

Portsmouth City Council

Infrastructure Delivery Plan (2025)

Submission Document published for Regulation 22 (Submission)

February 2026 ([Partially updated in October 2026](#))



Portsmouth
CITY COUNCIL

This partially updated version of the Infrastructure Delivery Plan (IDP) supersedes document [IN16]. It has been prepared in response to the Inspector's Initial Questions [ID01] and incorporates the most up-to-date evidence available at this stage. It should be noted that the IDP is a live document, and the Council will continue to review and update it periodically as further information and evidence become available. The track changes show the differences between this updated version and the original published in February 2026.

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1 Introduction

1.1 Background

- 1.1.1 The purpose of this Infrastructure Delivery Plan (IDP) is to assess the current infrastructure provision across the City of Portsmouth, understand what is being planned with committed investment, and what will be needed in the future to meet the overall anticipated growth set out within the Pre-Submission Portsmouth Local Plan (PLP) 2024 and Pre-Submission PLP Addendum 2025 combined.
- 1.1.2 Planning for infrastructure is important to ensure that new development contributes to the provision of infrastructure and services and ensures that new development is acceptable in planning terms. The IDP enables the Council to show that the Local Plan has been prepared positively, is based on a proportionate evidence base and thus justified, has been shaped by early engagement, and ultimately can be considered sound and legally compliant.
- 1.1.3 The IDP sets out the types of infrastructure needed to ensure that the development strategy being planned can be delivered and support the new and expanding communities. The IDP 2025 includes the most up to date details of committed and planned schemes by infrastructure type to 2040. It is the fourth version of the document, following a draft version published in 2021 for consultation alongside the Regulation 18 Local Plan, and interim documents published in July 2024 for consultation alongside the Regulation 19 Pre-Submission PLP 2024 and October 2025 for consultation alongside the Pre-submission PLP Addendum 2025.
- 1.1.4 The IDP provides an essential component of the evidence base for the new PLP to 2040. The detail of projects and costs contained within the IDP are an evolving process and the IDP will remain a 'living' document that will be updated as needed to reflect changes in circumstances relating to infrastructure needs.
- 1.1.5 This version of the IDP will be submitted for examination at the same time as the PLP (2024) and the PLP Addendum 2025 as part of the Examination Library. This IDP supports both the Pre-Submission PLP 2024 and the Pre-Submission PLP Addendum 2025 combined. A bespoke consultation on the IDP was held between 24 July and 18 September 2024 with infrastructure providers to understand if any further developments have been made. The consultation on the Pre-Submission PLP (2024) ran from 09 July to 03 September 2024. A further consultation on the IDP ran concurrently with the consultation on the Pre-Submission PLP Addendum (2025) from 18 November 2025 to 8 January 2026. This IDP has subsequently been updated in winter 2025/26, prior to the Submission of the PLP in March 2026.

1.2 Role of this document

- 1.2.1 This IDP provides a technical evidence base and sets out:
 - The national and local policy requirements in relation to infrastructure provision and the importance of infrastructure and its timely delivery within the Local Plan process;
 - An analysis of the current level of infrastructure provision across Portsmouth and whether this infrastructure is at capacity with regards to serving its existing population;

- The level of planned infrastructure across Portsmouth and the associated costing and timescales associated with these;
- Whether the current and planned infrastructure scheduled to be delivered will support the level of growth planned across Portsmouth along with specific site allocations;
- Detail the scale and extent of the infrastructure needed to support the additional development coming forward across the plan period; and
- The estimated timings and costs of projects and infrastructure required to meet the growth associated with the new Local Plan;
- An Infrastructure Delivery Schedule (IDS) forms an appendix to this document setting out the estimated costs, funding sources and any funding shortfalls for delivering specific infrastructure projects in order to identify the gaps in their funding, phasing and delivery. This also sets out the criticality of infrastructure projects and those which will be required to unlock development. It includes both projects which are currently underway with funding secured (either in part or in full) and also those which are yet to commence.
- The categorisation of new infrastructure into three categories: critical; [important essential](#); and desirable is based on a judgment relating to their importance for supporting and delivering growth anticipated from the new Local Plan;

1.3 National Context

- 1.3.1 The National Planning Policy Framework (NPPF) (2024)¹ sets out the planning policy framework for local planning authorities to follow both when making plans and when determining planning applications. The PLP will be submitted for examination in spring 2026 and is consistent with the latest version of the NPPF, which was published in December 2024. Where references are made to the NPPF it should be taken as referring to the December 2024 version, unless otherwise specified.
- 1.3.2 Paragraph 8 of the NPPF refers to the three overarching objectives to sustainable development: economic; social; and environmental. The economic objective can be achieved, 'by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure'.
- 1.3.3 Infrastructure provision is also essential to the delivery of the social and environmental objectives of sustainable development, for example, the provision of community facilities and green infrastructure.
- 1.3.4 Paragraph 16 recognises the importance of timely liaison with the infrastructure and service providers during the plan making process. Criterion c) states that plans should "be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees". Paragraph 25 further reiterates the need for engagement with important stakeholders including infrastructure providers.

¹ https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf

- 1.3.5 Paragraph 20 of the NPPF requires strategic policies to set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision² for:
- a. *homes (including affordable housing), employment, retail, leisure and other commercial development;*
 - b. *infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
 - c. *community facilities (such as health, education and cultural infrastructure); and*
 - d. *conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.*
- 1.3.6 The Planning Practice Guidance on Plan-making (PPG)³ supports this position and stresses the need to ensure that the Local Plan is capable of being delivered alongside the necessary infrastructure. It states *'In order to demonstrate that there is a reasonable prospect these large scale developments can come forward, strategic policy-making authorities are expected to make a realistic assessment about the prospect of sites being developed (and associated delivery rates). Strategic policy-making authorities will need to demonstrate they have engaged with infrastructure providers, ensuring that they are aware of the nature and scale of such the proposals, and work collaboratively to ensure that the infrastructure requirements are not beyond what could reasonably be considered to be achievable within the planned timescales'*⁴.
- 1.3.7 Paragraph 35 of the NPPF sets out the link to developer contributions. It states that: *'Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan'*. The detail of the IDP will therefore inform the Local Plan Viability Study, and the CIL Charging Schedule review by identifying the infrastructure costs associated with development sites in the City.
- 1.3.8 The PPG⁵ states *'Charging authorities must identify the total cost of infrastructure they wish to fund wholly or partly through the levy [community infrastructure levy]. In doing so, they must consider what additional infrastructure is needed in their area to support development, and what other sources of funding are available, based on appropriate evidence'*. The guidance states that the information on the charging authority area's infrastructure needs should be drawn from the infrastructure

² In line with the presumption in favour of sustainable development.

³ <https://www.gov.uk/guidance/plan-making>

⁴ Paragraph: 060 Reference ID: 61-060-20190315

⁵ Paragraph: 017 Reference ID: 25-017-20190901

assessment that was undertaken when preparing the Local plan and their CIL charging schedules. The IDP is that infrastructure assessment.

1.4 Local Context

- 1.4.1 The provision of good quality infrastructure provision is essential to meeting the needs of the existing population, as well as enabling housing and economic growth to occur. To accommodate future residential growth and business expansion, as set out in the Local Plan, it is necessary to identify existing deficiencies, as well as to bring forward additional infrastructure to serve new development.
- 1.4.2 The PLP covers the period up to 2040 and sets out the amount of future development being planned for, where it is to be located, and its nature. The overarching vision and policies contained within the plan set out how this is to be achieved. The strategic approach to delivering infrastructure is set out within Strategic Policy PLP50: Infrastructure Delivery, which this IDP supports.

1.5 Devolution

- 1.5.1 Devolution is where powers that currently sit with the national Government are given to a local area so local decision makers can have more of a say in what happens in their area. The Government proposes to do this through the creation of Strategic Authorities, which will prepare Strategic Development Strategies. Strategic Authorities are able to perform functions within 'areas of competence' which form part of the Devolution Framework, which is a standardised set of legal powers, funding commitments and partnership arrangements with Government. These areas include transport and local infrastructure; skills and employment support; housing and strategic planning; economic development and regeneration; environment and net zero; health, wellbeing and public service reform; and public safety.
- 1.5.2 At the time of writing (January 2026), Portsmouth City Council (PCC) has been involved in both Devolution discussions, following on from the English Devolution White Paper⁶ published in December 2024. This was followed by the English Devolution and Community Empowerment Bill introduced in July 2025. The City Council along with Southampton City, the Isle of Wight and Hampshire County Councils were successful in their application to be included in the Government's Devolution Priority Programme. This is a major step towards establishing the new Hampshire and the Solent Mayoral Combined County Authority (MCCA) for the region with elections for a new Mayor to be held in May 2028.
- 1.5.3 The proposal is to create a new MCCA for Hampshire and the Solent, which will prepare the Strategic Development Strategy for the area. Amongst other major benefits, areas that agree to take on a mayor will see flexible allocated funding, with a long-term investment fund and, once the area has qualified, funding granted through a flexible Integrated Settlement. All Devolution Priority Programme areas benefit from a 30-year Investment Fund. Once a mayor is in post, Hampshire and the Solent MCCA will be one of six areas receiving a 30-year Investment Fund as part of a wider package of devolved powers and funding in areas like transport, planning

⁶ <https://www.gov.uk/government/publications/english-devolution-white-paper-power-and-partnership-foundations-for-growth/english-devolution-white-paper>

and skills. The statutory instruments are due to be laid in Parliament, to help with the costs of establishing the new mayoral authority⁷.

- 1.5.4 The Mayoral Investment Fund will feature in future iterations of the IDP and its IDS as a source of funding when there is more certainty on the matter.

⁷ https://www.gov.uk/government/news/more-homes-and-improved-high-streets-for-new-mayoral-areas-through-30-year-funding-package?utm_medium=email&utm_campaign=govuk-notifications-topic&utm_source=abd9320f-4fee-400c-b775-bdf322bf2a4e&utm_content=immediately

2 Approach and Stakeholder engagement

2.1 Methodology

- 2.1.1 The IDP has been informed through discussion and consultation with relevant infrastructure service providers operating in the City, alongside referencing existing evidence and publications and strategies which detail the City's current and emerging infrastructure provision.
- 2.1.2 Ongoing engagement with infrastructure and service providers is key to ensure that the requirements of the development strategy are fed through the Local Plan and represented in housing and employment allocation policies. The Council will therefore continue to liaise with infrastructure and services providers moving forward throughout the Local Plan process. The Council will also work with providers to review the perceived priority of required infrastructure, identifying that which is considered 'critical' is prioritised over other requirements that are considered to be 'important essential' and 'desirable' as defined in section 1.2 of this report.
- 2.1.3 The 2021 draft version of the IDP was open for public consultation alongside the Regulation 18 Portsmouth Local Plan, for comment and review. The comments received were taken into account in the updated July 2024 version of the IDP.
- 2.1.4 To undertake the 2024 update, a proforma was circulated to all infrastructure and service providers on the Council's contact database, and respondents were asked to provide information on:
- Current capacity or existing levels of use;
 - The ability of existing infrastructure to meet future growth;
 - Planned infrastructure provision and whether this would meet Local Plan growth;
 - Any further infrastructure provision that would be required to come forward to accommodate Local Plan growth;
 - Indicative sources of funding; and
 - Timescale for the improvements to be implemented.
- 2.1.5 Once stakeholders had provided a response, further engagement was undertaken via calls and meetings to gather additional information that may not have been included in the first instance. Although respondents were asked to provide information on the current and future capacity of the infrastructure that they are responsible for, such information was often not forthcoming or not available, especially from those organisations that operate regionally or nationally. The work was therefore supplemented by a desk-based assessment. Published reports, business plans and investment strategies were reviewed to obtain additional background information and data.
- 2.1.6 Following the 2024 update, the interim IDP was published in July 2024 for consultation alongside the Pre-Submission PLP 2024. Infrastructure providers were asked to review and comment on the IDP and its IDS and state where changes, if necessary, should be made. Subsequently, a revised interim IDP was published in November 2025 for consultation alongside the Pre-submission PLP Addendum 2025.
- 2.1.7 The information gathered is presented within the tables throughout section three of this IDP. The tables set out initially the lead organisation which is the responsible

authority for bringing the infrastructure forward and the main sources of information, including providers that the Council held meetings with PCC officers and also strategy documents.

