

City Centre Masterplan – Supplementary Planning Document
(SPD)

Report on consultation responses to draft masterplan

December 2012

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1. Introduction

- 1.1 This report details the findings of the consultation on the City Centre Masterplan, draft supplementary planning document – July 2012. The masterplan identified development opportunities, public realm improvements and possible changes to the layout of some of the highway across areas 1-4 and parts of 5 of the defined city centre (Policy PCS4 of the Portsmouth Plan).
- 1.2 Public consultation was carried out from 30th July 2012 to 14th September 2012. This included a letter sent to every property (residential and businesses) within the boundary covered by the masterplan, a summary leaflet sent to every household in the city, consultation with statutory consultees and others who had registered their interest in participating in consultation on any planning related documents.
- 1.3 The purpose of this report is to outline the findings of the consultation and to set out the changes to the masterplan as a result of the comments received.

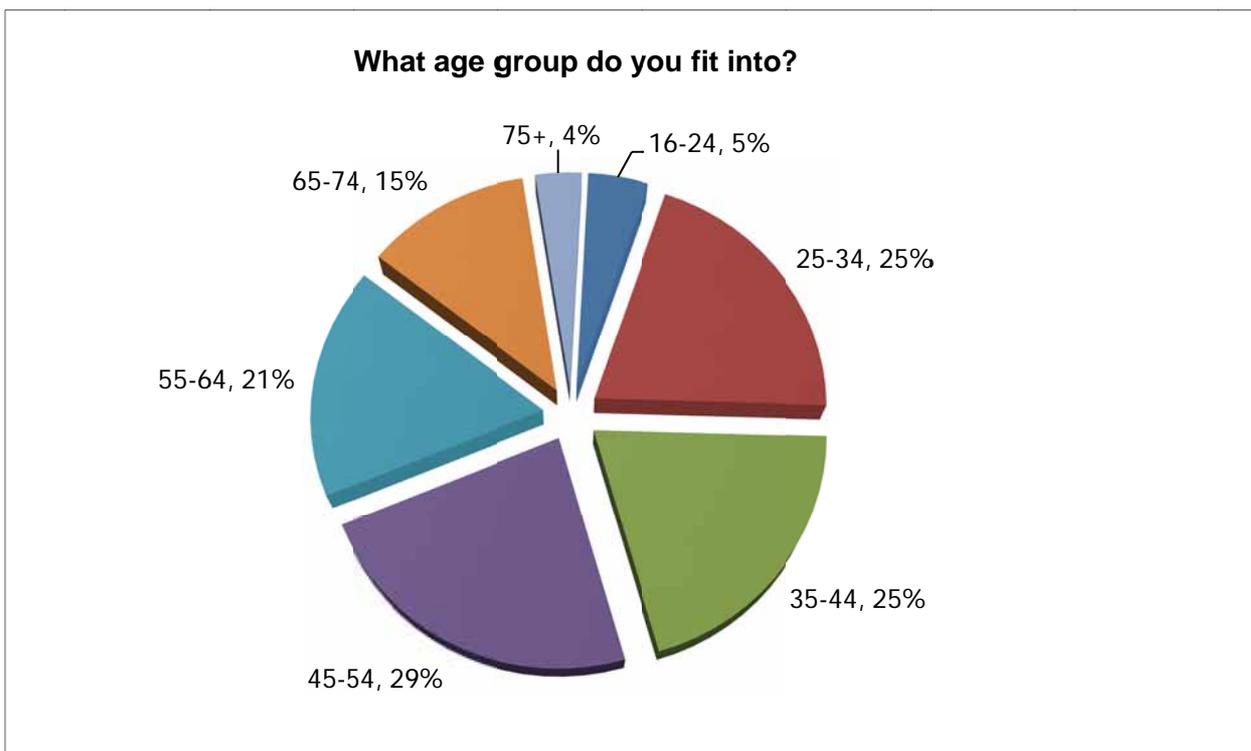
2. Consultation process

- 2.1 Consultation on the City Centre Masterplan, draft supplementary planning document – July 2012 was carried out from 30th July 2012 to 14th September 2012. The draft document was made available on the city council's website. Comments were invited by post, by email and via an online questionnaire. Whilst the official closing date for comments was 14th September, due to consulting over the summer period, the council did accept responses beyond this date and council officers attended meetings with residents and other stakeholders after the 14th September.
- 2.2 Publicity and promotion was undertaken via the local media, local mailing lists and community groups (including neighbourhood forums), and at public meetings and open 'drop-in' sessions. The public meetings and open 'drop-in' exhibitions were held at various locations across the city to provide residents and other stakeholders with an opportunity to discuss the draft masterplan with council officers. Neighbourhood forums, residents' associations and community groups were offered a visit by council officers to discuss the proposals and consultation. A detailed list of events and meetings attended is listed in Appendix 1.
- 2.3 Printed copies of the document were made available in the city's libraries, at the Civic Offices, Area Housing Offices and council run Community Centres. Copies of the document were also made available to purchase.
- 2.4 A leaflet summarising the document (together with the Southsea Seafront Masterplan which we also consulted on at the same time), was distributed to all households in the city and was made available on the city council's website. A letter was also sent to all residential properties and businesses within the boundary of the masterplan notifying them of the document and where they could view it.

3. Respondent demographics

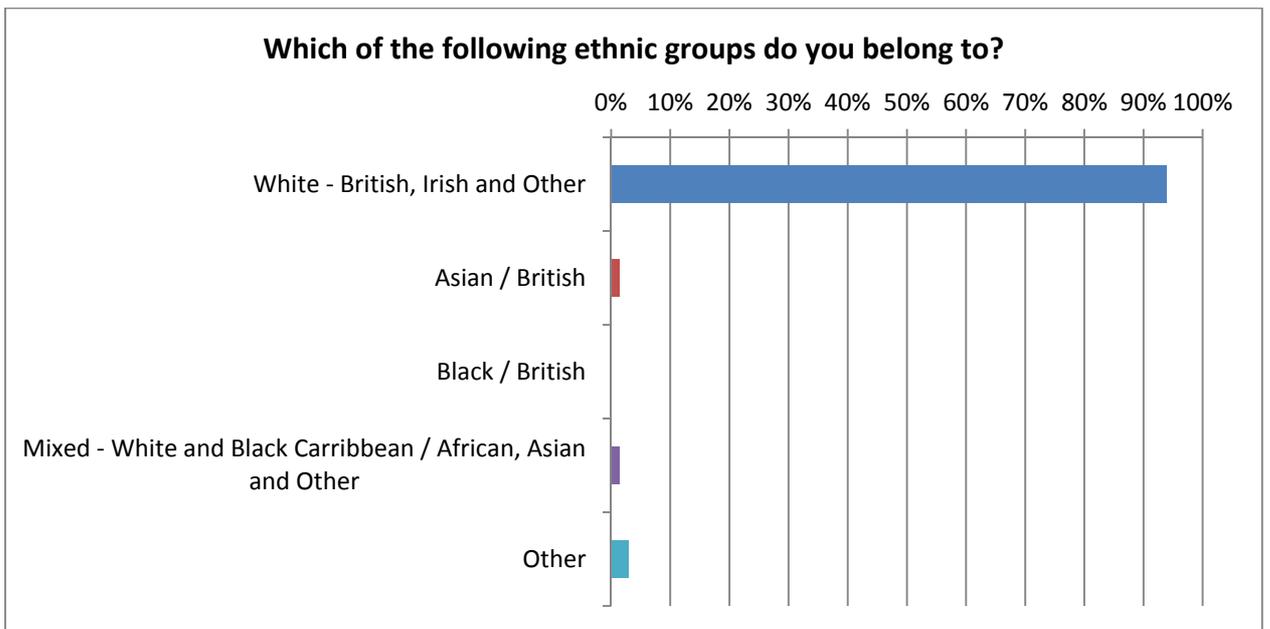
3.1 The council received 320 responses, in the form of completed questionnaires and / or written responses. Not all the respondents who filled out questionnaires completed all parts of the personal information section on the form. The age, gender, ethnicity of those who responded has been calculated as a percentage of the number of people who completed these sections.

3.2 149 (46.5% of all respondents) stated their age group. The percentage of respondents in each age group is set out in the chart below.



3.3 145 (45% of all respondents) stated their gender, 52% were male and 48% were female.

3.4 In order to ensure that the consultation reached all sections of the community, the respondents were asked to identify with an ethnic group. 133 (41.5% of all respondents) answered this question. The percentage of responses received to each group is shown in the table on the following page.



3.5 13 (4% of all respondents) stated they had a disability. The respondents were spread across the age ranges but the most common disability listed was mobility.

4. Responses to the masterplan

4.1 As previously stated responses were received in a variety of ways, although the majority of respondents did use the questionnaire. The form of the questionnaire and masterplan was deliberately designed to ask generally open questions to seek people's views. However, for certain issues such as possible pedestrianisation of some streets, respondents were asked a simple yes / no question. As with any consultation of this type the council received a wide range of views. The following section describes the common themes / issues raised in the responses, and where appropriate includes comments from other stakeholders and interested parties who provided written responses (those responses are also set out in Appendix 2). This section also sets out the changes that have been made to the masterplan.

General comments

4.2 From the responses received, it is apparent that a large number of respondents only provided comments based on the information contained in the summary leaflet and had not read the masterplan itself as some of the issues / questions raised, such as what is planned for specific sites within the city centre, were addressed in the masterplan document. The council has also produced a set of 'frequently asked questions' (FAQs) which it has published on the planning pages of the council's website (a copy is also attached at Appendix 3).

4.3 125 (39% of all respondents) expressed clear support for the overall masterplan, whilst 46 (14% of all respondents) expressed clear opposition. Many respondents raised issues / comments about specific proposals / areas within the masterplan, these are addressed in the following sections.

4.4 A summary of general support comments include:

- Excellent, exciting, ambitious;

- Much needed, long overdue;
- Investment is badly needed;
- Need quality development.

4.5 A summary of general objection comments include:

- Over-reaching ideas;
- Lacks ambition;
- Leave the area alone, waste of money and invest the money in other services;
- Overdevelopment / no more development is needed in the city.

4.6 Others are cynical about the contents of the masterplan, comments include:

- Will it ever happen?, I wish it would happen;
- The council promised the 'Northern Quarter' but nothing has happened.

4.7 Finally, some of the more commonly asked questions / comments raised can be grouped into the following:

- Why are the council planning for retail-led schemes given the current economic climate and impact of internet shopping;
- Need to support / provide for local retailers / businesses and not provide 'high street chains';
- How will it be funded?

4.8 As previously stated, the council has produced a set of FAQs to address some of the most commonly asked questions (see Appendix 3).

The Vision

4.9 8 (2.5% of all respondents) commented on the vision set out in the masterplan (page 6 of the draft plan). Those who commented expressed a view that the plan 'lacked ambition', 'was not unique to Portsmouth', 'was not innovative' and that the vision should pick up on the city's rich cultural heritage and historic environment. The University of Portsmouth also expressed their disappointment that the vision did not promote the important role the University has in the city centre and that the city is a place to learn / study.

4.10 The wording of the vision has been amended to:

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

Area Framework: Enhancing transport and access

- 4.11 The issue which generated the largest volume of responses was the proposed new city centre road (pages 13 – 18 of the draft masterplan). 108 (34% of all respondents) provided comments / views about general transport / traffic issues across the city. As you can see from a summary of comments received, these views were wide ranging:
- Proposals in the masterplan will make access to the city better / worse;
 - Provide viable alternatives to the private car, suggested alternatives include a cheap bus service, monorail, trams;
 - Provide cheap car parking;
 - Consider closing / opening other streets in the city, such as re-opening Commercial Road to all through traffic;
 - Issues with traffic congestion at particular junctions in the city, such as Kingston Crescent;
 - Ban all cars from the city centre;
 - Ban all cyclists / mobility scooters;
 - Stop penalising motorists, allow cars everywhere;
 - Move Wightlink Ferries to the Port;
 - The new road layout should be specifically designed for the elderly / disabled / cyclists.
- 4.12 44 respondents, including the Portsmouth Cycle Forum, raised issues about cycling. Many of the concerns raised were about the lack of consideration given to cyclists within the masterplan and by the council as a whole.
- 4.13 Another issue raised was to allow cyclists in the pedestrian areas at all times of the day and night (the masterplan only refers to allowing cycling in Commercial Road outside the core shopping hours). Comments of support can be summarised as:
- Should happen in all pedestrian areas at all times of the day;
 - It will help encourage cycling as a viable alternative to private car;
 - Should be linked to the provision of good, safe, secure cycle parking.
- 4.14 Comments of objection can be summarised as:
- Too much conflict / safety issues;
 - Cycling is done by the minority and proposals should not be compromised disproportionately to accommodate cyclists;
 - Should segregate cyclists from pedestrians;
 - Should police the areas and stop cycling on the pavement from happening now.

- 4.15 The purpose of the masterplan is to supplement the policies in the Portsmouth Plan. It is the Portsmouth Plan and the Local Transport Plan 3 that set out the council's strategy for traffic and transport issues. The masterplan only provides guidance on those issues relevant to parts of the city centre covered by the plan, such as an indicative drawing of the new city centre road layout. As set out in the FAQs (see Appendix 3), the council's strategy is to locate major development in areas around public transport hubs or in corridors where there is good access to public transport and goods and services, with the aim of reducing the need to travel and encouraging the use of buses, the planned Park and Ride at Tipner, walking and cycling.
- 4.16 The masterplan does consider cyclists, as improving accessibility and promoting walking and cycling are key to the principles of 'joining up' the public realm and creating new and enhancing existing linkages and facilities (as set out in paragraphs 3.20 and 3.54 - 3.58 of the draft masterplan). However, the masterplan has been amended to state that the council will explore the options to allow cycling in all the pedestrian areas and strengthen the wording in the public realm section to highlight the importance of cycling. Changes include suggesting that streets and spaces could have coloured paving that identify routes for cyclists which could join up to other defined cycle routes within the city.

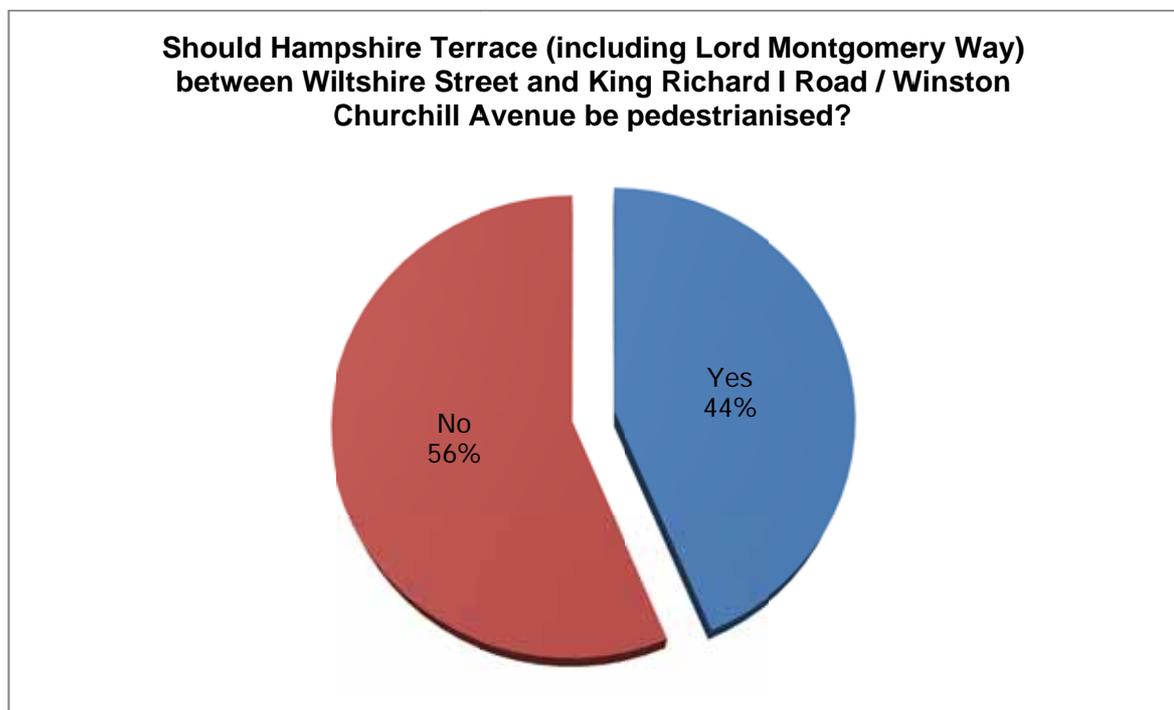
Area Framework: The new city centre road

- 4.17 94 (29% of all respondents) provided comments on the specific city centre road proposal. 26 expressed support for the proposals, although some of those raised detailed concerns about specific junctions, such as Wingfield Street and Church Street.
- 4.18 A summary of the general support comments include:
- It will be an improvement to traffic flows;
 - It will be an improvement to pedestrian environment;
 - More welcoming, city centre will not be dominated by car traffic;
 - Need bus lanes.
- 4.19 29 respondents, including Sainsburys, object to the proposals. Whilst Sainsburys have qualified their objection (see Appendix 2 for their detailed comments), the other objections can be summarised as:
- Plans are ill-conceived;
 - Proposals will stop visitors / businesses / residents coming into the city centre;
 - It will create greater traffic congestion;
 - Existing layout is fine, it does not need changing.
- 4.20 The remaining respondents raised specific concerns / issues. The majority of those questioned the closure of Church Street, all stated that this is a well-used route and traffic would be forced to find alternative routes causing greater congestion and inconvenience to drivers. Residents living in the area also raised concerns about how they would access the city centre and their homes.

- 4.21 As addressed in paragraphs 4.15 - 4.16 above and in the FAQs (see Appendix 3), the purpose of the masterplan is to provide guidance on the proposed new road layout and other highway alterations relevant for the city centre. The masterplan does not grant planning permission, the road proposal in the plan will be subject to a planning application that will provide much more detail on the precise layout of junctions and roads, pavements and crossing points. Such an application would also be accompanied by a detailed traffic impact assessment and environmental impact assessment.
- 4.22 Having considered the responses received, in particular concerns raised about Wingfield Street and Church Street, the masterplan has been amended to show a revised 'preferred new road layout'. This revised layout shows Wingfield Street remaining open for all traffic travelling in both directions (east and west) and a new roundabout created to enable Church Street to remain open to all traffic travelling in both directions, as well as an improved access to Sainsburys. The revisions to the road layout also have an impact on the neighbouring development sites, Site 1: Northern Quarter, Site 2: West of Commercial Road and Site 3: Lake Road, these impacts are addressed in the following sections.

Area Framework: St Michael's Road / Winston Churchill Avenue

- 4.23 The consultation also proposed the reconfiguration of St Michael's Road / Winston Churchill Avenue to allow two-way traffic on St Michael's Road and the possible pedestrianisation of Hampshire Terrace / Lord Montgomery Way between the junction of Winston Churchill Avenue / Waltham Street and Wiltshire Street. 161 (50% of all respondents) commented on the proposal. The chart below sets out the percentage of those who either expressed clear support or objection to the proposal.



4.24 A summary of the comments of support, including Stagecoach South, University of Portsmouth, Portsmouth Grammar School and the Portsmouth Society (see Appendix 2 for their detailed comments), is set out below:

- Great idea, beneficial for the area;
- It will be a huge improvement to the area;
- It will be more pedestrian friendly;
- It will help solve traffic congestion around the gyratory;
- It will improve links across the city centre.

4.25 A summary of the objection comments is set out below:

- It will have a detrimental impact on existing businesses and loss of trade;
- It will encourage anti-social behaviour as it will be extension to Guildhall Walk;
- It will create traffic congestion / won't be able to get in and out of Southsea / not enough capacity in St Michael's Road;
- The layout works well as it is.

4.26 Given the potential benefits to aiding traffic flow on the wider city road network, and the opportunities it presents to creating a more positive pedestrian / cycling environment, the masterplan will continue to promote the alterations to St Michael's Road / Winston Churchill Avenue and the pedestrianisation of Hampshire Terrace / Lord Montgomery Way. Whilst some concerns have been raised about this proposal during consultation, it is considered that these concerns could be overcome during the detailed design of any scheme.

