



Detailed Planning Application  
for part of the Marine Employment Quarter at  
**Centenary Quay, Woolston Southampton**

*SEEDA 2008 Planning Application*

Planning, Design & Access Statement

Submitted by SEEDA on behalf of Palmer Johnson

April 2008



## **Planning, Design & Access Statement**

**Detailed Planning Application  
for part of the Marine Employment Quarter at**

**Centenary Quay, Woolston, Southampton**

**Submitted by SEEDA on behalf of Palmer Johnson**

**SEEDA 2008 Planning Application**

**Prepared by Savills and TS Design Group  
April 2008**





## **CONTENTS**

### **1.0 Introduction**

- Context
- Application Structure and Content
- Consultation Statement

### **2.0 The Site and Proposed Scheme**

- The Site and Surroundings
- Proposed Scheme Details
- Phasing

### **3.0 Planning Policy Context**

- Introduction
- Government Planning Policy
- Regional Planning Guidance for the South East
- Hampshire Country Structure Plan
- City of Southampton Local Plan Review
- Other Material Considerations

### **4.0 Design and Access Statement**

- Outline Application Design and Access Statement Review
- Design Analysis and Evolution of Current Scheme
- Conclusion

### **5.0 Sustainability Statement**

- Overview and Policy Background
- The Outline Application and Detailed Proposals
- Summary

### **6.0 Policy Appraisal and Discussion**

- Marine Employment
- Transport and Parking
- Detailed Design

### **7.0 Summary, Implementation and Conclusions**



## 1.0 INTRODUCTION

### Context

This statement is submitted on behalf of The South East England Development Agency (SEEDA) (the applicant) to support a full detailed planning application for the redevelopment of part of the former Vosper Thornycroft shipyard on Victoria Road in Woolston, Southampton, and alongside the River Itchen. The application will see the site deliver an employment site for the manufacture of superyachts in line with the requirements of an operator who has approached SEEDA to take forward the site, creating significant new high skilled employment opportunities and assisting with the revitalisation of Woolston. The site forms part of a marine employment quarter within a wider development area, which proposes a full mix of uses including residential, community, retail and leisure opportunities. This wider site area will be known as Centenary Quay, named after one of the original quays on this part of the River Itchen.

This statement provides the context for this planning application and describes the site, the proposed scheme and structure of the planning application. It then sets out the planning policy context and this is followed by the Design and Access Statement. The document also includes a commentary on sustainability issues and consultation that has been undertaken. There is a discussion that then summarises the planning benefits that would arise from the implementation of the scheme.

The Vosper Thornycroft shipyard was relocated along with approximately 900 jobs to Vosper Thornycroft's new site in Portsmouth, in March 2004. Southampton City Council (the Council) had begun working in partnership with Vosper Thornycroft and its planning consultant from 2001 to prepare a development brief for the site. SEEDA acquired the site in March 2003 with the objective of regenerating the site and re-providing as many new jobs as possible.

SEEDA commissioned Richard Rogers Partnership to prepare a masterplan for the site that underpinned the hybrid planning application that was submitted in May 2005. The process of obtaining planning permission signalled the start of the regeneration process; it engaged the community and other key stakeholders and provided greater planning certainty for potential investors, developers and occupiers.

In August 2006, Southampton City Council resolved to grant planning permission for the comprehensive redevelopment of the site, subject to the resolution of a S.106 Agreement, which was to encompass affordable housing, new community facilities, highway and environmental improvements. The S.106 was executed on the 7 March 2008 and the decision notice was issued on the 10 March 2008.

The SEEDA scheme (Ref: 05/00816/OUT) comprised the following uses:

- 1,510 new homes (371 of which would be affordable);
- 39,246m<sup>2</sup> of Use Class B1/B2 marine employment floorspace;
- 1,617m<sup>2</sup> of Use Class A1 retail floorspace;
- 100m<sup>2</sup> of Use Class A2 financial and professional services;
- 1,895m<sup>2</sup> of Use Class A3 restaurants and cafes;
- 450m<sup>2</sup> of Use Class A4 drinking establishments;
- 1,770m<sup>2</sup> of Use Class D2 leisure/health and fitness floorspace;
- 2,725m<sup>2</sup> of Used Class D1 community/health centre and library;
- 1,637 vehicle parking spaces; and
- new means of access, servicing, highway works, public open space, odour treatment works, combined heat and power (CHP) facilities and the creation of new pontoons and quays.

The application was made as a 'hybrid', with details of siting, height and access submitted for approval across the whole scheme. Full details of the re-profiling of the river wall, associated flood defence works and site remediation works were also submitted.

The SEEDA scheme established the principle of high density, mixed-use development across the site with improved permeability through the site, together with significantly improved physical and visual access to the River Itchen. It established the principle of three towers as new landmarks for Woolston and Southampton as a visual response to the dominant Itchen Bridge and as a marker for the regeneration of Woolston. Through the development of a Design Code, the SEEDA scheme also established a mechanism for ensuring that high quality design in all its aspects, is maintained throughout the development of the scheme.

Crest Nicholson Regeneration (CNR) and Dean and Dyball Developments (D&D) were appointed as preferred developers in March 2006. CNR were charged with delivering the high density, high quality residential element of the scheme. D&D's role was to develop a scheme for the marine employment elements within what became known as the marine employment quarter of the site. With the completion of a new planning application, D&D's role came to an end and SEEDA became responsible for the delivery of the marine employment quarter and Crest for the remainder of the scheme.

CNR appointed architects Patel Taylor as lead masterplanner with other architects to design the first phase in detail. TS Design Group architects were appointed to design the marine employment quarter by D&D. The use of a range of designers across a site of this size is considered important in order to deliver variation in architectural styles.

CNR submitted the revised application in March 2008 following its preparation over the course of the previous 18 months in close consultation with the community, the Council and other key stakeholders. This application (Ref 08/00389/OUT) is to be known in this document as the Crest 2008 Application. This revised application seeks to retain key principles established by the SEEDA scheme, respond to consultation feedback and further evolve the masterplan in order to create a viable and sustainable development that will benefit Woolston and the city of Southampton as a whole.

During the past six months, SEEDA, which was responsible for delivering the marine employment quarter, entered into detailed discussions with operators including the company Palmer Johnson. During this time, SEEDA and Palmer Johnson reached agreement that they would look to provide a site with a planning permission to enable Palmer Johnson to occupy and commence the construction and fit-out of the superyachts that they are famous for (Chapter 2 of this Statement has a introduction to Palmer Johnson). It was agreed that occupation would need to take place from summer 2009 and therefore to enable construction to be completed in time, works would have to start on site in summer 2008. In order to achieve this timescale this application must be granted planning permission by June 2008.

The operational requirements for Palmer Johnson's scheme is not wholly compatible with either the SEEDA 2005 or Crest 2008 outline applications. Given the time constraints for development of this part of the marine employment quarter and the first operations commencing on site by Palmer Johnson a new (full) planning application is required to be submitted, which is slightly behind the recently submitted Crest 2008 application. The application will be submitted by SEEDA and be known as the SEEDA 2008 application. It will occupy the main part of the marine employment quarter, except for one boat production building, one office block and the multi-storey car park, which would be retained within the overall scheme but developed by others following later detailed applications. The redesign of the marine employment quarter would lead to the loss of the office block and the hotel fronting onto Victoria Road when compared to the Crest 2008 application.

The SEEDA 2008 application will follow the principles of the Crest 2008 outline application, sit comfortably within, and not prejudice the development of the remainder of the masterplan. It will need to be seen in the light of the wider site, and as such, access to the site, whilst also applied for within the Crest 2008 application, will need to be applied for in the SEEDA 2008 application to ensure its deliverability. Furthermore, it will have to be assessed in light of the comprehensive scheme through a revised Environmental Impact Assessment, taking account of the differences proposed within the now detailed marine employment quarter proposals.

## Application Structure and Content

This application is submitted as a full detailed planning application. The application is supported by various technical documents, including:

### **Environmental Statement**

The proposed development forms part of a larger comprehensive mixed-use regeneration scheme. This scheme is classed as Schedule 2 'EIA Development' for the purposes of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. Therefore, the application is accompanied by an Environmental Impact Assessment, that has tested the proposals in conjunction with the wider comprehensive development. This has been 'Screened' and 'Scoped' with the Council in accordance with the above Regulations. A Non-Technical Summary (NTS) has also been prepared and copies will be made available free of charge.

### **Supporting Planning, Design & Access Statement**

From 10 August 2006, section 42 of the Planning and Compulsory Purchase Act 2004 requires a statement covering design concepts and access issues to be submitted with a planning application. A Design and Access Statement has been prepared in accordance with S.42 and with guidance contained within Circular 01/2006: Guidance on Changes to the Development Control System and Design and Access Statements: How to write, read and use them (CABE, 2006). This is included within this document which sets out the Supporting Planning Justification.

As the application relates to a detailed set of proposals for a wider site for which various documents including a Design Code, Masterplan, and Sustainability Statement have been prepared, these have been used to inform the detailed proposals. The relevant information that is contained within these relating to the marine employment quarter at Centenary Quay, is drawn out and cross referenced to the proposals. This Supporting Planning, Design & Access Statement refers to areas where the current proposals accord or do not accord with these documents. It also summarises relevant sustainability initiatives and consultation undertaken during the development of the proposals.

### **Transport Assessment**

A Transport Assessment (TA) examining the transport and movement aspects of the Crest 2008 scheme has been produced. That TA addresses the likely impact of the scheme on the local and strategic road network, car parking, public transport and accessibility by all means of transport.

In relation to the SEEDA 2008 scheme the only significant changes, in terms of highways and transport, are that the level of car parking will be slightly reduced on the marine employment element of the scheme, as set out in Table 1.1 overleaf.

Given this modest (less than 5%) reduction in parking, the ES will assess the already submitted proposals as a 'worst case', identify the reduction in trip generation arising from the reduced level of parking, and simply demonstrate that the impact of the new application will be somewhat less than that previously assessed. It was agreed with the Council through the EIA Scoping Report that the key highway junctions did not need to be reassessed. In terms of construction traffic, the two construction operations are compatible in traffic terms.

Therefore, given the very limited changes, and the absence of new junction assessments, a new or Addendum TA would be superfluous and unnecessary and therefore the Crest 2008 TA will be resubmitted as a background document, and the transport changes such as lower levels of parking will be addressed in this Supporting Planning Statement.

