office uses. Almost the entire area of opportunity has been identified as existing employment sites to be retained.

19.14 Existing Tall Buildings

The general height of existing buildings in the Southampton Road/ Western Road area of opportunity lies within a range of 1-5 storeys (7-15m) particularly in the parts of the area characterised by large retail/storage sheds. The residential areas that flank the area of opportunity across the railway line to the north are characterised by low rise two storey housing. There are a number of existing tall buildings within the area of opportunity.

- **Marriott Hotel (Storeys: 8+ services Height:27m)**
Built in the 1960's/70's the building forms a prominent landmark close to the motorway, but is of limited utilitarian design.
- **Raymarine Headquarters (Storeys:6 Height: 27.5m)**
A curved glass and clad building of modern design that fronts the junction of Southampton and western roads and backs onto the main railway line.
- **IBM Headquarters (Storeys:2-5 Height 10 - 25m)**
Built in the 1970's and 80's the IBM headquarters have a very large footprint and are set in their own landscaped parkland. The scale and setting of the building does not give a clear indication of its height.

19.15 Conclusion

The Southampton Road/Western Road area of opportunity has been identified as a possible location for tall buildings on the basis of the range of locational factors considered and analysed above, in particular the proximity of the area to a series of main roads, the M27 motorway and the priority bus corridor.

19.16 Some Possible Development Considerations/Constraints

Proposals for tall buildings within the Southampton Road/Western Road area of Opportunity should:

- Give particularly careful consideration to their potential impact on views towards and away from, Fort Widley and the other scheduled forts on Portsdown Hill
- Have regard to their potential impact on views towards and away from and the setting of the Old Wymering and Hilsea Lines conservation areas.



1. Oblique view from west of sub-area A Southampton Road (excluding area north of Southampton Road)



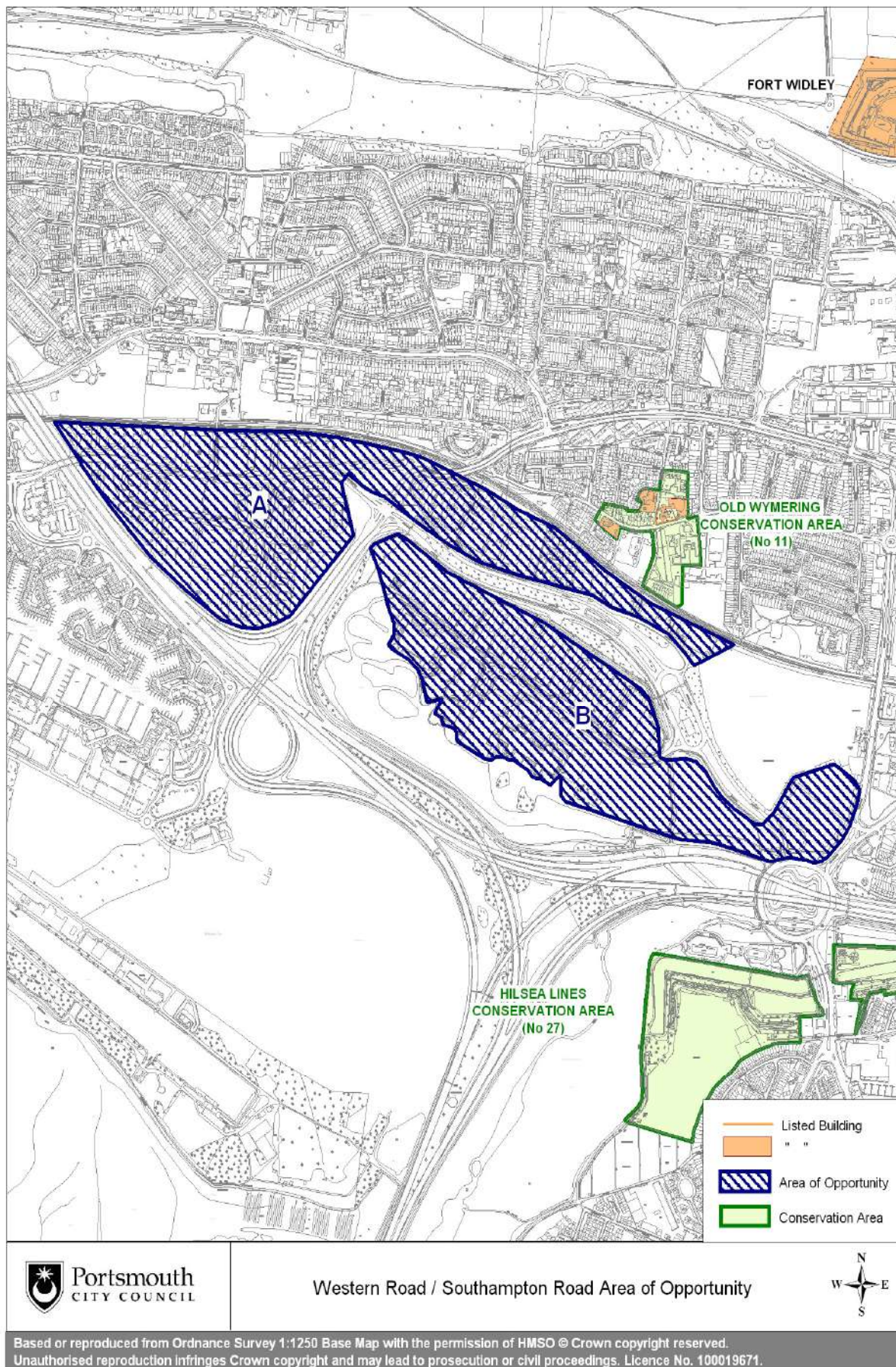
2. Oblique view from the south of sub-area A Western Road