Opportunity Sites: Commercial Road and north of Market Way

4.27 21 (6.5% of all respondents) provided general comments about Commercial Road. These comments are summarised below:

- Welcome proposals to stop its decline;
- Provide a variety of retailers / businesses / cafes and restaurants;
- Limit number of take-aways;
- Need to improve seating / lighting;
- Cover Commercial Road / provide a roof to protect shoppers from wind and rain;
- No more development, re-use existing empty buildings;
- Proposals will encourage more anti-social behaviour;
- No to 'high street chains'.

4.28 Some of the issues raised in the comments, such as clarifying the purpose of the masterplan, have been addressed in the FAQs (Appendix 3).

Opportunity Sites: Site 1 – Northern Quarter

- 4.29 26 (8% of all respondents) expressed a view on the proposals for this site. 4 respondents, including Centros and Orchard Street Investment Management (the owners of Cascades), support the principle of the proposals. 3 respondents object to the proposals, comments include:
- Any retail development will fail;
 - Should be proposing other community uses, such as a swimming pool or urban park;
 - Should be providing a housing development.
- 4.30 Other respondents asked questions / made comments about detailed aspects of the proposals. These include:
- The scheme should be a covered mall not open streets;
 - Is John Lewis included within the scheme? Will it have a detrimental impact on Southsea?
 - Should provide space for local retailers / businesses;
 - Support the pedestrian links, particularly across to Sainsburys
 - Should include a 'cultural offer' as part of the mix of uses.
- 4.31 As referred to in 4.22, the revised road layout will have an impact on this site. Due to the reinstatement of a roundabout at the junction with Commercial Road and Lake Road, the layout of the proposed new buildings immediately south of Commercial Road and Lake Road have been altered. This includes the proposal for a larger building south of the junction of Commercial Road and Lake Road (currently occupied by the city buildings). The other issues raised in the comments have been addressed in the FAQs (see Appendix 3).

Opportunity Sites: Site 2 – West of Commercial Road

- 4.32 9 (3% of all respondents) expressed views on the proposals for west of Commercial Road. 4 respondents, including Sainsburys, expressed general support to the proposals, 3 of those expressed a preference for the complete redevelopment of the Sainsburys site. 1 respondent objects to the proposed hotel uses. Other respondents, including Sainsburys provided general comments including:
- Concern this area will still be peripheral to main shopping area;
 - Area needs to be accessible from Commercial Road and residential areas to the east;
 - Concern that the existing buildings on the corner of Market Way and Commercial Road will remain for a long time.
- 4.33 As a result of the changes to the road alignment (referred to in 4.22), the layout of the proposed new buildings on Site 2 have changed. These changes include the deletion of buildings on the former ABC Cinema / All Saints Car Park site, at the northern most end of Site 2. This area is now shown as a landscaped space with

improved pedestrian and cycle links for those travelling north / south and east / west.

- 4.34 The range of proposed uses for the site is unchanged. As a city centre location, a hotel use would be acceptable and would complement the other planned uses in the area.

Opportunity Sites: Site 3 – Lake Road Corner

- 4.35 5 (1.5% of all respondents) expressed views on this site. 4 respondents expressed clear opposition to the proposal comments include:
- Overdevelopment and overcrowding of the area;
 - Adverse impact on residents of Foley House and Cornwallis House;
 - Loss of mature trees / landscaping will be detrimental.
- 4.36 The other respondent highlighted that this part of the city is a hot spot for bicycle theft so CCTV should be available and that council should provide more secure cycle parking.
- 4.37 As previously discussed in paragraph 4.22, as a result of the changes to the road alignment and comments received about the potential impact on Foley House and Cornwallis House, Site 3: Lake Road Corner has been deleted as a development opportunity.

Opportunity Sites: Station Square and Station Street

- 4.38 137 (43% of all respondents) commented on the proposals for the Station Square and Station Street area. Comments were generally positive and included the following points:
- The area needs to be as pedestrian friendly as possible;
 - The area should signal to visitors that Portsmouth has its own identity. It will be important to make the link between the modern / contemporary and historic and for anyone arriving by train to get a sense that Portsmouth isn't just a modern city that is all about shopping;
 - Character of railway station should be kept;
 - Encourage local businesses into the area;
 - Concerns about empty offices and whether parking for new offices had been considered;
 - Would like to see adequate and reasonably priced car parking, public toilets, a tourist information centre and more trees in the area;
 - Do not agree with tall buildings around the station;
 - The plan misses an opportunity to enhance the public environment by expanding Victoria Park.

4.39 There are no changes to the masterplan as a result of these comments. Some of the issues raised have been addressed in the FAQs (Appendix 3). The city centre is an appropriate location for tall buildings, as set out the council's Tall Buildings SPD. On the issue of car parking, whilst the precise level of car parking required will be addressed as the detailed planning applications come forward the masterplan does refer to possible new car park to serve the area (see Site: 17 Isambard Brunel Road Surface Level Car Park within the draft masterplan).

Opportunity Sites 4 and 5 – Station Square west and Stanhope Road west

4.40 3 respondents commented upon Sites 4 and 5, all were generally positive and can be summarised as:

- Would prefer Zurich tower to be replaced, it is somewhat dated;
- Support residential units fronting Victoria Park as this would have positive impact on lighting and security;
- Cafes and restaurants are a good idea.

Opportunity Site 6 – 89 and 89a Commercial Road

4.41 1 respondent commented on this site, they were very positive, stating the proposal was a 'great idea'.

Opportunity Site 11 – Station Street South

4.42 14 (4% of all respondents) commented on this site (and should be read in conjunction with those comments on public realm B: Edinburgh Road / Commercial Road south). 13 were positive and generally supportive of the proposed bus interchange, however some did raise detailed comments, as summarised below:

- Better connected travel hubs will make huge difference to Portsmouth;
- Vital to improve transport hub in this area;
- Interchange must be considered alongside proposals for this site, not as an afterthought;
- Integration of public transport with walking / cycling routes is essential. This needs more imaginative cycle storage solution e.g. bike hub with staffed cycle parking, cycle hire, showers, changing etc. This would be useful to businesses in the area, commuters and visitors;
- If interchange were to be located here then an improved pedestrian crossing (across Station Street) will be essential as a lot of people will use it;
- Provision of information about times of buses will be helpful;
- Would welcome a passenger waiting area;
- Need to retain car access to station.

4.43 The one objector was concerned about moving the bus stops further away from Commercial Road making it more difficult for those with mobility issues.

4.44 There are no amendments to the masterplan as a result of these comments, the concerns raised have already been referred to in the public realm section of the masterplan, and will also be addressed at the detailed planning application stage and / or are being delivered by the council through our successful 'Local Sustainable Transport Fund' bid (which includes a 'cycle hub' at Portsmouth & Southsea Train Station).

Opportunity Sites: The Guildhall area

4.45 31 (10% of all respondents) provided general comments about the Guildhall area. 23 respondents were in support, the comments are summarised below:

- Great ideas;
- Will be an improvement;
- Looks good.

4.46 5 (1.5% of all respondents) objected to the proposals, the comments are summarised below:

- Leave it as it is;
- Waste of money.

4.47 7 respondents, including the University of Portsmouth and the Culture Partnership (see Appendix 2), provided general comments on the mix of uses proposed in the wider Guildhall area.

4.48 29 respondents commented upon Guildhall Walk. 26 respondents support the proposals to limit the number of pubs, takeaways and nightclubs (A4 and A5 uses) and encourage other uses to complement the Guildhall. 2 respondents object to changing Guildhall Walk and restricting the A4 and A5 uses. These respondents feel there is nothing wrong with the area and it caters to a need and supports the local economy.

4.49 4 respondents questioned the suitability of residential uses in the Guildhall area given the current uses in Guildhall Walk.

4.50 The range of uses proposed for the sites in the Guildhall area have been amended, where appropriate, to reflect comments received from the University of Portsmouth, Portsmouth Cultural Trust and Culture Partnership (as set out in Appendix 2). Other than on Site 21: Guildhall Corner, proposing residential uses in this area is appropriate.

4.51 The masterplan states that within a busy, mixed use city centre environment, a degree of disturbance from streets and spaces is to be expected. To reduce the likelihood of excessive disturbance and future problems, care should be taken in the design and layout of new development to sensitively place livelier uses, such as cafés and restaurants, relative to places where greater numbers of people will live. The relationship between C1 / C2 / C3 (hotels and residential uses) and other city centre uses must be carefully considered at the design stage in order to avoid potential conflict in the form of noise and disturbance. Mitigation measures, such as noise insulation and / or the control of opening hours, may also be required.

4.52 We also received some site specific comments for the Guildhall area, these are set out below.

Opportunity Sites: Site 12 - Enterprise House and Midland House

4.53 8 (2.5% of all respondents) commented upon the proposals for Enterprise House and Midland House. All are generally supportive of the proposals, particularly the removal of Midland House and the unpleasant pedestrian environment under and around the building. 1 respondent objects to a tall building in this location.

4.54 There are no changes to the masterplan. The city centre is an appropriate location for a tall building. As set out in the masterplan, any proposals coming forward would also be subject to the council's separate Tall Buildings SPD.

Opportunity Sites: Site 13 - 2-10 Isambard Brunel Road

4.55 9 (3% of all respondents) commented upon the proposals for this site. 7 of the respondents support the opening up of the War Memorial which is currently hidden by the existing buildings. However, 3 of those respondents feel that no buildings should be put back and the area should remain an open space. The other respondents support the principle but express views that the replacement buildings should be sensitive to this important location and perhaps an open route through the buildings should be kept.

4.56 The masterplan has been amended to clarify that a pair of buildings with a walkway through to the War Memorial may also be an acceptable form of development.

Opportunity Sites: Site 17 - Isambard Brunel Surface Level Car Park

4.57 2 respondents commented upon the proposals for this site. Both feel that the site is not suitable for housing, particularly student accommodation. 1 respondent also questions the loss of 'much needed' car parking spaces.

4.58 There are no changes to the masterplan. It is appropriate to have residential as part of a range of suitable uses for the site. The masterplan is flexible because it states that the site could also provide a new car parking if it is needed to service all the other planned development within the area.

Opportunity Sites: Site 18 - Police Station and Law Courts

4.59 4 respondents commented upon the proposals for this site. Comments from the University of Portsmouth and the Estates Officer of the Hampshire Constabulary are addressed in Appendix 2. 1 respondent believes that sheltered accommodation is not a suitable use in this area and another questions the scale and precise location of the buildings. The other respondent questioned whether the Police had been consulted.

4.60 There are no changes to the masterplan, other than clarifying the text to take into account the comments made by the University of Portsmouth and Estates Officer of the Hampshire Constabulary (see Appendix 2).

Opportunity Sites: Site 19 - Dorothy Dymond Car Park

- 4.61 1 respondent commented upon the proposals for this site, objecting to the loss of car parking spaces.
- 4.62 There is no change to the masterplan as a result of this objection. There are sufficient car parking spaces in the surrounding area, such as the existing multi-storey car park. The plan also suggests that Site 17: Isambard Brunel Surface Level Car Park could be a new multi-storey car park if the need arises.

Opportunity Sites: Site 20 - Telephone Exchange

- 4.63 5 (1.5% of all respondents), including BT Plc. (the owners of the site), the New Theatre Royal Trust and the University of Portsmouth (see Appendix 2) commented upon the proposals for this site. 1 individual questioned whether BT's infrastructure has been factored into the proposals and the other 4, including BT Plc., support the principle of the proposals in the masterplan. Although BT Plc. highlight that the cost of re-providing or relocating the equipment housed in the exchange building may prohibit the redevelopment of the site in the short to medium term.
- 4.64 There are no changes to the masterplan, other than clarifying the text to take into account the comments made by BT Plc. and the University of Portsmouth (see Appendix 2).

Opportunity Sites: Site 21 - Guildhall Corner

- 4.65 4 respondents, including English Heritage, the University of Portsmouth and the Portsmouth Society commented upon the proposals for this site, all were in general support to create a new building in this location.
- 4.66 The masterplan has been amended to remove residential as a possible suitable use for the site. It is considered that the impact of the nightclub immediate north of this site (in terms of noise and disturbance) cannot be mitigated to protect future residents. The plan has also been amended to address the comments received from English Heritage and the University of Portsmouth (as set out in Appendix 2).

Other suggested opportunity sites within the Guildhall area

- 4.67 Some respondents also suggested two other sites, the Central Library and Civic Offices, which should be included within the masterplan.
- 4.68 3 respondents state that the Central Library should be included. 2 respondents say the entrance should be improved to allow taxis to drop off and pick up at the front door. 1 respondent stated the Library should be moved into Cascades and the existing building sold off for redevelopment, perhaps for University uses.
- 4.69 There are no changes to the masterplan in response to these comments. The council has no intention to sell off the Central Library or to relocate it. The masterplan does already include suggestions to improve the pedestrian access from Alec Rose Lane (see public realm section L: Guildhall Square within the masterplan).

- 4.70 17 (5% of all respondents) made comments about the Civic Offices, 15 respondents suggest that the masterplan should include proposals to demolish the office building and redevelop the site. Many commented that the existing building is an 'eyesore', has a 'detrimental impact on the Guildhall' and that the area should be 'opened up'. 2 respondents say the existing office building should be 'tidied up' and 'encourage café / restaurant uses on the ground floor'.
- 4.71 There are no changes to the masterplan as a result of these comments. The council has no intention to redevelop the Civic Offices and the plan already suggests subtle remodelling to the existing building to enliven the ground floor, with possible restaurant / cafes uses (see public realm section L: Guildhall Square within the masterplan).

Public realm: Improvements to Public Spaces / Streets

- 4.72 101 (31.5% of all respondents) commented on the proposals to improve the public spaces / streets. 77 respondents were generally supportive of the proposals, comments include:
- Support additional tree planting;
 - Commercial Road is tired / run-down need to de-clutter the street furniture;
 - Need more seating / lighting / art;
 - Proposals will encourage people to stay.
- 4.73 Many of these respondents also expressed concerns about the future maintenance of the streets / public spaces as they feel the council does not adequately maintain the existing streets. They also want assurances that the materials used will be of the highest quality.
- 4.74 18 respondents do not support any of the proposals set out in the masterplan, comments include:
- Do not currently maintain and keep clean the existing streets / spaces;
 - Waste of money;
 - Proposals will just encourage people to hang around drinking;
 - Nothing wrong with the existing so why change it.
- 4.75 The Portsmouth Disability Forum also raised general concerns about 'shared spaces', the use of materials, and 'amenities on the highway', such as tables and chairs, all of which can be a hazard to those with mobility and visual impairments (see Appendix 2, for their full comments).
- 4.76 The purpose of the masterplan is to provide a framework to guide the future detailed design work of the buildings, spaces and streets. The plan does highlight the importance of using high quality materials that are durable and easy to maintain. However, the plan has been amended to emphasise the importance of early consideration for all those with mobility issues and visual impairments when the detailed designs are drawn up.

Public realm: B - Edinburgh Road / Commercial Road South

- 4.77 35 (11% of all respondents) expressed an opinion on the proposed pedestrianisation of Edinburgh Road / Commercial Road South and moving the market traders. 19 were generally supportive of the proposals to relocate the bus stops and move the market traders. Many were also supportive of diversifying the range of market traders. 16 respondents, including Stagecoach South, First Group and the Portsmouth Society have expressed clear opposition to the proposal. Comments include:
- Bus stops are heavily used, moving them further away will cause people to walk further and will have a detrimental impact on the elderly and disabled;
 - Current location is convenient to access the shops;
 - Market traders could be moved further along Commercial Road or into Arundel Street;
 - Detrimental impact on business and alternative location is not a suitable replacement.
- 4.78 There are no changes to the masterplan as a result of these comments. As set out in the FAQs (Appendix 3), the council consulted in 2006 on an alternative location for the market traders. Edinburgh Road / Commercial Road south was the preferred and chosen location. The circumstances in relation to the relocation of the market have not changed since this work was undertaken and it is still the intention that market traders will move to this location.
- 4.79 In addition, it is not agreed that the proposals for Station Street, including a new bus interchange, are an inadequate replacement to those bus stops in Commercial Road south. It is accepted the proposed facilities in Station Street will be slightly further away than those in Commercial Road south, however, this is not considered an unreasonable distance for people to walk. There will be a considerably improvement for those changing between buses and at the northern part of the city centre at Market Way.

Public realm: E - St Agatha's Place

- 4.80 9 (3% of all respondents) expressed an opinion on the proposed St Agatha's Place. 6 respondents support the proposals, comments include:
- Good idea;
 - The Church should be part of the city centre and will no longer be isolated.
- 4.81 2 respondents expressed concern or objected to the loss of trees / garden area surrounding the Church.
- 4.82 There is no change to the masterplan as a result of these comments. Whilst it is unfortunate to lose any trees / green spaces in the city centre, the aim of the masterplan is to create a new 'urban square' which would bring the Church back into the city centre and could include replacement tree planting (as set out in the masterplan).

Public realm: H – Station Square

- 4.83 3 respondents commented on the public realm improvements for ‘Station Square’. All were generally supportive stating the improvements would improve the impression for visitors coming to Portsmouth by train and enhance the setting of the Station building. One respondent also wanted the masterplan to propose the removal of the red canopy over high level platforms at the Station.
- 4.84 There are no changes to the masterplan as result of these comments.

Public realm: J – Slindon Street

- 4.85 One person commented that short-term parking should be provided in Slindon Street to enable people to pick up parcels from the Post Office.
- 4.86 There are no changes to the masterplan as result of these comments.

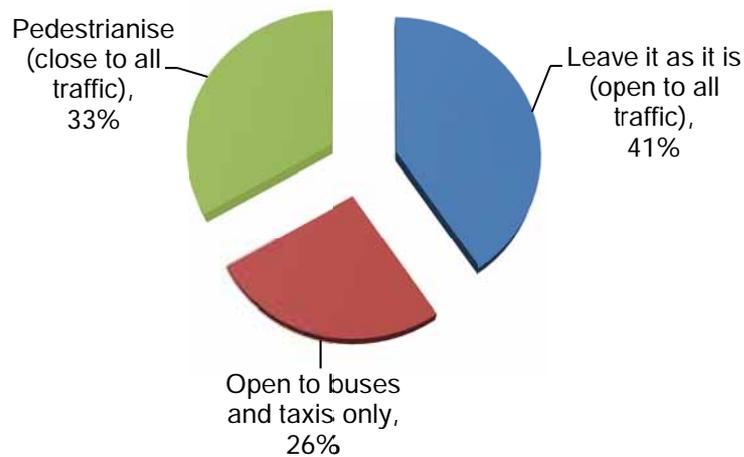
Public realm: L – Guildhall Square

- 4.87 12 (4% of all respondents) provided comments on the use of the Guildhall Square, comments include:
- Improve lighting / planting / seating;
 - Keep events in the Square;
 - It’s an important space / meeting place.
- 4.88 3 respondents support the retention of the TV screen, whereas 1 respondent objected. There are no changes to the masterplan as result of these comments.

Public realm: M - Isambard Brunel Place

- 4.89 As part of the proposal for the Guildhall area the masterplan suggested the possible pedestrianisation of Isambard Brunel Road between Station Street / Commercial Road and Greetham Street. The consultation asked people to choose one of three options, leave the road as it is (open to all traffic), restrict traffic to buses and taxis only or to pedestrianise (closed to all traffic).
- 4.90 154 (48% of all respondents), including Stagecoach South and First Group (see Appendix 2 for their detailed comments), responded to this question. The results are shown in the chart below.

Views about the possible pedestrianisation of Isambard Brunel Road / Commercial Road from Portsmouth & Southsea Railway Station to Greetham Street.



4.91 The comments submitted are summarised below:

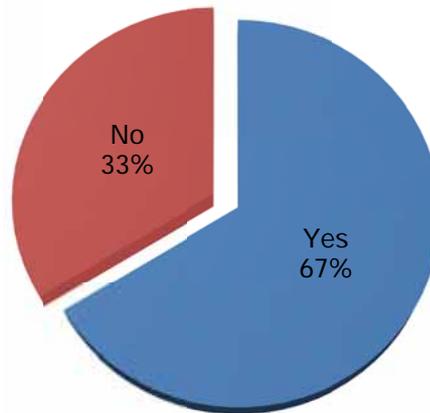
- It's an unpleasant environment that needs improving;
- Need to provide a safe pedestrian route;
- Make it more friendly for pedestrians / people going to and from the railway Station;
- Pedestrianisation would create a better link between Commercial Road / Station Square and the Guildhall area;
- It is a well-used route for buses and taxis;
- Bus routes are important and need to stay;
- Provide a bridge link across;
- Leave it open, will add to congestion to other roads if closed;
- Should be available for all modes of transport, there are no alternative routes.

