

MILLMEAD

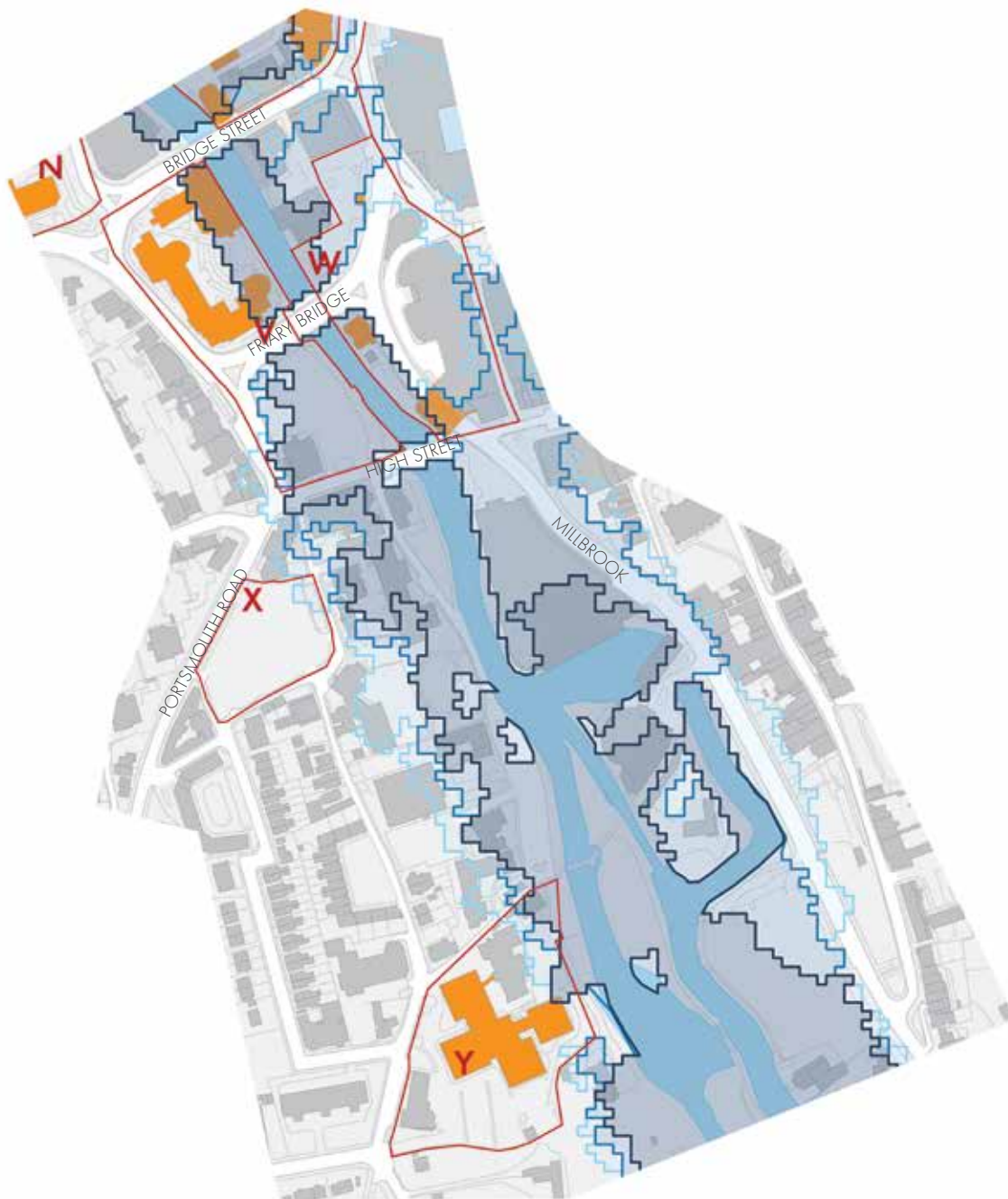
CONTEXT

Millmead has a number of positive assets but the gyratory creates a disjointed sense of place which disconnects the town centre from the river corridor.

The two gyratory scenarios outlined on page 40 would result in some variation in the approach to sites in the vicinity of the gyratory (site V / W). In that context, two versions of the existing site plan, framework plan and illustrative masterplan drawings have been prepared.

CONSTRAINTS

- Onslow Street and the gyratory system have a negative impact on the physical environment.
- The site includes a number of areas in Flood Zone 3A and 3B.
- Buildings lack a clear relationship with streets and spaces, with a variety of orientations which produces an inconsistent and ill-defined public realm.
- Listed buildings must be protected and their setting enhanced.
- The topography of the area presents some attractive views back to the High Street and along the river.
- The character of Portsmouth Road is dominated by traffic which has a negative effect.
- Capacity issues at Portsmouth Road / High Street / Park Street junction
- Listed buildings adjacent to the development site south of Portsmouth Road.