Land Use	Proposed Parking Allocation	
	Crest 2008 application	SEEDA 2008 application
Residential	1,402	1,402
Foodstore	240	240
Other retail	80	80
Food and Drink		
Health Centre / Library		
Marine Employment (inc elements outside this application)	168	144
Office	45	25
Hotel	50	-
Replacement public car parking on Victoria Road	57	57
Public Car Park	150	150
Total excluding Victoria Road	2,135	2,041
Total including Victoria Road	2,192	2,098

Source: Capita Symonds

Table 1.1 Maximum Number of Car Parking Spaces

### **Flood Risk Assessment**

Although addressed in the Environmental Statement, the applicant has produced a separate Flood Risk Assessment that addresses flood risk and the sequential approach in response to PPS25.

### **Planning Obligations**

It is anticipated that any planning permission granted could be accompanied by a S.106 agreement to secure planning obligations. The applicant will seek to negotiate any S.106 agreement with the Council during the determination of the application and in doing so, will be guided by the Council's Supplementary Planning Guidance on Planning Obligations, Circular 05/05 (Planning Obligations) and the S.106 Agreement accompanying the SEEDA approval and ongoing discussions with regard to the Crest 2008 application. Any S.106 agreement will be specific to this application and this site, and may duplicate items within the Crest S.106 agreement; as a result timing of the triggers for the obligations in each document will need to be carefully referenced.

### **Consultation Statement**

This application is a continued evolution of the outline application submitted by Crest Nicholson regeneration in 2008, which itself is based on the original SEEDA 2005 application.

Engagement with the local community to understand local views towards the site began as early as 2002 as SEEDA worked towards the original hybrid planning submission, whilst discussions with Southampton City Council have been ongoing since before that date. The consultation undertaken as part of the initial application and masterplan/design brief process has been built into the early stage of the Crest 2008 application. Consultation with the local community on that application started in January 2007 and continued up until the submission of the planning application. It is Crest's intent to continue to conduct communication and engagement throughout the statutory consultation period of their application up until its determination and beyond.

Through regular dialogue with key stakeholders and the local community, the development team has built up relationships and gained a thorough understanding of the aspirations for the site. Feedback from ongoing stakeholder consultation and specific community events has fed directly back into the design process, resulting in amendments to their proposals to accommodate the needs and desires of the community. Details of the consultation work undertaken as part of the Crest 2008 application is submitted with that application within the Consultation Statement.

With the emergence of the operator for the majority of the marine employment quarter, SEEDA commissioned the consultants and architects already involved in this process with regard to the marine employment quarter to take forward the proposals for Palmer Johnson. Therefore, the above statement applies as directly to the current proposals as it does to the Crest 2008 application. In addition it has meant that the consultant team has understood the wider aspirations and development proposals for the site.

However, given the sensitive nature of the proposal and the occupier, it has not been possible to undertake detailed public consultation with the local community and stakeholders in relation to this particular scheme. However, the principles of the scheme remain unchanged and with an identified operator who is keen to commence operations on the site at the earliest opportunity this will produce a deliverable and tangible form of development, which is a specific aspiration of many of the consultees. Discussions have been held with the Council in a confidential manner and these have fed into the detailed design of the proposals which are now coming forward.

As with the Crest 2008 application, SEEDA are committed to undertaking dialogue with any interested parties now that the application has been submitted and the proposals made public, whilst Palmer Johnson themselves are carrying out dialogue with regard to employment opportunities. Communication around the planning application will continue from here to ensure that all interested parties remain abreast of the issues and post-submission developments.

## 2.0 THE SITE AND PROPOSED SCHEME

### The Site and Surroundings

The site is located on the eastern bank of the River Itchen north of its confluence with the River Test in Southampton Water, 2km to the south east of Southampton city centre (Figure 2.1). The site is located close to the mouth of the River Itchen, about 800m from where it joins Southampton Water and the main harbour areas of the Port of Southampton and is opposite Ocean Village Marina.



Figure 2.1: Context to the Proposed Development Site (not to scale)

The Itchen Bridge (A3025) is located approximately 100m to the north of the site boundary; approximately 300m north of the southern boundary. This large structure forms one of the main connections into the city centre from the east and from the city centre to the M27 motorway approximately 6km to the east and Portsmouth beyond.

The application site itself comprises a 3.4 hectare site on the edge of Woolston district shopping centre which sits to the northeast. The site is bounded by the River Itchen to the west, a public slipway to the north (the old Floating Bridge slipway), Wharf Road, Keswick Road, and Victoria Road to the east, and a notional line running from east to west parallel to Keswick Road between the proposed Spine Road which joins Victoria Road between Obelisk Road and the Co-op entrance to the River Itchen. The Spine Road and access road to the site are also included within this application to allow for the site to be accessed from an adopted highway (Victoria Road). Whilst the River Itchen forms the western boundary of the site, part of the River is included within the site as there are dolphins and pontoons proposed to be provided in the water. Dolphins are man-made marine structures that extend above the water level and are not connected to shore. They are usually installed to provide a fixed structure when it would be impractical to extend the shore to provide a dry access facility.

Typical uses include extending a berth (a berthing dolphin) or providing a point to moor to (a mooring dolphin).

The application site forms part of the Marine Employment Quarter proposals of the Crest 2008 application, but excludes the Multi-Storey Car Park and two buildings (Office Building L and Boat Production Building P3) on the river edge. The access road to the site has been slightly enlarged from that proposed in the Crest 2008 application/masterplan to allow for stacking at the security gates and free flow into the future multi-storey car park. This has resulted in a slight variation to the footprint of Building P3 and a slight loss of floorspace should it be developed as a boat production facility (764m<sup>2</sup>). However, the proposals clearly illustrate that the application does not prejudice in any way the development of the remaining parts of the outline application/masterplan.

The site has been intensively used for industrial purposes for over 100 years, predominantly associated with the construction and maintenance of naval and civilian ships, and was more latterly occupied by the Vosper Thornycroft Shipyard, which it is believed provided jobs for approximately 900 people (Southampton City Council) and which closed in March 2004 following relocation of operations to Vosper Thornycroft's other site in Portsmouth and as a result the site is currently vacant. The site has been cleared of all buildings associated with the previous use of the site, with the exception of a large, white industrial building known as the FOTC building and the Admin block and gatehouse adjacent to Victoria Road.

The surrounding area is characterised by the shopping centre along Victoria Road and residential properties to the north; the river to the west; and an extensive residential area, mainly in the form of two-storey terraced housing and some semi-detached and detached houses to the east. Immediately to the south of the site lies the remainder of the proposed marine employment quarter site and the site proposed to become the Crest mixed-use residential proposals. These two sites are currently mostly cleared ground. A waste water treatment works lies immediately south of the Centenary Quay site. There are a range of shops and services in the area including two public houses, a supermarket, and a doctor's surgery.

The site is currently open to public view from Ocean Village (Channel Road, Andes Close and Pacific Close) across the River Itchen and also from the Itchen Bridge, but hoarded along Victoria Road, Keswick Road and Wharf Road. There is currently no public access onto the site or to the river from the site.

The topography of the site is variable, with the highest points located along the eastern edges of the site, adjacent to Victoria Road at approximately 8.5m Above Ordnance Datum (AOD) compared to a level of 11.7m AOD on Victoria Road in the north eastern corner. The lowest point is by the water's edge in the northern portion of the site at 3.1m AOD. Generally the northern portion is lower than the majority of the site, whilst otherwise, the site slopes towards the river in a westerly direction. Levels across the site fall by some 3.0m across the site from the eastern boundary with Victoria Road to the river edge. Surface levels on the site vary considerably however due to the previous uses undertaken.

The site lies adjacent the River Itchen, an internationally important intertidal estuarine area in ecological terms and an area designated as a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and with a Ramsar designation. The impact of the proposed scheme on the ecological value of this area has been carefully assessed in the accompanying Environmental Statement.

## Proposed Scheme Details

### Summary Outline

The proposed scheme comprises a total of 20,240m<sup>2</sup> of floorspace (Gross External Area – GEA) devoted to B2 general industrial use. The specific industrial use is to be state-of-the-art boat (Superyacht) manufacturing with ancillary workshops, offices and staff facilities and is proposed to be operated by Palmer Johnson. The development is expected to create 500-600

new manufacturing jobs over the next 5 years with approximately 129 subcontractors expected to be working on-site and the attraction of approximately 150 new supply chain jobs in the area, meaning a total of approximately 900 jobs could be created in the same period with the inclusion of bolstered local businesses. The remaining marine employment land within the Crest 2008 application could provide 3,824m<sup>2</sup> of accommodation with a potential for 148 further employees.

**Palmer Johnson**

The company, Palmer Johnson is a world renowned shipyard founded by Hans Johnson and Herman Gmack in 1918 and originated in the mid-western United States in Sturgeon Bay, Wisconsin on the shore of Lake Michigan. Palmer Johnson has a strong market identity and enjoys brand loyalty from its customers. The company is planning to extend new production across the Atlantic close to a growing customer base in Europe and wishes to open a boat production facility in Southampton by 2009. Southampton is seen as a proud maritime city with a shipbuilding heritage and has over a century of skills and knowledge in the locality and is in close proximity to suppliers in central southern England.

<b>Background information to Palmer Johnson, now in its 90th Year:</b>	
1918	The company was founded by Hans Johnson and Herman Gmack. After WW I, Johnson's son, Palmer, changed the name to Sturgeon Bay Boat Works.
1927	Bluebell, the yard's first yacht, set sail. Other's: Copperhead, Northern Light & Bess Emily.
	During WW II, Sturgeon Bay Works made 45-foot air-sea rescue boats & 65-foot Army T-boats.
1959	The yard was sold. The name was changed to Palmer Johnson after the former owner.
	That year, the company finished its first fibreglass boat - a Philip Rhodes-designed Bounty.
1961	Pat Haggerty, founder of Texas Instruments bought Palmer Johnson; the movement toward aluminium boats began.
	By the late 1960s, 'PJ' had earned a reputation for its fast and durable aluminium sailing yachts.
1970	Palmer Johnson has built a portfolio of world beaters, notably: 62-foot Tenacious, 79-ft Kialoa III, 62-ft Congere, and a succession of boats such as Scaramouche and Aura, some of which still hold records.
1979	Launching of Fortuna, the advanced 100-ft vessel presented to King Jan Carlos of Spain.
	At 52 knots, Fortuna ranked as the fastest luxury yacht in the world for a decade.
1998	Palmer Johnson reached its 80th Birthday celebrating with La Baronessa.  At 195-foot yacht, La Baronessa, was the largest all-aluminium yacht ever built for a private owner.
2003	Launch of Cover Drive; founded the 120 series and was precursor to the hugely successful Sports-Yacht series.
	Palmer Johnson continues to deliver and win industry awards; latest for the recently launched PJ 150 Sports Yacht.