4.92 The masterplan has been amended to remove any reference to possible pedestrianisation. Instead the focus will be the design of a new space linking the Station, Isambard Brunel Road and Guildhall Square, and improving wayfinding (through use of materials, lighting and signage), improving the existing pedestrian crossing points and, where possible, widening existing footways.

Public realm: N - Guildhall Walk

4.93 As part of the proposals for the Guildhall area in the masterplan, the consultation asked if there was support for the full pedestrianisation of Guildhall Walk between the junction of White Swan Road and King Henry I Street (it is currently pedestrianised during the evening only). 153 (48% of all respondents) responded to this question. As shown in the chart below.

Should Guildhall Walk between King Henry I Street and Alec Rose Lane be fully pedestrianised?



4.94 A summary of comments from those who support the proposal is set out below:

- Will improve the environment for pedestrians;
- Will encourage cafes / restaurants in the area;
- Creates new opportunities for market traders / antiques market;
- Please allow cyclists.

4.95 A summary of the comments from those who do not support the proposal is set out below:

- Will be restricting access to the Guildhall and New Theatre Royal for the elderly and disabled;
- Will encourage more anti-social behaviour;
- Remove all pedestrianisation areas and open the streets back up to all traffic.

4.96 The masterplan has been amended to support the pedestrianisation of that part of Guildhall Walk. Access to the Guildhall and the New Theatre Royal would remain as the current situation after 6pm.

5. Summary and conclusions

5.1 Generally, the draft city centre masterplan has been well received. The only major change that has been made, in response to the comments received, is the redesign of the city centre road to enable Wingfield Street and Church Street to remain open in all directions. As highlighted in the report, this has had an impact on the layout and proposals for Sites 1 – Northern Quarter and Site 2 – West of Commercial Road (see pages 28 - 39 of the masterplan). In addition, Site 3 – Lake Road Corner has been deleted.

- 5.2 The other changes made to the masterplan have been amendments to the text in order to address comments / concerns raised on specific issues such as cycling, the mix of uses on particular sites and the need for early consideration within the design process of the particular issues faced by those with mobility and / or visual impairments (as set out in the report above and Appendix 2).

Appendix 1

List of consultation events / meetings attended

Date	Event / Location	Activity Type
27 July 2012	Commercial Road	Community Drop-In
30 July 2012	Heartlands Community Voice	Meeting
31 July 2012	Co-op, Northern Parade	Community Drop-In
01 August 2012	Tesco, North Harbour	Community Drop-In
01 August 2012	Portsmouth Disability Forum	Meeting
01 August 2012	Stamshaw & Tipner Neighbourhood Forum	Meeting
04 August 2012	Canoe Lake	Community Drop-In
08 August 2012	Cascades	Community Drop-In
13 August 2012	Co-op, Highland Road	Community Drop-In
14 August 2012	Cascades	Community Drop-In
15 August 2012	Tesco, North Harbour	Community Drop-In
16 August 2012	Heartland Community Voice Fun Day at Charles Dickens Centre, Lake Road	Community Drop-In
18 August 2012	St Nicholas Church, Copnor	Community Drop-In
21 August 2012	Palmerston Road	Community Drop-In
23 August 2012	Hampshire Chamber of Commerce	Meeting
23 August 2012	Shaping Portsmouth – Business Leaders Group	Meeting
29 August 2012	Tesco, North Harbour	Community Drop-In
30 August 2012	Co-op, Fratton Road	Community Drop-In
05 September 2012	The Royal Beach Hotel	Question Time Session with Councillors and Strategic Director
05 September 2012	Portsea Action Group	Meeting
07 September 2012	City Centre Association	Meeting
10 September 2012	Cultural Partnership	Workshop
11 September 2012	Co-op, Elm Grove	Community Drop-In
12 September 2012	Drayton & Farlington Neighbourhood Forum	Meeting
13 September 2012	Cornwallis House Residents Association	Meeting
18 September 2012	University of Portsmouth	Meeting
24 September 2012	Barkis House Residents Association	Meeting
10 October 2012	Copperfield House Residents Association	Meeting
16 October 2012	Nickleby House Residents Association	Meeting
5 November 2012	Shaping Portsmouth – Development Group	Walkabout and discussion

Statutory bodies and other specific stakeholders - responses to City Centre Masterplan, draft
supplementary planning document

December 2012

Comments from	Comments made and any changes sought	City council response
<p>Diocese of Portsmouth, Parish of All Saints', Portsea</p>	<p>Support the principles of the plan.</p> <p>Concerned about vehicular access to All Saints. Church will be cut off if all the roads are closed. From a community perspective these road closures would inevitably increase the isolation of the residents of Buckland and Landport. Making the roads one-way would need careful consideration to avoid the residents experiencing unacceptable high volumes of traffic.</p> <p>It is unclear if the existing pedestrian crossing will stay (outside All Saints Church). It is essential for many residents particularly to access the supermarket. Removal of the crossing would isolate many and require expensive taxi journeys which many are unable to afford.</p>	<p>Comments noted. As addressed in the main report, the revised road layout keeps Church Street and Wingfield Street open. The precise location of crossings will be addressed at the detailed planning application stage.</p>
<p>BNP Paribas Real Estate on behalf of Royal Mail</p>	<p>Generally supportive of inclusion of the Portsmouth mail centre as a potential redevelopment site within the masterplan. It is agreed the availability of the site for redevelopment would greatly assist in meeting the Council's aspiration for the regeneration of the City Centre.</p> <p>It should be acknowledged in the final version the Mail Centre is of strategic importance to Royal Mail and there are no plans at the present time to close the facility. If the site does become available it would also be necessary for this document (or other DPD) to make alternative provision for a suitable alternative site for Royal Mail in the locality in order for the business to continue operations.</p> <p>It should also be recognised that alternative land uses proposed for the site will need to generate sufficient value to facilitate the provision of the mail sorting and delivery function to an alternative location and to deliver sufficient incentive for Royal Mail to relocate its operation elsewhere.</p>	<p>The city council is happy to acknowledge the strategic importance of the mail centre to Royal Mail and (as part landowner) would work with Royal Mail to bring the site forward for redevelopment and to identify a suitable alternative site in the city for the business to continue its operations. The Site Allocations DPD will identify sites across the city that may provide appropriate locations for these operations. It is not possible, however, to 'make provision' for a site specifically for the Royal Mail within either the SPD or within a Development Plan Document (DPD).</p> <p>Noted. The masterplan has been amended to read 'It will be important to ensure that sufficient value is generated from the redevelopment of the site to facilitate help fund the relocation / re-provision of Royal Mail's facilities.' (paragraph 4.163 of the draft masterplan).</p>

Comments from	Comments made and any changes sought	City council response
Residents Association, Nickleby House	Both Church Street and Wingfield Street handle a great volume of traffic and to close them would inevitably cause a great deal of traffic congestion on roads which are already congested. Do not close the access from Church Street and Wingfield Street onto and from the new road layout.	Comments noted. As addressed in the main report, the revised road layout keeps Church Street and Wingfield Street open.
Highways Agency	Whilst the documents provided relates to guidance on how the Council will assess proposals throughout the City Centre and Seafront, the HA would look to Portsmouth City Council to promote strategies, policies and land allocations which will support alternatives to the car. Whilst the HA have no specific comments to make in respect of these draft consultation plans, the HA would wish to be involved in discussions with Portsmouth City Council about any future development which would affect the Strategic Road Network.	Comments noted.
Natural England	<p>Natural England welcomes the commitment given to sustainable development and biodiversity in paragraph 3.67 of the document. We fully support the council in encouraging the provision of green roofs and renewable energy generation infrastructure.</p> <p>We particularly welcome the commitment to maintaining and increasing the number of street trees. Trees are valuable for a number of reasons, including the mitigation of air pollution, noise and the heat island effect. We would also welcome the mention of green walls, these could specifically help to offer value if utilised on multi-storey car parks by improving the public realm as well as increasing biodiversity opportunities.</p> <p>Natural England would encourage the use of native species wherever possible and would ask the council to consider its choice of species further in its efforts to support biodiversity.</p> <p>The Core Strategy refers to the Partnership for Urban South Hampshire's (PUSH) Green Infrastructure Implementation Plan in bringing forward a strategic approach to protecting European sites from an increase in recreational pressure. Natural England has concerns regarding the</p>	<p>Comments noted.</p> <p>Comments noted. The masterplan has been amended to refer to green walls as well as green roofs and that a 'green wall' could be considered as part of the design of the proposed multi-storey car park (paragraphs 3.67, 3.70 and 4.28 of the draft masterplan).</p> <p>Comments noted, not necessary to amend the masterplan as it only refers to an indicative range of native species. Such issues will be addressed at the detailed planning application stage.</p> <p>Comments noted, the final screening statement has been amended to reflect the approach in the Portsmouth Plan, which the SPD supplements, and clarifies the council's commitment to the findings of the Solent Disturbance and Mitigation Project.</p>

Comments from	Comments made and any changes sought	City council response
	<p>screening document's statement that there are plans in place to control and manage access and recreation, in order to avoid and mitigate adverse effects on the international sites. In addition to its continued work with PUSH on green infrastructure, Natural England will be looking to the council to respond to the findings of the Solent Disturbance and Mitigation Project when considering applications for development of the sites within the SPD.</p>	
<p>Board of Trustees, New Theatre Royal (Portsmouth) Ltd</p>	<p>The New Theatre Royal welcomes the proposals to develop and improve the city centre particularly those plans pertaining to the Guildhall area. The city is fortunate to have a council with both an understanding of the social and economic importance of culture and, more significantly, the courage to support it in a difficult financial climate.</p> <p>We are enthused that the plans envisage the creation of vibrant and attractive area with an emphasis on heritage and culture. These reflect the exciting project to restore the theatre and create contemporary standard cultural and educational facilities, as well as the long term plans for the Guildhall and our shared surroundings.</p> <p>The board and staff of the NTR would be eager to participate in the finalisation and implementation of such proposals for the area particularly plans for the improvement of Guildhall Walk and cultural and educational facilities in the vicinity. We note that the plans include possible change of use for the Exchange building which is the immediate neighbour to the new facilities on the theatre 'back lot' and would encourage development of the site that compliments the work that will begin on the theatre site at the start of 2013.</p>	<p>Comments noted.</p>
<p>Southern Water</p>	<p>It is not possible to quantify the likely increase in wastewater flow in the City Centre area from the proposals in the Masterplan. However, we are pleased to note that the Masterplan recognises potential foul water drainage constraints in paragraph 2.9, and the need to remove (i.e. separate) surface water from the combined system. We strongly support</p>	<p>Comments noted. Whilst this level of detail is not necessary for a masterplan document, the text has been amended (as set out below, paragraph 2.9 of the draft masterplan) to highlight to developers that such issues need to be discussed with Southern Water at the earliest opportunity.</p>

Comments from	Comments made and any changes sought	City council response
	<p>this approach. However, the paragraph does not explain that if the surface water removed fails to release sufficient capacity to accommodate the increase in foul flow, then additional investment will be required to meet the demand and manage the potential increase in the risk of flooding. Nor does the paragraph explain what will happen in planning decision terms if this situation arises. Southern Water has limited powers to prevent connections to the sewerage system, even when capacity is insufficient. We therefore look to the planning authority to control the timing of development so that it does not proceed before the necessary capacity is available. This will require imposition of planning conditions at the planning permission stage. We therefore propose the following additional text in paragraph 2.9:</p> <p><i>If the new discharge to the sewerage system is predicted to increase above existing levels, investment will be required to ensure demand is met, and to manage the potential increase in risk of flooding. This will need to be delivered before or in phase with the development. Planning conditions will be imposed to achieve this objective.</i></p> <p>Please note that there is plant in the City Centre area which will need to be protected or diverted. It would be helpful if this was recognised in the Masterplan, by inserting the following paragraph:</p> <p><i>The development design will need to consider existing utility infrastructure so that this can continue to perform its function effectively, and allow access for necessary maintenance and upsizing. Underground sewers would require easements of 6 to 13 metres wide, depending on the size and depth of the infrastructure. Diversion may be possible at the developer's expense, subject to a feasible alternative route being available.</i></p>	<p>In addition, development will only be permitted if the necessary surface water drainage, foul drainage and sewage treatment capacity is available, or is provided in time to serve it without unacceptably reducing the level of service to existing users, or causing harm to the environment. Also surface water should be separated within the site and the post-development rate of discharge of both surface and foul water to the combined system should be no greater than the existing rate. <i>Developers are advised to contact Southern Water at the earliest opportunity to discuss the potential impact on the existing infrastructure and agree suitable solutions</i> (Policy PCS12 - Flood Risk).</p>
Hampshire & Isle of Wight Wildlife Trust	<p>It is noted that the proposals within the City Centre masterplan include those for tall buildings. Whilst it is recognised that the masterplan does mention storey heights it is noted that the masterplan does not mention the SPD that Portsmouth have on Tall Buildings. The Trust would wish to</p>	<p>The masterplan does refer to the Tall Buildings SPD, both within the 'planning policy context' section (paragraph 2.7 of the draft masterplan) and 'design principles' section (paragraph 3.46-3.49 of the draft masterplan).</p>

Comments from	Comments made and any changes sought	City council response
	<p>see this referred to and used within this masterplan.</p> <p>The Wildlife Trust would also wish to see the opportunities for green roofs, street trees and other biodiversity enhancements recognised within the masterplan. These can make a difference to the urban environment and can enhance the health and well-being of those using the city area.</p>	<p>The masterplan does promote the use of green roofs, street trees and other biodiversity enhancements within the 'building in sustainability and enhancing biodiversity' (paragraph 3.67-3.75 of the draft masterplan).</p>
<p>British Telecommunications Plc</p>	<p>With particular interest to site 20 (pages 79-80) which specifically involves the BT Telephone Exchange. BT acknowledge the council's ambitions however the building is viewed as a long term hold. It is understood that at this stage the master plan is only in draft format and the timescale is looking medium term (15 years or so). The cost of major alterations or a move would be a significant issue for BT which would potentially easily outweigh value attributable, certainly at the present time.</p>	<p>Comments noted. The implementation section (4.289 of the draft masterplan) highlights the operational requirements of the site and its implication of any development proposals.</p>
<p>Crime Prevention Design Advisor, Hampshire Constabulary</p>	<p>Reference should be made to car parks being designed to Park Mark Standards.</p> <p>Hampshire Constabulary is keen to be consulted early during the development of these proposals.</p>	<p>The masterplan has been amended to refer to car parks being designed to the Park Mark standards (paragraph 3.55 of the draft masterplan).</p> <p>Comments noted.</p>
<p>Estate Development Programme Surveyor, Hampshire Constabulary</p>	<p>Our current proposals for Portsmouth Central police station do not include any intention to dispose of the property or develop the site. Our main concern is to retain operational policing and custody provision in this location and to do so in a cost effective manner.</p>	<p>Comments noted. The masterplan states the site is a longer term development opportunity and highlights the operational requirements of the site and its implication of any development proposals.</p>
<p>Portsmouth Climate Action Network</p>	<p>We would like to say how disappointed we are that the future of Portsmouth's City Centre seems to be balanced on another shopping centre. Shopping does not make people happy but encourages wasteful lifestyles and leads people to spend their weekends in the shops instead of contributing to their communities in a helpful and meaningful way. It will also lead to a very large increase in the city's carbon footprint through increased traffic, emissions from buildings and the extra waste produced.</p>	<p>Comments noted.</p>

Comments from	Comments made and any changes sought	City council response
	<p>We are also very disappointed to see that more housing is being planned for the city centre as it is highly possible that the area will flood within the lifespan of the new buildings.</p> <p>We would prefer that the city look for funding to make better use of the existing shopping areas such as North End and Southsea to encourage community activities and local produce. And, in order to keep money within the city, we would urge the council to ask their Business Development department to seriously consider a local currency such as those used in Totnes and Brixton.</p> <p>PCAN would like the Master Plan to be stronger and insist that all new buildings are to the highest BREEM standard and include renewables, green roofs, green walls, water recycling and opportunities for local food growing (i.e. on roofs or in courtyards) wherever possible.</p> <p>We would like to reiterate the comments made when Centros were first interested in building the Northern Quarter in that we would like to see a requirement for them to use cleaner energy such as combined heat and power (CHP) which would be ideal for a brand new shopping area as can be seen by the CHP used in West Quay and also very successfully in mixed use areas of retail and residential in Malmo, Sweden.</p> <p>As new housing is planned to be situated very close to new road junctions we would like to see new air quality controls and public information displays to show levels of air pollution in the city centre.</p> <p>We were very disappointed to see new road layouts in the plans but no drawings or real commitment to layouts for walking and cycling. These would alleviate traffic and make the population fitter, happier and safer.</p>	<p>Comments noted, the city centre is Flood Zone 1 (an area of low risk to flooding).</p> <p>Comments noted but the council's focus for major new retail is Commercial Road, as set out in the Portsmouth Plan.</p> <p>The masterplan follows the Policy PCS15 of the Portsmouth Plan which sets out the requirements for 'sustainable design and construction' including setting out the BREEAM standards which will be required.</p> <p>Comments noted. The masterplan does refer to exploring CHP (paragraph 3.67 of the draft masterplan).</p> <p>Comments noted.</p> <p>The masterplan sets out the framework to guide the future detailed design work (through the submission of a planning application), one of the key objectives as set out in the masterplan is to create streets that are accessible for all users and is easy to get around by identifying straightforward and legible routes.</p>

Comments from	Comments made and any changes sought	City council response
	<p>As long as cycling is permitted though we are in favour of pedestrianisation of the areas suggested in the City Centre Plan. It seems you are frequently able to drive and park in Guildhall Square when it is actually an ideal space that cyclists and walkers could share.</p> <p>We have not been able to find anything in the plans regarding electric vehicle charging points. Are these to be included anywhere?</p> <p>We are very pleased to see that the city is looking to implement an improved Park and Ride scheme but are worried that this will only benefit people travelling from outside the city and there do not seem to be any plans to improve transit for locals wishing to get to the city centre. We worry that people will drive to Tipner from inside the city in order to make use of the cheap parking available!</p> <p>We are also pleased to see improvements to the transport interchange at Station Street.</p> <p>We are pleased to see that there is a significant amount of tree planting in the scheme but would like to see even more including fruit trees/hedgerows.</p> <p>It is nice to see that Victoria Park has better access but we would like assurance that an increased presence of the park won't lead to PCAN having to pay to use the park to run our annual free Summer Fair which now draws crowds of over 6,000.</p> <p>We would like to see the city have adventurous walking and cycling routes as in the Netherlands or perhaps consider something like New York's highline for pedestrians to link the city centre and The Hard</p>	<p>Comments noted. The masterplan has been amended to refer to the council exploring options of allowing cycling through all pedestrian areas and the 'public realm' could include colour paving to indicate a cycle route through the areas which link up with other defined cycle routes across the city and to the wider network (paragraphs 3.20 and Section 5.0 of the draft masterplan).</p> <p>Comments noted. The masterplan has been amended to say developers should also consider charging points for electric vehicles (paragraph 3.55 of the draft masterplan).</p> <p>The masterplan makes it clear that key elements of the new city centre road layout are creating bus lanes and an east-west public transport route (Market Way). This will bring people into the heart of the city centre from all parts of the city and beyond.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted.</p>