- 2.1.8 The planning policy section of the IDP table sets out what is discussed at national level and the infrastructure requirements within the relevant sector. The context provides background information on the infrastructure provider, local arrangements and any other relevant legislation which is considered important.
- 2.1.9 The planned provision section of the IDP table includes all infrastructure that has been considered, irrespective of the development associated with the Local Plan specifically. This includes infrastructure that has planning permission, that has funding or that is in the process of being delivered. Information on 'future infrastructure provision' details the infrastructure that may need to come forward when the Local Plan development is taken into consideration. This infrastructure is unlikely to have a secured funding source, or planning permission, however, it would be required to deliver sustainable development.
- 2.1.10 Finally, the funding source details how the planned and/or future infrastructure provision will be funded and whether this has been secured or not.
- 2.1.11 After collating all the information gathered from the relevant providers, the known projects are shown in the Infrastructure Delivery Schedule (IDS) that supports the IDP (see Appendix 2). Alongside the identification of infrastructure projects, it is also best practice to identify timescales and establish the importance of each infrastructure item to the delivery of the emerging Local Plan.

2.2 Infrastructure Priorities

- 2.2.1 Once information was collected, projects were then prioritised to give an indication of whether they are 'Critical', 'Essential' or 'Desirable'. These development categories have been developed based on a judgement of the importance of each infrastructure project for supporting the delivery of the Local Plan. These terms, for the purpose of the Infrastructure Delivery Schedule, are as follows:
 - **Critical infrastructure:** infrastructure that must happen to enable physical development to take place. Critical infrastructure items are required in order to 'unlock' development sites and are critical to enable the delivery of growth in Portsmouth.
 - **Essential infrastructure:** infrastructure that is required if development is to be achieved in a timely and sustainable manner. Although infrastructure in this category is unlikely to prevent physical development in the short term, failure to invest in it could result in delays in development in the medium or long term. This type of infrastructure needs to be provided in a coordinated manner alongside development to ensure that the impacts of development are mitigated, and to avoid unacceptable overuse of existing facilities, or leaving new developments without necessary facilities.
 - **Desirable infrastructure:** infrastructure that is required to deliver the overall spatial strategy objectives but is unlikely to prevent development in the short or medium term. Although infrastructure identified within this category may have a lower level of priority than critical or essential infrastructure, its importance to the delivery of

sustainable development and the emerging Local Plan strategy should not be underestimated.

2.3 Who provides Infrastructure?

2.3.1 The delivery of the infrastructure identified within this IDP is key to supporting the levels of development proposed within the Portsmouth Local Plan, including housing and employment allocations. Without the appropriate infrastructure the impact from the development may not be appropriately mitigated and this could render the development unsustainable or unacceptable in other ways.

2.3.2 PCC will work with a wide range of providers from the public, private and voluntary sectors to ensure that the correct infrastructure is delivered at the right time.

2.3.3 As PCC is a unitary authority, our role will include:

- Providing and maintaining council services such as waste collection, managing and maintaining parks and public spaces, recreational, sport and community facilities, and schools.
- As the Local Highways Authority, we have a wide range of powers and responsibilities to provide an efficient transport network, encourage environmentally friendly transport and improve the environmental quality of roads and other transport routes with high quality design, landscaping and appropriate materials.
- Using our own land to support projects where appropriate. This may include selling sites to developers or other agencies. In addition, we will buy land where this can help facilitate the provision of infrastructure. Where necessary, we will use our compulsory-purchase powers.

2.3.4 Alongside the Council there are a number of organisations that provide a role in delivering infrastructure. These include:

- Private sector companies
- Neighbouring local authorities
- Government agencies and departments
- Private utility companies
- Health bodies

2.4 Timing

2.4.1 The timing of delivery of infrastructure schemes is dependent upon a number of key factors, including when development comes forward, the point at which an infrastructure project is actually required, and the timing of funding being made available. Given this complexity, the IDP breaks down the timescale for delivery into three tranches:

- Years 0-5 (2025-2030)
- Years 5-10 (2030-2035)
- Years 10-15 (2035-2040)

2.4.2 In some instances, the timing of delivery may straddle two of these periods, while, for other items, the timing of infrastructure delivery could be more variable and may take place periodically throughout the life of the Local Plan. The IDP therefore indicates

broadly when schemes are likely to be delivered. However, this will be kept under regular review and will inevitably change over the course of the Local Plan period.

2.5 Funding

- 2.5.1 In most cases the private sector will invest and provide the infrastructure needed to support and enable the growth identified within the emerging Portsmouth Local Plan to take place. Developers will contribute towards the provision of new infrastructure and the improvements to existing provision for example new roads, opens spaces and expansion to existing community facilities to meet the needs created from the new development. In some cases, the infrastructure will need planning in a coordinated way between public and private partners particularly where multiple agencies are involved.

2.6 Developer Contributions

- 2.6.1 Section 106 Agreements are legal agreements which contain planning obligations that are negotiated between the local authority and the developer/landowner of the land to mitigate the impact of the new development. Any Planning obligation must be:⁸:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
- 2.6.2 Site specific contributions should only be sought through planning obligations where it can be justified with reference to the three tests above. In Portsmouth, section 106 agreements are typically used to secure planning obligations for affordable housing, open space provision and highways/transport health and sustainable drainage systems subject to viability.
- 2.6.3 The Community Infrastructure Levy (CIL) was introduced in April 2010 through the Community Infrastructure Levy Regulations. The Levy was introduced as a 'tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area'. CIL provides a useful tool to pay for more general infrastructure which isn't specifically linked directly to a development. It provides for a consistent approach to asking developers to contribute to infrastructure, and is established as a tariff on development, charged by the square metre, which developers are required to pay as part of the planning and development process.
- 2.6.4 This Levy allows PCC to raise funds from owners or developers of land undertaking new building projects. Once adopted, CIL secures financial contributions from developers to fund the provision, improvement, replacement, operation, or maintenance of infrastructure to support development in the local area. The Levy is set out in a charging schedule to establish how funds will be spent on things such as,

⁸ <https://www.gov.uk/guidance/planning-obligations> Paragraph: 002 Reference ID: 23b-002-20190901 Revision date: 01 09 2019

road improvements, flood defences, education provisions, medical facilities, and open space.

- 2.6.5 PCC has introduced CIL, approving the CIL charging schedule⁹ in January 2012 which provides a suitable basis for collecting the Levy and sets out the CIL charging rates. It applies to all development permitted after 1 April 2012. Most new development which creates new or additional internal area, where the gross internal area of new build is 100 square metres or more, or creates a new dwelling, is potentially liable for the Levy.
- 2.6.6 Funding for infrastructure can also come from Government grants; often administered through arms-length agencies or non-government organisations such as Homes England, Regional Flood and Coastal Committees.

⁹ <https://www.portsmouth.gov.uk/services/development-and-planning/community-infrastructure-levy-cil/community-infrastructure-levy-charging-schedule/>

3 Infrastructure themes

Table 1: List of Infrastructure types and Infrastructure providers within Portsmouth

Category	Type	Provider
Education	Early Years	Portsmouth City Council Children, Families and Education
	Primary/Secondary Schools	Portsmouth City Council Children, Families and Education
	Colleges	South Downs and Havant College City of Portsmouth College
	Special Educational Needs and Disability (SEND) Provision	Portsmouth City Council Children, Families and Education
Flood Management	Flood Defences	Portsmouth City Council as Lead Local Flood Authority Environment Agency Coastal Partners Marine Management Organisation
Health	Primary Care	Portsmouth City Council Health Hampshire and Isle of Wight Integrated Care Board
	Secondary Care	Portsmouth Hospital University NHS Trust (<i>acute healthcare</i>) Hampshire and Isle of Wight Healthcare NHS Foundation Trust (<i>mental and community healthcare</i>)
Transport	Strategic Road Network	National Highways
	Local Road Network	Portsmouth City Council Highways
	Rail Services	Network Rail
	Bus/Coach services	First Bus Stagecoach
	Ferry/Hovercraft services	Wightlink Hover Travel Gosport Ferries Brittany Ferries Langstone Harbour Board
Emergency Services	Police	Hampshire and Isle of Wight Police and Crime Commissioner
	Fire and Rescue	Hampshire Fire and Rescue
	Ambulance	South Central Ambulance Service

Utilities	Energy (gas/electric)	Southern Gas Networks Scottish and Southern Electricity Networks National Grid
	Telecommunications	Mobile UK Virgin Media BT Portsmouth City Council Digital Services
	Water Supply	Portsmouth Water
	Wastewater/treatment	Southern Water
	Waste/Recycling	Portsmouth City Council Waste Management
Social Infrastructure	Leisure Facilities	Portsmouth City Council Culture, Leisure and Regulatory Services
	Open Space	Portsmouth City Council Parks and Open Space
	Cemetries	Portsmouth City Council Parks and Open Space
	Allotments	Portsmouth City Council Parks and Open Space
	Libraries	Portsmouth City Council Culture, Leisure and Regulatory Services

3.1 Early Years	
Lead Organisation	Portsmouth City Council
Main Sources of Information	- Engagement with PCC Children, Families and Education officers - Engagement with PCC Children Early Years and Childcare officers - Portsmouth Childcare Sufficiency Assessment (January 2023)¹⁰ - Portsmouth Childcare Sufficiency Duty Report 2025 2026¹¹ - Portsmouth City Council Schools plans and policies website¹² - Department for Education Local Authority Readiness (Self assessment data for the expanded EY entitlements and wraparound childcare pathfinder scheme) - Portsmouth Education Partnership School Buildings and School Places website¹³
National Planning policy	The approach to meeting school provision is set out in paragraph 100 of the NPPF: <i>It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:</i> <i>give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and</i> <i>work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.</i>
Context and existing Citywide infrastructure provision	Section 14 of the Education Act 1996 requires Portsmouth City Council to ensure that there are sufficient school places for resident children, including early years' provision. This duty requires the Council to forecast future pupil populations so that it can ensure that sufficient places are provided. The Childcare Act 2006 places a duty on local authorities to work in partnership with providers to influence childcare provision as far as reasonably practicable to ensure that there is sufficient childcare for working parents, or parents who are studying or training for employment, for children aged 0-14 or up to 18 for disabled children. Early Years education includes state nursery schools, nursery classes and reception classes within primary schools, as well as

¹⁰ <https://www.portsmouth.gov.uk/wp-content/uploads/2024/04/1.445-childcare-sufficiency-assessment-march-2024-aa-accessible.pdf> <https://ndna.org.uk/wp-content/uploads/2024/11/Portsmouth-Council-CSA-2023.pdf>

¹¹ <https://www.portsmouth.gov.uk/wp-content/uploads/2025/07/childcare-sufficiency-duty-report-june-2025-aa-accessible.pdf> <https://media.portsmouth.gov.uk/wp-content/uploads/2026/06/pcc-childcare-sufficiency-june-2026-accessible-aa.pdf>

¹² <https://www.portsmouth.gov.uk/services/council-and-democracy/policies-and-strategies/schools-plans-and-policies/>

¹³ <https://www.portsmoutheeducationpartnership.co.uk/school-buildings-and-school-places/>

	settings outside the state sector such as voluntary pre-schools, privately run nurseries or childminders. In England, all parents and carers of 3 and 4-year-olds are entitled to 15 hours a week childcare support with registered childcare providers from the term after they turn three¹⁴. Eligible working parents and carers of children aged 3-4 can also get an additional 15 hours childcare support, bringing their total up to 30 hours a week. In April 2024, eligible working parents of 2-year-olds were able to access 15 hours free childcare support. In September 2024, 15 hours childcare support was extended to eligible working parents of children from the age of 9 months to 4-year-olds¹⁵. From September 2025¹⁶, eligible working parents are able to access 30 hours a week of government funded childcare for children under 2 years old through the Free Childcare for Working Parents Scheme¹⁷. This means all eligible children can access up to 30 hours of government funded childcare from the term after they turn 9 months old until they start school. Some eligible parents of 2-year-old children may also be entitled to 15 hours a week of childcare support provided by a registered provider, if they or the child receive some additional forms of government support¹⁸. Other government initiatives will significantly impact the childcare market. Since September 2024, local authorities and schools play a crucial role in the delivery of the national wraparound programme to support working families by providing childcare that extends beyond the conventional school day, from 8am to 6pm. The Government's school-based nurseries plan aims to create 3,000 new or expanded nurseries within primary schools to provide accessible, high-quality early education. Provision of early years childcare in Portsmouth is adequate in the City, but with several recent closures, some gaps in provision particularly in densely populated areas have been identified, specifically in the Fratton and Portsea areas. Many of the vacant places are in less populated areas of the City, some of which are harder to access by public transport and many parents are unable to afford public transport with the added pressures of the cost-of-living crisis.
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¹⁴ <https://www.beststartinlife.gov.uk/childcare-support-available-https://www.gov.uk/help-with-childcare-costs/free-childcare-and-education-for-3-to-4-year-olds>