Table 2.1: Background History of Palmer Johnson

Palmer Johnson currently builds a series of highly styled aluminium Sports-Yachts ranging from 120' to 150' for customers around the globe from its base in Sturgeon Bay. The new facility proposed at Woolston will initially be used to add two new vessels, a 170' and 185' Sports-Yacht, to the company's portfolio. These vessels will be the start of super-yacht manufacture unlike that experienced currently within the United Kingdom.

The proposals have been designed by TS Design Group working for SEEDA on behalf of Palmer Johnson. The Southampton shipyard has been designed around Palmer Johnson's own tried and tested manufacturing procedure. This process has helped to gain PJ the world-wide reputation for quality and innovation and began with a portfolio of world record breaking sailing yachts in the late 1960's and 1970's. Lately, the company has furthered this reputation with La Baronessa, the largest aluminium yacht ever built when launched in 1998, and its current range of Sports-Yachts which have been the praise of the industry, winning numerous awards.

Due to the reputation and the innovative nature of the company, high skill levels are required of the workforce. This is not only to guarantee the quality of product, but to ensure flexibility and the ability to use current technologies. It is the plan to ensure that all new PJ employees enjoy the same training opportunities as those enjoyed by current staff in Sturgeon Bay.

The type of training will be tailored to various levels. *One* aimed directly at the young in the form of an apprenticeship scheme. *Two*, aimed at those with relevant skills but perhaps entering the industry for the first time. Or *three* for those who have demonstrated high skill levels yet are motivated to learn new proficiencies and become better qualified for more advanced positions within the company. Various options are being investigated on how best to meet the training needs, and links with local training and education authorities are underway.

In the United States Palmer Johnson directly employs 350 highly skilled tradespersons and encourages technical partnerships with suppliers and helps to build the success of local sub-contracting firms.

Unlike other super-yacht manufacturers in the UK, the Palmer Johnson (PJ) approach is based on 'series' builds. This ensures continuous production and secure long-term employment. Production-building or custom building series yacht manufacture demand a different approach and PJ will bring experienced team leaders and managers to Woolston for key stages of the initial start-up period. Furthermore, newly recruited personnel will be invited to Wisconsin for skills development.

Further benefits from the PJ production methodology means the manufacture of the vessel can be completed in 'bite-sized' amounts of work. These can be completed on or off-site by sub-contractors in times of increased demand or, during the shipyard's initial start-up period.

Palmer Johnson has always been an advocate of using equipment and parts sourced from around the world. Although many suppliers are currently based in the UK the strategy of using the best regardless of location will continue. However, it is the goal of PJ to nurture technical partnerships with local companies which would benefit both parties.

### **The Woolston Facility**

The Woolston facility for Palmer Johnson will take the form of a bespoke fabrication facility and will incorporate all parts of the production process on site. It is proposed that no boats will arrive or leave by road, but all will be built on-site and leave via the water. The site will contain state of the art metal cutting bays, a world beating 100m production capacity with advanced material handling equipment, a technology led 'Clean Air' spray shop and a floating dry dock for controlled vessel launches. There will be a launch reception and customer suite and facilities on-site along with staff facilities. All parking will be self-contained on-site.

The process takes place in two buildings: the Boat Fabrication building and the Boat Fit-Out building. The Boat Fabrication building will be located on the northern segment of the L-shape of the site, facing south, whilst the Boat Fit Out building will be located on the main part of the

site between Keswick Road and the southern boundary of the site facing the River Itchen and the west. The yard will sit between these two buildings, all being at the same level and this is where the main area of car parking will be located at grade and only in exceptional circumstances of boat movements will this parking need to be moved. This will usually be carried out outside of core hours to reduce disturbance.

The production process commences in the Boat Fabrication building to the north where aluminium cut to shape will be delivered via the Wharf Road entrance and production works in a clockwise fashion until the yacht ends up at the southern end of the Boat Fit Out building and is ready to be launched. Materials for the interior and finishes will be delivered through the eastern Keswick Road entrance. All yachts will leave by water via a floating dock.

Alongside the eastern Keswick Road entrance and at the junction of Keswick Road and Victoria Road, will be the main reception and public/visitor entrance to the site. Workshops, and offices, IT suites and staff facilities will be accommodated in a building wrapping around the Boat Fit Out building along the site's boundary with Victoria Road and the proposed Spine Road.

The following describes the buildings in slightly more detail:

**Boat Fabrication building:** Service access to this building will be to the rear to deliver new materials such as aluminium. A crane will run the length of the building to service it from a covered gantry with a loading bay and ancillary stores within. The proposed maximum dimensions of the building are given below in Table 2.2. This building sits approximately 2.4m away from the existing face of the quay wall.

**Boat Fit Out building:** This building will contain most of the offices, staff accommodation such as canteen, electronic drawing office, joinery workshops and reception. There will be ancillary stores, an access mezzanine and again cranes will operate within the main space to move material internally. There will be some access off the northern part of Keswick Road. The proposed maximum dimensions of the building are given below in Table 2.2

Table 2.2 provides a break down of the main components of the application and their various uses and floorspace (in GEA):

<b>Boat Fabrication Building</b>	Ground Level 3.95m AOD Finished Floor Level 5.35m AOD B2 Boat manufacture Ancillary Storage 102m x 46m x 23.65m high (excluding canopy projection) 4,937sqm including external canopy Main Boat Entrance facing south Maximum Building Height 23.65m AOD One storey
<b>Boat Fit Out Building</b>	Ground Level 5.35m AOD Finished Floor Level 5.35m AOD B2 Boat manufacture, workshops, ancillary offices, joinery storage and facilities Maximum dimensions = 123m x 107m x 26.425m high with a 27.3m high parapet opposite the supermarket 15,168sqm Main Boat Entrance facing west Maximum Building Height 26.425m AOD with a one-off spot height on parapet of 27.3m AOD and a lower edge to Keswick Road of 15.875m AOD and a lower edge along Victoria Road and Spine Road of 22.7m AOD One storey and mezzanine in main building and 3 storeys in workshops and office block
<b>Refuse, Bike Store and Security Gatehouse</b>	135sqm in total

<b>Marine Structures</b>	2 pontoons alongside quay wall 4 Dolphins perpendicular to quay wall in front of yard
<b>Access</b>	Main access via Victoria Road, Spine Road and Access Road Subsidiary access via Keswick Rd/Wharf Rd
<b>Parking</b>	In line with SCC parking standard agreed at 1:150. This provides 135 spaces across the site.
<b>Phasing</b>	Q3 2008 – Q4 2009
<b>Hours of Operation</b>	To be agreed
<b>Employment</b>	Up to 850

Table 2.2: Breakdown of main components of application

**Access and Parking:** The main access to the site will be via the Spine Road and Marine Employment Quarter access road as proposed in the Crest 2008 application and reapplied for in this application to ensure its deliverability. This will access onto the yard space which doubles as a car park for the proposed development where the majority of car parking is proposed to be contained. The bulk of deliveries would be via this route and the main gate and then into the building adjacent to Keswick Road.

There will be access to the offices and reception with surface parking for a limited number of cars off the northern part of Keswick Road, whilst this will also provide for occasional deliveries (approximately twice per week).

Deliveries to the Boat Fabrication building will take place on a limited basis, not more than once a day, delivering aluminium supplies to the site. Delivery vehicles will reverse into the site from Wharf Road. There will be some limited surface car parking at this point.

There will be temporary construction access provided across the wider Centenary Quay site in advance of the Spine Road and Access Road being provided should this be necessary, whilst access can also initially be gained to the whole site from the Wharf Road entrance and the western Keswick Road entrance. These are both existing previously used access points. The western Keswick Road entrance is proposed to become a secondary means of emergency access to the site and will be ramped up to the yard level from Keswick Road/Wharf Road.

Parking will be in accordance with Southampton City Council's (SCC) standards at 1 space for every 150m<sup>2</sup>. This level has been agreed with SCC as being within a medium accessibility location for industrial uses at this site. At this rate there would be 135 spaces across the site, with approximately 12 spaces marked out by the rear of the Boat Fabrication building and three spaces by the entrance on Keswick Road close to its junction with Victoria Road. The remainder will occupy the yard and at times when yachts need to be moved across the yard, the parking will be relocated, or these movements will be undertaken outside of peak times, possibly in the evenings or at weekends to minimise disruption.

As indicated above, there is a small decrease in parking compared with the Crest 2008 application. However, the proposals are in line with the Council's maximum parking standards.

**Site and Building Heights:** The site levels will be raised uniformly to accord with a 5.35m AOD at the yard with the slab of each building being at this level also to permit boat movements. The Keswick Road, Wharf Road and Victoria Road levels will remain unchanged. This will result in some parts of the buildings being below the adjacent road level and some above, with retaining walls provided where necessary.

The Boat Fabrication building requires an internal clear working space of 12.5m. Clearance above 12.5m is required for a gantry crane which passes along the entire length of the

building. The gantry crane dictates the height to the underside of the internal roof structure resulting in an eaves height of 21.15m AOD. The ridge height is subsequently 23.65m AOD.

The Boat Fit Out building is comprised of five main compartments. Four of the main compartments are aligned in an east/west direction. The maximum ridge height of these is 26.425m AOD (although there is a one-off spot height on the parapet facing the Spine Road of 27.3m AOD), a lower compartment adjacent to the boundary of Keswick Road has a maximum height of 15.875m AOD. A fifth compartment, comprising offices and workshops, is aligned along the extended Victoria Road in a north/south direction and has a maximum height of 22.7m AOD. This building will also include the reception and staff facilities. There is a limited mezzanine level within the main part of the building, whilst the skin around the Spine Road comprises three storeys, one below road level.

The River's Edge: The river edge of the site will not be altered and will remain as existing.

Off-Shore Structures and Launching Arrangements: Structures proposed as part of this development are two floating pontoons alongside the quay wall to provide temporary mooring for boats and four dolphins. There will be a ramp access to the pontoons from the northern end of Centenary Quay. A floating dock will be used to launch the yachts that will spend most of its time moored alongside the quay wall on the alongside pontoons. When a yacht is ready to be launched, the floating dock will be floated to become perpendicular to the quay wall and moored inside the four dolphins to guide and support it. The yacht will be brought onto the floating dock and then it will be floated out and the dock submerged in the Solent and the yacht will float off.