Comments from	Comments made and any changes sought	City council response
	<p>alongside the railway line.</p> <p>We want the master plan and planning applications to include excellent new ways of recycling waste such as bins that separate recyclables and compost from items that could only go to landfill.</p> <p>We feel that any new lighting should only be the most energy efficient available.</p> <p>We would encourage the council to require that any new builds use the most sustainable materials available, local wherever possible.</p> <p>We would like to see a requirement in the planning application for Centros that a percentage of the new shopping area should be ring fenced for quality local retailers. Also we feel that any new food retailer should be encouraged to supply local, organic, fair-trade healthy and largely vegetarian food through their planning approval stages.</p> <p>We would like to see city centre uses other than just a shopping centre complex such as another swimming pool for the city or a landmark green initiative such as a vertical farm – it would certainly put the city on the map.</p> <p>We would also like to see investment in the Central Library to make it far more prominent and inviting and have free, open access rooms into the evening to encourage community groups.</p>	<p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted but the planning system cannot control the final occupiers of any new retail units in the city centre. The planning system only allows the council to grant permission for a 'use', such as 'retail' (Class A1), as set out in the Use Classes Order.</p> <p>Comments noted. The masterplan supplements Policy PCS4 of the Portsmouth Plan which sets out the council strategy for developing the city centre.</p> <p>Comments noted.</p>
Hampshire County Council	<p>In this era of the duty-to-co-operate, it would be helpful to the County Council and increase the comprehensiveness and robustness of these masterplans if the City Council would include references to the CAP (Hampshire Countryside Access Plan) and the CRN (Countryside Recreation Network) wherever appropriate within the SPD.</p> <p>The CAP objectives that will be achieved through the CRN include:</p>	<p>Comments noted.</p>

Comments from	Comments made and any changes sought	City council response
	<p>Provide, maintain and promote good quality routes that link town and countryside; Provide, maintain and promote good quality 'countryside on the doorstep'; Encourage and support car-free travel; Provide good quality alternatives to road use for non-motorised users; Identify and secure new access that will provide high quality, useful missing links in the network; Encourage cooperation and understanding among users and between users and land managers; Ensure information is easy for all to find and understand; Improve physical accessibility of routes and sites; Ensure that access improvements do not adversely affect heritage or wildlife conservation and seek, where possible, to enhance biodiversity.</p>	
Centros	<p>We support the vision for the City Centre as set out in the draft masterplan, and its general development principles. In particular, we welcome the general thrust of the guidance for Opportunity Site 1 (Northern Quarter) and the City Council's continuing commitment to the achievement of a quality retail-led scheme, to reinforce the sub-regional shopping role and function of the City Centre. We also support the Council's preferred new road layout (fig 4) which will facilitate the achievement of this important development.</p> <p>We note that, when adopted, the SPD will become a significant material consideration in the determination of planning applications within this Opportunity Site. However, other factors will be as significant, including the need to ensure that, where necessary, the guidance in the SPD is applied flexibly and viability considerations are taken into account, in accordance with advice in the National Planning Policy Framework.</p>	Comments noted.
Hampshire Buildings Preservation Trust	<p>The Trust welcomes the intention to enhance the setting of listed buildings such as the Guildhall, Portsmouth & Southsea Railway Station and St Agatha's Church, and other buildings of architectural interest, including St Agatha's Place. However, the Trust is concerned about a new access to The Cascades at the south of St Agatha's Church; will it curtail the small square and associated planting in the front of St Agatha's Church?</p>	<p>Comments noted. The new access road into and out of Cascades and the redevelopment of Site 1: Northern Quarter will remove the small square / planting around St Agatha's. Whilst it is unfortunate to lose trees and planting, the aim of the masterplan is to create a new 'urban square' incorporating St Agatha's back into the city centre. The new 'square' could include replacement tree planting (as set out in 5.16 of the draft masterplan).</p>

Comments from	Comments made and any changes sought	City council response
<p>Hampshire Fire and Rescue</p>	<p>The Service are in principle supportive of the Master Plan for the City Centre and Seafront. Compliance with the Regulatory Reform Order 2005 (the Order). All premises other than single private dwellings are subject to the Order. Compliance is generally achieved when developments are designed and built in accordance with the functional requirements of the Building Regulations. The Service would be pleased consult with the Councils Planning Department, developers and the Local Authority Building Control at the earliest opportunity to ensure that the functional requirements of the developments are met and the buildings comply with the Order on occupation. Compliance will result in a safer building.</p> <p>When planning new developments care should be taken to provide access to, and within the site(s). Access should be in accordance with the Building Regulations Approved Document B Volume 2 B5 - Access and facilities for fire-fighters. Further to this, adequate water supplies for fire fighting should be provided according to the size and risk within the developments. Early consultation with the local water undertakers and this Fire Authority will ensure that the appropriate amount, size and positioning of hydrants and water supplies are included in any development.</p> <p>Timber frame buildings - we need to pre plan for incidents involving timber framed buildings under construction, we would appreciate being informed at the earliest opportunity of any proposed developments. We have already made contact with all Local Authority Building Control Bodies and known Approved Inspectors over this matter.</p> <p>Hampshire Fire and Rescue Service are committed to promoting the installation of sprinkler systems within domestic, residential and commercial premises throughout the county.</p>	<p>Comments noted. No change to the masterplan as the issues raised will be dealt with at the planning application or building regulations stage of the development as they relate to detailed aspects of design and construction.</p>

Comments from	Comments made and any changes sought	City council response
	<p>Arson and Accidental Fire Reduction - The range of planned works may lead to existing buildings or construction sites being left unoccupied. These in turn may present a significant fire risk where combustible materials are left in buildings or on sites which are left unsecured or unmonitored. We would ask that a decommissioning policy for disused buildings be considered as is being promoted in Portsmouth. We would also encourage good housekeeping and site security to minimise the opportunity for deliberate fire setting.</p> <p>Protection and Provision of Open Spaces - The impact from fire on the natural environment can be significant and some green spaces can be a greater risk from fire at specific times of year, such as during prolonged hot weather or when the ground and flora and fauna is very dry. These areas can also be subject to damage through deliberate fire setting activity or a lack of awareness by users of green spaces. Identification of specific areas of risk should be made and consideration given to methods of mitigating the fire risk through effective planning and subsequent education and awareness of users.</p> <p>Access and Speed of Response - On-going development to transport links is likely to lead a number of road alterations which in turn may impact on our speed of response when; traffic loading increases; certain routes are closed or; access is made more difficult by the works. We would like to have early identification, information and, where appropriate, input into planned road closures and changes so that we can consider options to mitigate any impact. With regard to the existing and proposed pedestrian areas access and fire paths should be maintained available for use of fire appliances. Any proposed plantings and structures should not compromise the ability of the Service to respond timely to incidents.</p> <p>A significant proportion of our calls relate to Road Traffic Collisions and we would welcome traffic calming measures that reduce the overall number of these collisions and the resulting injuries and fatalities but that</p>	<p>Comments noted. The masterplan cannot introduce new policies, however, the council will work with site owners / developers to ensure buildings and sites are secured to reduce the risks of arsons / accidental fires.</p> <p>Comments noted. The masterplan already refers to 'designing out crime' as a key design principle for any proposal. The masterplan highlights that good design and layouts can make crimes more difficult to commit, increase the likelihood of detection and improve public perceptions of safety (paragraph 3.64-3.66 of the draft masterplan).</p> <p>Comments noted, such issues will be addressed at the planning application stage.</p> <p>Comments noted, such issues will be addressed at the planning application stage.</p>

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	<p>remain commensurate with principles of the strategy and policy. We would suggest that some analysis be completed to confirm that the strategy and infrastructure do not adversely impact on the number of collisions and related injuries and fatalities.</p>	
<p>Portsmouth Cycle Forum</p>	<p>Portsmouth Cycle Forum (PCF) welcomes Portsmouth City Council's new masterplans for the city centre and seafront. These documents set out a creative new vision for the future development of the city that is in many places compelling. There are many innovative ideas in these documents that we believe will help the city to grow and achieve its goals of economic growth and recognition as a European city break destination. The documents have a very broad mandate and inevitably some themes are less strongly developed. Key amongst these weaker areas is transport.</p> <p>The current road and rail systems appear to be operating at full capacity. It would therefore seem essential, in a long term strategy, to develop alternative means to increase the capacity of the city's transport system. Unfortunately this has not been done, and in our view this weakens the documents considerably.</p> <p>The PCF considers that there are many more relevant considerations in the Portsmouth Plan Transport policy (PCS17) than are listed in the City Centre or Seafront Masterplans and there is much closer linkage to the overarching National Planning Policy Framework aspects of transport than are mentioned (NPPF principles to support the transition to a low carbon future in a changing climate. Contribute to conserving and enhancing the natural environment and reducing pollution; and actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable). The only specific mention of PCS17 in either masterplan appears to be in section 2.5 of the City Centre masterplan. Unfortunately there is no explanation of how this</p>	<p>Comments noted.</p> <p>The Portsmouth Plan and Local Transport Plan 3 sets out the council's transport strategy. The masterplan supplements that strategy by providing some more guidance on those elements, such as new city centre road and bus priority measures relevant to the city centre.</p> <p>As set out above the masterplan supplements the Portsmouth Plan (in particular PCS4 and PCS17) and provides guidance on those elements relevant to the city centre. The overall transport strategy for the city does rely on a reconfigured road network into the city. This will allow for better management of the highway network across the city and provides the opportunity to create the bus priority routes. Section 3.0 of the masterplan also sets out the key issues, such as accommodating a mix of uses, improving the public realm and enhancing transport and access, all of which contribute to delivering the strategy set out in Policy PCS17 and the NPPF.</p>

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	<p>aspiration can be reconciled with the proposed new road systems. Numerous PCC documents emphasise the role of cycling and walking in enhancing health and quality of life (e.g. by reducing obesity) and reducing pollution and congestion. An increase in motor traffic will increase pollution and carbon emissions whereas cycling and walking do not contribute to air pollution and do not create congestion. They also contribute to a healthier population.</p> <p>PCF seeks assurance that the walking and cycling routes included in the new road layout will at least meet minimum national standards as established by the DfT and would welcome reassurance that these routes will exceed the minima. The PCF would welcome the opportunities to meet with the planners to be briefed on the proposed new road layout.</p> <p>City Centre masterplan - Cycling is notable by its absence in this vision for the city. This absence is underscored in the very first paragraph of the document, paragraph 1.1, discusses the first impressions of the city given to people arriving by various means. Cycling is not mentioned.</p> <p>A key theme of the city centre masterplan is pedestrianisation. There are proposed or existing pedestrianisations from Hampshire Terrace in the south, through Guildhall Walk, Guildhall Square, Commercial Road to the Northern Quarter. There is a risk here that all cycle routes from south of the city centre to the north will be broken by this string of pedestrianisations. Cycle access to and through these areas will be essential at all times of the day. The masterplan should assess at the outset how cyclists can ride conveniently and safely between the north of the city and the south, and between the east and the west.</p> <p>The masterplan discusses a new road layout in some detail in section 3. Other transport modes, such as cycling, are not afforded the same attention. This raises the concern that the road system is already set in stone and cyclists will have to fit around it. This is likely to mean poorly</p>	<p>Comments noted. These issues will be addressed at the planning application stage.</p> <p>Comments noted. Paragraphs 1.1 and 3.17 (of the draft masterplan) have been amended to include cycling.</p> <p>Comments noted, as detailed schemes come forward they will have to address existing and future / desirable cycle routes. The masterplan has been amended to refer to the council exploring options for allowing cycling through all pedestrian areas and the 'public realm' could include colour paving to indicate a cycle route through the areas which link up with other defined cycle routes across the city and to the wider network (paragraphs 3.20 and Section 5.0 of the draft masterplan).</p> <p>Comments noted. The issues raised will be addressed at the planning application stage, the masterplan is a framework to guide the details of that application. However, 'F: The city centre network' (within Section 5.0 of the draft masterplan) does refer to integrated cycle routes.</p>

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	<p>routed paths, secondary (if any) consideration for cyclists at junctions (get off and walk) with lengthy waits. Paragraph 3.28 states that roads have been designed to allow widened footways and/or bus lanes, which will provide space for cycle routes. This is not enough – cycling deserves more consideration than this as it offers comparatively fast access to the city at an extremely low impact. If this city is to reap the benefits of cycling more is needed than paint on pavements. It is to be hoped that cycle routes, be they on or off the road, will be designed in accordance with the Department for Transport standards, as set out in LTN 2/08 and LTN 1/12. Most cycle routes in the city currently fall far short of these standards. Paragraph 3.33 promises that the new road system will improve safety for cyclists and pedestrians. How it will achieve this is left to the imagination of the reader.</p> <p>The city centre is linked to the mainland by National Cycle Network route 22. This is overlooked by the plans and the opportunity to expand a vision for the cycle connectivity between Portsmouth and the mainland is being missed.</p> <p>The issue of air quality management will also need proactive management from the outset. The masterplan introduces a number of potential retail and residential developments located close to the redesigned road system, which will be carrying a high proportion of the traffic entering the city.</p> <p>The road system on Hope Street is discussed in several places, and increasing the capacity of that road is planned. This road is currently host to what is surely one of the worst cycle routes in the UK. This needs to be addressed as a matter of priority.</p> <p>Extensive pedestrianised areas are introduced in this design – it is essential that either cycling is permitted in these areas or viable alternatives are designed.</p>	<p>Comments noted.</p> <p>Comments noted. The issue of air quality will be addressed as individual developments come forward. However, it is appropriate for the masterplan to suggest residential and retail uses within the city centre close to the new road.</p> <p>Comments noted, however, the limited space available restricts opportunities for improvements.</p> <p>Comments noted, the issue has been addressed above.</p>

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	<p>Lake Road corner – this is a bike theft hotspot. Special attention to the provision of secure cycle parking and CCTV should be made in this area.</p> <p>The possibility of out of hours cycling in the Commercial Road precinct is introduced, and indeed PCC already has plans to implement this. This is good but what is not discussed are facilities for cyclists in business hours. What if cyclists want to go shopping?</p> <p>The Commercial road tramlines are discussed as a design feature for the precinct. Perhaps these could be used to define the boundaries of a new cycle path.</p> <p>Station Square and Station Street - The integration of cycling with public transport is key here to allow rail passengers to reach destinations across the city. The cycle parking discussed here does not go far enough in our view. This would be an ideal location for a bike hub providing: Secure, covered, manned cycle parking; Showers and changing facilities; Bike repair, retail and hire.</p> <p>Guildhall area - Again, the issue of cycling through existing and proposed pedestrian zones is prominent here. This area will be key for cyclists from the south who wish to visit premises at the north of the city centre and vice-versa. It is essential that cyclists and pedestrians share these routes. The issue of cycling in or around Guildhall Square needs to be addressed, as this is already a barrier for cyclists.</p> <p>Also recommends - the extension of the A3 zip corridor through the city centre and on to Gunwharf Quays. This could provide an attractive public transport route into the city and will also be of benefit to the city's cyclists.</p> <p>Integrated tickets for public transport and a revised fare structure. A simple and cheap way of accessing public transport in the city will encourage people to switch from the car.</p>	<p>Comments noted.</p> <p>Comments noted, the issue has been addressed above.</p> <p>Comments noted.</p> <p>Comments noted. As part of the successful LSTF bid, the council is already planning to provide a 'cycle hub' at Portsmouth & Southsea Train Station. The plans include cycle maintenance, storage and hire facilities. The masterplan has been amended to clarify this.</p> <p>Comments noted, the issue has been addressed above.</p> <p>Comments noted.</p> <p>Comments noted.</p>

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	<p>Portsmouth does also have links by sea to Gosport, Hayling, the Isle of Wight and mainland Europe, but these links seem to be largely ignored in the masterplans. It is worth noting that the car ferry services in particular seem to be designed specifically to get arriving passengers out of the city as fast as possible – the possibility that people arriving on these services may want to visit the city itself seems to have been largely ignored.</p> <p>In conclusion, Portsmouth City Council's own transport policy, as set down in PCS17, is not adequately considered in the masterplan documents. This calls into question the ability of the reconfigured city centre and seafront road systems to deliver on the aspirations of PCS17. The failure to provide a balanced and sustainable transport infrastructure will place the wellbeing and safety of the citizens of Portsmouth at risk, and seriously compromise the city's capacity for economic growth.</p>	<p>Comments noted. The purpose of masterplan is to provide a city centre that people will want to stay and visit, including the provision of additional hotels to enable people to stay longer in the city.</p> <p>Comments noted.</p>
<p>Orchard Street Investment Management (owners of Cascades)</p>	<p>We are fully supportive of the proposals for the Northern Quarter. The delivery of this important site is essential to bring about the quantum change in retail floorspace within the city centre required to help maintain and enhance its position in the UKs retail hierarchy in a complementary way to its existing offer. However it is important that it is properly planned so it delivers the right solution to address some existing problems and does not give rise to new ones.</p> <p>Servicing - para 4.30 seeks to provide guidance on the servicing arrangements i.e utilising access from Cascades. This statement is misinformed and very out of date. Whilst the original design of Cascades did enable a link to be included at roof top level, this no longer exists. Cascades has been reconfigured resulting in the roof being used to support various plant, restricting available space. Servicing arrangements are therefore already near capacity and can only accommodate demand from existing vacancies within Cascades.</p>	<p>Comments noted.</p> <p>Comments noted. No proposed change to the masterplan as the plan refers to 'scope to provide' servicing from the roof of Cascades.</p>

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	<p>Reconfigured Highways - we support the delivery of the new city centre road. A key issue is the traffic flows from the city centre northwards. Currently highway configuration results in significant traffic congestion when leaving Cascades. It is important that alterations to the highway layout address this problem. In addition to physical works there needs to be improved signage so drivers are better aware of the routes.</p> <p>We do not object to the principle of the council's preferred road layout (figure 4) however we wish to ensure that there is the ability to enter and exit Cascades in both a north and south direction. Layout appears only to show an exit to the south. Similarly it is essential that vehicles can exit the new car park servicing the Northern Quarter in a northerly direction. We would welcome the opportunity to be involved in the detailed discussions on the highway layout as part of pre-application process.</p> <p>Connectivity - we are supportive of the overarching development principles set out for the Northern Quarter (as set out in Site 1). Recognition of the importance of careful design to ensure linkage between the new shopping streets and Cascades is supported. We would welcome early engagement in the design process of the Northern Quarter as a key stakeholder.</p>	<p>Comments noted, the masterplan does refer to improved signage (see the public realm section relating to the city centre road network, paragraphs 5.18 – 5.21 of the draft masterplan). The other detailed issues will be addressed as part of any planning application.</p> <p>The road layout does allow for right hand turn in and a left turn out of Cascades. Text has been added to the plan to clarify (Figure 4 of the draft masterplan).</p> <p>Comments noted.</p>
Environment Agency	<p>We are generally supportive of the document and are satisfied it will provide a basis for development to be taken forward and gives an outline as to potential opportunities in the city centre. We are supportive of section 2.9 relating to surface water flooding. We recommend further opportunities are identified for sustainable drainage features which will support the management of surface water runoff in a more natural way, reducing reliance on underground structures and introducing water into the public realm within some or all of the opportunity sites.</p>	<p>Comments noted. Paragraph 3.68 of the draft masterplan has been amended to 'In addition, water efficiency measures should also be incorporated into the design of new development buildings, streets and spaces. This could include a sustainable drainage approach to surface water management, such as the inclusion of living green roofs and / or rainwater capture, as a way of managing surface water run-off'.</p>
Stagecoach South	<p>We note that in section 3.16 it refers to Commercial Road bus stops that are used by 5 million bus passengers per year and that 100 buses per hour serve this area. This large number of people form a very strong</p>	<p>Comments noted. However, the council does not agree that the planned changes to Market Way and proposals for Station Street, including a new bus interchange are not an adequate replacement to those bus stops in</p>

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	<p>economic force and their financial contribution to the centre should be recognised and not marginalised. The creation of bus facilities in Market Way and by the station are positive in terms of creating a good quality environment for bus passengers and they will improve bus/rail interchange, however they are simply too far away from the core of the city centre and they do not adequately replace Commercial Road. It is a fact that a good proportion of public transport users are elderly and/or have mobility difficulty and our company has been running a completely accessible bus fleet in the City for many years. This strategy if adopted will actually place those people at a disadvantage as it will reduce their accessibility to the core of the city centre.</p> <p>With regard to the Isambard Kingdom Brunel Road outside the Railway Station - we have to agree that as it is at the moment it doesn't work for buses or for pedestrians and therefore needs to be changed. We could not support the complete pedestrianisation as it is an important link through on our routes to Southsea as well as routes to other parts of the city operated by First. However we would support a mixed use scheme to create an environment suitable for buses and allowing a good pedestrian route.</p> <p>With regard to St Michael's Rd/Winston Churchill Avenue - we would see this as a positive scheme in that from the published plans it would make our journey from Winton Churchill Avenue to Cambridge Road more controlled. The manoeuvre from Hampshire Terrace to Cambridge Rd is always difficult and so a properly designed and signalised layout here would be supported by us.</p>	<p>Commercial Road South. It is accepted the proposed facilities in Station Street will be slightly further away than those in Commercial Road South however, this is not considered an unreasonable distance for people to walk. Furthermore, there will be public transport only access at the heart of the 'Northern Quarter' development.</p> <p>Also the pedestrianisation of Commercial Road South / Edinburgh Road is one of the key features of the regeneration of the city centre as it will provide a new permanent home for the market traders. The council carried out consultation on the relocation of the market traders in 2005 / 2006. The preferred option was to relocate the traders to Commercial Road South / Edinburgh Road which will be pedestrianised. The circumstances in relation to the relocation of the market have not changed since this work was undertaken and it is still the intention that market traders will move to this location.</p> <p>Comments noted, this issue is addressed in the main report.</p> <p>Comments noted, this issue is addressed in the main report.</p>