¹⁵ <https://www.gov.uk/free-childcare-if-working/check-youre-eligible>

¹⁶ <https://educationhub.blog.gov.uk/2025/09/how-to-apply-for-30-hours-free-childcare-and-find-out-if-youre-eligible/>

¹⁷ <https://www.gov.uk/free-childcare-if-working>

¹⁸ <https://www.gov.uk/help-with-childcare-costs/free-childcare-2-year-olds-extra-support?step-by-step-nav=f237ec8e-e82c-4ffa-8fba-2a88a739783b>

	There has been a drop in the number of private, voluntary, and independent (PVI) providers. Since September 2020, 11 settings have closed. Three other settings that were closing have been taken over by existing providers. Portsmouth however shows continued success in the placement of children with 75% of eligible 2-year-olds accessing a funded place. The level of 3- and 4-year-olds accessing Early Education Funding remains consistent. In total, there are 182 childcare providers in Portsmouth, offering a maximum of 5,753 early years childcare places as outlined in table 2 below: <i>Table 2: Number of current providers of early years and registered places within Portsmouth (as of 2023)</i> <table><tr><th>Type of provision</th><th>Number of providers</th><th>Number of registered early years places</th></tr><tr><td>Childminders</td><td>73</td><td>441</td></tr><tr><td>Nursery classes in schools</td><td>19</td><td>894</td></tr><tr><td>Private, voluntary and independent nurseries</td><td>90</td><td>4,418</td></tr></table>	Type of provision	Number of providers	Number of registered early years places	Childminders	73	441	Nursery classes in schools	19	894	Private, voluntary and independent nurseries	90	4,418																														
Type of provision	Number of providers	Number of registered early years places																																									
Childminders	73	441																																									
Nursery classes in schools	19	894																																									
Private, voluntary and independent nurseries	90	4,418																																									
Planned Provision	Population forecasts show that the numbers of under 4s in Portsmouth are not expected to change significantly in the next 5 years based on current intelligence as outlined in table 3 below. <i>Table 3: Population forecast for Portsmouth by age band (nomis)</i> <table><tr><th>Year / Age</th><th>0</th><th>1</th><th>2</th><th>3</th><th>4</th><th>Total 0-4</th></tr><tr><td>2025</td><td>2,439</td><td>2,412</td><td>2,380</td><td>2,350</td><td>2,341</td><td>11,922</td></tr><tr><td>2026</td><td>2,437</td><td>2,406</td><td>2,390</td><td>2,351</td><td>2,323</td><td>11,907</td></tr><tr><td>2027</td><td>2,439</td><td>2,404</td><td>2,385</td><td>2,361</td><td>2,323</td><td>11,912</td></tr><tr><td>2028</td><td>2,446</td><td>2,407</td><td>2,384</td><td>2,356</td><td>2,333</td><td>11,926</td></tr><tr><td>2029</td><td>2,454</td><td>2,412</td><td>2,386</td><td>2,354</td><td>2,328</td><td>11,934</td></tr></table> Despite there being no anticipated growth of 0-4 year olds in the short term, based on calculations undertaken by the Department for Education, within Portsmouth, it is anticipated that additional early years places will need to be provided up to account for the additional hours that will become available to parents.	Year / Age	0	1	2	3	4	Total 0-4	2025	2,439	2,412	2,380	2,350	2,341	11,922	2026	2,437	2,406	2,390	2,351	2,323	11,907	2027	2,439	2,404	2,385	2,361	2,323	11,912	2028	2,446	2,407	2,384	2,356	2,333	11,926	2029	2,454	2,412	2,386	2,354	2,328	11,934
Year / Age	0	1	2	3	4	Total 0-4																																					
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Since the start of the 15 hours working entitlements that were introduced in 2024, PCC have seen a large number of parents applying, and existing settings in areas that always had good sufficiency are also reporting that they are full.

PCC Children, Families and Education are working with a number of departments within the Council to find suitable building to expand nursery provision, as from September 2025 the offer was extended to 30 hours to parents, there are not enough spaces. The estimated shortfall could be between 500-800 places.

Gap analysis undertaken by PCC indicates the surplus or shortfall in childcare provision from [September Summer 2026 2025](#) as shown in Table 4 below.

Table 4: Shortfall and surplus of childcare provision from [September Summer 2026 2025](#) for early years¹⁹

Ward	Shortfall/ Surplus for Under 2s from Sept 2025	Shortfall/ Surplus for 2- year- olds from Sept 2025	Shortfall/ Surplus for 3- & 4-year- olds	Total Shortfall/ Surplus for Early Years (Under 5s) from Sept 2025
Baffins	-52 +0	-7 +20	+76 104	+96 45
Central Southsea	-42 33	-19 -12	-44 +11	-67 -43
Charles Dickens	-40 +6	-2 +19	+84 39	-3 +109
Copnor	-18 +6	+30 4	+71 29	+107 45
Cosham	+96 -20	+40 154	+146 10	+166 364
Drayton and Farlington	+17 -62	+23 -10	+68 11	+52 -4
Eastney and Craneswater	-14 9	+15 48	-0+54	+55 39
Fratton	-59 +1	-4 +15	+79 2	-64 +95
Hilsea	+35 -17	+14 65	+80 70	+77 170
Milton	-18 25	+12 24	+91 23	+85 22
Nelson	-45 +9	-31 +14	+89 14	-62 +113
Paulsgrove	-44 +5	+22	+71 23	-23 +99
St Jude	-4 15	+28 13	+91 54	+115 2
St Thomas	-17	+45 17	+72 41	+101 54
LA Shortfall/Surplus	-166 99	+251 83	+1084 507	+1169 590

The duties in the Childcare Act (section 6) require LAs to shape and support the development of childcare in their area to make it flexible,

¹⁹ <https://www.portsmouth.gov.uk/wp-content/uploads/2025/07/childcare-sufficiency-duty-report-june-2025-aa-accessible.pdf> <https://media.portsmouth.gov.uk/wp-content/uploads/2026/06/pcc-childcare-sufficiency-june-2026-accessible-aa.pdf>

	sustainable, and responsive to the needs of the community. The council encourages existing providers to expand their provision and new providers to enter the local childcare market. In Portsmouth, this is currently achieved by: • Continuing to ensure the requirements for new/additional Early Years places are included in all large-scale building developments, and smaller developments where there is a clearly evidenced need. • Offering New Business Support which can be requested by any individual, school or organisation wanting to start a childcare business and providing support to existing childcare providers. • Identifying suitable available premises in areas recognised as having a potential childcare sufficiency need. • Signposting childcare providers to relevant funding streams to support the development of new childcare places
Future needs to deliver growth from the Local Plan	Based on the number of dwellings within the plan period, there is expected to be a maximum yield of 1,788 additional nursery places between 2025 and 2040. There is currently not sufficient capacity in Early Years settings to meet the expected demand from the additional development identified across the plan period and the changes to the entitlement for free childcare introduced from April 2024. In order to meet the needs of families arising from the development set out within the Local Plan, there would need to be an expansion of early years capacity. This will be achieved by continuing to ensure the requirements for new/additional Early Years places are included in all large-scale building developments, and smaller developments where there is a clearly evidenced need. To a significant extent the private, voluntary and independent (PVI) sector in childcare will assess market opportunities and take advantage of them by providing provision. On large developments however, this could be facilitated by S106 agreements requiring developers to allocate land for private providers to purchase and develop provision. For some developments, financial contributions could be sought where expanded provision for early years is to be accommodated on school sites and run by schools. Childcare needs on other developments can be accommodated within community centre provision where tenders can be sought for providers to establish provision. Throughout the strategic and allocated sites and any other development within the City, PCC would request that any additional primary schools would need to include early years provision.
Funding Sources	There is the potential for some level of government funding to help deliver the additional space required.

	This comes as the government rolls out the next stage of delivery of its childcare plan which is set to save working parents using 30 hours of childcare, up to £6,500 per year. £100 million is being made available for local areas to support childcare settings in their areas to increase their physical space, anticipated to add thousands of new places across the country²⁰. Funding is being distributed to all local authorities on the basis of anticipated need, plugging gaps in the existing market. It will help deliver the government's aim that by 2026, no matter where parents live, they should be able to access wraparound childcare for primary-age children in their local area. Further funding can be expected to be delivered through CIL and S106 contributions.
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3.2 Primary and Secondary Schools	
Lead Organisation	Portsmouth City Council
Main Sources of Information	- Engagement with PCC Children, Families and Education officers - Annual School Capacity Survey 2023, 2024 & 2025 forecast overview - Portsmouth Primary School Place Strategy (2019 - 2024)²¹ - Portsmouth Secondary School Place Strategy (2019-2024)²² - National School Delivery Cost Benchmarking Primary, Secondary & SEN Schools (November-August 2026 2023)²³ - Portsmouth School Place Planning Strategy 2024-2029²⁴
National Planning policy	The approach to meeting school provision is set out in paragraph 100 of the NPPF: <i>It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:</i>

²⁰ <https://www.gov.uk/government/news/investment-in-childcare-boosted-by-new-resources-and-online-tools>

²¹ <https://www.portsmouth.gov.uk/wp-content/uploads/2020/06/primary-school-place-strategy-nov-2019.pdf>

²² <https://www.portsmouth.gov.uk/wp-content/uploads/2020/06/secondary-school-place-strategy-nov-2019.pdf>

²³ <https://documents.hants.gov.uk/property-services/NationalSchoolDeliveryBenchmarkingreport.pdf>

²⁴

<https://democracy.portsmouth.gov.uk/documents/s54450/School%20place%20planning%20strategy%202024%20-2029.pdf> <https://www.portsmoutheducationpartnership.co.uk/wp-content/uploads/2024/11/Portsmouth-School-Place-Planning-Strategy-2024-29.pdf>

	<i>a. give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and</i> <i>b. work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.</i>
Context and existing Citywide infrastructure provision	Section 14 of the Education Act 1996 requires Councils to ensure that there are sufficient school places for resident children. This duty requires the Council to forecast future pupil populations so that it can ensure sufficient places are provided. Primary schools cover three age ranges: nursery (under 5), infant (5 to 7 or 8) (Key Stage 1), and junior (up to 11 or 12) (Key Stage 2). In England, primary schools cater for 4-11 year olds. In England, public provision of secondary education in an area may consist of a combination of different types of school, the pattern reflecting historical circumstance and the policy adopted by the local authority. Secondary schools cater for 11-16 year olds. Comprehensive schools largely admit pupils without reference to ability or aptitude and cater for all the children in a neighbourhood, but in some areas they co-exist with other types of schools, for example grammar schools. Academies, operating in England, are publicly funded independent schools. <u>Primary Schools</u> The number of children starting school in Portsmouth has declined in recent years and there is a surplus of places for infant-aged pupils. Detailed analysis and forecasting have confirmed that by 2027/28 there will be over 15% surplus places in all primary school year groups. Across the City, there is a reasonable surplus in Year R and 3 places. Calculations predict that there will be a steady increase in surplus places in Year R between 2023/24 and 2027/28. Forecast calculation for Year 3 also indicate a surplus of places, although the year on year figures fluctuate a little more than Year R. The Year R and Year 3 surplus would only accommodate a small proportion of children who would live in the new homes built across the plan period. <u>Secondary Schools</u> Detailed analysis and forecasting have confirmed that the number of pupils requiring secondary school places will continue to rise until 2027/28, placing pressure on school place capacity. In line with the forecast reduction in primary numbers,

	secondary numbers are forecast to fall from 2028/29, providing surplus capacity, but this position could alter if there were significant housing development in the intervening period, including from the Local Plan. Capacity has already been permanently increased at Admiral Lord Nelson School, Charter Academy, The Portsmouth Academy, Springfield School and St Edmund's Catholic School. Additional temporary increases in places are being facilitated at Charter, St Edmund's, Priory and Trafalgar. Secondary places are not currently adequate. There is a plan to address this, but it will only return Portsmouth to a small surplus and not provide the number of additional places the Local Plan would require.
Planned Provision	Known and anticipated housing developments within a school's catchment area have been 'planned for' and the expected pupil yield has been included in the current forecasting and projections. Current forecasting shows a shortage of secondary school placements up to the 2027/2028 school year, whilst mitigating action is underway to manage this shortfall, this would not provide for the likely pupil yield from the developments across the plan period. Information on secondary school preferences in 2024 confirmed; more parents/carers who applied for secondary school places expressed a first preference for a Portsmouth school than in 2023. PCC continues to monitor this trend. Capital Bids have been completed at four secondary schools to provide the additional spaces required on a temporary basis. The following schools will provide the additional places to address the anticipated pressure from 2024/25 to 2027/28. Whilst these are considered temporary, the Council will review the opportunity to enable these to be permanent additional spaces in the future: • Trafalgar (25 places in 2026, 25 in 2027) • Charter (30 in 2027) • Priory (14 in 2026 and 14 in 2027) • St Edmunds (15 in 2026 and 15 in 2027) Expansion plans will need to ensure that space can be used flexibly and put to other uses when secondary numbers fall, and surplus capacity is available in future years.
Future needs to deliver growth from the Local Plan	It is considered that the local schools in the City have sufficient places for pupils currently living within their catchments and for several existing 'planned' developments. However, the likely level of additional housing identified in the Local Plan will lead to additional primary and secondary age pupils and consequently a requirement for more places. The assessment of the demand for future pupil places is an on-going task and