## Phasing

The intention is to have the development completed by November (Q4) 2009 with initial site occupation beginning in May (Q2) 2009 and the offices and much of the building's fit-out being completed later in the year. This requires a commencement on site in July (Q3) 2008.

The construction process will follow the site remediation and enabling works including level alterations required to enable construction to commence in Q3 2008. These will be undertaken through the existing site approvals.

### 3.0 PLANNING POLICY CONTEXT

#### Introduction

This section addresses planning policy that is relevant to the proposed development at the Marine Employment Quarter of Centenary Quay. It covers national, regional and local planning policy and guidance.

For the purposes of S.38(6) of the Planning and Compulsory Purchase Act 2004, the statutory Development Plan comprises:

- Regional Planning Guidance for the South East (RPG 9, March 2001);
- Hampshire County Structure Plan (1996 – 2011, January 2000); and
- City of Southampton Local Plan Review (March 2006).

#### Government Planning Policy

##### ***PPS1: Delivering Sustainable Development (February 2005)***

The broad thrust of PPS1 is that planning should facilitate and promote sustainable and inclusive patterns of development which in turn help to contribute to sustainable economic development.

##### ***PPS: Planning and Climate Change (December 2007)***

This PPS on climate change supplements PPS1 by setting out how planning should contribute to reducing emissions and stabilising climate change. It is significant in that where there is any difference in emphasis on climate change between the policies in this PPS and others, it is this PPS that takes precedence.

As well as setting out the criteria which should be evaluated in assessing the environmental performance of new development, the PPS also makes specific reference to the incorporation of low carbon and renewable energy measures within new development. Although these can be seen as quite radical (10% on site renewable provision as a minimum), the document also stresses that LPAs need to base policies on 'realistic assumptions' and have due regard to the financial costs of bringing sites to the market.

##### ***PPG4: Industrial, Commercial Development and Small Firms (November 1992)***

The advice contained in PPG4 advocates that 'economic growth and a high quality environment have to be pursued together'. The guidance seeks to ensure that commercial developments are located in sustainable locations which avoid unnecessary traffic generation and congestion.

##### ***PPS4: Planning for Sustainable Economic Development (December 2007) (Consultation Draft)***

Draft PPS4 was published on 17 December 2007 for consultation. The draft document sets out how planning bodies should, in the wider context of delivering sustainable development, positively plan for sustainable economic growth and respond to the challenges of the global economy, in their plan policies and planning decisions.

The draft states an overarching theme that regional planning bodies and local planning authorities should plan positively and proactively to encourage economic development, in line with the principles of sustainable development. In particular they should develop flexible policies which are able to respond to economic change and the need for co-ordination with infrastructure and housing provision.

##### ***PPS9: Biodiversity and Geological Conservation (August 2005)***

PPS9 sets out the principles and policies that apply to the integration of nature conservation priorities and land use planning. A key Government objective is to ensure that policies contribute to the conservation of the abundance and diversity of British wildlife and its habitats.

One of the essential tasks of the Government, local authorities and all public agencies concerned with the use of land and natural resources are to make adequate provision for development and economic growth whilst ensuring effective conservation of wildlife and natural features as an important element of a clean and healthy environment.

**PPG13: Transport (March 2001)**

A key objective of PPG13 is to encourage more sustainable development and to reduce the need to travel by private car. The guidance promotes accessibility of jobs, shopping, leisure facilities and services to public transport, walking and cycling. PPG13 is specifically addressed in the separate Transport Assessment.

**PPG16: Archaeology and Planning (November 1990)**

The Government's guidance on archaeological remains on land is found in PPG16. The guidance suggests how these remains should be preserved or recorded and advises on the handling of such remains/discoveries under both the local plan and development control systems.

**PPS22: Renewable Energy (August 2004)**

This statement seeks to increase the development of renewable energy resources to facilitate the delivery of the Government's commitment on both climate change and renewable energy.

**PPS23: Planning and Pollution Control (November 2004)**

PPS23 advises that any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration. These impacts are specifically addressed in the Environmental Statement.

**PPS25: Development and Flood Risk (February 2007)**

PPS25 sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of high risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. PPS25 is specifically addressed in a separate Flood Risk Assessment.

**Regional Planning Guidance for the South East**

The Regional Planning Guidance for the South East (RPG9) was published in March 2001. It provides the broad development framework and spatial strategy for the region up to 2016.

The RPG encourages economic success throughout the region, by improving the quality of the environment, the management of natural resources and providing opportunity and equity for the region's population. The guidance also seeks the creation of more sustainable patterns of development

The thrust of strategic policy within RPG9 is to promote urban, 'brownfield' land as the most sequentially preferable type of site for new development in the region. This in turn will make urban areas more attractive, accessible and better able to attract investment.

The guidance places strong emphasis on the need for jobs to be provided locally, reducing the need to travel longer distances and to help create more sustainable communities.

**The Draft Regional Spatial Strategy for the South East**

The South East Regional Assembly submitted the draft Regional Spatial Strategy (The South East Plan) to the Government on 31 March 2006. Consultation on the Draft South East Plan ended on 23 June 2006 and the Examination in Public ran from 27 November 2006 to 30 March 2007. The Report of the Examination in Public Independent Panel was published on 29 August 2007.

The strategic aim of the Draft South East Plan largely echoes that of the adopted RPG9, which is to be a healthier region with a more sustainable pattern of development, a dynamic and robust economy, a reduced level of social exclusion, a more bio-diverse environment and a reducing level of natural resource consumption.

The RSS looks to continue to promote brownfield sites for development.

The EIP Panel Report published in August 2007 largely agrees and endorses these core principles.

### **Hampshire Country Structure Plan**

Although the Structure Plan pre-dates both RPG9 and Southampton's Local Plan Review, it still remains consistent with certain key themes of current policy, including mixed-use development policies. The Plan was formally adopted by Southampton City Council in January 2000 and extends to 2011. It has been 'saved' until it is replaced by the new South East Regional Spatial Strategy.

### **City of Southampton Local Plan Review**

The Local Plan Review was adopted on 2 March 2006 and is the current statutory plan for the city. The role of the Local Plan Review is to provide an appropriate land use framework for the delivery of development in Southampton.

The application site is specifically allocated under Policy MSA 18 which identifies the site as a major opportunity for a mixed-use scheme incorporating employment, residential, local leisure and community facilities and high quality public open spaces including access to the waterfront.

The emphasis of Policy MSA 18 is to create a high quality, high-density, sustainable scheme including a number of different housing types and to connect these areas of Woolston to the River Itchen.

In land use terms, the proposed scheme therefore complies with the site specific Policy MSA 18.

The site is also partially covered by Policy HE 6 (Archaeological Remains) and is close to a Special Protection Area/Ramsar Site (Policy NE 1), SSSI site (Policy NE 2) and intertidal mudflat habitats (Policy NE 5). The impact of the proposed scheme on the archaeological remains, intertidal habitat and these policies is addressed in the Environmental Statement accompanying this application.

In addition to these site-specific allocations and policies, there are a number of other policies that may apply to the proposed scheme. They are summarised in Table 3.1 overleaf:

Policy	Description
<b>Chapter 2: Sustainable Development Principles</b>	
SDP 1	Development must not be detrimental to the city or its inhabitants.
SDP 2	Planning permission will only be granted where development provides integration to all modes of transport.
SDP 3	Travel generated by the development must be accommodated without causing any material impact on the transport network.
SDP 4	Access to the development must be provided for all.
SDP 5	Proposals must provide parking in accordance with Council standards.
SDP 6	Proposals must be accompanied by a design statement.
SDP 7	Proposals must take into account the local context and not damage the appearance of an area.
SDP 8	Urban form and space must be laid out appropriately.
SDP 9	The scale and mass of the development must be sympathetic to the area.
SDP 10	Development must be safe and secure.
SDP 11	Development must permit access and movement for all, in and around the development.
SDP 12	Proposals must be supported by a landscape/habitat creation and management scheme.
SDP 13	Development must be designed in a way that minimises their overall need for resources.
SDP 14	Proposals for renewable and alternative sources of energy are permitted providing there is no unacceptable impact on the environment or water resources.
SDP 15	Proposals will need to take heed of local air quality and the development's impact on air quality.
SDP 16	Proposals will need to review the development's impact on noise.
SDP 17	Controls development where external lighting is required.
SDP 18	Controls development that involves hazardous substances.
SDP 19	Development which adversely impacts the operation of Southampton Airport will not be permitted.
SDP 20	Development should protect or enhance coastal defences and provide access for maintenance.
SDP 21	Controls the manner and quality of drainage from a site.
SDP 22	Potential for contamination must be properly assessed and any remediation measures taken if required.
<b>Chapter 3: Natural Environment</b>	
NE 4	Development that would adversely affect species will not be permitted.
<b>Chapter 5: Culture, Leisure and Tourism</b>	
CLT 10	Development will not be permitted which would result in the loss of accessible public waterfront.
CLT 11	Waterside development must ensure public access to and into the water is incorporated or enhanced, except where there is a danger to public safety and security and conflict with other river uses.
<b>Chapter 12: Infrastructure</b>	
IMP 1	Development will only be permitted if the necessary infrastructure, services, facilities and amenities are available or secured. Contributions for the provision of these may be sought in their absence.

Table 3.1: City of Southampton Local Plan Review Relevant Policies

**Southampton City Council's Core Strategy 'Preferred Options Paper'**

As part of the Council's Local Development Framework (LDF) process it is preparing a set of new Development Plan Documents (DPDs). Of these, the Core Strategy has progressed furthest and has already undergone two rounds of consultation. The latest iteration is the 'Preferred Options Report'.

One of the key objectives contained in the Preferred Options Report is to deliver the necessary development, housing, employment and retail in a sustainable way, whilst ensuring the City's valuable assets, both its natural environment and heritage are not compromised. In addition, development must take into account the people of Southampton.

In particular, the Council wishes to ensure that housing growth and economic growth is jointly managed and balanced on a sustainable basis and that the quality of homes is improved, and the needs of new communities provided for.

## **Other Material Considerations**

### ***Woolston Riverside Planning Brief***

The Planning Brief was prepared over a six month period through a process of close collaboration involving Council officers and Members, SEEDA, English Partnerships (EP) and their consultants.