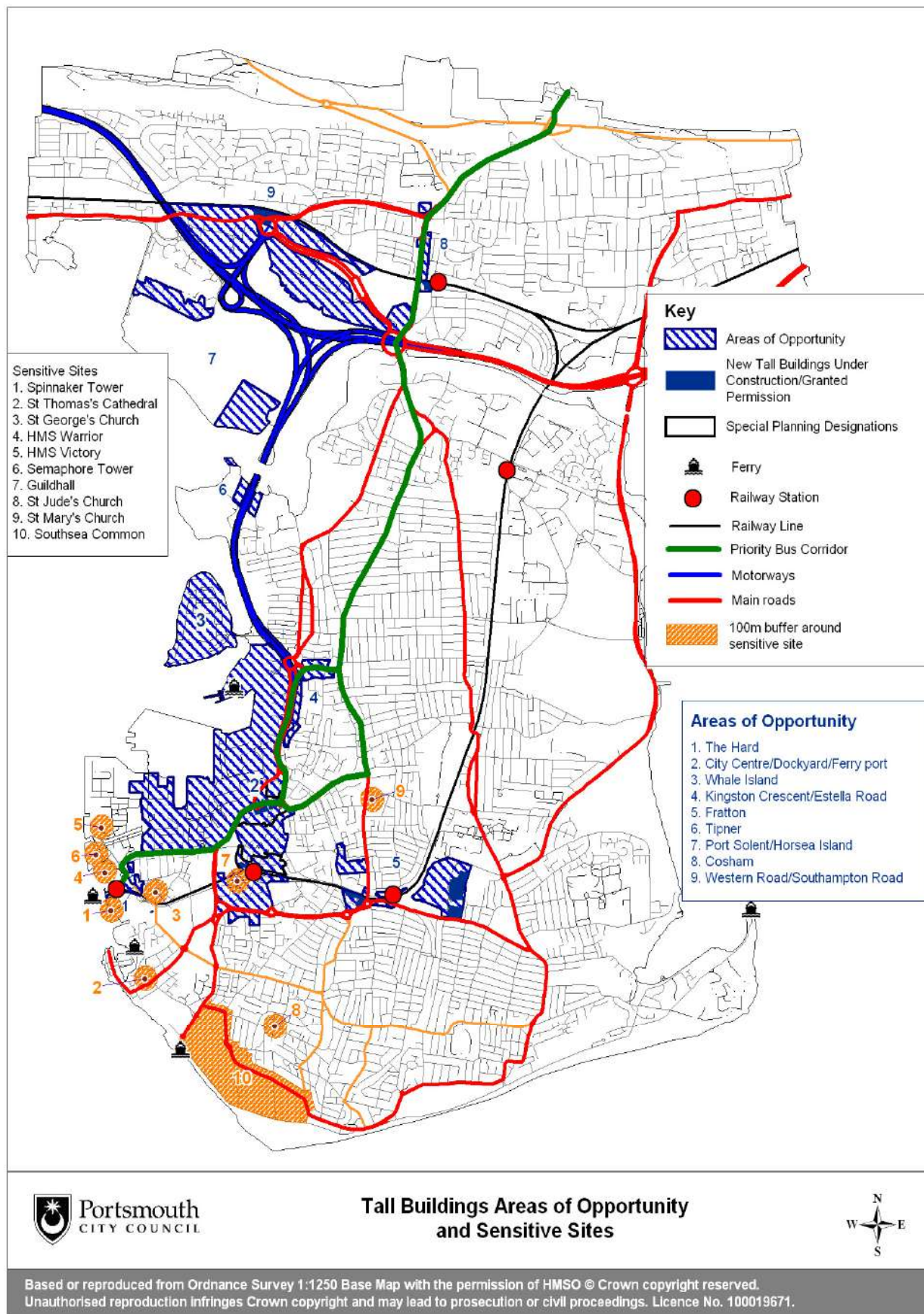


3. Oblique view from the south of sub area B - IBM site



4. Oblique view from the south of sub area B former IBM offices junction of Western Road/Northern Road Cosham.





Appendix A

Views - Sensitive Buildings/Sites

1. This appendix contains a photographic survey of the 10 key sensitive sites identified in section 5 of the study. The photographs were taken from locations in the city, which provide significant or key views of the sites. These 'sensitive sites' can of course also be viewed from other locations within the city.
2. It is not the intention of this appendix to provide an exhaustive analysis of all potential views for these sites.
3. The extent to which any proposal impacted on the setting or view of a sensitive site would be dependent on its detailed design – height, mass, outline etc and the exact siting of any proposal. As such any decision on the acceptability of a proposal can only be made with the benefit of detailed proposals.
4. The photographic viewing points (VPs) have been selected on the basis of the sensitivity of the view they provide. For example if the VP provides a view of a prominent 'set piece', an obvious view of townscape value, is particularly close to the sensitive site, or clearly illustrates the setting or backdrop of a site, such as the Common then it has been considered appropriate to record that view.
5. There will be other views that have not been recorded. It should not be assumed that any unrecorded view is without value. It is not possible in a document of this scope to pre-identify all views of potential significance or value. The impact which a proposed tall building may have can only be appreciated once its exact siting, height and design are known, and a series of accurate visual representations (AVRs) have been provided.
6. The following buildings and sites have been photographed. A brief discussion of the significance of each site, and rationale for its selection has also been provided. A map is also provided which indicates the viewing points selected, and links the view obtained to the numbered photographs for each site.

- 1.The Spinnaker Tower
- 2.St Thomas's Cathedral
3. St Georges Church
- 4 HMS Warrior
- 5.HMS Victory
6. Semaphore tower
- 7.Guildhall
- 8.St Jude's Church
- 9.St Mary's Church
- 10.Southsea Common.

A1. Spinnaker Tower

Opened to the public in October 2005 and topping out at 170m the Spinnaker Tower is the tallest building in the city of Portsmouth. Constructed of steel and concrete, as its name implies, it is intended to suggest the spinnaker sail of a yacht. As was intended, the tower is visible not only from large areas of the city, but also from the Isle of Wight, Gosport, South Hampshire and West Sussex, from the viewing platform at the top of the structure views of up to 23 miles in any direction are possible taking in Selsey to the East and the New Forest to the West. The striking design, visual significance and prominent location of the tower make it perhaps the key contemporary landmark of the city.

Due to its relatively recent construction, the value of the Spinnaker Tower is not derived from its history. It lies rather with the iconic and symbolic value of the tower to Portsmouth, and its important tourist function. The Tower is located in The Gunwharf Conservation Area (No 25).