	this will continue to be the case as housing plans become clearer and phasing of additional dwellings is known. The surplus in primary school places and sufficiency of the current plans to deliver additional secondary places will not be able to meet the anticipated Local Plan need based on the anticipated number of dwellings across the plan period that would contribute to the pupil yield without further building work. This can be done on the existing school sites. Based on the number of additional homes across the plan period, there would be a need to delivery approximately 9.5 form entry (FE) of infant provision, 10.3FE of Junior provision and 10.5FE of secondary provision. Ongoing consultation with the Children, Families and Education Directorate has ensured that there has been an understanding of where existing capacity at schools was able to accommodate growth, where there were simple solutions to expanding existing schools, and where development may assist in dealing with current capacity issues. Following consultation, it was agreed that this additional requirement could physically be accommodated across existing school sites within Portsmouth. PCC as the Local Planning Authority have entered into a statement of agreement²⁵ with the Children, Families and Education Directorate. This sets out the partnership working that was undertaken to reach an agreement on how these additional school places could be delivered over the plan period across the City. Given the geographically constrained nature of Portsmouth, should land adjacent to any existing secondary school become available, PCC Planning Authority will consult with PCC Education to determine whether the land should be safeguarded for future education expansion. The proposed allocation of St James' and Langstone Campus within the Local Plan includes development of 'Education Facilities'. If additional space is therefore required, there is the potential for it to be catered for here. Portsmouth is an island City with the majority of schools accessible from all the strategic sites and site allocations. Therefore, it was not considered necessary to base the search for additional spaces on school catchments.
Funding Sources	The anticipated costs for additional school development is outlined within Government's National School Delivery Cost Benchmarking report which calculates the following costs: • New Primary School

²⁵ https://www.portsmouth.gov.uk/wp-content/uploads/2024/07/Statement-of-Agreement_IDP_Education_accessible.pdf

	£25,378 (average cost per pupil place) • Re-build & Extension to Primary School £20,946 (average cost per pupil place) • Re-build & Extension to Secondary School £21,235 (average cost per pupil place) Funding for the expansion of schools, because of natural population growth, is mainly dependent upon central Government grants. These are allocated on an annual basis with an indicative allocation given for the two following years. In line with central government guidance on developers' contributions, the City Council expects financial contributions from developers to fully mitigate the direct impact of their development on children's services facilities.
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3.3 Special Education Needs and Disability (SEND) provision	
Lead Organisation	Portsmouth City Council
Main Sources of Information	• Engagement with PCC Children, Families and Education officers • PCC Childcare Sufficiency Assessment (2023) • Portsmouth Childcare Sufficiency Duty Report 2025 <u>2026</u>²⁶ • Special schools and inclusion centre demand • Special Provision and Alternative Provision Place Strategy (2019-2024)²⁷
National Planning policy	The approach to meeting school provision is set out in paragraph 100 of the NPPF: <i>It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:</i> <i>a) give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and</i> <i>b) work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and</i>

²⁶ ~~<https://www.portsmouth.gov.uk/wp-content/uploads/2025/07/childcare-sufficiency-duty-report-june-2025-aa-accessible.pdf>~~ <https://media.portsmouth.gov.uk/wp-content/uploads/2026/06/pcc-childcare-sufficiency-june-2026-accessible-aa.pdf>

²⁷ <https://www.portsmouth.gov.uk/wp-content/uploads/2020/06/cou-send-place-strategy.pdf>

	<i>resolve key planning issues before applications are submitted</i>
Context and existing Citywide infrastructure provision	Section 14 of the Education Act 1996 requires Councils to ensure that there are sufficient school places for resident children, including early years' provision. This duty requires the Council to forecast future pupil populations so that it can ensure that sufficient places are provided. The Children and Families Act 2014 states that where a local authority maintains an Education, Health and Care Plan (EHCP) for a child or young person it must secure the specified special educational provision for the child or young person. This could be within a mainstream school, SEND unit, alternative provision, in an inclusion centre within a mainstream school (additionally resourced provision) or a special school place which meets specific, more complex needs. The Children and Families Act 2014 introduced reforms to the way in which children and young people with special educational needs and disabilities (SEND) are supported to learn. At the core of these changes was a new statutory duty on the local authority to ensure that their views, wishes and feelings are given importance, and that they and their families are provided with information and support to enable them to participate in decisions about them to help them achieve good outcomes. There is a statutory duty to provide suitable education for pupils with an Education Health Care Plan (EHCP) and for early years' children entitled to 'free early education'. The Portsmouth SEND Strategy focuses on an inclusive education, with mainstream schools and early years' settings being the first option considered for all but those with the most severe, complex and long-term educational needs and the most profoundly disabled children. Special schools with pupils aged 11 and older can specialise in 1 of the 4 areas of special educational needs: • communication and interaction • cognition and learning • social, emotional and mental health • sensory and physical needs Schools can further specialise within these categories to reflect the special needs they help with, for example Autistic spectrum disorders (ASD), or speech, language and communication needs (SLCN). There is a total of five special schools in Portsmouth. The Special Schools in Portsmouth include:

Cliffdale Primary Academy – For Early Years, Key Stage 1 & 2 pupils with complex learning difficulties who may also have Autism Spectrum Condition. In September 2019, the Willows Centre for Children became part of an expanded Cliffdale Academy. In September 2024 the Cliffdale special school development added a further 16 places to the setting . Following development of the Battenburg Centre (within the same site), a further 24 spaces will be provided to give Cliffdale Primary a total capacity of 240 by September 2026.

Redwood Park Academy – For Key stage 3 & 4 pupils with complex learning difficulties who may also have other needs associated with autistic spectrum condition, speech, language and communication difficulties and medical conditions.

Mary Rose Academy – For pupils from nursery to Key Stage 5 with profound, severe and complex learning difficulties. Some children may have a complexity of co-occurring needs including autism spectrum condition, physical disabilities, highly complex medical conditions and varying degrees of sensory impairment.

The Harbour School – For upper Key Stage 2 (age 9) to Key Stage 4 pupils who have a wide range of social, emotional and mental health (SEMH), developmental needs and/or medical needs. The Harbour School also provides Alternative Provision for pupils from Year 5 onwards and Outreach support. The school also provides for young people who have been permanently excluded from their school.

The Wymering School - For pupils aged 9 to 16 years of age who have social communication and interaction difficulties, associated speech, language and communication difficulties (neurodiverse profile) and high levels of anxiety and/or associated distressed behaviour.

Some pupils with EHCPs in mainstream schools have the additional support of an Inclusion Centre (IC) which allows varying degrees of integration based on each pupil's needs. There are 9 Inclusion Centres in Portsmouth shown in table 5. Inclusion Centres in Portsmouth are either categorised as Designated Specialist Provision (DSP) or Alternative Provision (AP) (please see appendix 1 for definitions).

Table 5: Inclusion Centres in Portsmouth

Name	Academic Year Group Range	Area of Need	Category
Arundel Court – The Nest IC	Yr R to Yr 6	Cognition and Learning	DSP
Devonshire Infant – The Owls IC	Yr R to Yr 2	Communication and Interaction	DSP

	Flying Bull Academy – Hewitt-Dale IC	Primary to Yr 4	Social, Emotional and Mental Health	AP
	Milton Park Primary IC	Yr 3 to Yr 6	Communication and Interaction	DSP
	Penbridge School – Rainbow Fish IC	Yr R to Yr 4	Cognition and Learning	DSP
	Southsea Infant IC	Yr R to Yr 2	Communication and Interaction	DSP
	The Portsmouth Academy – The Bridge IC	Yr 5 to Yr 11	Cognition and Learning	DSP
	Trafalgar School – ARC IC	Yr 7 to Yr 11	Communication and Interaction	DSP
	The Victory Primary School	Yr R to Yr 6	Communication and Interaction	DSP
	Following a period of formal consultation, it was agreed in January 2026 that St Edmund's Inclusion Centre will close on 31 August 2026. This decision reflects significant advances in technology that enable children with hearing and visual impairments to be effectively supported within mainstream school settings whilst allowing the opportunity of meeting other SEND needs within the City. All Portsmouth's specialist settings are at capacity and as such additional provision would be required to support any children/young people who require more specialist placements. In line with other local authorities in the country it is anticipated by 2027 there will be a shortfall of special school and inclusion centre places to meet growing SEND demand. Portsmouth continues to work towards creating additional spaces where opportunities arise.			
Planned Provision	Following a strategic SEND review of accommodation, additional Special School places have been created at the new Lantern Unit which is part of Mary Rose Academy and at Cliffdale Academy. Additional Inclusion Centre places for pupils with SEND have also been provided by an expansion of the existing provision at The Flying Bull Academy and the creation of new centres at Penhale Infant School and The Portsmouth Academy. Early discussions have taken place with further schools with a view to establishing further Inclusion Centre provision.			

	Plans²⁸ are currently being finalised to increase specialist capacity further with a new site for Mary Rose Academy at the Omega Centre, Southsea and by establishing a new inclusion centre for primary aged pupils. This will convert the Omega Centre into a school for 76 young people with SEND. In addition to providing places for secondary and post 16, the works will also release spaces for younger pupils at both Mary Rose Academy and Cliffdale Primary Academy that are currently required to accommodate secondary pupils at the Mary Rose main campus. Some spaces within the Omega Centre will be taken by pupils transferring from the existing Craneswater Annex. Depending on the size of these developments, one or two further projects are likely to be needed to ensure that specialist places are available to those pupils whose needs are best met in that setting.
Future needs to deliver growth from the Local Plan	Larger developments may generate a need for additional SEND facilities. This can only be determined by the assessment of individual situations. Based on existing circumstances within Portsmouth, calculation anticipate there to be a need for an approximately 6 primary inclusion units and 5 secondary inclusion units. These can be accommodated through the reconfiguration of existing schools and through the redevelopment of schools to accommodate for additional pupil yield. The Pre-Submission Local Plan Addendum 2025 proposes the allocation of Tipner West for development, thus displacing the Harbour School's Bay Campus from its current home. The Council as the site promoter is working on a new masterplan for Tipner West. In order for this development to go ahead, the Harbour School's Bay Campus will need to be relocated elsewhere in the City with PCC support prior to commencement of site enabling works at Tipner West. Funding has been allocated from the Tipner Regeneration budget for this purpose and a decision about the new site for the Bay Campus will be made before the Tipner planning application is submitted.
Funding Sources	The anticipated costs for a new SEND school is outlined within Governments National School Delivery Cost Benchmarking report which calculates a cost of £74,920 (average cost per pupil place). Information on costing for inclusion centres is not included within the National School Delivery Cost Benchmarking (2022). It is anticipated a cost slightly higher than the mainstream figure but lower than the SEND school would be an appropriate prediction. When preparing capital bids for a 24 place inclusion centre, PCC have applied a capital cost of approximately £1.5m - this

²⁸ <https://www.portsmoutheducationpartnership.co.uk/school-buildings-and-school-places/>

	brings a per place cost of £62,500, but that is based on adaptation of existing classrooms of varying condition to meet the needs of learners with SEND - a new build set out with that purpose could be more cost-effective. The Council does not routinely receive funding for SEND from the government. There are sporadic grant funding allocations for specific purposes (and subject to criteria in relation to how the funding is used). The Council explores capital funding opportunities to support future schemes. The council considers capital bids from the Education Service, and may allocate capital funding through its own capital programme to support the development of SEND provision. In line with central government guidance on developers' contributions, the City Council expects financial contributions from developers to fully mitigate the direct impact of their development on children's services facilities.
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3.4 Further Education	
Lead Organisation	Havant and South Downs College (HSDC) City of Portsmouth College (COPC)
Main Sources of Information	- Engagement with local colleges - City of Portsmouth College Strategic Plan (2022-2026)²⁹ - City of Portsmouth College Estates Strategy (2023-2028) - HSDC Drive to 25 Ambition 30³⁰ - HSDC Annual Report & Financial Statements for the year ended 31 July 2024 2025³¹
National Planning policy	The approach to meeting school provision is set out in paragraph 100 of the NPPF: <i>It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:</i> a) <i>give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and</i>