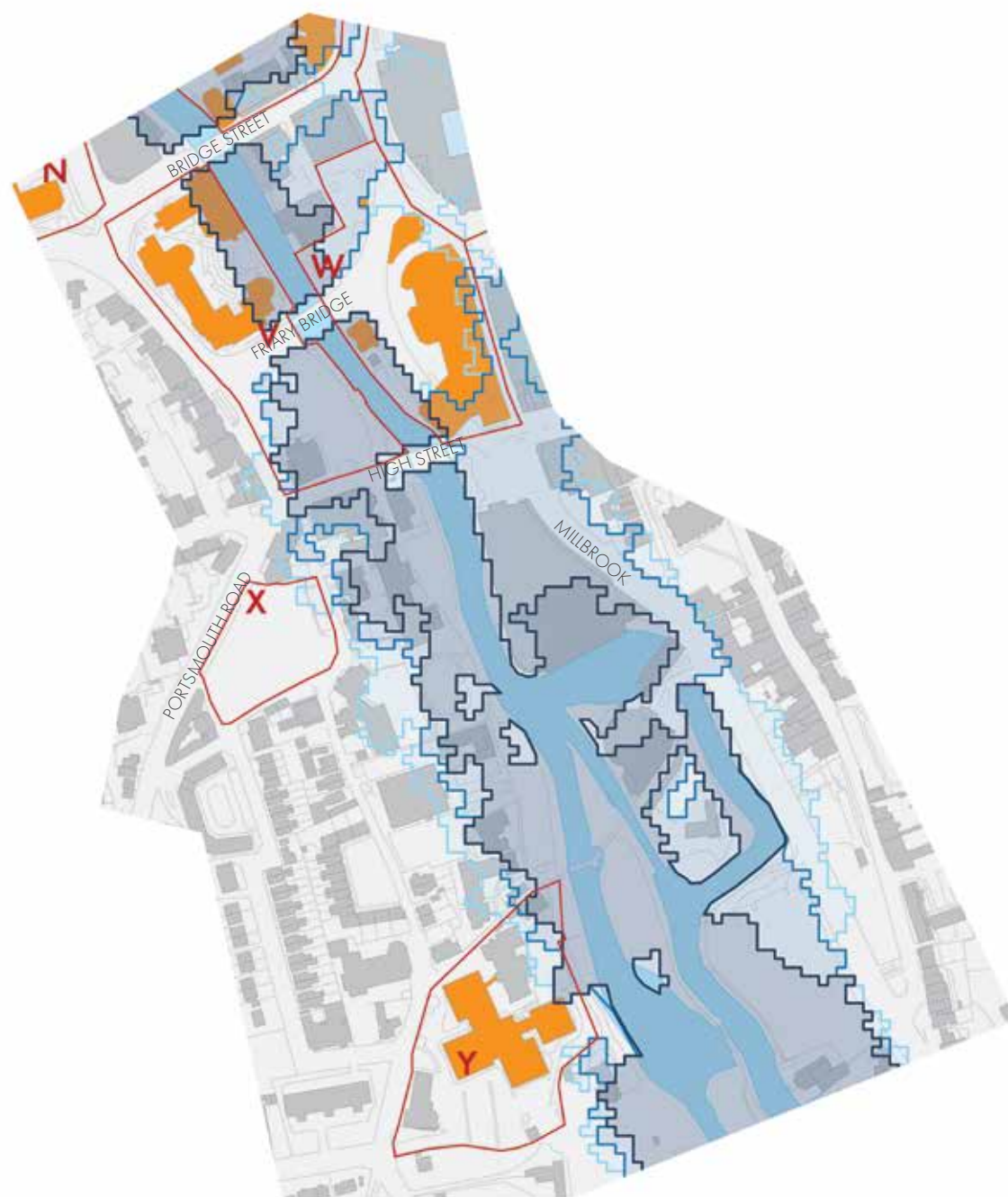


- Listed buildings
- Locally listed buildings
- Buildings of townscape merit
- Retained buildings
- Potential for redevelopment
- Flood zone 2
- Flood zone 3A
- Flood zone 3B

Existing context (flood zone 2 represents medium risk, flood zone 3B is highest risk) - the drawing highlights the buildings affected by redevelopment proposals in gyratory scenario 1. The principal difference between the drawings relates to site W where the gyratory options are likely to imply different extents of impact on existing buildings subject to more detailed work.