The Council's overall vision for the comprehensive Centenary Quay site is for a comprehensive mixed-use site with a suggested layout shown on the indicative masterplan intended to:

- create a focal area for Woolston;
- extend public routes through the site;
- exploit the unique aspects of the waterfront;
- create a permeable urban grain;
- create a safe and pleasant environment for pedestrians and cyclists;
- integrate and extend public transport within and through the site;
- create a vibrant mix of high density employment and residential uses;
- maximise orientation to achieve good solar and visual aspect;
- positively engage with the SPA to support nature conservation;
- extend southwards to possibly include the sewage works;
- create a massing concept that integrates with Woolston and responds to the scale of the River Itchen;
- create a site for landmark buildings that signal Woolston and its redevelopment within Southampton; and
- to promote sustainability.

The Council places a strong emphasis on this document not to be viewed as the end of the design process, rather as part of an ongoing and longer term commitment to regenerate this area of the city.

### ***Planning Obligations SPG***

The Planning Obligations SPG provides an indication of the requirements of the Council in respect of the provision of some areas of community infrastructure, facilities and services to offset the impacts of proposed development.

The guidance seeks to clarify and explain in more detail the Council's policies regarding affordable housing (including tenure and mix), transport, leisure, recreation and open space, public art, community safety and recruitment & training.

Given the similarities of the scheme with the SEEDA 2005 scheme, the S.106 Agreement associated with the SEEDA 2005 scheme and discussions in relation to the Crest 2008 application, and any associated S.106 obligations, will be a starting point for negotiations on any S.106 Agreement in respect of the SEEDA 2008 scheme. However, any S.106 agreement will be specific to this application and this site, but may duplicate items within the Crest S.106 agreement; as a result timing of the triggers for the obligations in each document will be important to be referenced carefully.

### **Guide to Sustainable Development**

This document is used to help address sustainability issues as part of planning applications. The guidance breaks down sustainability into a number of key issues that should be addressed during the planning phase of the development. These are:

- energy efficiency and zero or low carbon sources;
- water efficiency;
- sustainable construction;
- building design and layout;
- waste and recycling;
- biodiversity; and
- transport.

This is done by demonstrating best practise examples as well as providing descriptions of sustainable design features and processes and putting this into the context of a policy framework.

These issues are specifically addressed in the Environmental Statement submitted with this application and further references in Section Four of this document.

### **Gateways and Approaches Initiatives**

The Gateways and Approaches Initiatives were commissioned in early 2006 to act as background evidence to inform the emerging LDF. It analyses existing approaches, landmarks and features with an aim to propose an overarching concept for the delivery of a strategy.

Woolston is considered a 'By the Sea Opportunity'. The document recognises the importance of linking any development on the site to the wider city and has identified Itchen Bridge as a key area where inner gateway opportunities exist.

#### 4.0 DESIGN AND ACCESS STATEMENT

##### Outline Application Design and Access Statement Review

The employment area is located towards the northern gateway and, as reflected in the Crest 2008 application, utilises the deep water quay facility and access to the wharfage that is present.



Figure 4.1 SEEDA 2008 Site Plan

The Crest 2008 outline proposals for this area of land provided a mix of uses, including a hotel and office building fronting the extension to Woolston High Street/Victoria Road. The hotel is to be set aside from this site in order to accommodate Palmer Johnson, but the building form and alignment is to remain as a continuation of the existing High Street.

Read in conjunction with the Crest 2008 application, the main focal point and new anchor for the High Street remains as the proposed Foodstore, confirmed within Crest's earlier Design and Access statement (Section 5.0 Masterplan Design).

In this context, the artist's perspective showing the northern gateway into Centenary Quay can be considered to enhance this focus.



Figure 4.2a Crest 2008 Gateway Proposal



Figure 4.2b SEEDA 2008 Gateway Proposal

The identification of a definite occupier has allowed the conceptual designs to be progressed fully in consultation with the local authority and the aspirations integrated into this detailed planning submission.

The following summarise the principal differences with the Crest 2008 application:-

- The hotel is removed from this part of the site. This is largely replaced by an equivalent facade of offices and ancillary production services for Palmer Johnson to support the principal manufacturing facility.
- Massing of the building fronting onto Victoria Road are reduced from 4-5 storeys to 3 storey equivalent. This provides a graduation in scale between the existing road frontage and the taller buildings within the wider Centenary Quay development.
- The boat manufacturing elements retain heights comparable to the original hotel, but reduces the impact onto Victoria Road by stepping up within the site. This graduation in scale is further reflected in the reduction in height of the entrance at the corner of Keswick Road and Victoria Road to a more human scale inkeeping with the existing built form.
- The street frontage is now continuous between Keswick Road and the proposed 4-storey live/work units that front the street along the north side that remain as part of the Crest 2008 application.
- While the main traffic runs along the new Spine road, the High Street extension remains as the Crest scheme to provide the entry to the marine employment quarter. The Business court marks this entrance but the detail falls outside the area of site allocated for Palmer Johnson.
- The boat fabrication building replaces the separate multi-occupancy industrial development backing onto Wharf Road

There has never been any physical permeability across the marine employment yards for members of the public, either within the original SEEDA 2005 application or the current Crest 2008 scheme. It has been acknowledged that the view from Victoria Road down to the riverside has been lost from the Crest 2008 application, but the visual permeability is offset by the channelling of a view towards the water within Plaza Square. Indeed much discussion has taken place regarding the confusion offered by the multiple 'leakage' of the urban grain in secondary areas. The fact remains that for Palmer Johnson to operate from this Woolston site, their building requirements dictate this change. The building also has been designed to be a continuous form and of a design that will lead people through the spine road down to the water.

### **Design Analysis and Evolution of Current Scheme**

The scheme benefits from having a specific single occupier who can deliver the required employment opportunities to Southampton and Woolston in particular, and the design has, rightly, been influenced by operational needs in order to provide a sustainable employment site for the manufacture of "super yachts" along the south coast of England.

The demand for this site is determined by:

- Adjacent to the riverside
- Deep water access (5-6m below OD)
- Provision of quay walls
- Quality of local workforce, familiar with boat construction industry.

Palmer Johnson lies at the forefront of 'Super yacht' production and demand the highest standards. Centenary Quay has been identified as a suitable home for their largest vessels, with lengths extending up to and potentially over 100m. In order to achieve this objective, it is the intent to utilise the major part of the area allocated as the Marine Employment Quarter as a single occupier. This therefore led to the need to review the outline proposals which were inherently flexible to provide for a greater likelihood of over time filling the site. This occupier

will, in one go, now occupy the majority of the site, without prejudicing the remainder of the Crest 2008 scheme.

### **Ground Levels**

The existing site is gently graded to fall from the existing High Street at 11m AOD and Victoria Road at between 9 and 5.45m AOD.

The approach from Victoria Road along the High Street extension is consistent with the Crest 2008 application taking these levels and following the route down to 6.28m AOD at the entrance to the Business Court and continuing down to the principal site area.

Site levels are dictated by the existing Wharf frontage of Centenary Quay, which is currently 5.30m AOD. This quay wall is to be retained and the ground level within the yard and site is to be established at 5.35m AOD.

Due to the on-site manoeuvring of these super yachts, the whole site is to be established at this one level of 5.35m AOD. As a consequence, the eastern end of the main boat fit out building is cut into the existing ground levels whilst the ground floor slab to the boat fabrication building to the north is elevated, with a level access from Wharf Road at 3.95m AOD.

The existing levels immediately outside the curtilage of the site, to Victoria Road, Keswick Road and Wharf Road are retained as existing. These fall from circa 11m AOD at the Victoria Road/Keswick Road junction down to 3.5m AOD along Wharf Road. The interface with these changing levels has been carefully considered and are fully represented within the detailed application drawings.

### **Detailed Site Uses**

The parameter plan identifies the site for B2 with ancillary B1 use and parking.

The whole site is to be utilised for the manufacture and fit-out of super yachts, some of which may be up to and potentially over 100m in length.

It will be a bespoke facility which encompasses the following specific elements:

- Boat Fabrication Building comprising principal manufacturing space with ancillary storage, material handling and cleaning area, piping workshop and staff facilities (toilets/disabled WC etc).
- Boat Fit Out Building comprising 3-bay areas for assembly and completion of boats with stores, spray shop and plant, machine/engine workshop, electrical, piping and fit out areas, maintenance areas, project offices and support facilities including rest rooms, WCs/showers and first aid room at the yard level.

The ground floor off the extended High Street includes joinery workshop, lacquer shop and pre-installation storage area whilst the 1<sup>st</sup> floor level (at 16.75m AOD) fronting onto Victoria Road is designed for ancillary offices.

- External areas are for boat manoeuvring and access to the facilities, boat yard, staff and visitor parking, cycle storage/parking, containerised storage and refuse storage.
- A site security building is to be provided at the main entrance to the boat yard.

These are shown on the detailed planning application drawings.

### **Building Massing and Height**

The parameter plan identifies the building heights above ground level.

These have been developed to meet specific operational requirements for super yacht production whilst being cognisant of the wider scheme. The intent is to provide buildings of the required height and size and to integrate them into their urban context within the Centenary Quay development as a whole. Synergy with the adjacent uses and building styles as an extension to the High street and along Keswick Road is important.

The overall approach is to introduce a graduation in scale from the origins at the junction between Victoria Road and Keswick Road.

The principal entrance and feature stair enclosure forms a rotunda at this nodal point with its roof set at 20.22m AOD.

The offices, joinery and engineering workshops form a 'skin' to the main production building along the High Street extension. The parapet to this street frontage is set at 22.7m AOD with the highest part of the Boat Fit Out being 27.3m AOD behind.

These heights sit comfortably within the street scene. In context, the residential element and food store opposite within the Crest 2008 application falls within the range 26.0m – 29.0m AOD, whilst the adjacent live/work units to the south abutting the offices are at 22.0m AOD.

This design philosophy is carried across onto the Keswick Road frontage, where the highest production buildings step down to the north from 27.3m (noted earlier) to 26.425m and on to 24.050m AOD at eaves, whereupon the building element fronting Keswick Road is set at 15.875m AOD. The road levels along this boundary are in the range 8.9m – 3.8m AOD.

To North Quay the proposed eaves height of the Boat Fabrication Building is 21.15m AOD which again reflects a graduation in scale across the site (along the quayside) culminating in the proposed 9-storey residential unit of K1 within the Crest 2008 application at 33.0m AOD at its eastern end overlooking the quay (39.0m AOD at the High Street).