²⁹ <https://www.city-of-portsmouth-college.ac.uk/media/uzzclahr/copc-strategic-plan-2022-2026-screen.pdf>

³⁰ <https://www.hsdac.ac.uk/drive-to-25/> <https://www.hsdac.ac.uk/ambition-30/>

³¹ <https://hsdc-cdn.s3.eu-west-1.amazonaws.com/uploads/2025/01/Annual-Report-Financial-Statements-2024.pdf> https://hsdc-cdn.s3.eu-west-1.amazonaws.com/uploads/2026/02/HSDC-FS-24-25_Final.pdf

	<i>b) work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted</i>
Context and Existing Citywide infrastructure provision	Further education (FE) includes any study after secondary education that doesn't form part of an undergraduate or graduate degree. Further education may be used in a general sense to cover all non-advanced courses taken after secondary school including College, which is for people of all ages, with courses free for students aged 16 to 18. Widely available FE courses include: • A-levels • BTECs (Business and Technology Education Council) • Higher National Certificates (HNCs) There is one college currently located within Portsmouth's administrative boundary (City of Portsmouth College (CoPC)). Havant & South Downs College (HSDC) (comprising two separate campuses) is located within the neighbouring Havant Borough Council boundary. A proportion of students who go to Havant & South Downs reside in Portsmouth. <u>Havant and South Downs College</u> HSDC have two campuses which serve the City. The Havant Campus is an A Level Centre of Excellence, offering almost 40 A Levels to choose from. The South Downs Campus, located in Waterlooville offers a wide range of vocational courses, T Levels and Apprenticeships. Both campuses are located approximately 10 minutes apart. These campuses have the capacity to accommodate a reasonable number of extra students (both young people and adults) resulting from the development plan. Depending upon which sectors of education/training chosen by these additional students, this may place pressure on specific elements of the infrastructure to deliver what is required. This is particularly noteworthy with regards to the South Downs Campus which offers more specialist education facilities and is currently closer to capacity. <u>City of Portsmouth College</u> The City of Portsmouth College (CoPC) has four campuses across the City: Arundel, Highbury, North Harbour and Sixth Form. There is a selection of A Levels, T Levels, vocational diplomas, apprenticeships and higher education qualifications to choose from. In the Short Term, the existing infrastructure at City of Portsmouth College is able to meet increases in population. The

	infrastructure requirements needed to meet this need is outlined within the Estates Strategy. This will continue to be reviewed and amended to reflect the everchanging education needs of the City. Within the Estates Strategy which covers the period from 2023-2028 it states that the CoPC estate occupies 40,000 square metres of accommodation which, when considered overall, is much too big for the number of learners. Even with the forecast growth to 2027/28, there will theoretically be over 7,000 m² of excess space when using target utilisation factors recommended by FE sector guidance. Realistically these utilisation factors are never achieved in a general FE college but that will not change the fact that the estate is over sized and needs rationalisation. It is anticipated that over the plan period to 2040, there would need to be enhancements throughout the medium and long term to facilitate the increased learner numbers across the City.
Planned Provision	<u>Havant and South Downs College</u> HSDC were awarded £3.5 million from the Post-16 Capacity Fund to build a new block at the Havant Campus, set to open completed in the second half of 2025. It is was anticipated that this expansion will would also meet the need from the Local Plan growth. Plans are currently progressing to refurbish the Waterloooville campus. This will allow new internal configurations to deliver more space for existing and future students. In April 2024 2025³², HSDC received £11.6m of Transformation Funding to reduce the proportion of the college estate in unsatisfactory condition. This funding must be spent by March 2026. The College has used this funding to complete the refurbishment of the second floor of the main building on its South Downs campus during the summer of 2025. Future works include the replacement of the curtain walling on the Havant Campus during 2025, along with a series of other key estate refurbishment projects up to the end of March 2026. The College's travel to learn strategy includes a commitment to limit and reduce car journeys to both campuses. HSDC have started to invest in EV charging points, however, the public transport options must be significantly prioritised to ensure successful development of the sites in the plan. As of July 2024,, HSDC is continuing to review, develop and implement its updated estates strategy which will set out aspirations for the Havant and Waterloooville campus estates. Over the last 7 years, the College has invested around £9m in its Havant and South Downs campuses, with a further planned

³² https://hsrc-cdn.s3.eu-west-1.amazonaws.com/uploads/2026/02/HSDC-FS-24-25_Final.pdf

	investment of around £15m over the next 2 years. The vast majority of this investment has been a result of securing central government funding for specific purposes. <u>City of Portsmouth College</u> A £669k Reclassification grant will be targeted at IT systems, estate compliance issues and backlog maintenance elements identified in the condition reports. Details are still to be finalised. A £150k grant from the Higher Technical Skills fund will fund improved facilities for Level 4 / 5 studies in Healthcare, Construction and Information Technology. Three applications have been submitted to the Wave 5 T level capital fund. The bids include: • £727k to convert level 7 of the tower for legal, finance, accounting, business & administration. • £528k to refurbish and reconfigure the hair and beauty salons. • £544k to extend the training kitchens and provide a training restaurant.
Future needs to deliver growth from the Local Plan	<u>Havant and South Downs College</u> Existing infrastructure and planned improvements are expected to meet the need associated with the Local Plan development. HSDC expect a large increase in the number of EV vehicles to be used by students travelling to their campuses over the Local Plan period, and will require investment (e.g. for charging points) in infrastructure to meet this demand. Certain road junctions and bus routes around and serving the campuses will also need to be improved. An increase in students would also mean an increase in energy usage requiring accelerated investment to meet the ambition to reduce carbon emissions. HSDC have a particular demand for adult learning particularly English for Speakers of Other Languages (ESOL). Some of these courses operate in City based locations within Portsmouth (e.g. Victory Business Centre in Fratton). There is potential to expand this offering within the City using existing developments. <u>City of Portsmouth College</u> Given the size of the City of Portsmouth Campus and the surplus of space, there will not need to be any significant redevelopments to provide additional infrastructure and instead, reconfiguration and renew of existing infrastructure could suffice.

	The primary objective in the medium to long term is to operate with an estate of the right size and condition, with efficient utilisation. This was the purpose of the unsuccessful application to the FE Capital Transformation Fund, which was supported by a masterplan to redevelop the Highbury campus. The first phase of this development was to convert the five empty floors of the tower into teaching space and this will be achieved on two floors with Wave 3 and Wave 4 T level capital grant funding. A third floor (level 7) is included in the Wave 5 application, and it is anticipated there will be at least one more round of funding to be allocated in 2023/24. There is sufficient space on the Highbury campus to accommodate the activities being delivered at North Harbour. As the latter is a poorly utilised, leased campus, there is a strong business case to pursue this objective, but it will require significant (£15-20 million) capital funding support from the government. Redevelopment at the Highbury campus will include repurposing large areas of the ground floor of the main building into workshop facilities, consideration of the future use of the sports hall and a new extension to accommodate some of the specialist workshop facilities currently provided at North Harbour. As the necessary capital funding may not be available it is necessary to consider other options and to include these in a wider option appraisal that includes both the Sixth Form and Arundel campuses.
Funding Sources	<u>HSDC</u> Despite the College receiving significant central Government funding for specific education and training facilities in recent years, the College itself has very limited capital funds for investment in its infrastructure and therefore will continue to rely on external sources of additional funding. This will include support being required for a greener infrastructure across both its campuses from central and local Government. <u>CoPC</u> Capital funding from central Government and other public sector organisations, and Portsmouth City Council (PCC) will be critical to deliver renewal, growth, and innovation.

3.5 Flood Management	
Lead Organisation	Portsmouth City Council as Lead Local Flood Authority (LLFA) Coastal Partners Environment Agency

Main Sources of Information	• Engagement with LLFA • Engagement with Coastal Partners Officers • Engagement with Environment Agency Officers • Portsmouth Strategic Flood Risk Assessments (Level 1³³³⁴ and 2³⁵) (2023) • North Solent Shoreline Management Plan (2010)³⁶ • Portsea Island Coastal Strategy (2011)³⁷ • Statement of Common Ground between PCC as Local Planning Authority and the Environment Agency³⁸ • PCC Sequential and Exception Test³⁹ • Local Flood Risk Management Strategy⁴⁰ • Surface Water Management Plan⁴¹
National Planning policy	Paragraph 161 of the NPPF states that: <i>The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.</i> Paragraph 164 (a) states that: <i>New development should be planned for in ways that:</i> a) <i>avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through</i>

³³ <https://www.portsmouth.gov.uk/wp-content/uploads/2024/05/SFRA-Part-1-Main-Report-V6.pdf>

³⁴ Portsmouth Strategic Flood Risk Assessment Level 1 Appendices:

<https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan-evidence/> - <https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan/portsmouth-local-plan-evidence/climate-emergency>

³⁵ https://www.portsmouth.gov.uk/wp-content/uploads/2024/06/PCC-Level-2-SFRA_Version-4-Final.pdf

³⁶ <https://www.northsolentsmp.co.uk/article/2166/North-Solent-Shoreline-Management-Plan>
<https://www.northsolentsmp.co.uk/>

³⁷ <https://coastalpartners.org.uk/project/portsea-island-coastal-strategy/>

³⁸ <https://www.portsmouth.gov.uk/wp-content/uploads/2024/12/EA-Statement-of-Common-Ground-Nov-2024v.2.pdf>

³⁹ <https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan-evidence/climate-emergency/> - <https://media.portsmouth.gov.uk/wp-content/uploads/2025/11/PCC-Sequential-and-Exception-Test-2025-Final.pdf>

⁴⁰ <https://www.portsmouth.gov.uk/wp-content/uploads/2020/04/Local-flood-risk-management-strategy.pdf> .
Due to be updated in 2026.

⁴¹ <https://media.portsmouth.gov.uk/wp-content/uploads/2026/02/surface-water-management-plan-sept-2025-aa-accessible.pdf>

	<i>incorporating green infrastructure and sustainable drainage systems; and</i> <i>In paragraph 170: Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.</i> <i>Paragraph 184, states that: Plans should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast. They should identify as a Coastal Change Management Area any area likely to be affected by physical changes to the coast, and:</i> <i>a) be clear as to what development will be appropriate in such areas and in what circumstances; and</i> <i>b) make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.</i>
Context and Existing Citywide infrastructure provision	PCC is a LLFA as designated under the Flood and Water Management Act 2010 as a unitary authority The Flood and Water Management Act 2010 (FWMA) requires flood and coastal erosion risk management authorities (that did not previously have such a duty) to aim to contribute towards the achievement of sustainable development when exercising their flood and coastal erosion risk management functions. The National standards for sustainable drainage systems⁴² (SuDS) help shape the design of surface water drainage systems for new infrastructure and development. As a designated LLFA, Portsmouth City Council has a statutory duty to produce a Local Flood Risk Management Strategy (LFRMS) and Surface Water Management Plan (SWMP) under the (FWMA). The Council has prepared a LFRMS to recommend measures to manage and improve the flood risk of the City. As funding is limited, the strategy includes the costs for each flood risk measure and the benefits each will provide. This approach allows funds to be targeted to areas where the benefits will be greatest. Portsmouth City Council has a number of measures in place to mitigate the risk of flooding. These range from planning policies to management and reactive actions in response to a flood event.