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Friends of Old Portsmouth	<p>We have concerns over some parts of the new road plan. Before any new layout it implemented can we have your assurances that the known trouble spots such as Park Road and St Georges Roads are included into your plan. It is accepted that Gunwharf is and will continue to be a great success but as we have seen each year people only want to drive in and out of it. This causes backlog of traffic in Park Road which backs up on a regular basis into the turn right lane of Anglesea Road thus reducing it to a single lane carriageway and causes a large number of drivers to lane swap along Market Way.</p> <p>We also have doubts about the new proposals you refer to as I believe 'option 4' in that will increase the backlog into Market Way once the right hand lane of Anglesea Road is blocked. Also if the St Michaels Road scheme is implemented won't that mean a rephrasing of the Anglesea Road and Park Road lights possible reducing the amount of time available for right turn traffic from Anglesea Road into Park Road and create a queue on the northern route along Anglesea Road for traffic wishing to turn left into Park Road.</p>	<p>Comments noted. The design of the city centre road and other highway alterations take into account the impact on the wider road network in the city and are designed to allow better management of wider network and encourage the use of the buses (through the Park & Ride and creation of bus priority lanes).</p> <p>The other detailed issues will be addressed as part of any planning application.</p>
Hampshire Chamber of Commerce	<p>Welcomes the vision of the City as a great place for business, to visit and to live achievable by creating a city centre which is greener, attractive and easy to get around.</p> <p>Currently the traffic light sequencing prior to Mile End Road outbound is causing peak hour congestion which backs up into Cascades car park. Some adjustments have been made but this has not resolved the problem. Need a short term strategy to address this as many visitors are being put off returning to Portsmouth.</p> <p>Would like to see a flyover out of the city to Mile End to assist with traffic flows.</p> <p>Support the proposals to widen Hope Street, remove the roundabouts</p>	<p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted but building a flyover is not viable because of cost and land availability.</p> <p>Comments noted, this issue is addressed in the main report.</p>

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	<p>and closing Market Way to through traffic.</p> <p>Support the pedetrianisation of Hampshire Terrace.</p> <p>Other proposals are supported but would like to see more vision and aspiration, an example being to include a potential solution to the congestion caused by the Wightlink ferry terminal would be to relocate it away from the city centre.</p>	<p>Comments noted, this issue is addressed in the main report.</p> <p>On the issue of Wightlink Ferries, this proposal has not been included with the city centre masterplan as firstly it is outside the area of consideration for the masterplan and secondly at the time the Portsmouth Plan was finalised it was not possible to demonstrate that such a scheme was deliverable as Wightlink Ferries had expressed a desire not to relocate. However, if in the future Wightlink Ferries wish to relocate their operations to the Port, the council will work them to find a suitable solution.</p>
<p>Friends of the Earth (Portsmouth)</p>	<p>DRAFT SCREENING STATEMENT - In the conclusion 6.1 you state that ... it is the council's opinion that the CCMP does not require a draft strategic environmental appraisal or a sustainability appraisal. We regard this statement as false and misleading as the degree of alteration and increase to the traffic systems alone must have considerable effect on the environment. We would like to have seen some proper reasoned evidence to support this evasive and complacent statement given that you do not know really what your developers intend to do.</p> <p>GENERAL COMMENTS ON THE CCMP - We do not have a recognisable city centre now and this plan does not provide one.</p> <p>This plan does seem to place pedestrians and cyclists firmly with a low priority.</p> <p>This road design will make movement around the city tortuous and dangerous for those not in a motorised vehicle.</p> <p>Pedestrians must not be forced to use subways as there is a real and constant threat of assault.</p>	<p>Disagree, the statement is not false or misleading, the most appropriate time to address the detailed issues raised is at the planning application stage. It is likely that an 'Environment Impact Assessment' will be required as part of any planning application for the new road scheme.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted.</p>

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	<p>There seems to be isolated islands of shops supported with very expensive parking.</p> <p>Where will all the shoppers go in very poor weather?</p>	<p>Comments noted.</p> <p>Comments noted.</p>
<p>Mayer Brown on behalf of Sainsburys</p>	<p>Sainsburys are supportive of the principle of improving the network, however, the council's preferred new road layout (figure 4) would severely compromise Sainsburys existing operations. Therefore we object to the proposal.</p> <p>The new road to the west will significantly reduce the size of the service yard and sever service access to the site. The service yard needs to be located adjacent to the back-up area of the store and HGV's need to be able to access / turn safely in a secure area.</p> <p>Sainsburys welcomes the improved accessibility to the store by walking, cycling and public transport but is concerned that the road layout and access to the site is not complementary so as to ensure customers can efficiently access the site (for private cars and taxis).</p> <p>It is unclear if the proposed traffic signal controlled junctions will allow all turning movements. It is extremely important to allow easy access to customers from all directions in the city.</p> <p>There is no technical information to show whether the road system will have sufficient capacity adjacent to Sainsburys or whether more land is required once the scheme is worked up in detail.</p> <p>The roads to the left will provide the main route in and out of the city, however it would not be clear to customers how they would access Sainsburys. As a minimum a left-in only access proposed to Clarence Street should also provide access to Sainsburys car park. This would avoid confusion and resolve a potential road safety problem.</p>	<p>Comments noted. The road layout will have an impact on the service and access to Sainsburys car park, but that impact is not significantly different to the previously approved road layout (the 'Northern Quarter' 2006 planning permission). The text on the revised road layout has been amended to clarify that the new junctions allow for 'all movements' into and out of Sainsburys and the petrol filling station.</p> <p>The other issues raised will be addressed as the detailed design of the road progresses and a planning application is submitted. The council will have to work closely with Sainsburys and other land owners in the area as the scheme design progresses.</p>

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	<p>Proposed access to the east would remove car parking spaces and affect circulation. Details would have to be agreed with Sainsburys to ensure sufficient car parking for operational needs and efficient layout.</p> <p>Maintaining Market Way as the public transport route and leaving the buildings of poor quality between Sainsburys and Market Way will not provide public transport users with an increased incentive to visit the store and is considered a retrograde step in accessibility terms compared to the Centros approved scheme.</p>	<p>The masterplan does recommend the redevelopment of the buildings between Sainsburys and Market Way (Site 2, pages 34-39 of the draft masterplan).</p>
First Group	<p>Firstly, and in very broad terms, we welcome the desire that exists for regenerating the city centre and seafront. Public transport has an important role to play in that and that pro-active public transport measures are vital to their delivery. The ability to maintain access to Commercial Road is vital to ensuring the long-term stability of the local bus network. The proposal to close Commercial Road to buses and allow pedestrian only access to Edinburgh Road will have a severe detrimental impact upon our business and therefore is a position that we do not support.</p> <p>First is in the throes of improving frequencies in the Portsmouth, Fareham and Gosport areas and the effect of these proposed changes is of great concern.</p> <p>Isambard Brunel Road and Hampshire terrace proposals - We would not support this proposal as the effect would have a significant impact on the ability for buses to operated south and south-east of the city. This is the principal bus route to Southsea and Eastney. There are aspirations from the Council for a frequent and direct bus link between the city centre and</p>	<p>Comments noted. However, the council does not agree that the planned changes to Market Way and proposals for Station Street, including a new bus interchange will have detrimental impact upon First Group's business. It is accepted the proposed facilities in Station Street will be slightly further away than those in Commercial Road South. However, this is not considered an unreasonable distance for people to walk. Furthermore, there will be public transport only access at the heart of the 'Northern Quarter' development.</p> <p>Also the pedestrianisation of Commercial Road South / Edinburgh Road is one of the key features of the regeneration of the city centre as it will provide a new permanent home for the market traders. The council carried out consultation on the relocation of the market traders in 2005 / 2006. The preferred option was to relocate the traders to Commercial Road South / Edinburgh Road which will be pedestrianised. The circumstances in relation to the relocation of the market have not changed since this work was undertaken and it is still the intention that market traders will move to this location.</p> <p>Comments noted, this issue is addressed in the main report.</p>

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	<p>Southsea, which we are delivering as part of our network changes for later this year, and this would not be achievable if these proposals were implemented.</p>	
<p>English Heritage</p>	<p>As part of the vision for the city centre, I would like to see some recognition of the historic environment and the heritage assets within the city centre, such as the Guildhall and Victoria Park Conservation Area and various listed buildings, with a commitment to conserving and enhancing these and their settings. This objective is reflected by the requirement in paragraph 2.6 that all new development should protect and enhance the city's historic townscape and its cultural heritage and the final principle under paragraph 3.8 of enhancing the setting of listed buildings, both of which are welcomed (although we prefer "conserve" rather than "protect" in this context), but this should be right up front as part of the overall vision.</p> <p>The historic environment and individual heritage assets should also form part of the introduction to the SPD framework e.g. with specific recognition of the listed status of St Agatha's Church, the station, the Guildhall and other buildings. The requirement in paragraph 3.40 that on certain sites the design of any new buildings will have to respect and complement the historic environment is welcomed, but the historic environment should be one of the considerations listed in paragraph 4.2.</p> <p>The recognition of the status of St Agatha's Church in paragraph 4.9 requirement that development should provide an enhanced setting for St Agatha's Church in paragraph 4.14 is welcomed.</p> <p>Site 2 lies close to the Mile End Conservation Area just to the north. Any proposed development on the current car park should be mindful of the potential impact on this heritage asset.</p> <p>Sites 4 and 5 lie adjacent to Victoria Park, a registered historic park and</p>	<p>Comments noted. The vision has been amended to reference heritage assets, as set out in the main report.</p> <p>Comments noted. The masterplan has been amended to make specific reference to respect the city's heritage assets in the objectives of the masterplan (paragraph 1.3 of the draft masterplan). It is not necessary to include this as a specific consideration listed in paragraph 4.2 as all developments have to comply with Policy PCS23 (Design and conservation) of the Portsmouth Plan which refers to city's conservation areas, listed buildings and other heritage assets.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted.</p>

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	<p>within a conservation area. Development on these sites should respect the tranquil and historic character of the Park. Site 4 also lies directly opposite the Grade II listed station building and care will need to be taken to ensure that its setting is conserved and, ideally, enhanced, particularly in terms of the relationship between the height of proposed buildings and distance from the station building. This is recognised to an extent in paragraph 4.70. The suggested public realm improvements for these areas would be welcome.</p> <p>The recognition in paragraph 4.292 that care will need to be taken with any development on Guildhall Corner to 'preserve or enhance' the setting of the adjacent Grade II listed former cinema is welcomed in principle, although preservation of the setting would mean keeping it as it is: the opportunity should be taken to enhance its setting. This corner also lies opposite The Terraces Conservation Area and any development on the corner or changes to the junction of Winston Churchill Avenue and Hampshire Terrace should be mindful of the setting of this conservation area. The suggested public realm improvements for this area would, in principle, enhance this setting.</p>	<p>Comments noted. The masterplan has been amended to remove 'preserve' and clarify that the opportunity should be to 'enhance' the setting of the listed building (paragraph 4.292 of the draft masterplan).</p>
Kings Theatre	<p>Overall, the Kings Theatre Trust wishes to ensure that proper consideration is made in these masterplans of the Kings Theatre and other cultural facilities, even if they are not directly in the area under study in these masterplans.</p> <p>People who visit the seafront or city centre need to be guided to all cultural facilities in the City, not just in those areas, by proper signage. This needs to include clear, attractive and well defined routes, coupled with better provision of the "brown" tourist and pavement signage.</p> <p>Much is made in the City Centre masterplan of creating a cultural quarter in the city centre. This is a worthy and necessary aim, but it is requested that the plans complement and support other existing cultural quarters</p>	<p>Comments noted but as recognised by the Kings Theatre Trust, the issues raised are outside the scope of the masterplan.</p>

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	such as Southsea, based around the Kings Theatre, Wedgewood Rooms, St Peters Theatre, Pyramids and the Cellars. These should also be championed as well.	
Southsea Retail Steering Group	As discussed in numerous meetings when the Northern Quarter was first proposed, it is very important that a well signed dedicated route be established to the Southsea Shopping Centre to ensure the centre is not effectively cut off. It was agreed that a route turning left after Sainsburys and by Market Way would be the best route to ensure Southsea customers are not caught up with traffic going into the City Centre or Gunwharf. We want to be sure that Southsea, and in particular this route, is not overlooked with the new plans and proposals being developed. Sign posting will be very important to ensuring Southsea retains its position in the 3 Centre retail offer.	Comments noted. The issues raised will be addressed at the detailed planning application stage.
RSPB	Thank you for consulting the RSPB on the Seafront and City Centre Masterplans. Due to limitations to our resources, we are unable to provide detailed comments on these documents.	Comments noted.
Shaping the future of Portsmouth - Destination Marketing Partnership	<p>We hope those who take up any retail space, especially key anchors, are of the highest calibre. We hope the city does not see its aspirations as that of West Quay but rather sees itself as a waterfront city of global significance.</p> <p>Concept of journey - as visitors move between attractions we would want them to experience not just directed ease of movement but feast their eyes on lovely landscaping (art, planting, creative lighting) and clean and well maintained pavements.</p> <p>We are concerned that there is little sense of vision or aspiration for Portsmouth as a destination for people to visit, live and work. We would recommend a supplementary piece of work is commissioned to develop a general design statement (to become a PCC adopted document).</p>	<p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted. The vision has been amended, as set out in the main report. However, it is not necessary to produce a separate design statement. The masterplan and Policy PCS23 (design and conservation) provides appropriate guidance on scale, density, massing , height, landscape, layout, materials and access. This is in accordance with the</p>

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		National Planning Policy Framework (NPPF) and ensures the council is avoiding 'unnecessary prescription' .
University of Portsmouth	<p>The key to our response to the City Council's document is that we expect to continue to be a community of approximately 25000 people whose study and work is focused on the Guildhall campus. In addition some 3000 students will live in the city centre area once our developments at Mercantile House and Victoria Park are complete. Our activities involve a significant amount of movement around campus, almost all by pedestrians.</p> <p>In addition, several thousand students live in Southsea, and come to the Guildhall campus on foot, by bicycle and by bus. A significant number of our staff commute to the University by car, with others using bus and rail. We have staff car parking spaces in the Guildhall area, which are vital given the present commuting alternatives, and we do not provide parking for students other than in exceptional circumstances.</p> <p>The University shares the main objectives of the vision for the city as they should enhance the environment for the University community and make the city a more desirable place to work and study. In particular we share the ambition to promote the important role that the different areas of the city centre play in the city's economy by identifying development opportunities that make best use of land and buildings, and encourage a mix of uses that create a vibrant city centre that is safe and well used by everyone at all times of the day and into the evening.</p> <p>We also share the ambition to ensure that the design of new buildings and spaces is distinctive and of a high architectural quality. The University has led in this area through its recent developments. Similarly we support the ambition to enhance the public realm to create safe, high quality, welcoming, distinctive and attractive spaces and streets that are accessible for all users and identify straightforward routes within these</p>	<p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted. Once adopted the masterplan will be a material consideration in determining planning applications. Any proposals will be assessed against the key design principles as set out in the masterplan, which seek to ensure high quality buildings, streets and spaces.</p>

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	<p>areas and to/from other parts of the city. We would be interested to understand how the planning authority would make sure that new developments within these key public spaces are of high quality in terms of design and use of materials.</p> <p>We are very disappointed that the University is not recognised to any great extent in the generality of the document and therefore the document gives the impression that the University is not considered to be a vital element in the city centre. For example, Section One sets out the vision for the city centre but does not mention the University and paragraph 1.2 states that “the city centre is also important as it is a place for people to work, shop, live and visit” but fails to include “study” or “learn”. Paragraph 3.5 sets out the uses that will be encouraged in the city centre but does not appear to include the University. The area includes many University activities but this is not mentioned in the summary of sites and uses contained in paragraph 3.36. As a major economic contributor and employer in the city, we hope and expect that any future document will recognise our importance and influence much more fully.</p> <p>We are also disappointed that employment creation is not given a higher profile in the document. Employment opportunities should be at the heart of the strategy, and should extend well beyond retail – which is in any case less likely to be a sector which grows as new forms of shopping become more established. From a University perspective, this will enable more graduates to remain within the city, and we believe that there are many opportunities for incoming businesses to gain from a working relationship with the University.</p> <p>The University urges the City to reconsider the strategy to ensure that the prime focus is on the safety and ease of movement of pedestrians accessing and moving within the city centre. Inevitably there will be major traffic routes through the area, including the part mainly occupied by the University, but safe pedestrian routes with controlled or split-level road</p>	<p>Comments noted. The vision and paragraphs 1.2 and 3.5 (of the draft masterplan) have been amended to refer to ‘study’ and ‘university facilities’. It would not be appropriate to include the University activities in paragraph 3.36 as this section summarises the ‘development opportunity sites’, none of which include the redevelopment of University buildings.</p> <p>Comments noted, however, the masterplan does have other employment opportunities at the heart of its strategy. The focus around the Station Square area is to create a ‘business hub’ and the Guildhall area to provide a mix of ‘business, cultural, leisure, and learning activities’.</p> <p>Comments noted. The Portsmouth Plan and Local Transport Plan 3 sets out the council’s transport strategy. The plans propose a package of measures that enhance more sustainable modes of walking, cycling and public transport, but also includes some localised highway improvements to facilitate development of strategic sites, such as those in the city centre.</p>

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	<p>crossings and much greater pedestrian priority than at present are vital. This is important to the University community, but also to any ambition to ensure that the Commercial Road/Northern Quarter area and the waterfront area are regarded by local people and visitors as linked parts of the full concept of the city centre. Our second priority is to ensure that cycle lanes are provided, safely segregated both from motorised traffic and from pedestrians. There are at present places where “shared use” of pavement spaces is appropriate, but places where that is proving difficult, such as the present pavement in Lord Montgomery Way and Hampshire Terrace. Free flowing motor traffic is a third priority behind pedestrians and cycles. We recognise that work may be needed to deal with traffic flowing in and out via the M275, and that Park and Ride (or Park and Float) facilities in the north of the city may be appropriate, with priority for the buses needed to move people effectively from the parking areas outside the centre. Rapid and prioritised transport alternatives are also needed to avoid the problem that city centre development simply increases the amount of road traffic.</p> <p>We are very disappointed that the replacement of the footbridge at the Anglesea Road/Park Road junction is not mentioned. Indeed the footbridge abutments are proposed for removal (p110) with an 'all red' phase proposed for the junction of Anglesea and Park Roads. This is an important crossing for the University's pedestrian traffic and we identify it as the major safety hazard for our 22000 students and 2500 staff. It is also important for the promotion of a pedestrian link from Gunwharf to the Commercial Road/Northern Quarter area. It will even busier when a large amount of academic activity and 600 student bedrooms are located on the former swimming pool site. The development there is contributing some £1.2 million in section 106 monies, some of which should be directed at this major safety improvement. There is a large volume of traffic accessing and leaving Gunwharf by this route, as well as a major traffic flow along Anglesea Road. We urge the City Council to prioritise this crossing including the footbridge before a tragedy occurs.</p>	<p>The masterplan supplements that strategy by providing some more guidance on those elements and measures relevant to the city centre.</p> <p>The proposed new city centre road layout is a significant piece of infrastructure which will enable the delivery of the individual development sites, as well as helping to encourage the use of more sustainable modes through facilitating new bus lanes and strategic routes, and providing better access for pedestrians and cyclists.</p> <p>Comments noted. The masterplan has been amended to the possibility of the footbridge being reinstated (paragraph 5.75 of the draft masterplan).</p>