#### **Active, Animated and Articulated Frontages**

The building design has been discussed in detail with representatives from the Local Authority, including the City Design Manager, SEEDA, Patel Taylor (as Crest team master planners) and the proposed occupier.

We believe the proposals meet the strategic objective of continuing the street scene along Victoria Road down towards the waterfront.

The building provides the mechanism to extend the High Street/Victoria Road and fuse it with the taller buildings beyond.

The design follows traditional Victorian principles of buildings following the pavement lines and the curving facade replicates this proven design.

Within our scheme, the synergy is provided by an equivalent 3-storey element fronting Victoria Road with the rotunda extending from the building line to provide an interesting 'event' at the confluence of the new and existing built forms.

This rotunda is located at the fulcrum for the new gyratory road system.

It has been considered important that the building and landscape elements integrate with existing and new spaces.

The wider footway to the west side of Victoria Road in front of the northern section of this building accommodates feature tree planting. This enhances the wider open space opposite, extending across an area of car parking to the food store beyond. Such details not only establish a softer edge to the open space, but they are reflected in similar planting in front of the food store beyond.

The visual focus of Victoria Road and its pinch point is the food store within the Crest 2008 application and the displacement from the trees shift the focus to the other side of the street at this point.

The curved elevation is controlled by carefully located balconies, canopies and other design features which add interest to the street scene. With the principal destination and view being down to the Plaza Square and waterfront, it has been considered important to achieve horizontal fluidity within the design, rather than increase the perceived distance by introducing multiple vertical elements.

The midpoint of the arc is marked by a balcony with faint nautical references with the Palmer Johnson signage. This occurs at the intersection with the Spine Road.

The pedestrian 'journey' is enhanced by two small projections with canopies that add visual interest, with the articulation of small windows that reflect a human scale.

The building terminates in an expression of structure to the south. A consciously dramatic effect within the facade is created by providing a framing to aluminium structure, which represents materials used within the Palmer Johnson boat production.

This nautical reference is continued along the two flanking facades of the main boat fit out building where circular "port holes" define the fenestrations. The same facade details are adopted on the boat fabrication building thereby maintaining a continuity of design.

**Access Statement – access, pedestrians (inc DDA), cycling, buses, parking and fire and emergency**

This statement reiterates the key aspects contained within the parameter plans. These drawings cover the key design issues relating to access, pedestrians, refuse, fire and emergency access, buses cycling etc., which have been co-ordinated with the site wide parameters and so will not be repeated in detail.

From these plans it will be clear that principal vehicular access is to the south, through the Business court, taken from the extension of the High Street and returning north into the main boat yard.

This takes account of likely traffic movements and provides an area clear of all other traffic movements for security.

A second access point for emergency vehicles primarily is taken from Keswick Rod to the north as shown on the accompanying parameter plans.

In addition to commercial access to the boat yard, two further points of ingress are needed. To the eastern end of Keswick Road, an entrance for visitors has been incorporated. This affords 3 car parking spaces (one of which is for disabled visitors). The area also provides direct access to the joinery and engineering workshops on the 1<sup>st</sup> floor level.

To Wharf Road a separate access is provided for material deliveries and limited staff parking. Staff are to be encouraged to travel to work using means other than private cars. This will include pedestrians, cyclists, shared travel schemes and public transport.

The nature of production for Palmer Johnson means that almost all work is carried out within the fabrication and fit-out buildings and that the yard is required for boat manoeuvring only. This is contrary to a general marine requirement where boats are stored and worked on within the yard area. As a consequence, the yard area can be utilised for staff parking with boat movements being scheduled for weekend and evening periods.

126 permanent and short stay bicycle parking spaces have been allocated on site and facilities will exist on site for changing and showering.

Bus and pedestrian access will, of course, be good upon completion of Centenary Quay and it is anticipated that much of the workforce will be drawn from the local community where a pool of experienced and skilled labour exists.

### **Phasing**

The current application is to be built out in a single phase between Q3 2008 and Q4 2009.

Unlike previous applications for the marine employment quarter, a user has been identified and is keen to progress with construction as soon as possible in order to meet their target for production identified at the outset of this document.

### **Secured by Design**

The scheme has been informed by a strong consideration of where security initiatives are required, but with a view to not impose a hostility by any arrangements. As such, for the majority of the site boundary, the building line marks an effective and visually interesting boundary. At the entrance from Keswick Road close to the junction with Victoria Road, a change in landscaping materials helps to demarcate the site boundary. There is a need for secure design at the main entrance, where gates are positioned and a security control office. There is also a need for safety through railings alongside the emergency access ramp from Keswick Road due to the change in levels. The only other area where a physical boundary is demarcated by railings is along Wharf Road around the small quantity of parking at this location on the site and to demarcate the site from the public parking and public slipway to the north. This area will have gates along Wharf Road to ensure security. Surveillance will be ensured and has been designed in as possible across the site.

### **Landscape**

The Landscape Design Strategy (LDS) produced in March 2008 by Patel Taylor Landscape for the Centenary Quay site has been closely followed to ensure that the SEEDA 2008 application area is well integrated with its surroundings and results in visual unity across the landscape treatments in the area.

The Victoria Road frontage of the Boat Fit-Out Building is consistent with the 'Supermarket Curtilage' character area as defined by the LDS. The hard landscape treatment will follow the principles of Charcon 'Countryside Classic Wide Top' kerb edging to asphalt blacktop roads, with Marshall's 'La Linea' exposed aggregate paving to the footways. Four trees are proposed to be located within the footway, doubling as a wind mitigation measure and leading to the main pedestrian entrance into the building. *Sorbus aria* (Whitebeam) is proposed for this location consistent with the LDS, and taking advantage of the ability of the species to withstand exposed maritime conditions. At the building entrance, the material will change to red concrete setts to match existing paving on the opposite side of Keswick Road, and addressing the interface between the La Linea paved areas and blacktop footways to the south.

Along Keswick Road the existing blacktop finish to the public footway is in good condition and it is proposed to retain this in situ, together with the concrete kerb edging and 3 existing trees at the northern end of the road. The proposed building line is set back around 5-6m from back of footway and for continuity, it is proposed to continue the 'La Linea' paving between the building and footway. It is proposed to take advantage of the space to plant a formal line of trees to break up views of the building from existing dwellings along Keswick Road. *Carpinus betulus* 'Frans Fontaine', a fastigate form of Hornbeam selected from the LDS, would be suited to the space available, avoiding the need for constant pruning.

Where Keswick Road leads in to Wharf Road, again for consistency, it is proposed to continue the 'La Linea' paving alongside the buildings and surrounding the proposed parking bays. These paving units are available in a range of sizes suitable to fit narrow and unevenly shaped spaces. The public footway is in poor condition and would be replaced with 'blacktop' rolled asphalt, with concrete kerbs to match adjacent areas. Entry into the site at the junction of Keswick Road and Wharf Road would be tarmac consistent with the existing road surfacing.

Tree planting along the Wharf Road frontage includes *Carpinus betulus* 'Frans Fontaine' in the narrower spaces alongside the building. Where more space is available, trees with a wider canopy that are also suited to the urban conditions have been selected to soften the appearance of the buildings and parking areas. These are *Sorbus aria* and *Sorbus intermedia* (Whitebeam), selected from the LDS and also tolerant of coastal situations, as well as *Betula utilis* var. *jacquemontii* (Birch) with brilliant white stems providing additional winter interest.

The hard landscape materials and tree species have been selected to provide a robust yet attractive setting to the scheme. The position of the trees will be further considered at detailed design stage, taking into account any measures required to prevent damage to underground or overground services, or to the foundations of the buildings. Trees would be planted into pits that allow room for them to grow and mature, and would include watering tubes to aid irrigation. It is anticipated that all trees would be supported by an underground guying system, to keep this out of view. Management of the landscape areas will include routine maintenance operations to keep the landscape areas clean and tidy and dealing with any repairs as these arise. Some light pruning of trees will be carried out as needed to ensure these achieve the desired form. In the longer term, occasional arboricultural works may be required to trees to ensure these remain in good condition and reach maturity.

## Conclusion

The combination of local design studies, the wider aspirations for Centenary Quay, Woolston and the need to provide appropriate buildings and yard areas to maximise employment opportunities within the Marine Employment Quarter have informed this plot study.

The conclusions have been fully tested within the Environmental Impact Assessments and Traffic Impact Assessment and integrated within the overall scheme design. Further information is set down within the parameter plans accompanying this formal application.

The result is a robust design solution that provides the land uses for marine production, refit and repair, alongside transitional and compatible zones to allow industrial land to be incorporated into the heart of the waterside development. The scale and massing meets the needs of the identified end user whilst the design principles reflect the aspirations of the wider development. This fusion of design ideas will allow Centenary Quay, Woolston to re-establish itself as a major force in the marine sector and provide a known address/hub for boat production, refit and repair.



Figure 4.3: Artist's Impressions of the SEEDA 2008 Application in its context with the Crest 2008 Application

## 5.0 SUSTAINABILITY STATEMENT

### Overview and Policy Background

This chapter reviews the sustainability opportunities of the development that have been seized in designing the proposals and those that will continue to be examined during the ongoing design development of the scheme. It forms an addendum to the Sustainability Statement that was prepared by Fulcrum Consulting as part of the Crest 2008 outline application for the whole of Centenary Quay. That report considered the sustainability of the Centenary Quay development proposals both in the context of Southampton City Council's local policies regarding sustainable design and construction and the wider context and understanding of sustainable development.

One of the key policies that relates to sustainable development in the current adopted Local Plan is Policy SDP13 (see Chapter Three). In addition to this, Southampton City Council have adopted a Sustainable Development Checklist which sets out key principles for sustainable development which the Council expects to see considered in planning application. At the same time, SEEDA themselves have prepared an online Sustainability Checklist tool but this will only assess residential or mixed-use schemes. This was used however as part of developing the designs for the outline Crest 2008 scheme and scores based on the comprehensive outline scheme achieved a minimum of 'Good' in each category.

### The Outline Application and Detailed Proposals

#### Energy

The buildings will be designed to at least current Building Regulations requirements for energy efficiency standards, and where feasible will be provided with low energy light fittings and appropriate lighting and heating controls, with external space and security lighting designed to be energy efficient and control strategies to ensure that the lighting is not left on unnecessarily.

The Fulcrum report noted that Centenary Quay will include a site-wide community heating system that would supply heat to all dwellings on the site and be available to non-residential units 'where unit size, use and proximity to the distribution routes makes it viable'. This remains the approach being adopted in the current development. However, due to phasing strategies, it is unknown whether the energy centres using a combined heat and power (CHP) led heat production strategy are to be available prior to the current proposals for the marine employment quarter development becoming operational. Therefore, the current scheme includes traditional gas fired boilers and is able to accommodate an electricity substation in the event that connection is not possible, feasible or viable.