⁴² <https://www.gov.uk/government/publications/national-standards-for-sustainable-drainage-systems/national-standards-for-sustainable-drainage-systems-suds>

	The Council introduced SWMP follows on from the Preliminary Flood Risk Assessment, increasing the Council's understanding of the causes, probability and consequences of surface water flooding. It details surface water flooding issues on a local level, primarily concerning the health, safety and wellbeing of Portsmouth residents and businesses. Surface water means rainfall before it enters the underground drainage systems, plus groundwater and ordinary watercourses. The SWMP does not include extremely localised flooding caused by infrastructure failure, such as a gutter drain blocked by leaves. The SWMP allowed the Council to identify and prioritise the areas at greatest risk. The work that comes from the SWMP and later the LFRMS will be focused on, but not limited to, reducing the flood risks in the fourteen hotspot areas. Coastal Partners are a partnership formed of five councils (Havant, Portsmouth, Fareham, Gosport and Chichester). The Coastal Partners team manage and lead on coastal issues across 246km of Hampshire and West Sussex's coastline. Their work includes managing flood and erosion risk, planning and designing new coastal defence schemes, inspecting and maintaining existing defences and working towards a flood resilient future. The role of Shoreline Management Plans (SMPs) is to establish flood risk management policies in relation to coastal change, addressing the risks in a sustainable manner. There are four policy options: Hold the Line, Advance the Line, Managed Realignment, No Active Intervention. Portsmouth is covered by the North Solent SMP (which extends from Selsey Bill (Chichester) to Hurst Spit (New Forest), and for which a review is currently underway. Policies for the short, medium and long term for the majority of Portsmouth is to Hold the Line. A change in defence management in the medium or longer-term may be required at Farlington Marshes to enable Managed Realignment. The Portsea Island Coastal Strategy Study (PICSS) (21 April 2011) builds on the policies in the SMP and sets out how the coastline surrounding Portsea Island will be managed for the next 100 years. PICSS identifies 7 independent flood cells across Portsea Island. Flood Cell 1 'Southsea' and Flood Cell 4 'North Portsea Island' were identified as priority frontages. Construction of the North Portsea Island and Southsea Coastal scheme are currently underway. Whilst Coastal Partners' current and planned schemes will not directly influence or facilitate the total amount of development identified within the Local Plan, given the scale of their extents, completion of construction of the current and planned future phases of the North Portsea Island Flood & Coastal Erosion Risk
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	Management Scheme and the Southsea Coastal Scheme will help to significantly reduce the risk of coastal flooding and erosion within these distinctive flood cells in Portsmouth. Completion of the North Portsea Island scheme will help to protect over 4,200 existing homes and 500 existing businesses, whilst completion of the Southsea Coastal Scheme will help to protect over 10,000 existing homes and 700 existing businesses at risk of coastal flooding and/or erosion. The North Portsea Island Scheme extends 8.4km from Tipner through to Milton and upon completion of construction, will protect over 4,200 homes, 500 businesses and critical infrastructure including the Eastern Road over the next 100 years. Construction commenced in 2015 and is expected to complete in 2026, with Phases 1-3 (Anchorage Park, Milton Common and Tipner Lake) and Phases 4a (Eastern Road) and 4b (Kendall's Wharf) now complete. The final Phase 5 (Ports Creek) commenced in autumn 2024 with completion planned for 2026, though this may also be subject to change. The Southsea Coastal Scheme will form 4.5km of flood defences from Old Portsmouth to Eastney to protect over 10,000 homes and 700 businesses over the next 100 years. Construction of the scheme began in 2020 and is anticipated to complete in 2027-28. Construction of Frontage 1 – Long Curtain Moat completed in 2022, construction of Frontage 4 – Southsea Castle and Frontage 5 - Pyramids to Speakers Corner completed in 2024. The following stages are discussed below. Completion of these schemes will also help to protect wider infrastructure such as the Eastern Road, which may indirectly facilitate future development in Portsmouth. Nonetheless, any development proposed within the Environment Agency's Flood Zones 2 or 3, either in the present day or throughout the development's lifetime, will still be required to submit a Flood Risk Assessment appropriate to the scale and nature of the proposed development, and demonstrate provision of appropriate flood risk mitigation, in accordance with the NPPF.
Planned Provision	<u>Sustainable Drainage Systems (SuDS)</u> <u>PCC is supporting a SuDS programme being delivered by Southern Water in AMP8 (2025-2030) and beyond</u> <u>North Portsea Island (NPI) Coastal Scheme</u> The final Phase 5 (Ports Creek) of the NPI scheme commenced in 2024 with completion in 2026/27, though this may also be subject to change. The new defence will tie into the completed phase 1 at Anchorage Park. The planned design consists of an earth bund, which provides the required flood defence level, with a rock armour toe.

	<u>Southsea Coastal Scheme</u> As outlined above, Frontages 1, 3, 4 & 5 of the Southsea Coastal Scheme are now complete. The following frontages will make up the remainder of the scheme until full completion in 2029. Frontage 3 (Southsea Common) – 2024-2026 Frontage 5 (Speakers' Corner to South Parade Pier) - 2025-2027 Frontage 6 (Speakers' Corner to Eastney (St George's Road)) - 2026-2027 2027-2028 Frontage 2 (Clarence Pier) - 2027-2028 <u>Old Portsmouth</u> Installation of flood gates at Old Portsmouth was completed in 2005. These protected over 300 properties including residential, commercial and historic assets in Old Portsmouth from a 1 in 200 year flood event. These gates are in heavy use and starting to show signs of wear. Subject to funding, a capital maintenance project is proposed to repair and rehang gates to ensure they remain serviceable until 2035, and sustain protection for 126 residential properties to a 1 in 200 year standard. At the time of writing, detailed design of this is programmed to take place between 2025/26 and 2026/27, with implementation from 2029/2030 to 2030/31 – subject to securing the necessary funding, licenses, consents and planning permissions to do so. <u>Portchester to Paulsgrove FCERM Scheme</u> From 2015 – 2018, Coastal Partners in partnership with Fareham Borough Council, Portsmouth City Council, The Environment Agency (EA) and The Trafalgar Wharf Group developed plans to reduce the risk of flooding along the coastline between Portchester Castle and Port Solent. The aim of the study was to develop flood defence options and outline designs to reduce the risk of flooding to 361 residential and 108 commercial properties (present day risk). The study was completed successfully with approval of grant aid from the Environment Agency for the scheme to progress into detailed design and then construction. However, in accordance with current national funding rules, the approval was conditional and reliant on a significant third-party contribution alongside the government grant it was eligible for. At the time, the expected contributions were not achieved and a mutually agreeable method for securing the contribution was not identified. Therefore, the outline design phase of the project was formerly closed down in 2018.
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	In February 2018, Coastal Partners secured technical and financial approval from the EA for the next stages of the project, which proposed a £10.7 million scheme to deliver a 1 in 200-year standard of protection for the next 15 years only. Future phases of the scheme were also identified as necessary, to replace other sections of defences along the frontage as they reach the end of their useful life. This approval was conditional on securing legally binding third-party contributions alongside the government grant the project was eligible for. Unfortunately, despite intensive negotiations between PCC and the private developer, a mutually agreeable method for securing the contribution was not identified. Without third-party contributions, the planned scheme cannot proceed. <u>Portsea Island Coastal Strategy Study (PICSS)</u> The Portsea Island Coastal Strategy was completed by Coastal Partners in 2011, on behalf of PCC and in partnership with the Environment Agency. The strategy, in combination with the Portchester Castle to Emsworth Coastal Flood and Erosion Risk Management Strategy (2013) (FCERM), sets out the long-term, strategic management approach to Portsmouth's entire coastline over the next 100 years, and builds upon policies set in the North Solent Shoreline Management Plan. However, given that the strategy was completed over 10 years ago and there have been significant updates to climate change allowances, FCERM and planning guidance in that time, it is recommended that a review of the PICSS policies be completed and updated where necessary. Subject to securing the funding to do so, this is currently programmed to take place in 2027-28. Completion of this review is likely to recommend implementation of FCERM schemes in 3 priority areas: • Fraser Battery FCERM Scheme (Flood Cell 2) Provide new / improve the standard of existing coastal defences to protect 102 properties from a 1 in 200 year / 0.5% annual probability extreme tidal flood event over the next 100 years. Subject to funding, current phasing is planned to be as follows, though may be subject to change: ○ Review of existing PICSS policies and joint feasibility study: 2027-28 to 2029-30 ○ Detailed design and licensing & consenting: 2030/31 to 2031-32 ○ Construction: 2032-33 to 2033-34 • Eastney Lake FCERM Scheme (Flood Cell 3) Restore the standard of existing defences by refurbishment or
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	replacement, to protect 383 properties and historic landfill from a 1 in 200 year / 0.5% annual probability extreme tidal flood event over the next 100 years. Subject to funding, current phasing is planned to be as follows, though may be subject to change: ○ Review of existing PICSS policies and joint feasibility study: 2027-28 to 2029-30 ○ Detailed design and licensing & consenting: 2030/31 to 2031-32 ○ Construction: 2032-33 to 2033-34 ● Continental Ferry Port FCERM Scheme (Flood Cell 6) Provide new / improve the standard of existing coastal defences to protect 384 properties from a 1 in 200 year / 0.5% annual probability extreme tidal flood event over the next 100 years. Subject to funding, current phasing is planned to be as follows, though may be subject to change: ○ Review of existing PICSS policies and joint feasibility study: 2027-28 to 2029-30 ○ Detailed design and licensing & consenting: 2030-31 to 2031-32 ○ Construction: 2032-33 to 2033-34 However, it should be noted that, under current funding rules governing the use of FCERM Grant- in-Aid, these schemes would not be considered economically viable without significant external contribution.
Future needs to deliver growth from the Local Plan	A review has been undertaken of all strategic sites and site allocations within the Pre-Submission Portsmouth Local Plan 2024 and Pre-Submission Local Plan Addendum 2025 combined. Based on the anticipated growth at these strategic sites and their location, the following infrastructure improvements are anticipated to be required in respect to flooding. Tipner West: Coastal Partners are represented on the Tipner West Regulatory Panel and attended a collaborative workshop between PCC and the Environment Agency on Flood Risk Assessment requirements, in July 2023. As set out in these requirements, given the existing and predicted future tidal flood risk at the site, development here will only be able to progress with the provision of new defences. Funding and maintenance of these is the responsibility of the developer to make provision for.

	Coastal Partners have also input to recent optioneering work being undertaken by the LPA to ascertain the necessary amendments to the Tipner West policy forming part of the proposed Local Plan Addendum 2025, with particular regard to flood risk and sea defence matters. LLFA will expect the use of SuDS and run-off to be discharged to the sea. Tipner East (22/01292/FUL, 21/01357/FUL and 22/00024/OUT): Conditional permission was granted on 16 May 2024 under planning reference 22/01292/FUL for the redevelopment of the site to provide 835 residential dwellings and other associated works. Application reference 21/01357/FUL for the construction of 221 dwellings including associated works was approved at committee on 12 July 2023 pending the completion of the s106 legal agreement in January 2025. Outline planning permission was granted on 6 July 2022 for application reference 22/00024/OUT for the construction of a multi-storey Transport Hub (up to 28.5m above existing ground level) incorporating a park and ride facility and ancillary uses (up to 840sqm), with access from Junction 1 on the M275. At the time of writing (October 2025), the outline permission has since lapsed, due to the application for approval of the reserved matters not being made. Discussions have been ongoing between Coastal Partners and the developers for Tipner East (22/01292/FUL) since 2022 regarding the flood defence and resilience requirements for this site, encompassing the following infrastructure (further agreed requirements relating to the coastal walkway, ground levels, finished floor levels, access and egress and property resilience are detailed in our consultee responses): • Construction of the sea wall as part of this development; • Crucially, the tie-in of this to the M275 embankment and the existing Tipner Lake defences constructed during Phase 3 of Coastal Partners' North Portsea Island scheme; • The legal agreement between PCC and Homes England over the portion of land currently under ownership of Homes England, for the installation of a flood gate to tie-in to the existing Tipner Lake defences; and • Responsibility over the funding and maintenance of the above over the duration of the development's lifetime.
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	Responsibility for this lies with the developer; there is no public funding available for the construction of flood defences as part of new development, nor is there any legal obligation for PCC as a Coast Protection Authority under the Coast Protection Act 1949 to provide protection for these sites. Coastal Partners provided comments in 2023 to the 21/01357/FUL Tipner East development in relation to flood risk at the site. It should be noted that the proposed development will also be reliant upon construction of the sea wall proposed as part of 22/01292/FUL and installation of the flood gate tying into the existing Tipner Lake defences. Construction of sea wall infrastructure resumed at Tipner East (Victory Quay) in spring 2025 after a planned winter pause. At the time of writing (October 2025), completion of the new sea wall flood defences is expected to be completed as part of the first phase⁴³ of development at the site. The LLFA has agreed surface water run-off be discharged to sea in the most part, via SuDS. Lakeside North Harbour: This site is within present day Flood Zone 1, however the majority of the site is shown by the PFSH SFRA Levels 1 and 2 to move into Flood Zones 2 and 3 in the future. In accordance with the NPPF, a site specific Flood Risk Assessment should be published which refers to the Strategic Flood Risk Assessments levels 1 and 2 for any mitigation required. It should be noted that this site is located in a separate flood cell to that which the North Portsea Island scheme will protect. The LLFA will be seeking surface water run-off be discharged to sea with appropriate treatment trains and SuDS. City Centre: N/A, however, please refer to NPPF requirements for Flood Risk Assessments and any mitigation required. The LLFA will be seeking to reduce combined sewer flows through the use of SuDS. Fratton Park & Pompey Centre: N/A, however, please refer to NPPF requirements for Flood Risk Assessments and any mitigation required.
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⁴³ <https://www.vividhomes.co.uk/news/2025/victoryquaymovesforward>