1. View to west from Park Road/corner Burnaby Road



2. View to north west from Lombard Street Old Portsmouth



3. View to east from Portsmouth Harbour (taken from Gosport Ferry)



4. View to east from Gosport Esplanade



5. View north from Portsmouth Point Old Portsmouth



6. View north west from south east corner of Southsea Common



7. (LEFT) Close up view to north west from Canalside within Gunwharf



8. (RIGHT) View to west from western end of Park Road



8. View from north east – from corner The Hard and Station Approach



9. View from north - Main Road within HM Naval Base (Storehouses in foreground)

1. Spinnaker Tower Viewing Points



A2. St Thomas's Cathedral

Originally a parish church dating from 1320 and a cathedral from 1927 St Thomas's is grade I listed, and forms the focal point of The Old Portsmouth Conservation Area (No 4). It is the Anglican Cathedral for the diocese of Portsmouth. It is a relatively young cathedral of modest size, which exhibits a variety of architectural styles including Early English, Classical and Byzantine, and as a result the building creates an eclectic impression. Its predominant feature is its octagonal cupola with distinctive white painted louvered sides. Located in the heart of Old Portsmouth, the building lies at the centre of a green created in the early post war period.

The cathedral is the oldest building in Portsmouth and has strong associations with many important historical figures including Admiral Nelson. Its value is not derived from its age alone. It forms the key visual focal point in the townscape of old Portsmouth, and its unusual cupola is visible not only from the immediate vicinity, but also from a much greater distance including locations such as Portsmouth Point, Southsea Common, The marine approaches to the harbour, the harbour itself. Gosport Ferry Gardens, and the 18 gun battery.



1. View west from Pembroke Road Old Portsmouth



2. View west from High Street Old Portsmouth (corner Pembroke Road)



3. Cathedral framed in view to north west from Grand Parade old Portsmouth



4. Raised view north east from 18 Gun Battery Old Portsmouth

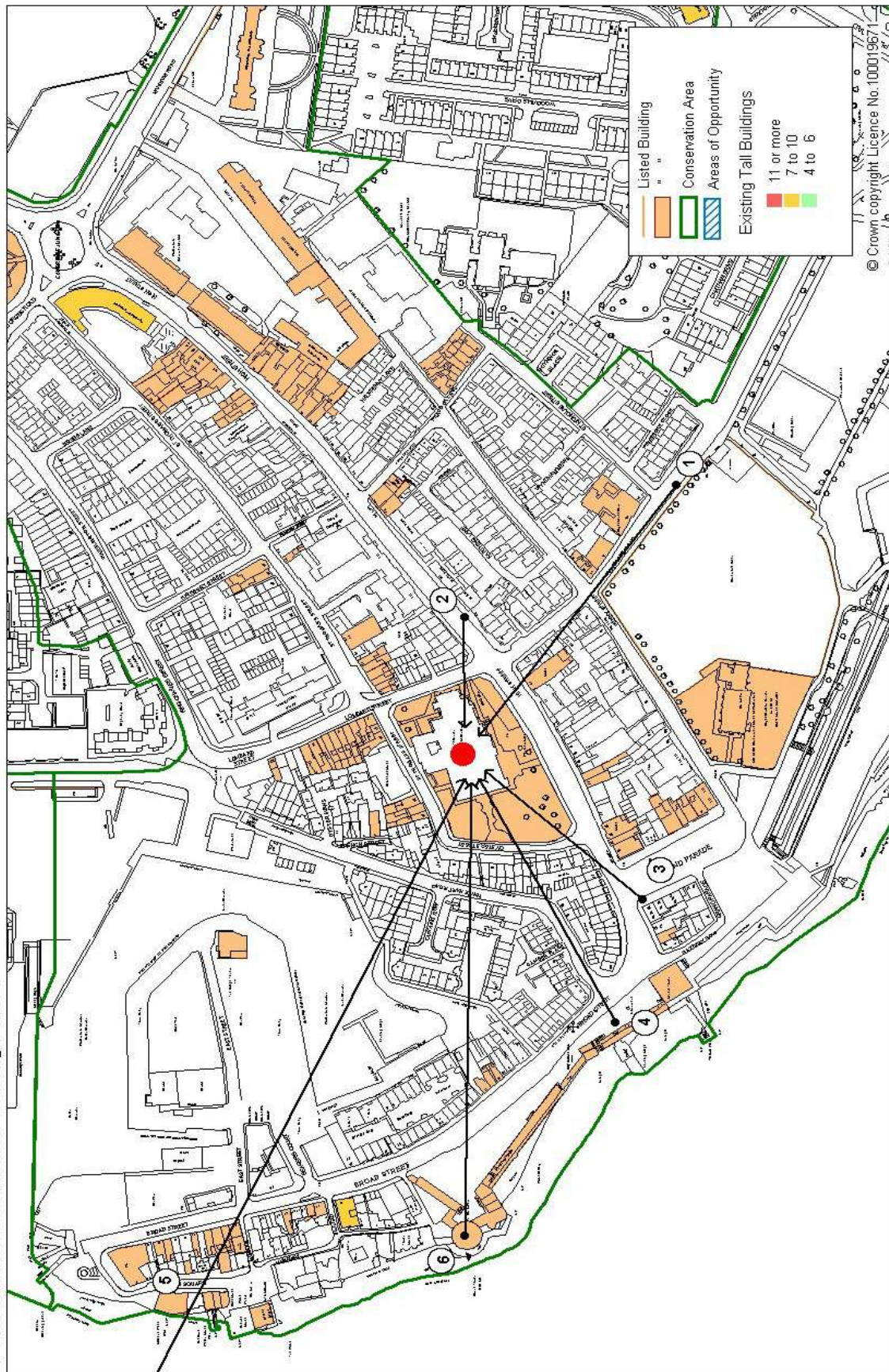


5. View south east from Portsmouth Harbour (taken from Gosport Ferry)



6. Raised view east from Square Tower mouth of Portsmouth Harbour

2. St Thomas's Cathedral Viewing Points



A3. The Guildhall

The Guildhall is the most important civic building in the city. Completed in 1890 to the designs of William Hill of Leeds, The building is listed grade II, and is located within the Guildhall and Victoria Park Conservation Area (No 18). It is the only one of the 10 sensitive sites located within an area of opportunity. The Guildhall has been included within this area because it is located in the southern part of the city centre – a natural focus for tall buildings and an area regarded as potentially suitable for tall buildings .