OPPORTUNITIES

- Improve the pedestrian route over the river towards the train station.
- Plan for the gradual redevelopment of the area north of Bridge Street through a co-ordinated and incremental strategy to intensify this area with mixed use development, making better use of the waterfront and under-used central sites.
- Improve the pedestrian route along the river.
- Ensure the quality of the public realm is improved and a co-ordinated palette of materials are used across the area.
- Improve the routes to the north of the study area, connecting with the existing residential streets.
- Improve the pedestrian connections from this area to the train station.
- Improve the consistent quality of the public realm along the rivers edge.
- A suitable location, subject to flood risk considerations, for new homes in an existing residential area.
- Consider the case for the relocation of existing civic functions at Millmead.
- Consider expansion of Millbrook car park with an additional deck.



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- Potential for redevelopment
- Flood zone 2
- Flood zone 3A
- Flood zone 3B

Existing context (flood zone 2 represents medium risk, flood zone 3B is highest risk) - the drawing highlights the buildings affected by redevelopment proposals in gyratory scenario 2. The principal difference between the drawings relates to site W where the gyratory options are likely to imply different extents of impact on existing buildings subject to more detailed work.

KEY PRINCIPLES - GYRATORY SCENARIO 1

1. Potential to remove or downgrade the gyratory system to allow pedestrian space to connect from North Street and the High Street down to the riverside. Two-way traffic will be routed via Bridge Street and a strengthened and widened High Street bridge.
2. New development along the riverside to maximise the benefit of the attractive environment, primarily taking space currently used by highways. An active mix of leisure and commercial uses would be possible, with limits on the potential for residential development given the flood constraints. As noted in the core town centre section, this could include an additional edge of development to the rear of the Friary Centre subject to the potential highways interventions identified in chapter 4.
3. Removal of the existing four-lane Friary Bridge and its replacement with a lightweight structure for pedestrians and cyclists. This will help to unite the two central parts of the riverside space by the removal of the substantial visual barrier.
4. Creation of the new Malthouse Green on the site of the Portsmouth Road car park together with the removal of parking on Millmead to create additional green space.
5. Potential to create a new river jetty to allow for the pick-up and set-down of passengers using the park and glide boat. Boats will be able to turn around south of the High Street Bridge.
6. Maximise opportunities for housing on sites outside of the flood zone, and beyond the core pitch in terms of retail and leisure activities. Proposals will be required to demonstrate that they are safe and appropriate in terms of flood risk in line with the NPPF.



Framework plan - gyratory scenario 1

- Pedestrian route
- Towpath
- Key frontage
- Street trees
- Green space
- River
- Consented planning application

KEY PRINCIPLES - GYRATORY SCENARIO 2

The principles remain largely as set out for scenario 1. In this scenario, two-way traffic will be routed via Friary Bridge allowing Bridge Street and High Street bridge to be retained as pedestrian / cycle connections. Vehicle movements on Onslow Street / Millbrook are likely to necessitate impacts on existing buildings at Friary Street and Friary Court.



Framework plan - gyratory scenario 2



Friary Riverside and Treadwheel. Active uses such as cafes and restaurants will change the character of the riverside area in the town centre bringing activity to this area particularly in the evening. A new pedestrian and cycle bridge will allow traffic to flow freely over the existing High Street Bridge (in gyratory scenario 1) and provide a strong connection to Malthouse Green across the river





Malthouse Green. The George Abbot public house will be retained as the key building on the corner of a new town centre green, replacing the existing Portsmouth Road car park. This project can be introduced as a short term quick win through the installation of temporary landscaping and pop-up uses, pending more complete transformation in the medium to long term



THE MASTERPLAN

The potential layout of the Millmead area is illustrated below, drawing on the analysis and principles identified in this report. For ease of reference, the approximate capacity of key sites is identified in the adjacent capacity table.

COMMENTARY ON LAND USES

Residential uses are proposed at sites X and Y, sites with relatively less flood constraint. Retail use would not be appropriate in these locations as they are not on main pedestrian routes. These are also not considered to be optimal sites for office development as they are not at or close to established office locations, and would therefore not represent the most valuable sites for offices within the town centre area.