	The LLFA will be seeking to reduce combined sewer flows through the use of SuDS. St James' & Langstone Campus: Coastal Partners provided a consultation response to 20/00204/FUL (development of St James' Hospital) in March 2021. Coastal Partners were satisfied with the existing ground levels at the site, updated hydraulic modelling provided by the Environment Agency and the proposed finished floor levels. Coastal Partners will be consulted on throughout the development of this strategic site. The SFRA Levels 1 and 2 that support the Local Plan show that a large portion of the site along the eastern coastline moves into Flood Zones 2 and 3 in the future. In accordance with the NPPF, a site specific Flood Risk Assessment should be published which refers to the Strategic Flood Risk Assessments levels 1 and 2 for any mitigation required. Flood Risk levels 1 and 2 should be referred to for any mitigation required. The LLFA will be seeking to reduce sewer flows through the use of SuDS. Horsea Island Strategic Open Space: N/A, however, please refer to NPPF requirements for Flood Risk Assessments and any mitigation required. Fraser Range: Coastal Partners have been in liaison with the developers for the Fraser Range site since 2019. Planning Committee resolved to grant planning permission in May 2024 and a Section 106 legal agreement is still pending for residential redevelopment of this site (19/00420/FUL) and the infrastructure requirements in order to facilitate this. These include: • Construction of a new sea wall and walkway; • Delivery of a beach management and asset maintenance plan, with careful consideration of how these align with the Southsea Coastal Scheme; and - • Confirmation of funding and maintenance of these over the duration of the development's lifetime. The Planning Obligations to be attached to that planning permission are clear that it is the responsibility of the developer to action, fund and maintain the above over the development's lifetime, not that of PCC/Coastal Partners. The LLFA will be seeking SuDS and discharge of run-off to sea, with appropriate treatment train.
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	Port Solent: Coastal Partners will be consulted on throughout the development of this site allocation. In accordance with the NPPF, a site specific Flood Risk Assessment should be published which refers to the Strategic Flood Risk Assessments levels 1 and 2 for any mitigation required. The LLFA will be seeking SuDS and discharge of run-off into the marina, with appropriate treatment train. The News Centre The News Centre is currently located within Flood Zones 2 and 3, however, flood risk will be reduced to an acceptable level upon completion of the North Portsea Coastal Scheme. Coastal Partners will be consulted on throughout the development of this strategic site. In accordance with the NPPF, a site specific Flood Risk Assessment should be published which refers to the Strategic Flood Risk Assessments levels 1 and 2 for any mitigation required. The LLFA will be seeking to reduce sewer flows through the use of SuDS. St John's College During an undefended scenario, St John's College will be at risk of flooding, however, this will be reduced to an acceptable level upon completion of the Southsea Coastal Scheme. Coastal Partners will be consulted on throughout the development of this allocation site. In accordance with the NPPF, a site specific Flood Risk Assessment should be published which refers to the Strategic Flood Risk Assessments levels 1 and 2 for any mitigation required. The LLFA will be seeking to reduce combined sewer flows through the use of SuDS
Funding Sources	It is recognised that a large proportion of the funding required to deliver the recommendations of PICSS (2011) will have to come from funding sources other than Flood Defence Grant in Aid (FDGiA). Financial contributions may take some years to be realised through investment plans, community funding, Local Authority contributions and coastal re-development opportunities. None of the schemes or works identified are guaranteed. Funding must be sought and identified, and further staged technical and financial assurance will need to be sought from the Environment Agency. The anticipated costs for the schemes below apply a risk contingency used to model the probability of different outcomes in a process that cannot easily be predicted due to the

	intervention of random variables. It is a technique used to understand the impact of risk and uncertainty. Total cost: North Portsea Island £87,571,342 forecast outturn. • Secured funding sources: Since 2014, £67.3m has been secured from FDGiA. • Other secured funding sources include a contribution from PCC, Department for Education funding and Environmental Statutory Allowance. Total cost: Southsea £191,345,152 forecast outturn. • Secured funding sources: A total of £177,069,333 has been secured for the project to date, including £137,684,641 of FDGiA. • Other approved funding sources include Local Enterprise Partnership⁴⁴, Other Government Department, Environmental Statutory Allowance and a contribution from PCC. Total cost: Old Portsmouth Flood Gates £600k present value cash costs between 2025-26 and 2030-31. • Secured funding sources: N/A • Potential funding sources include FDGiA Total cost: Portchester to Paulsgrove FCERM Scheme: For the 15-year, 1:200 year standard of protection adaptive scheme to be built as per the Outline Business Case (OBC), costs are estimated to be around £12.5 million which includes a 30% risk. This has a Partnership Funding (PF) score of 50% which means an additional £6.5 million of external contributions would be needed for the scheme. For the 1:200 year precautionary scheme including the Portchester Castle frontage costs are estimated to be around £25.5 million which includes a 30% risk. This has a PF score of 45% which means an additional £14.2 million of contributions would be needed for the scheme. Secured funding sources: FDGiA secured to deliver feasibility study and outline design between 2015 and 2018. Potential funding sources: Third-party private developer contribution, Southern Water contribution, Other Government Department funding. Given that no funding is forthcoming to progress any further study or works, the scheme has been reprofiled out of the 6-
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⁴⁴ Secured prior to the abolition of the LEP

	year EA Capital Investment Programme, with a low ranking for prospect of delivery. It is very unlikely that any further Defra Grant would be awarded to the project without evidence that the funding gap has been closed or without significant contributions from 3rd parties. However, it is worth noting that there could be a further change in the Defra funding policy which could adjust the scheme's affordability either positively or negatively. Total cost: FC2 Fraser Battery £4,297,542 present value cash costs including Monte Carlo 95% risk contingency and inflation. • Secured funding sources: N/A • Potential funding sources: - FCERM GiA (£816,843 to be applied for, including 30% contingency and inflation) - £3,636,447 minimum external contribution required to increase Partnership Funding (PF) score above 100% for scheme to be eligible for FCERM GiA PCC Capital Investment Total cost: FC3 Eastney Lake £4,533,920 present value cash costs including Monte Carlo 95% risk contingency and inflation. • Secured funding sources: N/A • Potential funding sources: As this scheme does not have a high enough PF score to be eligible for FDGiA funding, external contributions would be required to fund the entirety of the scheme. Total cost: FC6 Continental Ferry Port £8,462,961 present value cash costs including Monte Carlo 95% risk contingency and inflation. • Secured funding sources: N/A • Potential funding sources: - FCERM GiA (£4,108,695 to be applied for, including 30% contingency and inflation) - Further £4,354,266 external contribution required. Of this, a minimum of £3,197,447 is required to increase the PF score above 100% for the scheme to be eligible for FCERM GiA. - PCC Capital Investment. Funding for flood defence schemes associated with allocated sites within the local plan will be delivered through various means. For Tipner West, Tipner East and Fraser Range, it will be the responsibility of the developer to fund any flood defence projects. Other flood defence projects will be funded through various means including government grants or developer contributions. It is the role of the responsible authority to maintain flood defences.
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3.6 Primary Healthcare	
Lead Organisation	NHS Hampshire and Isle of Wight Integrated Care Board
Main Sources of Information	- Engagement with NHS Hampshire and Isle of Wight Integrated Care Board (ICB) - PCC Health and Wellbeing strategy 2022-2030⁴⁵
National Planning policy	Paragraph 20 of the NPPF states that: <i>'Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision'⁴⁶ for:</i> <i>c) community facilities (such as health... infrastructure)</i> Paragraph 35 of the NPPF states that: <i>'Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan'.</i> Paragraph 101 of the NPPF states that: <i>'To ensure faster delivery of other public service infrastructure such as health, blue light, library, adult education, university and criminal justice facilities, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities.</i> <i>Significant weight should be placed on the importance of new, expanded or upgraded public service infrastructure when considering proposals for development.'</i> The National Planning Practice Guidance for Healthy and Safe Communities states: <i>"Engagement between plan-making bodies and relevant organisations will help ensure that local strategies to improve health and wellbeing and the provision of the required health infrastructure are supported and considered in plans".⁴⁷</i> <i>"Plan-making bodies will need to discuss their emerging strategy for development at an early stage with NHS England, local Clinical Commissioning Groups, Health and Wellbeing Boards, Sustainability and Transformation Partnerships/Integrated Care</i>

⁴⁵ <https://www.portsmouth.gov.uk/wp-content/uploads/2022/05/health-and-wellbeing-strategy-january-2022-accessible.pdf>

⁴⁶ In line with the presumption in favour of sustainable development

⁴⁷ 002 Reference ID:53-002-20190722

	<i>Systems (depending on local context), and the implications of development on health and care infrastructure”.</i> ⁴⁸
Context and Existing Citywide infrastructure provision	The primary care estate in Portsmouth is experiencing capacity pressure. Patient registrations significantly exceed the levels that existing facilities were designed to accommodate. This challenge is compounded by workforce constraints: recruitment of GPs and dentists remains difficult and even when successful, additional clinical staff cannot be accommodated without sufficient estate capacity. Estate limitations therefore act as a direct barrier to both recruitment and service delivery. Whilst GP recruitment and retention is difficult, the number of patients continues to increase and healthcare infrastructure needs to expand to meet their needs. Although there are significant UK wide primary care capacity issues, the issue is exacerbated in Portsmouth, where there are greater than average levels of deprivation, which in turn leads to greater demand on health services. As of April 2025, there are 3,319 patients per whole-time equivalent (WTE) GP in Portsmouth, compared with the BMA's 2025 national average of 2,250. GP numbers in the City have declined to a historic low. Additionally, the ratio of GPs and NHS dentists to patients is significantly worse in Portsmouth than in other comparable cities and parts of England. To counteract reductions in the number of GPs, new roles within the multidisciplinary team: non-GP clinical and non-clinical staff in additional roles – such as pharmacists, social prescribers and physiotherapists – have been recruited through primary care networks and directly by practices to absorb some of the additional demand and ensure the right practitioner sees the right patient to diagnose and treat their condition close to home, where possible. The challenge with recruiting to these additional roles is ensuring that there is enough infrastructure to see patients; this has further intensified pressure on available premises. In Portsmouth, the number of GP Partnerships has reduced with a number of mergers that consolidate service provision into fewer sites. This trend increases reliance on a smaller, already constrained estate. Approximately 4,000 GPs are qualifying each year and seeking permanent employment, which is significantly more than in previous years. To attract these doctors to Portsmouth and the wider Hampshire and Isle of Wight areas, there must be sufficient infrastructure capacity to accommodate them. The registered patient population in Portsmouth continues to rise. While new patients can still register with practice of their choice, the physical capacity of many premises is at or beyond operational limits. Should pressures continue, practices may seek to apply for list closures, subject to NHS Hampshire and Isle of Wight ICB approval. No such applications have yet been made within Portsmouth.