The view of the clock tower has been largely obscured from the east by the civic offices, however it remains partly visible from the east, and is particularly prominent from the junctions of Edinburgh Road and Stanhope Road to the north. The building was badly damaged in the war, and was reconstructed 1955-59 in a more paired back simplified style than the original.



1. View from south east (Queens Mall) framed by civic offices and library



2. View from north east – corner Edinburgh Road and Station Street



3. View from north west – within Victoria Park



4. View from south east – Winston Churchill Avenue (Central Police Station in foreground)



5. View from west – King Henry I Street



6. View from south – junction Spring Gardens/ White Swan Road

3. Guildhall Viewing Points



A4. HMS Warrior

HMS Warrior is immediately visible as you arrive at Portsmouth Historic Dockyard either by train, ferry or vehicle. Constructed in 1860 Warrior is one of the Royal Navy's most historically important vessels.

As Britain's first iron-hulled, armoured battleship, Warrior is an excellent example of mid-Victorian 'Brunel era' technology on a par in terms of historic significance with other ships such as the nearby HMS Victory, and the Cutty Sark.



1. View north from entrance to Portsmouth Harbour Station



2. View north east from The Hard (corner of College Street)



3. View north from the Common Hard



4. View south west from Main Road within HM Naval Base

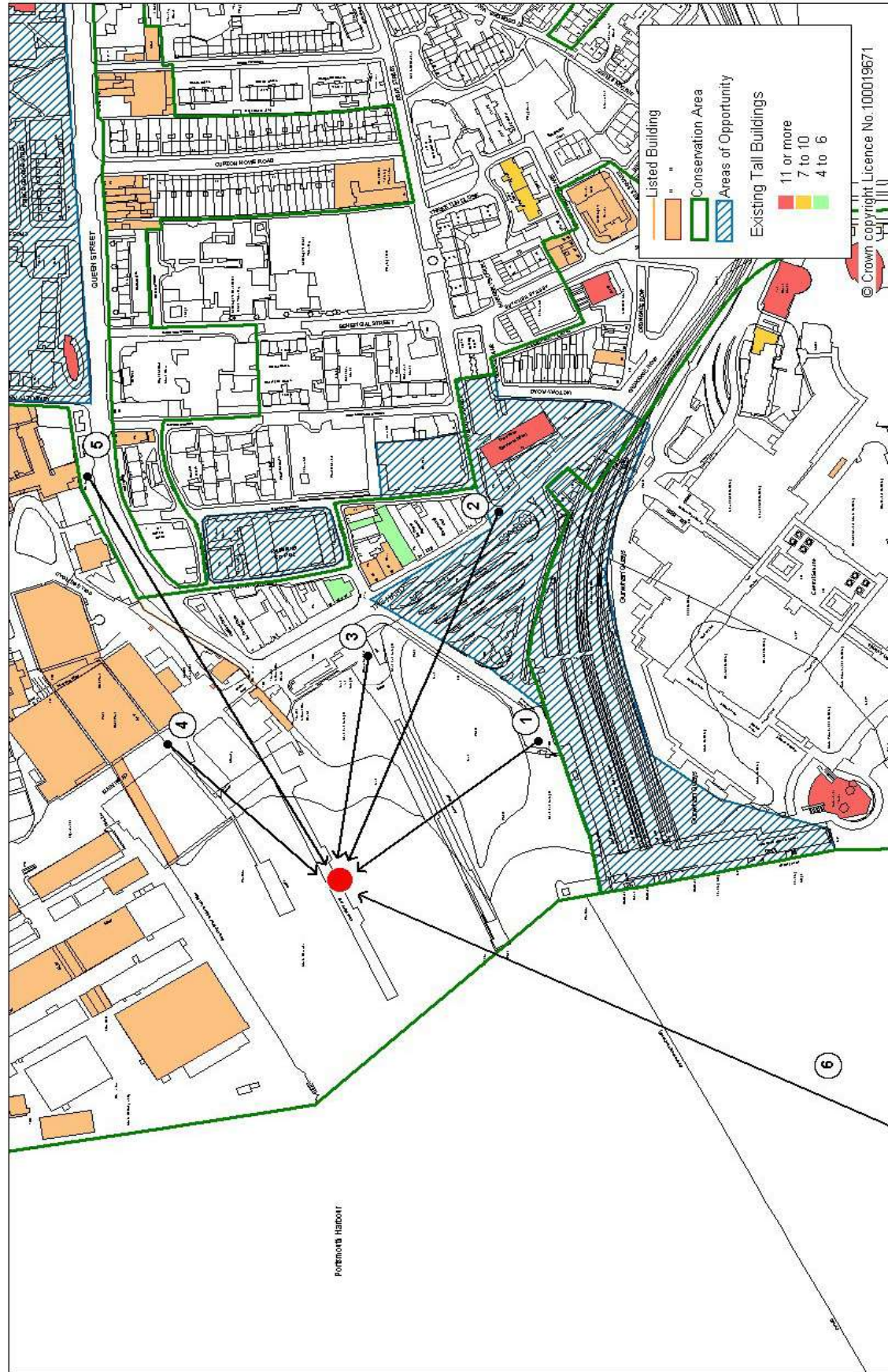


5. View east from Queen Street (corner Havant Street)



6. View West from Portsmouth Harbour – including HMS Warrior (from Gosport Ferry)

4. HMS Warrior Viewing Points



A5. HMS Victory

Arguably the most famous warship in the world, the historic and cultural significance of the Victory cannot be underestimated. She is the only surviving vessel that fought in the American War of Independence, the French Revolutionary War and the Napoleonic Wars. In the latter she served as Admiral Nelson's flagship at the decisive Battle of Trafalgar in 1805.

Victory was put into her present dock on 12 January 1922, Her colourful hull is visible only from within the dockyard, however her three masts can be seen from outside, in particular from the south at the dockyard entrance, and from parts of the harbour itself.