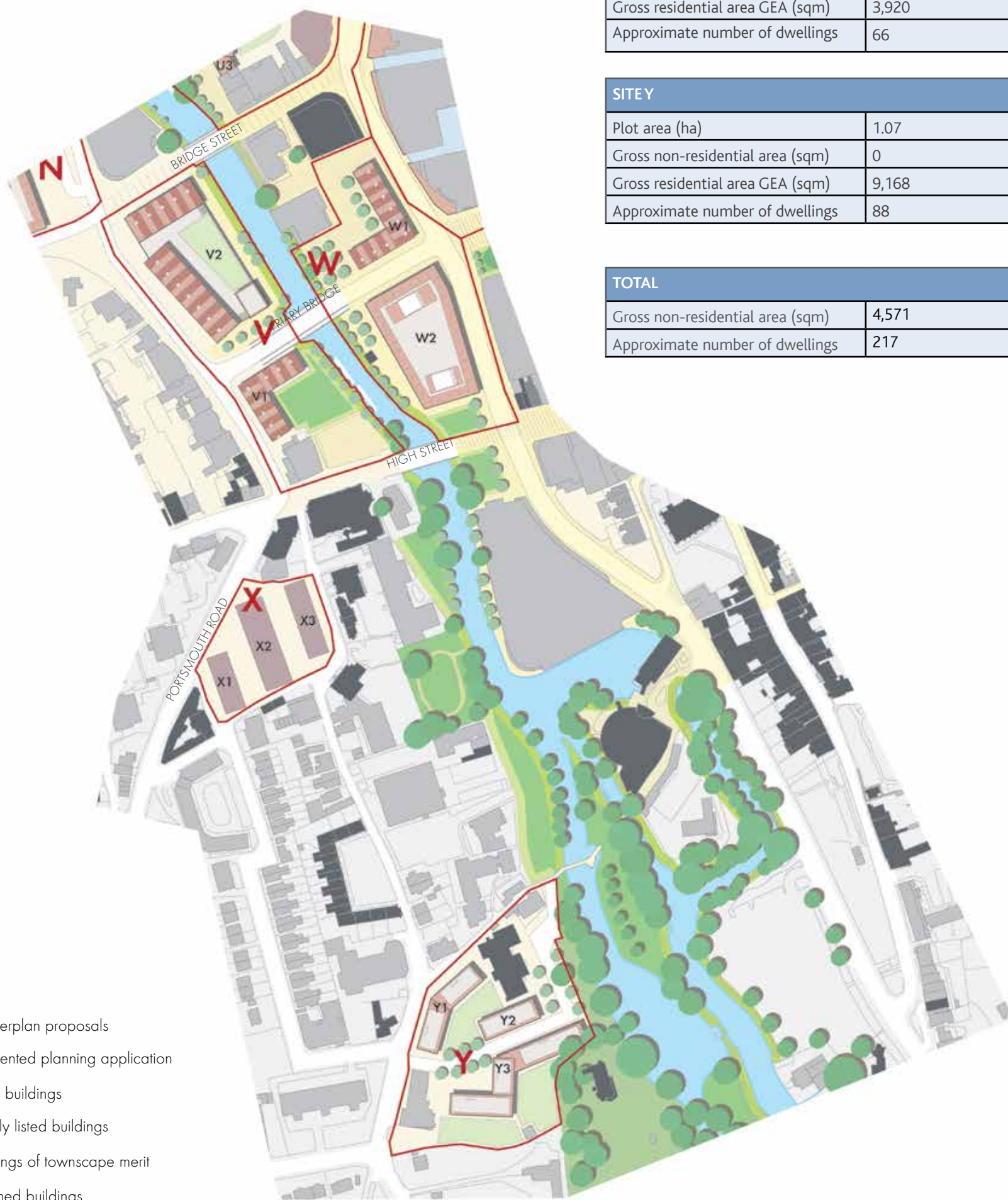
At site V both commercial and residential uses are proposed according to the flood constraint. The residential is situated where possible in order to encourage town centre living. Offices are proposed otherwise, both a more appropriate use in the flood plain, but also because this is an established office location where occupiers would seek to locate. Retail is also proposed at ground floor as this will remain a pedestrian route to the station from the bottom of the High Street, which will be enhanced with the creation of new public space. The riverside setting will also be appropriate for A3 use to drive maximum value.



Illustrative masterplan
Gyratory option 1

INDICATIVE CAPACITY

The illustrative masterplan for this area identifies a number of potential development opportunities which could account for a significant development capacity as estimated below.



SITE V	
Plot area (ha)	0.37
Gross non-residential area GEA (sqm)	
• A3/A5 uses	1,272 (plot V1)
• A3/A5 uses	2,027 (plot V2)
• Office / leisure / hotel	1,272 (plot V1)
Gross residential area GEA (sqm)	6,628 (plot V2)
Approximate number of dwellings	63 (plot V2)

SITE X	
Plot area (ha)	0.41
Gross non-residential area (sqm)	0
Gross residential area GEA (sqm)	3,920
Approximate number of dwellings	66

SITE Y	
Plot area (ha)	1.07
Gross non-residential area (sqm)	0
Gross residential area GEA (sqm)	9,168
Approximate number of dwellings	88

TOTAL	
Gross non-residential area (sqm)	4,571
Approximate number of dwellings	217

Illustrative masterplan
Gyratory option 2