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	<p>Other road crossings at Winston Churchill Avenue/Guildhall Walk, Mercantile House/Student Centre and Cambridge Road/Burnaby Road junctions are very important parts of pedestrian journeys, and all need very careful thought to ensure that pedestrian use and safety is not compromised in the interests of motor traffic. We would wish to see specific commitments in this area.</p> <p>In principle we welcome the proposal to pedestrianise Hampshire Terrace as a way of prioritising pedestrian and cycle movements. At a practical level, this road provides vehicle access (mainly for emergency and servicing) to Mercantile House. In addition, the increased traffic along King Richard I Road will impact those who live and work in James Watson Hall and St Andrew's Court, and this traffic flow needs to be managed carefully to minimise noise nuisance and ensure safety. This proposal offers an opportunity to create and develop a new public space and we would wish to contribute towards development of ideas for this space as it in the heart of the University zone.</p> <p>We would also welcome further restrictions on traffic use of Guildhall Walk beyond those already in place, but recognise the needs of businesses in the area, and the need to retain access to Park Building and King Henry Building via Telephone Exchange Road. However, traffic reductions are a lesser priority than the need to reduce the impact of night-time drinking establishments on the use of Guildhall Walk as a major pedestrian thoroughfare.</p> <p>We are disappointed that the consultation document does not say more about preferences (as opposed to listing options) for the types of development in certain areas. For example, in the area around Winston Churchill Avenue and Guildhall Walk, we would see possibilities for extending the creative hub that is currently being enhanced by the developments at the New Theatre Royal and on the University's Eldon site. The opportunity to enhance employment prospects in the area</p>	<p>Comments noted. These detailed issues will be addressed as the design of the proposed changes to St Michael's Road / Winston Churchill Avenue progress. The masterplan also addresses these issues in the public realm section 'P: Winston Churchill Avenue / Hampshire Terrace' (paragraphs 5.77 – 5.83 of the draft masterplan).</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>The masterplan does set out a preference for the types of uses the council would like to see on the development sites. The planning system grants consent for 'uses' as defined in the Use Classes Order. There is no specific use class for 'creative hub', instead the Use Classes Order refers to 'B1 uses', which includes office, research and development and light industrial uses. The masterplan highlights B1 as one of its preferred uses. It is accepted that the table (page 83 – 87 of the draft masterplan) mainly refers</p>

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	<p>through provision for creative start-ups and growing businesses should be highlighted given the local availability of University expertise to support these activities.</p> <p>Some sites have the potential for student accommodation, or housing to help to change the mix of the housing stock. This would add to the need to prioritise pedestrians and particularly to ensure that the routes from housing through to the station and to retail areas were safe for both day- and night-time users. We would hope for a more joined-up approach to these issues than is immediately apparent in the consultation.</p> <p>The consultation document lists a number of potential development sites in the City Centre area. Some of these are within the University quarter, and for many years the University has taken an interest in development on sites within that zone. The University and its partners have acquired or used a number of sites, including the James Watson/Purple Door building and two other halls of residence. We have recently purchased the former swimming pool site next to Victoria Park and are co-developing the vacant site at the New Theatre Royal. We would always wish to talk to developers about possibilities, including (but not restricted to) the Telephone Exchange and the Law Courts area. In time we will need to consider the future use of the sites occupied by Bateson and Harry Law Halls (adjacent to the Law Courts) as those buildings reach the end of their useful lives in their present form. So it is possible that these or other University-owned sites could become part of a larger development scheme.</p> <p>While we recognise that planning consents and rules cannot be changed overnight, we would welcome a strong statement from the City Council that the Guildhall Walk area should be developed in ways that reduce the intimidating presence of nightclubs and similar establishments. The policy of concentrating them in Guildhall Walk is completely inconsistent with the wish to develop safe pedestrian access between Somerstown,</p>	<p>to B1 'office' use and has been amended to refer to other B1 uses were appropriate.</p> <p>Residential and student accommodation uses are part of the mix of uses recommended.</p> <p>Comments noted. The implementation section of Sites 18 and 21 (Law Courts and Telephone Exchange) has been amended to refer to possible future opportunities with adjoining University owned land (paragraphs 4.268 and 4.289 of the draft masterplan).</p> <p>As stated in the masterplan (paragraph 5.69 of the draft masterplan), the council has reviewed both its licensing and planning policy relating to Guildhall Walk to limit further bars and takeaways in the area (see Policy PCS4 of the Portsmouth Plan and Statement of Licensing Policy).</p>

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	<p>the University, the Civic Offices, the Station, Commercial Road and the Northern Quarter. It is also inconsistent with the ambition, which we hope that the City Council shares, to improve the cultural offer of the city at the New Theatre Royal and in the University.</p> <p>Linked to that, is the desire to see a more “continental” use of Guildhall Square which is currently a bleak pedestrian area which is useful for military parades, but not for the enjoyment of citizens and visitors. The area, including the access to the station, would greatly benefit from upgrading in terms of materials, lighting and signage. In particular we urge the City Council to consider the uses at ground level in Guildhall Square that would have a positive impact on the identity of the area and offer a more vibrant public space for the city.</p> <p>We recognise the importance of the Community Infrastructure Levy and we would welcome clarity on the extent to which this applies to University developments. In so far as it does apply, we believe that University interests should be explicit in proposals for the use of money raised through the levy.</p> <p>In the Guildhall area, all sites should have University teaching/research and accommodation noted as potential uses. This is currently not the case for sites 12, 13, 18, 20 (only teaching mentioned) and 21. Also for site 12 there is an acknowledgement that it will be important to consider the amenity of occupiers of Margaret Rule Hall (paragraph 4.187) in any development massing; similar points should this should be included for site 14, Chaucer House and site 16, Navigators Resource Centre.</p> <p>There seem to be inconsistencies about possible use for student housing of the Police Station/Law Courts and Telephone Exchange sites between the text and the table on pages 86/7; the text makes no reference to this</p>	<p>Comments noted. This is addressed in the public realm section ‘L: Guildhall Square’ (paragraphs 5.53 – 5.59 of the draft masterplan).</p> <p>Comments noted. Whilst this is not specifically related to the masterplan, the council has published its CIL charging schedule and Regulation 123 list. University facilities and student accommodation could be liable for CIL. see the council’s CIL Charging Schedule for uses which will be charged. The Regulation 123 list sets out the ‘infrastructure’ projects to be funded by the CIL collected. Further information can be viewed on the council’s website at http://www.portsmouth.gov.uk/living/20443.html</p> <p>Comments noted. The masterplan has been amended to include reference to Margaret Rule Hall in sites 14 and 16 (paragraphs 4.215 and 4.238 of the draft masterplan). Sites 17, 18 and 21 will be amended to refer to University uses as part of the preferred mix of uses (paragraphs 4.246, 4.260 and 4.294 of the draft masterplan). Table 1 has been amended to refer to University uses as ‘preferred’ or ‘other acceptable uses’ for sites 16 – 21 within the Guildhall area (pages 85-87 of draft masterplan).</p> <p>The masterplan is not inconsistent, the ‘preferred mix of uses’ are set out in the text and the second column of Table 1. The purpose of ‘other</p>

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	<p>possibility whereas the table includes student housing in 'other acceptable uses'.</p> <p>We would welcome confirmation that the provision of affordable housing as part of residential developments does not apply to student accommodation schemes and neither do the requirements of the Residential Parking Standards (2.10 to 2.14 refer).</p> <p>In response to the suggestion to redevelop the King Henry and / or St Michaels Building, do not think that it is appropriate to include the demolition of these buildings in the masterplan, unless the council has plans for alternative locations which could be provided, and indicates its intention to reimburse the University for the cost of moving the activities in those buildings. The costs of opening up a route through King Henry Building are potentially significant, and again would require a contribution to compensate the University. In any case it would hardly be worth it given the poor state of the crossing of Anglesea Road at that point. The suggestion would simply enable easier access to a dangerous junction.</p>	<p>acceptable uses' to identify those other uses which might also be acceptable but are not necessarily 'preferred'.</p> <p>Policy PCS19 (Housing mix, size and the provision of affordable homes) of the Portsmouth Plan states that the affordable housing will not be required from student accommodation. The Residential Parking Standards SPD applies to 'dwellings' not student accommodation.</p> <p>Comments noted. The masterplan has been amended to exclude any reference to redeveloping the King Henry and / or St Michaels Building (paragraph 5.75 of the draft masterplan).</p>
Portsmouth Cultural Trust	<p>Vision Statement - We believe that this statement should be more inspirational; it should be far more imaginative and establish Portsmouth City Centre as a city centre different from the rest. There has been a lot of recent campaigning to bring back the uniqueness to city and town centres, and to avoid the homogenised feel that high street brands can create if there is no alternative offer. Without addressing the detail of each area the vision statement should suggest 'cutting edge design', 'a unique working environment', 'a rich cultural heritage' and much more. A city centre is driven by its ability to offer young professionals a great place to live and work, families a wide and varied offer of retail and cultural activity, older people a sense of safety and places of interest to visit and visitors something entirely unique which can't be seen elsewhere. We would therefore suggest that the clusters are supported through the Masterplan, with clear planning support.</p>	<p>Comments noted. The vision has been amended, as set out in the main report.</p>

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	<p>Guildhall Area - The current plan suggests that this area is a focus for live activity. However, there are current restrictions to this. The Square is a highway and therefore it does not have a Premises License. A change to the status of the Square would see both us and local groups promote live activity. The Square at night is dark and inhospitable, the Guildhall is not property lit. We would recommend better use of light. The Square should have a main point of focus, a statement of art or an innovative water feature which draws people to it and to allow possible interaction and should encourage performance. Consideration should be given to how audiences sit around the Square so that concerts and community events can be encouraged.</p> <p>Guildhall Walk has tremendous potential. The presence of the Theatre Royal and its link to Guildhall Square suggests an improved daytime offer for visitors. We would recommend that Guildhall Walk could offer something unique, a cultural quarter made up of craft, antique, commercial galleries and design based enterprises alongside good wine bars.</p> <p>University Quarter and Station Square - should have good hotels to encourage business travellers into the centre and tourists; a wider range of business space to encourage everything from start-ups, mid-term to larger businesses could be accommodated in this area; Live/workspace opportunities will encourage younger professionals who will add cultural value to the area; Good office accommodation for the professions including financial services, legal as well as design.</p> <p>We are excited about the opportunities the City Centre Masterplan offers. As a cultural organisation we would like to encourage the Council to think out of the box as it did with the creation of Spinnaker Tower. This truly innovative structure dominates the skyline and suggests a city which dares to be different. The Masterplan should take this forward and make Portsmouth the City of the South where it all is happening. Therefore</p>	<p>Comments noted. The masterplan is a planning framework to guide future development / public realm improvements. Section 'L: Guildhall Square' addresses the issues relevant to planning.</p> <p>Comments noted. The masterplan encourages a mix of uses to diversify the current offer and complement the New Theatre Royal and Guildhall.</p> <p>Comments noted. The masterplan encourages these types of uses in the area.</p> <p>Comments noted.</p>

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	cutting edge design, new business areas, new hotel development, an improved cultural quarter and an environment which suggests safety and interaction.	
Culture Partnership	<p>CITY CENTRE AND SEAFRONT MASTER PLANS COMMUNITY EVENT 10 SEPT 2012 – FACILITATED BY THE CULTURE PARTNERSHIP.</p> <p>7 groups were formed. Each took an aspect of the master plans, with the focus on the city centre, with only one group on the seafront.</p> <p>Group 1 – Commercial Rd and Market Way.</p> <ol style="list-style-type: none"> 1. Keep Church St open. 2. Lose or reduce the large numbers of vehicle movements going to/from the ferries. Do this by moving the IOW car ferry to the International Ferry Port. This will take 1 million journeys in/out of the city centre per year. 3. Emphasise getting people into the centre by walking – the plan is too focused on car or road networks. 4. Needs to be a clear pedestrian crossing between the “desire route” and Portsmouth International Port. By desire route, we mean the route people want to take, which may thread through various places, and not always follow the road route. Build on The Route concept, proposed by Carl Leroy-Smith of Deer Park Alpha. See marked up map. 5. Path of Hope St needs to be 3 m wide to make it a shared space for pedestrians and cyclists. 6. The desire route needs to consider how pedestrians and cyclists move along Landport and Commercial Rd. 7. Need a pedestrian crossing, or bridge for cyclists, on Hope St, clearly marked to the Portsmouth International Port. 8. Have a repair and hire hub/centre for cycling. 9. Para 4.4 Option “B”. Redevelop Sainsbury’s site and Commercial Rd 	<p>The comments received reflect the diverse range of views received from others. The issues raised have either been addressed previously in this table or in the main report.</p> <p>As previously stated, the purpose of the masterplan is to provide a framework to guide future planning applications and the detailed design of the buildings, spaces and streets. The masterplan must supplement those policies already set out in the Portsmouth Plan.</p> <p>The overall aim of the masterplan is to provide a city centre that people will want to stay and visit, including the provision of additional hotels to enable people to stay longer in the city.</p> <p>Comments on transport / movement related issues are noted. However, it is the Portsmouth Plan and the Local Transport Plan 3 that set out the council’s strategy for traffic and transport issues. The masterplan supplements that strategy by providing some more guidance on those elements, such as new city centre road and bus priority measures relevant to the city centre.</p> <p>As set out in the FAQs (see Appendix 3), the council’s strategy is to locate major development in areas around public transport hubs or in corridors where there is good access to public transport and goods and services, with the aim of reducing the need to travel and encouraging the use of buses, the planned Park and Ride at Tipner, walking and cycling.</p> <p>The overall transport strategy for the city does rely on a reconfigured road network into the city. This will allow for better management of the highway network across the city and provides the opportunity to create the bus priority routes. Section 3.0 of the masterplan also sets out the key issues,</p>

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	<p>north, to face onto a pedestrian/cycle route.</p> <p>10. We support the idea of using Market Way for a new public transport route, to be used by buses only.</p> <p>Group 2 – Transport Networks.</p> <ol style="list-style-type: none"> 1. This should be about movement, not just road networks. 2. More pedestrian crossings especially along Market Way, northern end of Commercial Rd, and Lake Rd (see map – need about 3 crossings on each of these) 3. Improve Lake rd underpass lighting – (many people mentioned underpass safety as there had been a mugging the previous day in an underpass). 4. Keep side roads open – avoid too much focus on arterial or main roads. 5. The plan must focus on sustaining the local economy and less on encouraging economy in general. 6. Wingfield St, Church St, All Saints Rd – don't close these roads. 7. Add to improving bus access by considering bus prices: free or reduce them. 8. Maximise use of Park and Ride, not just at Christmas and certain weekends. 9. No more Wetherspoons in this area. 10. Need more family-run businesses. 11. Implement a local £ (as in Totnes). 12. More conservatories, leading to more local produce. 13. Give pedestrian and cyclists more priority. 14. Reduce road markings and have a more unified speed limit. 15. More trees along roadsides. <p>Group 3 – Station Sq, Station St, Edinburgh Rd.</p> <ol style="list-style-type: none"> 1. 3 people were for, and 1 against pedestrianising Edinburgh Rd. The “no” advocated for local buses along the route. 1 abstained. 2. Need an integrated bus service. 	<p>such as accommodating a mix of uses, improving the public realm and enhancing transport and access, all of which contribute to delivering the strategy.</p> <p>The masterplan also sets out the framework to guide the future detailed design work (through the submission of a planning application), one of the key objectives as set out in the masterplan is to create streets that are accessible for all users and is easy to get around by identifying straightforward and legible routes.</p> <p>With regards to some of the other issues raised (some of which are addressed in the main report and / or FAQs), the revised road layout keeps Church Street and Wingfield Street open. The precise location of crossings will be addressed at the detailed planning application stage.</p> <p>The masterplan has been amended to refer to the council exploring options of allowing cycling through all pedestrian areas and the ‘public realm’ could include colour paving to indicate a cycle route through the areas which link up with other defined cycle routes across the city and to the wider network (paragraphs 3.20 and Section 5.0 of the draft masterplan).</p> <p>As part of the successful LSTF bid, the council is already planning to provide a ‘cycle hub’ at Portsmouth & Southsea Train Station. The plans include cycle maintenance, storage and hire facilities. The masterplan has been amended to clarify this.</p> <p>On the issue of Wightlink Ferries, this proposal has not been included with the city centre masterplan as firstly it is outside the area of consideration for the masterplan and secondly at the time the Portsmouth Plan was finalised it was not possible to demonstrate that such a scheme was deliverable as Wightlink Ferries had expressed a desire not to relocate. However, if in the future Wightlink Ferries wish to relocate their operations to the Port, the council will work them to find a suitable solution.</p>

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	<ol style="list-style-type: none"> 3. Need a public transport hub in front of the station. 4. Bus shelters need to be more modern. 5. Consider Zurich building as a hotel. 6. Retain green spaces, green roofs; think about the eco system – needs to more on this in the plan. 7. Need vertical gardens, vertical green spaces – no mention of this in the plan. 8. Redevelop the hard. Consider as part of the city centre plan. At present it is not, and one can see how there is a need to define the boundaries of any master plans, but the group felt that the Hard does need to be integrated into how the city centre develops. The hard is basically a mess, a terrible area. 9. Develop next to Site 7 a bus station by replacing some commercial buildings, and/or include a hotel. 10. Redevelop Site I (Matalan Car Park). 11. Site 9 (currently an NCP Car Park opposite Slindon St Post Office) – for a hotel. 12. Terrible idea to put the bandstand structure in the Rose Garden. 13. Too much emphasis on food outlets. <p>Group 4 – Hampshire Terrace and Guildhall Area</p> <ol style="list-style-type: none"> 1. Pedestrianise Hampshire Terrace, but when we say pedestrianise (and it's a comment for the master plan as a whole), consider cyclists, otherwise it's binary: either cars or no cars, pedestrianise or not. In any pedestrianised area, we need dedicated walking, but means for cyclist to get round it or through. If you allow cyclists to go through what is perceived as pedestrian areas, then they can cause a nuisance/danger to walkers. 2. Computerise traffic signals more – to be more flexible to changing patterns. 3. Guildhall Sq and its routes to the station: refurbish the pavements, especially for disabled access and have a good cycle track round the edge of Guildhall Sq. 	<p>The planning system cannot control the final occupiers of any new retail units in the city centre. The planning system only allows the council to grant permission for a 'use', such as 'retail' (Class A1), as set out in the Use Classes Order.</p> <p>As stated in the masterplan (paragraphs 2.4 and 5.69 of the draft masterplan), the council is limiting the number of drinking establishments and takeaways both in Commercial Road and Guildhall Walk (also see Policy PCS4 of the Portsmouth Plan and the council's Statement of Licensing Policy).</p> <p>The masterplan does promote the use of green roofs, street trees and other biodiversity enhancements within the 'building in sustainability and enhancing biodiversity' (paragraph 3.67-3.75 of the draft masterplan).</p> <p>The Hard area is within the defined city centre boundary (as set out in Policy PCS4 of the Portsmouth Plan), and the council has already adopted a masterplan specifically for this area (see The Hard, Supplementary Planning Document, November 2010).</p> <p>For the Guildhall area (including Guildhall Walk), the masterplan provides a framework to guide future development / public realm improvements and encourages a mix of uses to diversify the current offer and complement the New Theatre Royal and Guildhall (see paragraphs 4.175 – 4.301 and 5.53 - 5.83 of the draft masterplan). The issue of the Civic Offices is also addressed in the main report.</p> <p>As set out in the main report, the vision has also been amended to address some of the concerns raised.</p>