1. View from south east (The Hard opposite College Street)



2. View from south – main gate HM naval base Queen Street



3. View north west from Queen Street (opposite Havant Street) with dockyard wall in foreground

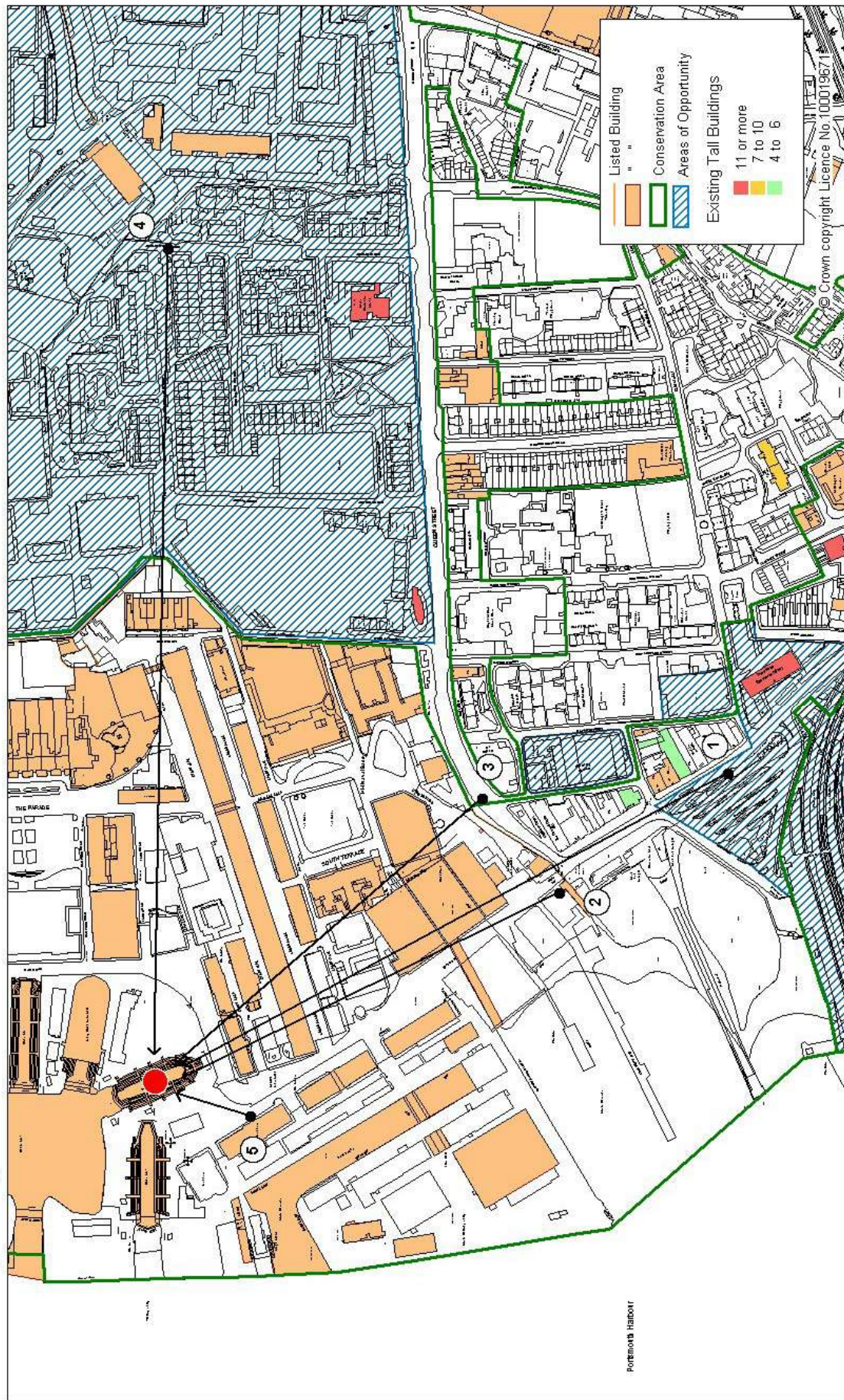


4. View west from Cumberland Street (corner Lennox Row)

5. (RIGHT) Close-up view from west



5. HMS Victory Viewing Points



A6. Semaphore Tower

The original semaphore tower was destroyed by fire in 1913. It was reconstructed in the 1920s. It is the headquarters of the naval base commander and the queens harbour master. Originally used for sending and receiving flag signals to other nearby naval shore establishments, and ships at anchor in the harbour and Spithead, the tower is an imposing 9 storey building. Its scale and mass reflect the large naval storehouses located immediately to the east. The Tower has a commanding view of the harbour, and forms an important foreground element in views towards Portsmouth from Gosport and the harbour. Views of the tower from within the dockyard are screened by the storehouses. The tower is located within HM Naval Base & St Georges Square Conservation Area (No 22). The base of the tower incorporates the grade II listed Unicorn Gate, one of the earliest entrances to the dockyard.