There are likely to be a number of small/micro renewable energy installations around the wider Centenary Quay site where appropriate. These are aimed to provide useful functionality as well as to provide a visual statement for education/demonstration purposes. It is possible that photovoltaic panels will be used within the marine employment quarter for this purpose.

#### Water

As per the Fulcrum report, low water use fittings will be employed on-site to reduce potable water use.

Further to the recognition in the Fulcrum report that 'within the marine employment quarter there are limited opportunities for the reuse of rainwater', rainwater collection has been assessed as to whether it would have beneficial flood reduction measures or be useful for irrigation within the wider scheme.

The rainwater strategy for the site is currently that all rainwater will be collected by a drainage system, connected to oil and petrol interceptors as necessary, and directed into the existing watercourse of the River Itchen. The ES and Flood Risk Assessment has assessed the acceptability of this.

In terms of reuse elsewhere, discussions with Crest have suggested that there is no need for further rainwater collection and indeed given the practical issues of the slope of the land, differing legal ownerships and maintenance issues, as well as an independent system for conveyance and storage, it is not feasible to collect rainwater on the marine employment quarter site for use on the Crest mixed-use residential site.

Finally, as per the Fulcrum report, the contaminated nature of the underlying *in situ* soils, and the level of remediation of the site required for its function, the adoptability of the roads and pavements to and around the marine employment quarter site and the use of the yard space would preclude the use of water infiltration methods of Sustainable Urban Drainage Systems.

Reference should be made to the Strategic Drainage Strategy Report by Capita Symonds for further information and details of the proposed drainage strategy, which includes information on the whole Centenary Quay development. Further to this, a Flood Risk Assessment has also been prepared to support the ES. This document takes into account future climate change predictions to ensure the long term sustainability of the development. This includes a land raising exercise, providing a raised platform on which all development will be located remaining outside the area of high probability of flooding for the lifetime of the development. It is proposed that this land raise will tie in with existing high ground to the east, providing safe access and egress for the lifetime of the development.

### **Waste**

During the construction phase, waste will be segregated and sorted at all stages. Ground materials will be separated according to the ground-type from which they were obtained. Any pile arisings removed from virgin soil will be identified as exempt inert material unless there is any particular reason to suggest otherwise. Other materials, identified, or potentially, hazardous or non-hazardous contaminated, will be segregated on site and considered for other pre-treatment prior to disposal. Where possible, treatment methods that will improve the geotechnical qualities of the material allowing its re-use on site will be considered and used where viable. Additionally, soil improvement methods designed to chemically or physically treat the contaminants within the ground in order to reduce the leachability or other hazard of material, will be investigated. Adequate soil investigations will be carried out across the site in order to determine the level of contaminants within the ground and in order to develop adequate quantitative risk assessments and remediation method statements.

A principle is to be established across the site, requiring subcontractors and suppliers to remove their own packaging and surplus materials. This will encourage suppliers to investigate the delivery methods which maximize the use of recycled packaging and minimise the amount of packaging used for delivery. Skips and other waste collection devices used on the site will be strictly monitored with costs of the waste collection and removal being passed back to those companies using the facilities. Skips will be arranged to sort material on site and all collected waste will be delivered to a sorting centre prior to disposal to landfill. A target of 80% reuse of collected waste from site will be used across the project.

Once operational, it is also proposed that the aluminium delivered to site will be precisely cut ready for use. Further to this there will be an area for waste storage within the yard area for the whole site, with refuse collections being made from the yard. This area will have different receptacles allowing for the storage and separation of different materials.

### **Materials**

Materials will be carefully selected based on their environmental credentials. Any timber used in construction will be from certified sustainable sources (such as FSC). Local sourcing of materials will be preferred but, due to the location of the site and the specialist nature of many of the construction materials necessary to reduce energy usage within buildings, other sources, initially within the UK, will be used where necessary. Maximum use of recycled and reclaimed materials will be used with particular consideration for granular materials used within the sub-structures, drainage and concreting elements of the project.

### **Landscape and Ecology**

Biodiversity is to be safeguarded and enhanced within the wider Centenary Quay site, and in particular with regard to the river terraces proposed. Within the marine employment quarter, there are fewer opportunities to safeguard and/or reprovide for this biodiversity giving the nature of the works progressing at the site and the buildings required. Whilst the stand alone office and hotel in the Crest 2008 application considered brown/green roofs, there are no standalone offices or hotel within this application. The nature of the boat production buildings, as in the Crest 2008 application do not lend themselves to this style of roof given the rooflights, ventilation and plant required, not to mention the structural support and span of the roofs.

A Landscape Strategy has been prepared for the comprehensive Centenary Quay site and this has been carefully ecologically and hydrologically informed to be as sensitive and responsive to the 'genius loci' and predicted climate change scenarios as possible. This Strategy has been used to inform the design of the landscaping that is proposed on the boundary of the proposals with the wider public realm.

### **Transport**

The proposed development has been considered in the context of transport planning policy at national and local level. There is a desire to reduce the use of the private car and this has been driven into the scheme through the use of maximum parking standards for the site and design of the parking. In addition to this, there must be a viable alternative for the significant number of trips that employees and visitors to the proposed development will make. There are a number of ways that this has been assisted.

There are bus and train facilities nearby and the bus routes will penetrate the site further with the development of the wider Crest site. The site is easily accessible from the bus and railway stations in Woolston centre, either by direct bus route or a 10 minute walk. From Woolston itself there are frequent and regular bus services to Southampton city centre and the rest of the urban area, as well as rail connections to Southampton and Portsmouth.

The range of land uses in the vicinity currently and proposed will also assist this reduction in the need to travel by private car, whilst comfortable pedestrian routes and cycle links have been aided by the study of wind around the site and the new landscaping proposals on the boundary of the site. Wind mitigation measures proposed and the development proposals themselves will make the surrounding roads and pavements a more comfortable environment in which to walk or cycle.

The provision of cycling facilities in the form of secure covered long-term storage over and above the minimum standards is provided, whilst short stay visitor cycle parking is provided at a convenient location, although it is expected that very few visitors will be coming to the site, let alone by bicycle. Nevertheless, the facilities are provided in order to encourage this.

Finally, provision is made within the yard area of the site for employee shuttle buses to enter, park and turn if such a facility is adopted.

### **Air Quality**

Southampton City Council has undertaken a review and assessment of air quality within their administrative area, and has concluded that concentrations of NO<sub>2</sub> and PM10 are not likely to exceed the air quality standard objectives around the site. However, there are six Air Quality Management Areas within the area of administration of the council, the nearest being at Town Quay Road close to the western bank of the River Itchen.

The impact of the comprehensive Centenary Quay development proposals on local air quality standards has been assessed and it has been concluded that the redevelopment will not have a significant impact on concentrations of air quality pollutants at sensitive receptors close to the site. For further detail, please refer to the Air Quality section of the Environmental Statement. The detailed design of the proposals has led to an improvement in potential air quality impact given that in comparison to the Crest 2008 application, all working will generally be carried out within the Boat Production buildings, rather than in the open yard area.

### **Community, Health and Well-Being**

An analysis has been carried out by microclimatic modelling with respect to daylighting and overshadowing to ensure that all adjacent properties receive adequate levels of daylight and sunlight and to restrict overshadowing. These issues have informed the development of the design applied for by SEEDA.

In addition to this a wind impact assessment has been undertaken of the proposals in the development and it can be seen that the exposed location of the site to the prevailing wind influences it greatly. However, this has been considered and the proposed development in fact ameliorates the situation on the neighbouring residential areas of Victoria and Keswick Roads, and further mitigating measures in the design of structures around the site or in the use of landscaping along the Spine Road reduces the impact of the wind to an acceptable or better than acceptable level.

Both of these reports can be reviewed as part of the Environmental Impact Assessment.

The detailed design of the proposals has led to an improvement in potential sound impact given that in comparison to the Crest 2008 application, all working will generally be carried out within the Boat Production buildings, rather than in the open yard area. The detailed design also considers sound insulation and ventilation within the scheme. Furthermore, aluminium construction is quieter and less messy than steel and does not release chemicals into the atmosphere compared to Glass Reinforced Plastic (GRP) construction.

Due to the nature of the site and proposals and for the public's safety and well-being, public access to the operational parts of the application area is restricted with security measures in the form of railings (attractively designed where necessary) and the change in levels.

### **Efficient Use of Land**

The proposals require a huge swathe of land for this intensive boat building operation and it was only just possible through efficient and imaginative design of the facility to fit this onto the Woolston site.

### **Place Making or Place Reinforcement**

The proposal forms a significant element of the wider Crest 2008 masterplan to regenerate Woolston and to assist with Place Making or Place Reinforcement in this case. However, the development has been designed so that even on its own it can assist with this. It will return a former boatyard back to this use illustrating the evolution of the industry and how the site has reflected that in its own evolution. Furthermore, elements of this will be clear through the design rationale agreed and desired by the Council for 'Form to Follow Function'. This assists to not hide the use away but to celebrate its return to Woolston by not disguising the buildings and in particular the Boat Production buildings. This will be further aided through the use of the company's logo and name on the building as appropriate at key points on the elevations.

### **BREEAM**

BREEAM is designed mainly for residential buildings and therefore not strictly applicable to industrial buildings, with only a handful of industrial buildings gaining BREEAM ratings. In 2006 there were 26 awards given, 51 in 2005 and 30 in 2004. Nevertheless, it is hoped to aim for an equivalent to BREEAM 'Good'. Of the 26 awards in 2006, not one attained the excellent rating.

### **Summary**

The above discussion outlines the sustainability credentials of the project and the evolution of these from the outline application and the supporting Sustainability Statement for the masterplan development applied for in the Crest 2008 outline application. It can be seen that where possible, sustainability has continued to form an integral theme running through the design of the development. The above discussion has centred around and based itself on the Southampton City Council Sustainability Checklist. It demonstrates the manners adopted to improve the sustainability credentials for what is a difficult scheme within which to promote sustainability in a feasible and viable manner.