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	<ol style="list-style-type: none"> 4. We need signs to indicate what is happening in the Guildhall and the square. The signs need to entice people into Guildhall Sq, and make clear which are the best pedestrian routes to, say, the Guildhall itself. 5. Need well lit taxi area. 6. Guildhall Sq needs more lighting. At night, it is dire, uninviting and unwelcoming. It needs freshening up, more trees, and seats in sunny areas - all of them are in the shade. Guildhall Sq needs to feel a safe place to sit at dusk/nighttime for all ages. Very few older people use the Guildhall as a public space at night. It has no heart. feel safe. 7. Need more variety of tenants in Guildhall walk, otherwise its reputation as a drinking zone will never change, and people passing through will not 8. Buses need to be close to the Guildhall. It may be about perception, and having a more welcoming and interesting walk to Guildhall Sq. 9. Get rid of the Civic Offices. The point here is we need to entice developers to see the square as something more than dominated by the Local Authority. The Guildhall square is dwarfed by the Civic Offices. 10. More parking and signage to indicate parking areas. 11. The signage from the main train station is poor. 12. Greater mix of restaurants/residential offer to reduce the club culture and encourage a wider mix of visitors. 13. Refurbish pavements in the Guildhall Sq and surrounding area to make them more wheelchair, pram, buggy and pedestrian friendly. <p>Group 5 – Vision</p> <ol style="list-style-type: none"> 1. The vision element of the masterplan must be more aspirational. The one page vision (section 1.0) is weak and needs to set the tone for future developers, especially ones wishing to bring new and innovative ideas to the city. The vision needs to appeal to the highest quality developers, not just anyone who is prepared to invest. 2. The vision must be unique, cutting edge, sympathetic and define what a great waterfront city is. Need to raise the tone. Portsmouth 	

Comments from	Comments made and any changes sought	City council response
	<p>needs its own definition of “great waterfront city” otherwise it is just a meaningless strapline and gives no clues to developers as to what the people of Portsmouth really want. We need inspirational places and inspirational activities for young and old.</p> <ol style="list-style-type: none"> 3. Make more of the literary heritage (e.g. Doyle, Dickens, Shute, and Kipling). 4. We need major happenings – encouraged by changes in the design or more innovative use of existing spaces: e.g. the city centre at night is underused for events – no one goes there, apart from the theatre and pubs. 5. Need to bring back the cultural offer into Northern Quarter – fear that it will be driven by Centros’s “shopping centre” vision, which is good for the economy but does nothing for peoples’ wellbeing, and for cultural richness. It could become known as a very different development where culture leads. 6. The vision needs to appeal to young entrepreneurs and professionals, and to attract and retain talent to/within the city. 7. Vehicle access to commercial road needs to be considered, rather than seeing it as a 24/7 pedestrianised place. Lack of vehicle access means that a nightlife will never develop in Commercial Rd, people with disabilities will never consider going, at dusk/night, to a wine bar or bistro in the centre of it. 8. We need to attract higher quality than McDonalds, Burger King and Pizza Hut. 9. Buildings need to adapt over time. We need to promote this notion - to consider alternative uses, rather than assume a building’s use will be the same for 50 years. 10. The city centre needs to be original and unique. 11. Good pedestrianisation (not just ordinary pedestrianisation). This doesn’t need to be all day and night – temporal variations are needed. 12. Need not just outstanding, cutting edge, and innovative architectural design, but different, with a pattern and coherence that defines 	

Comments from	Comments made and any changes sought	City council response
	<p>Portsmouth, rather than a collection of separate outstanding buildings that clash.</p> <p>13. Developers need to know what is distinctive about Portsmouth, and the master plan needs to state this. What is the heart and soul we want to let people know about?</p> <p>14. Need a day and night link in the plan. At present there is nothing that addresses these transitions and their separate and complimentary aspects.</p> <p>15. Commercial Rd needs to be a more attractive and safer environment.</p> <p>16. Need quality-designed shared living spaces.</p> <p>17. Must create spaces to retain graduates in creative small and medium-size enterprises.</p> <p>Group 6 – Vision</p> <p>1. The city centre needs an identity. It needs to be the centre, the hub, the heart of the city. The term “city centre” needs to mean something.</p> <p>2. Need to, for instance, indicate where arriving travellers head for and why. Backpackers tend to head for a city’s centre, but in Portsmouth, this is the wrong place to head for. All the cultural, social and nighttime activity is around Gunwharf and Southsea, unless you want to get legless and head for Guildhall walk.</p> <p>3. Need excellent links to rest of the city. Safe and for pedestrians.</p> <p>4. Need a connected city, inwardly and outwardly (regionally).</p> <p>5. The connectivity from Portsmouth and Southsea station to Southsea, the Hard and Gunwharf needs to be there: not just road, but walking, signage, making the routes interesting and leading you on.</p> <p>6. There are perceptions that it’s a long way to walk anywhere from the city centre. There needs to be clearer signage “e.g. with walking circle), and clearer routes, not just to places, but also continuously signed routes.</p> <p>7. Need more hotels for conferences and visitors.</p> <p>8. New developments should add to the city, and not just displace existing activity, as Gunwharf seems to take away trade from the city</p>	

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	<p>centre.</p> <p>Ideas from the A7-sized yellow slips labelled: “I wish I could...” These ideas are copied directly from each slip, and come from individuals and do not represent any group view. They are included to stimulate further debate.</p> <ol style="list-style-type: none"> 1. City Centre <ol style="list-style-type: none"> a. Visit the Guildhall in the evening and get home using public transport or taxi without using Guildhall Walk or dodging the drunks. b. See what is happening at the Guildhall. 2. City as a whole <ol style="list-style-type: none"> a. Ensure that whatever the “plans” the road system can use a computer-generated programme to map pedestrian traffic movements. b. Use our pavements/footpaths without being hassled by cyclists. Better separate provision for cyclists please. c. Ensure that with all the proposed pedestrianisation there would always be a smooth quick passage for emergency vehicles. d. Live in a city free of litter and dog mess. e. Ensure that rapid progress is made in the development and implementation of the plan. f. Protect more trees from developers. Respect tree preservation orders. g. Promote Portsmouth. h. Play a big part in this for the young people. i. Get my bike repaired at a cycle hub in the city centre, at the Hard and in Southsea. j. Take a waterbus from the Hard to Southsea – to the piers perhaps. k. Sit in a café on the Hard, look out across the water – not scrappy huts. Take through traffic away from the Hard. l. See some proposals for the Camber in the seafront master plan. Things are changing there by stealth. 	

Comments from	Comments made and any changes sought	City council response
	<ul style="list-style-type: none"> m. Hire a bike easily in Portsmouth. A “Boris” scheme would be wonderful. n. Vote for an elected mayor in Portsmouth. o. Convince Councillors that lots of people travel by means other than private cars. p. See the Sustrans National Cycle Network routes (NCN2 and NCN 2) completed and recognised as strategic routes in the City. q. Cycle through the city without being told “cyclists dismount”. r. Cycle along Commercial Rd and though Guildhall Sq outside normal shopping hours. s. Cycle from the Hard to the International Ferry Port and beyond on a high quality path. Hope St cycle path is narrow, with blind corners. t. Stop people talking about access for the disabled. We should be talking about access for all, including those with mobility issues. u. Change the perception of Portsmouth as a city which is difficult to get around. v. See fewer tower blocks. w. There to be no charity shops in Northern Quarter. x. Have a localised economy for Portsmouth. y. Have free transport. z. See inspirational outdoor activity. Could feel safe at night, walking about the city. aa. Stroll from Northern Quarter to the Seafront via Albert Rd in comfort, safety and cultural fulfilment. 	
Portsmouth Grammar School	<p>The pedestrianisation of Hampshire Terrace (paragraph 3.32) would certainly be an advantage for pupils moving from Guildhall Walk down towards to Cambridge Road. Our principal concern is the nature of the reconfigured pedestrian crossing points on Winston Churchill Avenue with King Richard I Road and the current section in front of Blackwells. What is not clear from the plans is exactly how these improved pedestrian crossing points will be provided. It is clear that amount of traffic is not going to be diminished and that the removal of Hampshire Terrace could</p>	Comments noted, this issue is addressed in the main report.

Comments from	Comments made and any changes sought	City council response
	<p>in fact result in greater flow of traffic in these two areas. With this in mind, we would like to seek clarification on what is proposed and whether this remains a traffic light system or if there is some unimpeded pedestrian crossing.</p> <p>The Portsmouth Grammar School would be happy to contribute to any discussions relating to the regeneration of the area particularly in and around the Guildhall, and to support any enhancements which can be made to improve both the movement into and out of the city but also the general environment of the Portsmouth area.</p>	
<p>Shaping the future of Portsmouth – Development Group</p>	<p>Portsmouth University</p> <ul style="list-style-type: none"> • What is the strategic vision for the University / their estate? <p>King Henry Building</p> <ul style="list-style-type: none"> • Remove the building completely or • Open up the ground floor to allow access through or provide active ground floor uses to open up the route / link to Gunwharf and the Guildhall area. <p>St Michaels Building</p> <ul style="list-style-type: none"> • Remove the two-storey red brick extension to open up the space to create a visual link between Gunwharf and Guildhall area. • Redevelop the site to provide a taller building with an open ground floor (to provide a physical link through to Park Road) or active ground floor uses. <p>Park Road / Anglesea Road</p> <ul style="list-style-type: none"> • Remove bridge abutments • Possible building / kiosk on north-western side of Anglesea Road / Park Road, utilising the space where the bridge abutments are. • Widen pavements along Park Road – could close south side 	<p>Comments noted. The draft masterplan does refer to possible redevelopment of the King Henry but following discussions with University this proposal will be deleted. The masterplan does refer to other public realm enhancement which could happen to improve way finding and the links to and from Gunwharf Quays, see paragraphs 5.72-5.76 of the draft masterplan.</p> <p>Comments noted. Whilst the draft masterplan refers to removing the footbridge abutments, the plan has been amended to refer to the possible reinstatement of the footbridge. Other suggestions for Park Road are outside the scope of this masterplan.</p>

Comments from	Comments made and any changes sought	City council response
	<p>pavement and widen northern side and include cycle lane.</p> <ul style="list-style-type: none"> • Look at railway embankment land – use land to widen pavements. • Open up sports pavilion building (United Services Sports Ground), onto Park Road or on the opposite corner use some of the existing playing field to provide small building / kiosk. <p>Civic Offices</p> <ul style="list-style-type: none"> • Remove the Mountbatten Wing or reduce the building back to the entrance to the toilets. • Provide Grade A office spaces in conjunction with the City Arms / Co-op site. <p>City Arms / Co-op Site</p> <ul style="list-style-type: none"> • Support the redevelopment <p>Northern Quarter</p> <ul style="list-style-type: none"> • No big box retail <p>CHP</p> <ul style="list-style-type: none"> • Explore opportunity for CHP to the north of the railway line – Matalan / Durham Street industrial estate and use railway sidings. <p>Other issues</p> <ul style="list-style-type: none"> • Would like opportunity to meet Councillors and discuss the issues prior to decisions being made. 	<p>Comments noted. The issue of the Civic Offices has been addressed in the main report.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted. Whilst not site specific, the masterplan does refer to CHP as part of one of the key design principles (building in sustainability and enhancing biodiversity) which should underpin any development proposals within the city centre.</p> <p>Comments noted.</p>
Portsmouth Disability Forum	<p>Pedestrianisation/shared surfaces/Walkways</p> <p>Pedestrianisation is excellent for wheelchair users but for people with a visual impairment this can cause problems. Guide dogs are trained to kerbs so when kerbs are taken away the guide dog has nothing to follow so it's important tactile paving is used to try and mitigate the impact on this</p>	<p>Comments noted. The masterplan has been amended to highlight the importance of early consideration for all those with mobility issues and visual impairments (paragraphs, 3.11, 5.2 and 5.14 – 5.15 of the draft masterplan).</p>

Comments from	Comments made and any changes sought	City council response
	<p>group of people and you have to ensure to use contrasting colours between paving's to give an indication of change as well as tactile paving.</p> <p>Portsmouth disability forum are totally against shared surfaces like the one created in Palmerston Road. Again this is brilliant for wheelchair users but not people with a visual impairment. Buses and cyclists have been known not to be the most considerate users of shared surfaces and they can be dangerous for visually impaired people as they don't see anyone coming towards them and again it has been known that these people have been verbally abusive to disabled people because they are in their way.</p> <p>We understand that Market Way would become a shared surface which is totally dangerous for disabled people, the amount of buses that will pass down this road will make it near enough impossible for a visually impaired person to cross and unnerve wheelchair users and ambulant disabled people that may not be that quick to cross the road.</p> <p>Again until cyclists can be more educated and be considerate to disabled people shared cycle routes do not work the Police are also in support of PDF in not allowing shared cycle routes.</p> <p>Paving should be of a suitable surface for disabled people, riven stone, cobbles etc are near enough impossible for wheelchairs to move over as well as a trip hazard for people with mobility issues.</p> <p>Amenities on the highway and street furniture As we know PCC are trying to encourage a café culture which is not always useful to disabled people, if a shop/café has an amenity area for tables and chairs we feel the following points should be followed:</p> <ul style="list-style-type: none"> • Planters must be lighter enough to be removed on a daily basis and must not become litter receptacles, they need to be of a 	<p>Comments noted, although no change to masterplan. See response to Portsmouth Cycle Forum comments.</p> <p>Comments noted.</p> <p>Comments noted. The masterplan does highlight the need to reduce 'street clutter'. The other issues raised will be addressed at the detailed design / planning application stage.</p>

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	<p>contrasting colour to the surrounding area so they do not become a tripping hazard to people with a visual impairment.</p> <ul style="list-style-type: none"> • The use of metal studs in the ground should be used to distinguish the boundary of the amenity area as well as not causing an issue for wheelchair users travelling over them. This will also enable the license holder to know the boundary of their area so furniture does not drift over to the thoroughfare. • If barriers are used to cordon off the amenity area they should be of a contrasting colour to the surrounding area. • A Boards or Advertising boards are a danger to visually impaired people and as a disability organisation we can't endorse them as they have a negative adverse effect on disabled people including wheelchair users and visually impaired. If A boards and advertising boards are going to be allowed by the council specific guidelines need to be written to ensure there is consistency to try and marginalise the negative impact on disabled people • Sign posts and rubbish bins should not be placed in the middle of the walkway for people to bump into which happens a lot. This also applies to seating and they need to be contrasted against the environment to help eliminate a bumping hazard. <p>Parking Where parking is supplied the accessible spaces need to have hatching of 1200mm on one side to enable a wheelchair user to get out of the car as described in Part M of the Building Regulations and BS8300. They should be as close to the entrance of the building they serve and if a multi-storey car park is built the spaces should be on the ground floor.</p>	<p>Comments noted. These issues will be addressed at the detailed planning stage.</p>

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	<p>Signage Signage should be in a suitable font e.g. Arial to make it easier for people to read as where possible images/pictures should be used for people with a learning disability to understand and not put in the middle of the walkway. Signage is always too high for wheelchair users so this needs to be taken into account when installing signage.</p>	Comments noted.
The Portsmouth Society	<p>Members have a general concern that any and every development should use good quality materials creating cohesive development with unified design of the public realm such as street furniture and lighting treatment.</p> <p>High quality design of new buildings and finding suitable uses to regenerate listed and interesting buildings has been a long time focus of the Portsmouth Society encouraged by our annual design awards so we would like the policy document to state an expectation that mediocre is not good enough for Portsmouth and that every proposal should aim be of award winning quality.</p> <p>We consider the idea for each area/zone having a coordinated theme, design and colour is good and wonder if this could be progressed so that each area is themed e.g. Dickens/literature, Victory/Mary Rose, Modern Navy Base, Sportsmen/women of Portsmouth carrying the themes through including public art and compatible street furniture.</p> <p>We wish to register (again) that the City should look to make IOW vehicle ferry terminal provision at the International Ferry Port either for the relocation of Wightlink services from Gunwharf creating a prime development opportunity and or provision for another operator to introduce the opportunity for some real choice and competition for the cross Solent services</p> <p>The Portsmouth Society annual design competition aims to encourage</p>	<p>Comments noted.</p> <p>Comments noted. The masterplan does emphasise the need for high quality design.</p> <p>Comments noted. Theming areas of the city centre was considered but discounted because the purpose of the masterplan is to be a framework and must avoiding 'unnecessary prescription'. This does not prevent such proposals coming forward when the detailed design is drawn up.</p> <p>Comments noted. As previously state, this proposal has not been included with the city centre masterplan as firstly it is outside the area of consideration for the masterplan and secondly at the time the Portsmouth Plan was finalised it was not possible to demonstrate that such a scheme was deliverable as Wightlink Ferries had expressed a desire not to relocate. However, if in the future Wightlink Ferries wish to relocate their operations to the Port, the council will work them to find a suitable solution.</p> <p>Comments noted. The masterplan is a supplementary planning document,</p>

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	<p>retaining the best 'old' buildings with appropriate refurbishment, adequate maintenance and economic use and stimulate exciting design for all new buildings so urge that the final iteration of the Masterplan should be more courageous setting a high standard of design and construction with an expectation that every (re)development should reach a high level of BREEAM (Building Research Establishment Environmental Assessment) classification and every residential unit meeting a good space standards.</p> <p><u>Commercial Road & North of Market Way</u> We are broadly happy with the indicative road layout but believe that Church Street should remain open at least for south bound traffic with a contra flow cycle lane and that keeping Wingfield Street and All Saints Road open with traffic calming measures needs thorough appraisal.</p> <p>Our preference is Option B for the redevelopment of the Sainsbury site as that could provide a spine pedestrian and cycle route connecting the International Ferry Port and Buckland with the City Centre.</p> <p>The Council should consider a world class designed bridge (how about using Santiago Calatrava) to raise the City's international profile taking The International Way Route linking the city centre with the International port over the 'new' and revised road arrangement.</p> <p><u>Market Way</u> Provided there is adequate provision for cycling we support the proposal to recycle Market Way as a public transport, public service and cycle route.</p> <p><u>St Agatha's Church</u> is a jewel that needs to be provided with an appropriate setting which, in turn, might encourage greater use of the building.</p>	<p>it cannot set new policies / standards. The Portsmouth Plan already sets the requirements for construction and space standards (Policies PCS15 and PCS19) which any development in the city would have to adhere to.</p> <p>Comments noted. As addressed in the main report, the revised road layout keeps Church Street and Wingfield Street open.</p> <p>Comments noted.</p> <p>Comments noted but building a bridge from the city centre to the Ferry Port is not viable because of cost and land availability.</p> <p>Comments noted.</p> <p>Comments noted.</p>

Comments from	Comments made and any changes sought	City council response
	<p><u>Commercial Road</u> clearly in need of some TLC but are sceptical about mock tramlines – frankly quite insulting to transport users in the context of the suggestion to move buses from a well-used public transport access point.</p> <p>We are concerned with the City's fixation for moving the street market into the Commercial Road South and Edinburgh Road East space used by 100 buses an hour during work day – one of the busiest bus stops in Hampshire and a starting and terminal point of a significant number of city and sub region passenger journeys. If the Street Market must be moved then we suggest this should be to the north of the Fountain and into Arundel Street rather than taking the road space currently used by busses until there is suitable alternative bus provision.</p> <p>The suggestion that buses should be moved into adjacent streets until a bus terminal is provided is totally unsatisfactory, it is disrespectful to bus users; it demeans the City's stated intention to encourage alternatives to private car travel for city journeys and flies in the face Local Sustainable Transport Fund award.</p> <p><u>Bus Station Facility</u> Non bus using members were content with the proposal to use the Matalan car park site for a bus station whereas some bus users suggest that Site 7 (104 to 114 Commercial Road) could provide an opportunity to create an imaginative bus station facility that reflects the City's statements to encourage this mode of travel and release the Matalan Car Park site for more comprehensive development for business use along Station Street and maybe open an opportunity to explore with Railtrack possibilities of trackside / overtrack development as with the Southampton Central Station site.</p> <p><u>Edinburgh Road – Foyer</u> site does not appear in the consultation apparently enabling First Wessex Housing Group to consult about a</p>	<p>Comments noted. However, the pedestrianisation of Commercial Road South / Edinburgh Road is one of the key features of the regeneration of the city centre as it will provide a new permanent home for the Market Traders. The council carried out consultation on the relocation of the market traders in 2005 / 2006. The preferred option was to relocate the traders to Commercial Road South / Edinburgh Road which will be pedestrianised. The circumstances in relation to the relocation of the market have not changed since this work was undertaken and it is still the intention that Market Traders will move to this location.</p> <p>Comments noted.</p> <p>Comments noted. This site is in the ownership of First Wessex Housing Group at time of drafting document pre-applications discussions were at an</p>

Comments from	Comments made and any changes sought	City council response
	<p>singularly uninspiring residential over commercial space mixed use building. This is an important site that calls for a good design and offers a wonderful opportunity to provide an imaginative retail/office frontage to the Kingswell Path approach to The Cascades Centre.</p> <p><u>Civic Offices</u> The Portsmouth Society has proffered many times over the years that the ground floor of the Civic office should be used for commercial activity (retail, A3 or even a club) to improve the linkage between Commercial Road and Guildhall Walk. until such time and the Civic complex becomes part of a comprehensive redevelopment.</p> <p><u>Guildhall Square:</u> Whilst tired this should still be used as a focus for cultural activity.</p> <p><u>Big Screen:</u> It is hoped that PCC finds an economic way to keep this facility and more ways to use it as a cultural attraction.</p> <p><u>Guildhall Walk</u> Supportive of the proposal to exclude motor traffic – essential to allow two way cycling extending the route across the Guildhall Square except when the Square is being used for a cultural event.</p> <p><u>Site 21: Guildhall Corner</u> We support this proposal</p> <p><u>St Michael's Road / Winston Churchill Avenue</u> We are enthusiastic for the suggested re ordering the road layout to remove motor traffic from Lord Montgomery Way to improve links between University House and St Andrews Court and then consequential pedestrianisation of Hampshire terrace supported by clear public realm statement for cohesive design and signage.</p>	<p>advanced stage. Therefore it has not been included as a development opportunity.</p> <p>Comments noted. The issue of the Civic Offices has been addressed in the main report.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted.</p>

Appendix 3

City Centre Masterplan – ‘Frequently Asked Questions’

The council has received over 300 responses to the draft city centre masterplan. Unfortunately it is not possible to respond to everyone individually, so instead we have put together a set of ‘frequency asked questions’ to try to address the more commonly asked questions.