1. View from south including HMS Warrior (From Gosport Ferry)



2. View from south east – The Hard (corner College Street)



3. View from south – main entrance to Portsmouth Harbour Station

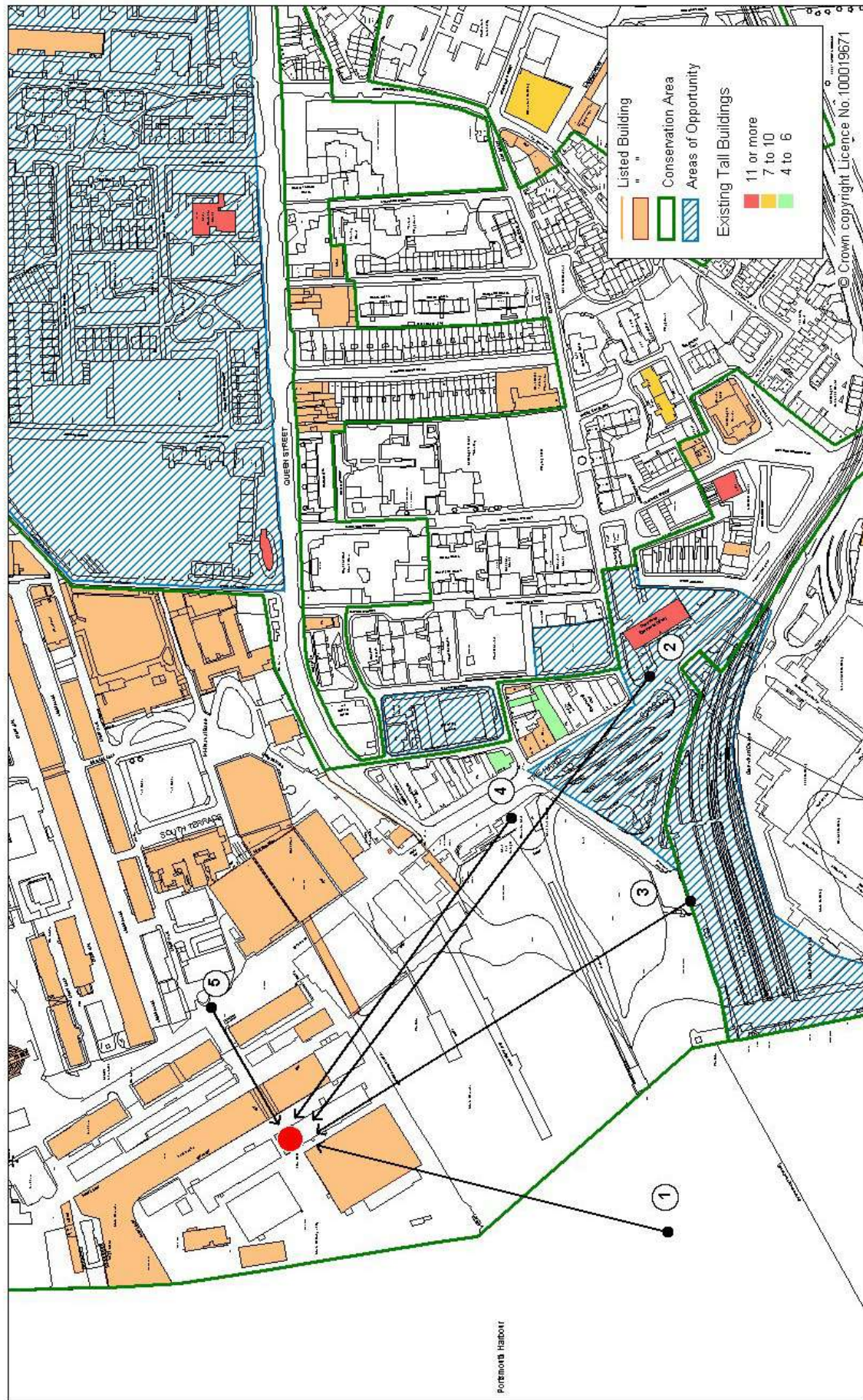


4. View from south east – Common Hard

5. (RIGHT) Close –up view from east – Lion Gate within dockyard.



6. Semaphore Tower Viewing Points



A7. St George's Church

Constructed as a parish church in the mid 18th Century (1754) in a 'colonial style' St George's church is grade II* listed, and is also located within the HM Naval Base & St George's Square Conservation Area (No 22). In conjunction with a number of other surviving buildings in the Square it forms an important historic set piece within the Portsea area. The building is located relatively close to the proposed Hard area of opportunity. A nearby 1960's tower block Millgate House is located very close to the church, and has a negative visual impact on the area in general. Since the early 1990's the square has been the subject of a number of environmental improvements including the removal and subsequent planting of a triangular area of land at the entrance to the square, and more recently the erection of a memorial commemorating the association of the engineer IK Brunel with the area – he lived as a child in Britain Street very close to the church.



1. View of church from south west corner of St George's Square



2. View towards church from western corner of St Georges Square (Ordnance Row)



3. Near view from north west corner of St Georges Square and Butcher Street



4. View from south east (Britain Street)

7. St George's Church Viewing Points



A8. St Jude's Church

St Jude's Church was built by the noted Portsmouth architect Thomas Ellis (TE) Owen. Completed in 1851, it was constructed in a Victorian Gothic style as part of his overall plans for the development of Southsea, its presence was intended to encourage new residents. The church is grade II listed, and is located within the Owen's Southsea Conservation Area (No 2).

Its central location make it one of the most prominent buildings in Southsea. It provides a strong visual landmark and focus, and can be seen from many sites within the area.