## 6.0 POLICY APPRAISAL AND DISCUSSION

This section of the report appraises the proposed scheme against the policies and guidance identified in the preceding sections. This section has been sub-divided into the key considerations raised by the proposed scheme:

- Marine Employment
- Transport and Parking
- Detailed Design

### Marine Employment

The main policy consideration relevant to the marine employment quarter is Policy MSA18, which seeks “employment uses (B1 and B2) to include maritime-based research and development and light industrial uses, which require access to the waterfront adjacent to and in the vicinity of the existing deep-water quay”.

PPG4 is also relevant to this proposal, but this general policy guidance was published in 1992. Although PPG4 is still extant, it is more relevant to concentrate on up-to-date guidance such as the recently published draft PPS4 and Policy MSA 18 of the Local Plan, which more specifically reflects the history and circumstances of this site.

Before assessing the proposal against policy requirements it is relevant to briefly examine the background to the development and how the objectives for the site have emerged.

The site has been host to shipbuilding for over 100 years, until Vosper Thornycroft relocated its operations to Portsmouth in 2004. The Council prepared a Planning Brief that intended to promote and secure the comprehensive regeneration of the site to create up to 1,000 jobs in marine related industries and thereby replace those jobs lost over the last few years and draw on the existing skills base of the local workforce.

The marine industry is in the midst of a renaissance at the upper end of the market where ‘big boat’ and ‘super yacht’ production and sales are increasing. Southampton is ideally placed to capture that demand due to its historic ties with the marine industry and the exceptional pool of experienced and skilled labour in the locality. The nearest competition is currently Plymouth and Falmouth.

In the Crest 2008 outline application it was envisaged before occupier demand was known that the range of companies that would be attracted to the marine employment quarter at Centenary Quay would fall into two main boat categories:

- production, refit and repair of 60-100ft craft in and out of the water; and
- production and refit of 100-200 ft craft mainly in the water.

It was always clear in working up the outline proposals, that the final design and detail would depend upon a pre-let and the occupier’s requirements for this specific business stream. Over the past six months, an operator has become known for the site and this has led to a revisiting of the proposals. This has led to the significant proportion of the site being taken by the operator for a new superyacht manufacturing process that would build vessels between 170ft and 300ft in length onsite. These vessels will be the start of super-yacht manufacture unlike that experienced currently within the United Kingdom.

It is likely that a number of support and related industries will be drawn into the development and its local environs to create a critical mass and establish Centenary Quay as a marine address or hub and consolidate Southampton’s role as a focus for the UK marine industry.

The attraction of the location to maximise employment opportunities relies upon:

- flexible building space;
- an attractive working environment;
- efficient zoning;
- close proximity to suppliers in central southern England; and
- easy access to the quayside and deep water mooring.

These are added to the fact that Southampton is seen as a proud maritime city with a strong shipbuilding heritage and has over a century of skills and knowledge in the locality.

The application site area covers a total site area of approximately 3.5 hectares and will provide a total of 20,240m<sup>2</sup> of marine employment space (other marine and general employment uses are proposed elsewhere on the wider site). The buildings will be classed as B2 use and include ancillary offices, workshops, security and staff facilities. There will be marine structures in the form of dolphins and pontoons within the river alongside the site.

The proposal is estimated to result in a projected 500-600 new manufacturing jobs over the next five years, with approximately 129 subcontractors expected to be working on-site and the attraction of approximately 150 new supply chain jobs in the area, meaning a total of approximately 900 jobs could be created in the same period with the inclusion of bolstered local businesses. The remaining area not included within this application but in the marine employment quarter of the Crest 2008 application, which in total suggested 820 new jobs created depending on what parameters were chosen, would be capable of providing 117 in Office L and 31 in Building P3. Therefore, the marine employment quarter, including this detailed proposal and the prospective jobs it could support could be anticipated to reach a total of approximately 1,000. Along with the further 380 jobs likely to be created on the remainder of Centenary Quay, the employment figures of Centenary Quay could reach almost 1,400. Therefore, the employment provided by this scheme is consistent with the Council's vision for the site contained within Policy MSA18 and accords with the general principles contained in the draft PPS4 in that it maximises and strengthens the local economy by creating a sustainable employment base as part of a wider mixed use scheme. Furthermore, the 600 new jobs direct within Palmer Johnson are tangible new jobs to the area through an actual identified operator and company. This is the first application covering redevelopment of the marine employment quarter site to have an identified operator.

The marine employment quarter is carried over from the SEEDA scheme and responds positively to the Woolston Riverside Planning Brief.

### **Transport and Parking**

Given an identified operator, it has been easier to quantify precise parking requirements. As a result, 135 spaces are provided within the application area. This is a slight reduction compared to the Crest 2008 application for the same site area. This is in line with standards and respects the Council and government's aim to reduce parking.

As a result of this, the ES submitted with this application assesses the already submitted proposals as a 'worst case', identifies the reduction in trip generation arising from the reduced level of parking, and demonstrates that the impact of the new application will be somewhat less than that previously assessed.

The associated Transport Assessment also assesses the 'worst case' scenario, and it was agreed with the Council that, given the very limited changes, and the absence of new junction assessments, a new or Addendum TA would be superfluous and unnecessary. This document identified that, as per the approved SEEDA scheme, the development would cause a number of highway junctions to be overcapacity, although some of these are already overcapacity. The current proposals would go to assist reduce this potential overcapacity given the lower number of parking spaces. As a result the Crest 2008 development proposes to implement a series of improvements to the relevant junctions to increase capacity and avoid any potential problems caused by this overcapacity and the approval of this application

will be accompanied by the necessary works related to it to ensure that any residual impacts are mitigated.

### Detailed Design

The buildings reflect a contemporary simplicity in their design with carefully controlled fenestration and uncluttered elevations.

This restrained design calls on nautical references including the introduction of inset balconies and the use of porthole style windows to the principal fabrication and fit-out building. The balcony details reflect the bridge of a ship, with stainless steel balusters and stainless steel horizontal wire guard rails. This influence is also reflected in the use of exposed aluminium structure (akin to a yacht's mast) carefully framed within the principal east facing facade fronting onto the proposed extension of the High Street.

The clean lines of these buildings are, in part, created by the parapet detail to Victoria Road and the High Street extension and to those lower elements to Keswick Road. These produce strong, clear lines when viewed from ground level against the sky and help improve the sense of theatre but enhancing the perspective and channelling views down the hills towards the River Itchen and the Plaza square.

The importance of the two main production buildings should not be underestimated. These provide the opportunity for significant inward investment and job creation, whilst help to consolidate Southampton, and Woolston in particular, as being at the forefront of shipbuilding along the south coast.

The views from the west, across the river are distant and therefore rely on form, colour and prominent details. The eaves line to both the fabrication and boat fit out buildings are consistent with a carefully crafted eaves detail that has a rounded fascia to conceal the gutter behind. Interest is created by the use of large circular "portholes" to the flanking elevations with views into the fit out building when the principal doors are opened.

The buildings perform different functions within the manufacturing and fit-out process but are equally important within the end product. As such both building structures offer similar details and use consistent materials.

The selection of high quality materials are beneficial at a human scale and in its wider context. They also reflect Palmer Johnson's status as being at the forefront of super yacht design and manufacture.

The palette of materials chosen across the site are consistent with the Crest 2008 strategy and reflect the existing context and shipyard history. This palette involves brick, metal sheeting and render as confirmed within the hybrid planning application.

Within the Marine Employment Quarter, a unifying blue brick plinth anchors the buildings at ground level, with the upper parts of the wall elevations adopting the clean colour pallet of white, grey and silver.

To the main production elements, further interest is created by the introduction of vertical, trapezoidal and flat stucco panelling. These have been used to provide some rhythm to the elevations and emphasise stepped changes within the elevational design. The roofs to these buildings will only be visible from distance and the intent is that these roof coverings remain less dominant, with a uniform single ply membrane in grey.

The quality remains throughout the development, but the emphasis of the material palette shifts slightly along Victoria Road and to the High Street extension where there is a closer connection between the Palmer Johnson facility with members of the general public. This elevation is designed to extend the street scene with the principal wall panels being in stucco render, with a delicate composition of linear and punched windows using the fenestration as

small carefully positioned elements within the larger canvas. The render will be white finish, with monochrome changes in hue only occurring by virtue of shadows cast by the more intimate details and the way light falls upon a gently curving surface. The windows and glazed sections to the rotunda will emphasise this tonal balance by remaining in charcoal grey.

## 7.0 SUMMARY, IMPLEMENTATION AND CONCLUSIONS

This application forms the next step in a long history of the site which has included various applications containing outline proposals for marine uses at Woolston.

Should planning permission be approved, this would be accompanied by any necessary Section 106 Agreements within the necessary timeframe to enable development to commence on site this summer (2008). This is required as Palmer Johnson need to be able to take occupation by summer 2009 in order to complete the construction of yachts that they already have orders for and are on their drawing boards. Indeed, the design and detailing of the 170 is nearing completion at the time of submission of this application.

This application provides the certainty that a marine employer is going to build out and occupy the site and once again, Woolston and Southampton will become synonymous with marine manufacturing. In addition to that, Southampton will gain a new international superyacht manufacturing base which it does not currently have and Palmer Johnson will be assisting in raising the skill levels in the area. This will raise the city's profile considerably. This has been the long term intention of the work to regenerate the Woolston site and it is hoped that these proposals will be accepted by the Council to assist the revitalisation of Woolston and its employment base.

This document has set out the planning background to the proposals, the site context and the relationships between the various documents submitted and other extant planning permissions and planning applications. It also illustrates the planning policy background and discusses this in relation to the application.

It can be seen from reviewing this document that not only does the proposal accord with and fulfil the necessary policy but it will deliver significant benefits to the city if this unique opportunity is grasped.

This development will:

- Assist the regeneration of the former Vosper Thornycroft shipyard,
- Assist the delivery of a significant number of new predominantly high-skilled jobs to the site,
- Reinforce Southampton's dominance of the marine market,
- Effectively reuse through redevelopment a large, previously developed site in an important sustainable location,
- Assist to reconnect Woolston to the proposed wider Centenary Quay regeneration proposals and the riverside, and
- Assist the opportunity to use high quality and sensitive design and architecture that befits Southampton as a maritime city and a vibrant and successful place to do business.

The site is specifically allocated for this use, and planning permission already exists for a similar scheme in outline and therefore sets the principle. This application is in full detail given the changes within this scheme from the outline and the timescales required to get the site operational. The application builds on previous outline applications and the extensive pre-application discussions that have taken place as well as the wide-ranging public consultation. It also accords with national, regional and local planning policies and does not raise any new planning issues.

As such there exists an overwhelming case for the grant of planning permission.