1) What is the purpose of the masterplan?

The city council is required to produce a number of documents which set out our planning / development strategy for the city.

This is referred to as the Portsmouth Planning Policy Framework (PPPF), and is made up of:

- the [Portsmouth Plan](#) (also known as the Local Plan) which was adopted in January 2012. This plan guides the development of the city up to 2027. It sets out the amount and type of development the council wants to see in the city;
- the [Site Allocations Document](#) that allocates and identifies areas for protection and development to meet the targets of the Portsmouth Plan;
- [Area Action Plans](#) (AAP) which provide detailed guidance for specific areas such as the Southsea Town Centre Area Action Plan;
- [Supplementary Planning Documents \(SPDs\)](#) which provide more information to support the planning policies contained within the Portsmouth Plan. These can be topic or area based such as the city centre or residential parking standards;
- the [Community Infrastructure Levy](#) (CIL). This is the levy rates that the council applies to new development. The monies raised will be used to fund new infrastructure. CIL in part replaces the old system of ‘planning obligations’ (referred to as Section 106 agreements).

The city centre masterplan is a SPD and is designed to supplement policy PCS4 of the Portsmouth Plan. Policy PCS4 defines the boundary of the city centre (and the character areas within it). The purpose of the plan is to provide further guidance and help shape future planning applications in areas 1 – 4 of the defined city centre.

The masterplan does not repeat other policies in the Portsmouth Plan which will apply to all proposed development in the city centre. Pages 8 – 9 of the draft masterplan briefly sets out what these policies are, for example, Policy PCS15 – Sustainable design and construction.

The masterplan does not grant planning permission. Any development proposals set out in the plan will require the submission of a planning application which must include much more detailed information about the proposed development, including architectural drawings. The masterplan only sets out an indication of the scale of buildings and types of land uses which will be acceptable.

2) Why are you not looking at other areas of the city, such as Tipner, Fratton Park, the Hard, Hilsea and Cosham?

The council has produced plans for some other areas of the city such as a masterplan for [The Hard](#) that was approved in 2010. In addition, the Portsmouth Plan covers many larger strategic sites within the city including Tipner (Policy PCS1) and Fratton Park (Policy PCS7).

Planning permissions have been granted at Tipner. These include new slip roads off the M275, a new park & ride facility, new housing and employment space. You can find out more about the whole Tipner project on the council's website at www.portsmouth.gov.uk/living/8781.html.

The council will also be producing a Site Allocations Document that will identify other sites in the city needed to accommodate such new development as housing and employment land which are necessary to meet the objectives of the Portsmouth Plan.

3) Why are the council planning for retail-led schemes given the current economic climate and impact of internet shopping?

As previously stated the purpose of the masterplan is to supplement the policies in the Portsmouth Plan and follows national guidance set out in the National Planning Policy Framework. It is the Portsmouth Plan which sets out the overall amount of new retail floorspace required in the city over the next 15 years and the most appropriate locations for this retail.

The Portsmouth Plan is supported by a retail study ([Portsmouth Shopping Study](#)), which looked at the impact of the recession, internet shopping and future economic growth. The study confirmed that Portsmouth city centre continues to decline in terms of its competitiveness when compared to rival centres. Results showed that spending which should be taking place in Portsmouth is being lost to other areas, particularly Southampton and Chichester.

The report also stated that whilst internet shopping is taking some trade away from the traditional high street and consumer confidence and spending has fallen, when analysing medium and long term trends there is still a substantial need for additional retail floorspace in Portsmouth's city centre.

The report concluded that there was a need for 47,210 m² net of shopping floorspace in the city centre up to 2027. This is based on a market share uplift of 3.6% for the city centre, based on its current underperformance. Whilst the Portsmouth Plan contains ambitious growth targets, they are proportionate to the city centre's role as an economic, social and cultural focus for southeast Hampshire.

As the purpose of the masterplan is to supplement the policies set out in the Portsmouth Plan, it is appropriate that it encourages and plans for new retail uses in the city centre.

4) The Council should prioritise Southsea and Gunwharf Quays over Commercial Road. The proposals will also have a detrimental impact on Southsea (potential loss of Knight & Lee).

The council has a retail strategy based upon three distinct and complementary retail destinations, Commercial Road, Southsea and Gunwharf Quays.

The council sees the main retail 'centre' of the city as Commercial Road. Numerous studies over the years have shown that Portsmouth City Centre continues to decline in terms of competitiveness when compared to rival centres (as referred to in the previous question). We need to plan for and encourage a breadth and depth of retail across the city to make it more attractive to shoppers and businesses.

Gunwharf Quays has a niche role as a retail and leisure destination. The retail offer is different: factory outlet stores rather than traditional high street stores. The council would want this to continue rather than to divert trade away from Commercial Road. Gunwharf Quays offers something different to complement Commercial Road and offers something unique for the city.

The council adopted an [Area Action Plan for Southsea](#) town centre in 2007. The plan was prepared to ensure that Southsea did not suffer adversely as a consequence of increased retail at the city centre and includes a specific policy to retain at least two floors of retail at the Knight & Lee (John Lewis) store if it relocates. The action plan envisages that Southsea will be repositioned as a location for independent specialist shops, boutiques and restaurants and in this way will complement the retail offer at the city centre and Gunwharf Quays.

Although there will undoubtedly be a consequence for Southsea as a result of additional retail development at the city centre, this should not threaten the viability of the centre. The general character of Southsea town centre and recent environmental improvement schemes means that it is well placed to continue performing as one of Portsmouth's main centres.

5) What happened to previous proposals for the Northern Quarter? What is the role of Centros? Why is Centros not delivering the road?

The council is continuing to work with its developer partner, Centros, to secure the comprehensive redevelopment of the northern part of the city centre (including the former Tricorn site), now known as the Northern Quarter.

For a number of reasons, including the economic climate, the previous planning permissions (granted in [2006 and 2008](#)) were not implemented and have now lapsed.

Whilst Centros are still committed to delivering a mixed use development, the scheme will not be able to fund the new highway layout which was included in the previous 2006 planning permission.

A possible new road alignment is shown in the Portsmouth Plan (policies PCS4 and PCS17). An alternative, and practically / financially, more deliverable route is being

proposed in the masterplan (pages 13 - 18). This is the council's preferred route and is broadly based on the previous Centros plan which had planning permission.

In recognition of the importance of the new road alignment to the prosperity of the city, the council has taken responsibility for delivering the new road layout and is exploring a number of funding options including, Community Infrastructure Levy (CIL), Tax Incremental Financing (TIF) and prudential borrowing.

It is anticipated that a new planning application for the Northern Quarter, and an application for the new road layout, will be submitted in the autumn of 2013.

6) The masterplan should provide for local traders / businesses not 'high street chain stores'. What is the council doing to attract new businesses?

Whilst the masterplan can encourage development to cater for local traders and businesses, the planning system cannot require this. The planning system can only grant permission for types of land use, such as retail or cafes. It cannot specify the occupier of the premises.

The purpose of the masterplan is to provide a planning framework to shape and guide future planning applications / developments within the city centre. The document will be used to attract investment and businesses into the city as development opportunities in the city centre are clearly identified in the plan, together with the vision for improving transport and the quality of the streets and spaces. The masterplan also aims to encourage a mix of uses, such as hotels and offices, and a choice of restaurants and cafes in order to promote the viability and vibrancy of the city centre.

7) The council should limit the number of takeaways and 'fast food' outlets in the city.

The masterplan supplements policy PCS4 of the Portsmouth Plan which seeks to restrict the number of takeaways in the city. This policy is referred to in the planning policy section of the masterplan (pages 8 -10 of draft masterplan).

Hot food takeaways fall within land use class A5. Policy PSC4 states that the Commercial Road shopping area must retain at least 75% of its frontage in class A1 retail use. The policy also states that in the Guildhall Walk, planning permission will not be granted for drinking establishments (class A4) and takeaways (class A5) if more than 50% of the total frontage of Guildhall Walk and King Henry I Street are already in these uses.

8) What decisions have been made about the relocation of the Market Traders (formerly located in Charlotte Street)?

The council carried out consultation on the relocation of the market traders in 2005 / 2006. The preferred option was to relocate the traders to Commercial Road South / Edinburgh Road which will be pedestrianised.

The circumstances in relation to the relocation of the market have not changed since this work was undertaken and it is still the intention that market traders will move to this location.

You can view reports about this issue, which include the history of exploring an alternative location, here

- [25th Sept 2006](#)
- [20th Nov 2006](#)

9) The council should provide a roof / cover all of Commercial Road and any new shopping development

The council does not consider it practical or desirable to cover the whole of Commercial Road and any new shopping development with a roof.

10) Transport / Access issues

- **What transport assessments have been done?**
- **Why is the council not building more roads / building a flyover?**
- **Why is the council not promoting other forms of transport such as Monorail or a Tram system?**
- **The council should provide cheap car parking / the council should provide a cheap and reliable bus service.**
- **The council should move Wightlink Ferries from Old Portsmouth to the Port – this will help to reduce traffic congestion.**

As part of the Portsmouth Plan, the council assembled a large and comprehensive evidence base to assess the impact of development on demand for transport. This included the documents: [‘Assessing the Impact of the Harbours Authorities’ LDF Proposals on the Strategic Highways Network’](#) and the [‘Western Corridor Transport Strategy’](#).

The first document examined where the pressures on the strategic highways network would occur and the second document looked at more localised impacts and the mitigation measures that would be required to lessen the local and strategic impacts, albeit restricted to the western corridor where the majority of proposed new development in the city will take place.

The general strategy for the Portsmouth Plan is to locate major development in areas around public transport hubs or in corridors where there is good access to public transport and goods and services, with the aim of reducing the need to travel and encouraging the use of modes of transport other than the private car. Both the Portsmouth Plan and the [Portsmouth Local Transport Plan 3](#) note that existing and future demand will be managed through the location of development, appropriate parking standards and the requirement for travel plans for residential, business and retail development, and schools. In terms of new transport infrastructure, the plans propose a package of measures that enhance more sustainable modes of walking, cycling and public transport, but also includes some localised highway improvements to facilitate development of strategic sites, such as those in the city centre.

The proposed new city centre road layout is a significant piece of infrastructure which will enable the delivery of the individual development sites, as well as helping to encourage the use of more sustainable modes through facilitating new bus lanes and strategic routes, and providing better access for pedestrians and cyclists.

The overall strategy is also reliant upon the planned Park and Ride facility at Tipner and a bus based rapid transport system. Providing parking outside of, but serving, the city centre will help promote economic development and regeneration without adding to congestion. A city the size of Portsmouth, with its competing demands for space, needs a Park and Ride to be able to continue to grow but this needs to be achieved without increasing pressures on the highway or increasing parking in the city centre.

The council is aware that the new residential and employment development which will take place in the city in the coming years, coupled with a potential increase in car use by existing residents, is likely to increase the use of the local road network. Options suggested during consultation on the masterplan, such as the creation of a flyover and building larger roads / more roads into the city centre or providing a monorail / tram system are not viable because of cost or land availability.

The council's preferred approach to mitigating the impact on the local road network is through increasing walking, cycling and the use of public transport. The new city centre road layout will help to deliver priority bus lanes and a high frequency bus service to the city centre (Bus Rapid Transit) which will be a significant improvement in public transport provision.

The purpose of the city centre masterplan is to supplement the policies in the Portsmouth Plan. The schemes in the masterplan link elements of the wider Portsmouth Plan and Local Transport Plan together, for example linking proposals to pedestrianise parts of Hampshire Terrace and Isambard Brunel Road, which aim to minimise traffic congestion and manage traffic flows, with the new city centre road. All these highways proposals will be subject to more detailed design work and in some cases will require the submission of a planning application. It is at the planning application stage that the precise detail of the road junctions, pedestrian crossing etc. will be finalised.

The planning system cannot control the pricing of the car parks or bus services in the city. In addition, the pricing of some car parks in the city are outside the control of the council as they are in private ownership. The council is, however, aware that the pricing of car parks and public transport is very important and that a balance should be achieved between providing good quality attractive car parking in the city centre and encouraging people to use public transport.

The Portsmouth Plan and city centre masterplan aim to support the viability of public transport routes by proposing higher density development around important hubs and corridors. The council will continue to work in partnership with bus operators through the work of the council's sustainable transport team to try to address issues of pricing and reliability in relation to bus services.

On the issue of Wightlink Ferries, this proposal has not been included with the city centre masterplan as firstly it is outside the area of consideration for the masterplan and secondly at the time the Portsmouth Plan was finalised it was not possible to demonstrate that such a scheme was deliverable as Wightlink Ferries had expressed a desire not to relocate. However, if in the future Wightlink Ferries wish to relocate their operations to the Port, the council will work them to find a suitable solution.

11) Do not pedestrianise Stanhope Road and Station Street

The masterplan does not propose the pedestrianisation of Stanhope Road and Station Street. The only additional pedestrianised areas proposed in the draft plan are:

- Commercial Road (south) to the junction with Station Street, and Edinburgh Road to the junction with Stanhope Road;
- Commercial Road / Isambard Brunel Road between the junctions with Station Street and Greetham Street;
- Hampshire Terrace / Lord Montgomery Way between the junctions with Waltham Street and Wiltshire Street.

12) Flood Risk - What is the flood risk in the area? Why are the council proposing development in such a high flood risk area?

The flood zones maps, produced by the Environment Agency, classify land based on the probability of flooding. In Portsmouth this is based upon probability of tidal flooding. The definitions of the three flood zones are set out below.

Flood Zone 1 - Low Probability

This zone comprises land assessed as having a less than 1 in 1000 annual probability of flooding from the sea (<0.1%) in any year.

Flood Zone 2 - Medium Probability

This zone comprises land assessed as having between a 1 in 200 and 1 in 1000 annual probability of flooding from the sea (0.5% – 0.1%) in any year.

Flood Zone 3 - High Probability

This zone comprises land assessed as having a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.

The whole of the area covered by the city centre masterplan is within flood zone 1, an area of low probability of flooding.

13) Environmental Impacts - What evaluation has the council done to assess the impact on the environment? Why are the council not doing a full environmental impact assessment?

As part of preparing the Portsmouth Plan, the council had to carry out a Strategic Environmental Assessment, a Sustainability Appraisal and a Habitats Regulation Assessment (in accordance with Regulation 9 of the Environmental Assessment of Plans and Programmes Regulations 2004, Planning and Compulsory Purchase Act

2004, Planning Act 2008 and Town and Country Planning (Local Development) (England) Regulations 2012).

The purpose of the Strategic Environmental Assessment (SEA) was to determine whether or not the plan would be likely to have significant effects on the environment.

The purpose of Sustainability Appraisal (SA) is to promote sustainable development through the better integration of sustainability considerations into the preparation and adoption of plans. It is an iterative process that identifies and reports on the likely significant effects of the plan, and the extent to which its implementation will achieve the social, environmental and economic objectives by which sustainable development can be defined. This process included looking at any potential impacts on biodiversity.

The Habitats Regulation Assessment (HRA) looked at the possible effects of the proposed plan on the nature conservation interests of protected areas in and around the city.

The SEA / SA and HRA carried on the Portsmouth Plan are available to view on our website at www.portsmouth.gov.uk/living/7923.html and www.portsmouth.gov.uk/living/24333.html.

When producing Supplementary Planning Documents, such as the masterplan, the council has to 'screen' the plan to see whether or not it is likely to have significant effects on the environment. This screening process includes assessing the masterplan against a set of criteria (as set out in the SEA regulations).

Whilst there is no statutory reason to undertake a SA of the masterplan, the council has also considered whether a SA is needed, and whether an HRA is required.

The SEA, SA and HRA 'screening' report on the masterplan can be viewed at www.portsmouth.gov.uk/living/25964.html.

The council determined that the masterplan is unlikely to have significant environmental, social or economic effects beyond those of the Portsmouth Plan policies that it supplements. This 'parent development plan document', (the Portsmouth Plan) has already been subject to HRA and SA incorporating SEA.

This does not mean that potential environmental impacts of the proposals will not be assessed in the future but that these impacts will be considered again at the next stage of the planning process i.e. at the detailed planning application stage.

When more detailed proposals come forward on individual sites, planning applications may be subject to Environmental Impact Assessments (EIAs) and more detailed HRAs. For example, the previous planning application for the Northern Quarter was accompanied by a detailed EIA which considered issues such as air quality, noise, wind and traffic. It is highly likely that any new planning application for Site 1: Northern Quarter will require a detailed EIA.

14) The masterplan should include proposals to ‘open up’ Victoria Park (i.e. to remove boundary hedges and railings) and to expand the park onto the Zurich site.

Victoria Park is on English Heritage’s ‘Register of Parks and Gardens of special historic interest in England’ because of its special historic interest. This special status is based on the survival, quality and interest of the Park’s historic layout and structures. The formal setting of the Park, including its boundary treatment, is part of its historical importance and therefore the council would not support the removal of hedges and railings to ‘open up’ the Park.

In addition, the ‘Zurich site’ (sites 4 and 5 in the masterplan) is in private ownership and funding has not been identified to facilitate the extension of the park onto this site. The focus of the masterplan is on resolving the poor interface between the park and adjoining development on this site, providing enhanced entrances to the park from Station Square and Stanhope Road and increasing surveillance of these entrances.

15) How will the proposals be funded?

When the masterplan is finalised, the council will be committed to the ideas it contains. The guidelines laid out in the document will govern the future development of the city centre, whether that development is by public bodies like the council or by private companies.

The council will have an important role in making many of these ideas a reality but it can’t deliver them on its own or all at once. Many of the proposals will depend on private investment and part of the purpose of the masterplan is to facilitate that investment. Some may be paid for as part of planned works such as the Local Transport Plan, grants from funding bodies and monies collected from CIL (the Community Infrastructure Levy).

16) What are the timescales for the development to happen?

The proposals in the masterplan cover the period up until 2027. The timing of development will depend upon developers coming forward with detailed proposals, including how they are going to address any infrastructure requirements. Some sites, such as the Northern Quarter, are already progressing and as previously stated a new planning application is anticipated in the autumn of 2013.

17) Why haven’t you consulted all residents / business individually?

Prior to public consultation on the city centre draft masterplan the city council sent letters to all homes and businesses in the area covered by the plan, along with notifications to all those people and organisations who had previously asked us to be kept informed about the city centre masterplan. We also sent a leaflet to every residential household in the city telling people about the consultation and letting them know how they could comment. In addition, we published a range of information about the consultation on our website, issued press releases to the local Portsmouth News (a number of articles appeared in the paper during the consultation and carried

out various consultation events at public locations throughout the city. Officers attended residents association / neighbourhood forum meetings to discuss the draft plan and met with businesses (e.g. the City Centre Retail Steering Group and the Hampshire Chamber of Commerce).

The council has produced a '[Statement of Community Involvement](#)' which sets out how people can get involved in the production of planning documents and how they can ensure that they are consulted on planning applications.