1. View from north - Woodpath Road (corner Elm Grove).



2. View from north - Grove Road South (corner The Thicket)



3. Close-up view from west - Kent Road (corner Portland Road)



4. View from north - Queens Grove (corner Queens Crescent)

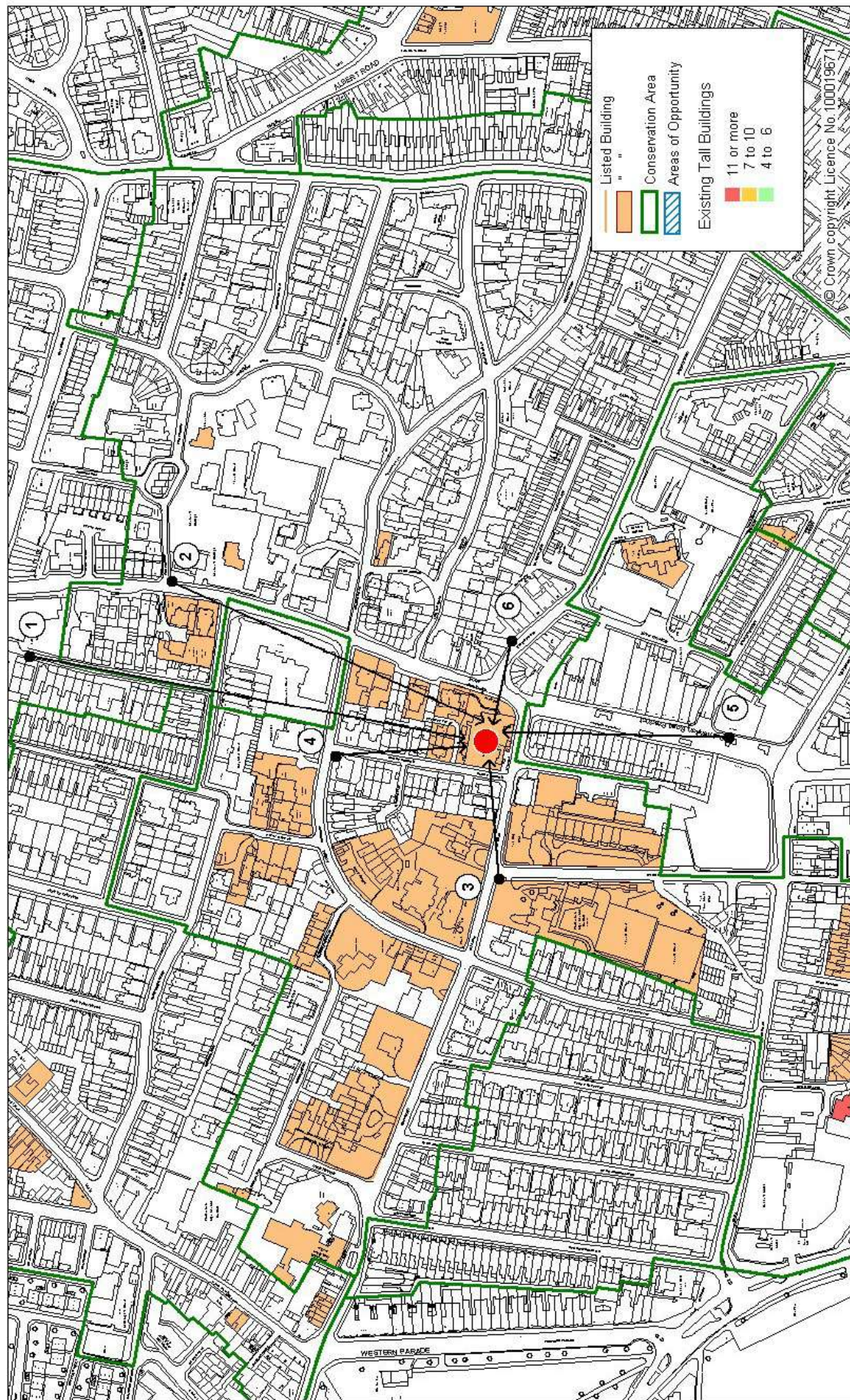


5. (LEFT) View north from southern end of Palmerstone Road Precinct

6. (RIGHT) View west from Marmion Road - opposite Richmond Place



8. St Jude's Church Southsea Viewing Points



A9. St Mary's Church Fratton

The present church on this site is the third church to be located there. It is the original parish church for Portsea island, and was constructed in knapped flint by noted Victorian architect Arthur Blomfield in 1889. Built in a Neo Perpendicular style, the church is grade II* listed, and forms the focal point of the St Mary's Churchyard Fratton Conservation Area (No 16). In a similar manner to St Jude's Church located further south, St Mary's is a prominent and important landmark that has an imposing presence in Fratton. It can be seen intermittently throughout the city.

Unfortunately at the time of writing, the church was undergoing works, and was covered in scaffolding. Nevertheless, its scale and impact can still be appreciated.



1. View from south – Fratton Road (opposite Alver Road)



2. View from east – St Mary's Road junction Fourth Street



3. View from north – Kingston Road junction with New Road



4. View from north east – Manor Road across City Girls School playing field

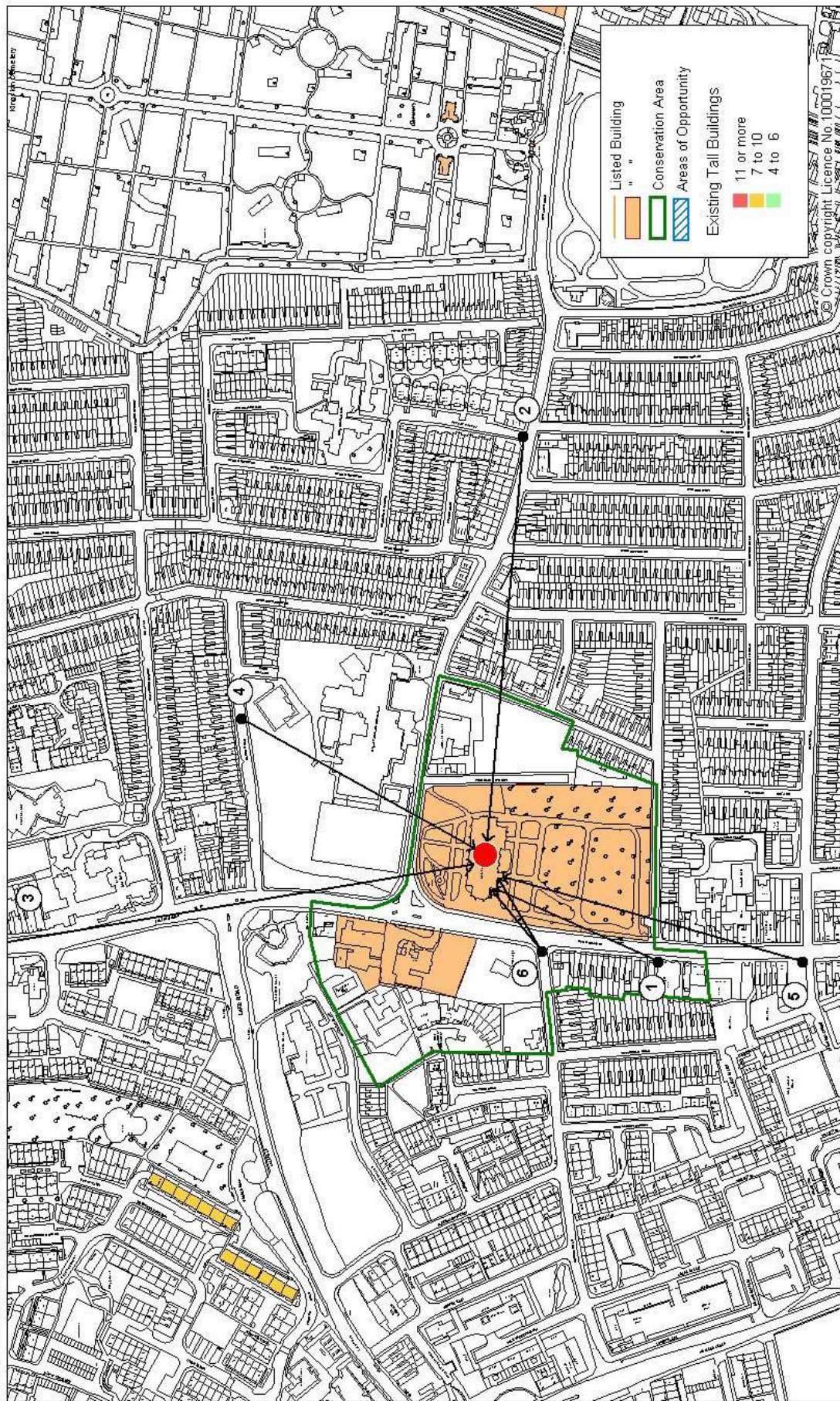


5. (RIGHT) Close-up view from south west - Fratton Road (corner of Church Road)

6. (LEFT) View from south – Fratton Road (corner Stamford Street)



9. St Mary's Church Fratton Viewing Points



A10. Southsea Common

Southsea Common is the largest open green space in the south of the city. The common is included in the English heritage register of Historic Parks and Gardens, designated grade II, and forms the central feature of The Southsea Seafront Conservation Area (No10). Originally a mustering area and parade ground for both the army and Navy, development on the common was prevented by a covenant imposed by the military.

Bounded to the north by Southsea Terrace, Western Parade and Clarence Parade the common is effectively enclosed by a line of 4 to 5 storey Victorian/Edwardian terraced housing, punctuated at a limited number of points by significantly taller buildings, including Home Heights, St Martins House and Rose Tower.



1. View west down Clarence Parade from corner of Lennox Road South



2. View north east across common from adjacent to Southsea war memorial



3. View east across common from Southsea war memorial

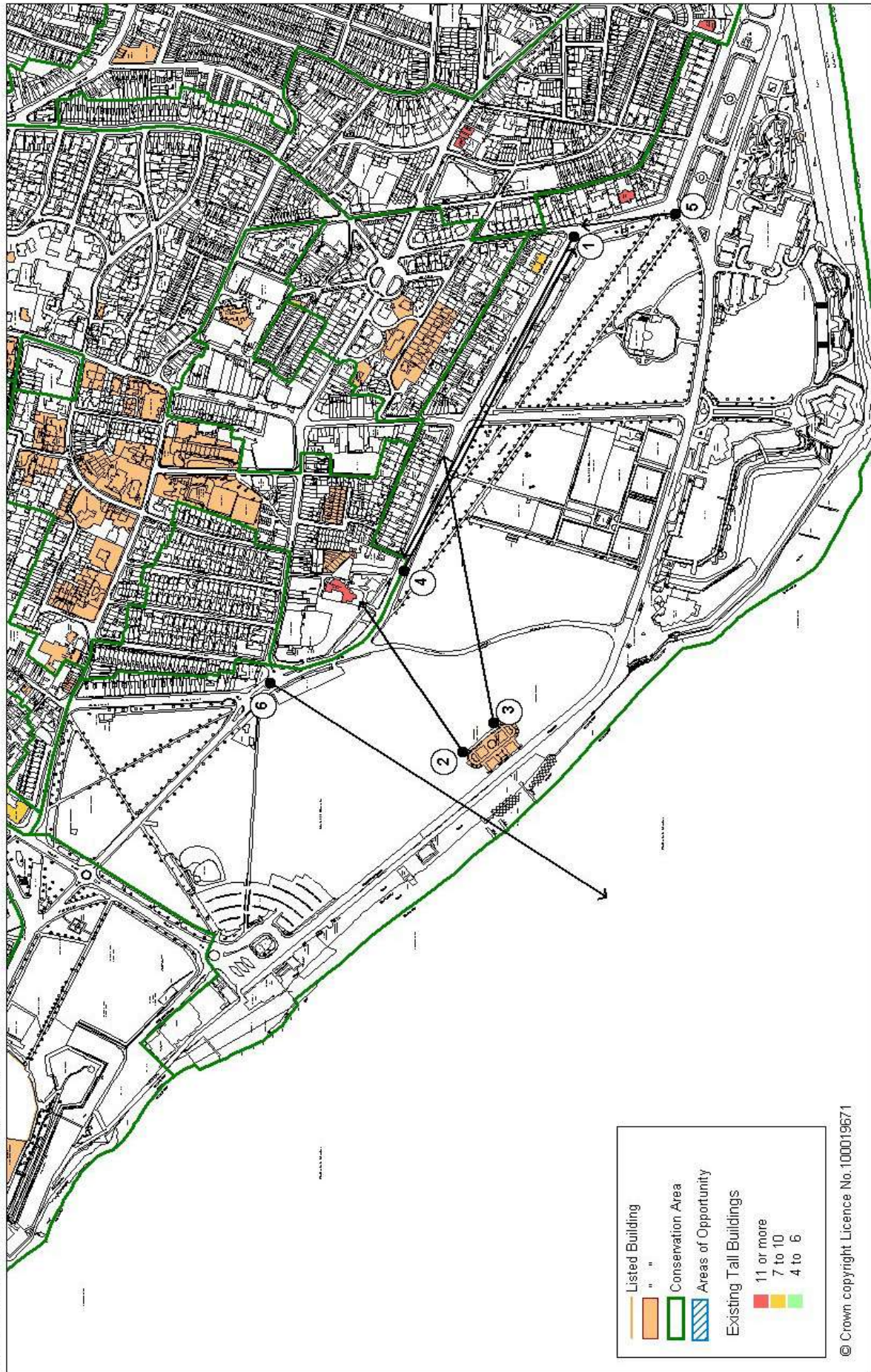


4. View south west along Clarence Parade from corner of Auckland Road West



5. (Left) View north showing eastern end of Clarence Parade

10. Southsea Common Viewing Points



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