⁴⁸ Paragraph: 005 Reference ID:53-005-20190722

	There are currently 10 GP practices in Portsmouth operating from 22 premises and medical centres (listed in Table 6 below). The majority of these facilities are operating beyond capacity, with patient numbers exceeding established natural planning benchmarks. <i>Table 6: Table of GP surgeries in Portsmouth and their associated patient size</i> <table><tr><th>GP Surgery</th><th>Name of Primary Care Network and related branch surgeries</th><th>Capacity Status</th></tr><tr><td rowspan="2">Craneswater Group Practice</td><td>Main: Waverley Road</td><td>1% Under</td></tr><tr><td>Branch: Salisbury Road</td><td>1% Under</td></tr><tr><td rowspan="2">Derby Road Group Practice</td><td>Main: Derby Road</td><td>146% Over</td></tr><tr><td>Branch: Copnor Road Surgery</td><td>146% Over</td></tr><tr><td rowspan="2">Drayton Surgery</td><td>Main: Drayton Surgery Havant Road</td><td>35% Over</td></tr><tr><td>Branch: Highclere Medical Centre</td><td>35% Over</td></tr><tr><td rowspan="2">East Shore Partnership</td><td>Main: Baffins Surgery</td><td>4% Under</td></tr><tr><td>Branch: Milton Park Surgery</td><td>4% Under</td></tr><tr><td rowspan="3">Island City Practices</td><td>Main: Lake Road Health Centre</td><td>30% Over</td></tr><tr><td>Branch: John Pound Centre</td><td>31% Over</td></tr><tr><td>Branch: Sunnyside Medical Centre</td><td>30% Over</td></tr><tr><td>Kirklands Surgery</td><td>Main: Copnor Road</td><td>105% Over</td></tr><tr><td rowspan="5">Portsdown Group Practice</td><td>Main: Kingston Crescent Surgery</td><td>35% Over</td></tr><tr><td>Branch: Allaway Avenue Surgery</td><td>35% Over</td></tr><tr><td>Branch: Cosham Park House Surgery</td><td>34% Over</td></tr><tr><td>Branch: Heyward Road Surgery</td><td>36% Over</td></tr><tr><td>Branch: Somerstown Hub</td><td>36% Over</td></tr><tr><td rowspan="2">The Light House Group</td><td>Southsea Medical Centre</td><td>100%</td></tr><tr><td>Devonshire Avenue Practice</td><td>100%</td></tr><tr><td>UniCity Surgery</td><td>UniCity Surgery Cascade Shopping Centre</td><td>64% Over</td></tr><tr><td rowspan="2">Trafalgar Medical Group</td><td>Osbourne Road Surgery</td><td>75% Over</td></tr><tr><td>Eastney Health Centre</td><td>74 Over</td></tr></table> As of October 2025, there are 61,378 more patients than there is space available in these surgeries, as calculated by the agreed NHS England patient capacity methodology that is used across Hampshire and the South West of England. This equates to a shortfall of 3,779 square metres of clinical and consultation space.	GP Surgery	Name of Primary Care Network and related branch surgeries	Capacity Status	Craneswater Group Practice	Main: Waverley Road	1% Under	Branch: Salisbury Road	1% Under	Derby Road Group Practice	Main: Derby Road	146% Over	Branch: Copnor Road Surgery	146% Over	Drayton Surgery	Main: Drayton Surgery Havant Road	35% Over	Branch: Highclere Medical Centre	35% Over	East Shore Partnership	Main: Baffins Surgery	4% Under	Branch: Milton Park Surgery	4% Under	Island City Practices	Main: Lake Road Health Centre	30% Over	Branch: John Pound Centre	31% Over	Branch: Sunnyside Medical Centre	30% Over	Kirklands Surgery	Main: Copnor Road	105% Over	Portsdown Group Practice	Main: Kingston Crescent Surgery	35% Over	Branch: Allaway Avenue Surgery	35% Over	Branch: Cosham Park House Surgery	34% Over	Branch: Heyward Road Surgery	36% Over	Branch: Somerstown Hub	36% Over	The Light House Group	Southsea Medical Centre	100%	Devonshire Avenue Practice	100%	UniCity Surgery	UniCity Surgery Cascade Shopping Centre	64% Over	Trafalgar Medical Group	Osbourne Road Surgery	75% Over	Eastney Health Centre	74 Over
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Planned Provision	A number of schemes are currently being progressed to help address the existing shortfall in primary care estate. Future projects include the proposed relocation of Devonshire Avenue Practice to Bransbury Park Leisure Centre (planning permission granted September 2025), the relocation of Osbourne Road Surgery to Handley's Corner (full business case agreed, construction date to be confirmed), and an extension of Derby Road Surgery supported through an Improvement Grant in 2025/26. While these projects will provide some additional capacity, they will not fully resolve the current infrastructure deficit or meet the scale of additional demand arising from future housing growth.																																																									

Future needs to deliver growth from the Local Plan	Over the 15-year Local Plan period (2025-2040), the planned level of residential development is expected to increase the City's population by approximately 26,603 (based on the average occupancy rate of 2.34 persons per home across Portsmouth). This growth will generate a requirement for an additional 1,862 sqm of consulting and clinical space in primary care phased over 10 to 15 years⁴⁹. The estimated cost of providing this capacity is between £7.0 million and £17.2 million, depending on whether provision is delivered through reconfiguration of existing premises or the development of new surgeries. Under existing contractual arrangements between the Hampshire and Isle of Wight ICB and GP practices, providers are required to deliver services that are suitable and sufficient to meet the reasonable needs of their patient population. To plan effectively for population growth arising from new housing, the ICB will consult with practices identified in Table 7, where the delivery of additional floorspace may be possible. However, NHS England does not allocate dedicated capital or revenue funding to ICBs to support estate expansion arising from housing growth. While bids for exceptional capital funding can be made to NHS England, these are highly competitive. The Council will support the ICB in any such application the ICB are likely to request funding from development to support the expansion of existing primary care premises. <i>Table 7: List of planned projects being undertaken in Portsmouth to deliver additional clinical space</i> <table><tr><th>Relevant surgeries</th><th>Potential additional capacity</th><th>Related Local Plan allocation</th></tr><tr><td>Craneswater Group Practice Main: Waverley Road</td><td>There are no options to further expand the practice unless they were to purchase one of the existing terraced residential properties on either side.</td><td> • Fraser Range </td></tr><tr><td>Craneswater Group Practice Branch: Salisbury Road</td><td>The practice has extended twice; there are limited opportunities to further expand this site.</td><td> • Fraser Range </td></tr><tr><td>Derby Road Surgery</td><td>Expansion and reconfiguration possible and ongoing through an Improvement Grant.</td><td> • Tipner West • Tipner East • Port Solent • The News Centre </td></tr></table>	Relevant surgeries	Potential additional capacity	Related Local Plan allocation	Craneswater Group Practice Main: Waverley Road	There are no options to further expand the practice unless they were to purchase one of the existing terraced residential properties on either side.	• Fraser Range	Craneswater Group Practice Branch: Salisbury Road	The practice has extended twice; there are limited opportunities to further expand this site.	• Fraser Range	Derby Road Surgery	Expansion and reconfiguration possible and ongoing through an Improvement Grant.	• Tipner West • Tipner East • Port Solent • The News Centre
Relevant surgeries	Potential additional capacity	Related Local Plan allocation											
Craneswater Group Practice Main: Waverley Road	There are no options to further expand the practice unless they were to purchase one of the existing terraced residential properties on either side.	• Fraser Range											
Craneswater Group Practice Branch: Salisbury Road	The practice has extended twice; there are limited opportunities to further expand this site.	• Fraser Range											
Derby Road Surgery	Expansion and reconfiguration possible and ongoing through an Improvement Grant.	• Tipner West • Tipner East • Port Solent • The News Centre											

		Options for a new site need to be explored.	
	Derby Road Surgery Branch: Copnor Road Surgery	Expansion possible.	• Tipner West • Tipner East • Port Solent • The News Centre
	Drayton Surgery	No further scope for reconfiguration or expansion.	• Tipner West • Tipner East • Port Solent • The News Centre
	Drayton Surgery Branch: Highclere	New build recently completed.	• Tipner West • Tipner East • Port Solent • The News Centre
	East Shore Partnership Main: Baffin's Surgery	Expansion and reconfiguration may be possible, but it forms part of a church premises and subject to landlord approval.	• Fratton Park & the Pompey Centre
	East Shore Partnership Branch: Milton Park Surgery, St Mary's Campus	Expansion and reconfiguration possible subject to landlord approval.	• St James' and Langstone Campus
	Island City Main: Lake Road Health Centre	Expansion and reconfiguration possible subject to landlord approval.	• Somers Orchard • Fratton Park & the Pompey Centre
	Island City Branch: John Pound Centre	Expansion and reconfiguration possible subject to landlord approval.	• Portsmouth City Centre
	Island City Branch: Sunnyside Medical Centre	Expansion and reconfiguration possible.	• Fratton Park & the Pompey Centre
	Kirklands Surgery	The practice has extended twice; there are limited opportunities to further expand this site, but these are currently being explored.	• Fratton Park & the Pompey Centre
	Portsmouth Group Main: Kingston Crescent Surgery	No scope for reconfiguration or expansion	• Tipner West • Tipner East • Port Solent • The News Centre
	Portsmouth Group Branch:	Expansion and reconfiguration possible	• Tipner West • Tipner East • Port Solent

	Allaway Avenue Surgery		The News Centre
	Portsmouth Group Branch: Cosham Park House Surgery	Expansion and reconfiguration possible	- Tipner West - Tipner East - Port Solent - The News Centre
	Portsmouth Group Branch: Heyward Road Surgery	No scope for reconfiguration or expansion	- Portsmouth City Centre - Somers Orchard
	Portsmouth Group Branch: Somers Town Hub	Expansion and reconfiguration possible	- Portsmouth City Centre - Somers Orchard
	Lighthouse Group Main: Southsea Medical Centre	Expansion and reconfiguration possible	Fraser Range
	Lighthouse Group Main: Devonshire Avenue	New build being progressed through Bransbury Park	Fraser Range
	UniCity Surgery	Expansion and reconfiguration possible	Portsmouth City Centre
	Trafalgar Group: Osborne Road	New build being progressed through Handleys Corner. Expansion and reconfiguration also possible.	Fraser Range
	Trafalgar Group: Eastney Health Centre	Expansion and reconfiguration possible	Fraser Range
Healthcare falls within Class E(e) of the Town and Country Planning (Use Classes) Order 1987 (as amended), which enables GP and dental surgeries to be delivered through the conversion of other Class E uses, (e.g. shops and offices), without the need for planning permission. The ICB will explore such opportunities where feasible, in order to reduce the need for new-build premises and make efficient use of the existing estate. Two sites identified in the Local Plan provide potential for future healthcare delivery. The ICB reserves the right to apply for CIL funding/CIL grants to expand existing facilities with catchments covering these development sites: St James' and Langstone Campus has been allocated for a mix of uses including future healthcare facilities on land currently			

	occupied by The Limes and Orchards Hospital (owned by Hampshire and Isle of Wight Healthcare NHS Trust). • The News Centre is partly allocated for community uses which could include healthcare facilities including doctors/dentists. In both cases, it is expected that developers will be responsible for delivering and funding healthcare facilities as part of these mixed-use allocations. Whilst developer contributions cannot be used to address historic infrastructure challenges, the provision of new GP surgery facilities would enable practices to provide significant additional capacity to their estate, and to provide modern, fit-for-purpose healthcare infrastructure to the new populations that developments bring.
Funding Sources	The ICB receives a small capital allocation through Premises Improvement Grants, Utilisation and Modernisation Funding; this funding must cover potential projects from the 128 practices across Hampshire and Isle of Wight, and therefore it is over-subscribed annually. This funding is not for the mitigation of growth from housing, but to enable practices to upgrade facilities for better patient care (capacity, access, modernisation), or to reorganise existing space to create new clinical rooms. The ICB does not receive capital for new premises. In order to accommodate expansions to localised primary healthcare that would be required, the ICB may seek contributions via CIL, and s106 (where justified) and other sources of funding as applicable to support the delivery of their healthcare estate.

3.7 Secondary Healthcare	
Lead Organisation	Portsmouth Hospitals University NHS Trust (PHU) Hampshire and Isle of Wight Healthcare NHS Foundation Trust
Main Sources of Information	- Engagement with Portsmouth Hospitals University NHS Trust Sustainable Development Officers - Portsmouth Hospitals University NHS Trust Website - Portsmouth Hospitals University NHS Trust Working Together, Improving Together, Strategy 2023-2028⁵⁰ - Portsmouth Hospitals University NHS Trust Reports and plans⁵¹ - Portsmouth Hospitals University NHS Trust Briefing Paper 2024⁵²
National Planning policy	Paragraph 20 of the NPPF states that: <i>'Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision⁵³ for:</i> <i>c) community facilities (such as health, education and cultural infrastructure);'</i> Paragraph 35 of the NPPF states that: <i>'Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan'.</i> The National Planning Practice Guidance⁵⁴ states: <i>"Engagement between plan-making bodies and relevant organisations will help ensure that local strategies to improve health and wellbeing and the provision of the required health infrastructure are supported and considered in plans"</i>
Context and Existing Citywide infrastructure provision	Secondary care includes: - Planned or elected care (usually in a hospital) - Urgent and emergency care, including 999 and 111 services, ambulance services, hospital emergency departments, and out-of-hours GP services - Mental health care Portsmouth Hospitals University (PHU) NHS Trust provides secondary care and specialist services across Portsmouth and South East Hampshire. It offers a full range of hospital services at Queen Alexandra Hospital, Portsmouth. PHU NHS Trust is the regional cancer centre and also provide some tertiary services to a catchment area of more than 2m people.

⁵⁰ https://www.porthosp.nhs.uk/images/PHU_WORKING_TOGETHER_STRATEGY-fin.pdf
[https://www.porthosp.nhs.uk/application/files/9417/7877/3956/FINAL - PHU WORKING TOGETHER STRATEGY-fin.pdf](https://www.porthosp.nhs.uk/application/files/9417/7877/3956/FINAL_-_PHU_WORKING_TOGETHER_STRATEGY-fin.pdf)

⁵¹ <https://www.hantsiow.icb.nhs.uk/icb/publications-and-documents/reports-strategies-and-plans>

⁵² [https://democracy.portsmouth.gov.uk/documents/s51100/March 2024 PHU HOSP paper.pdf](https://democracy.portsmouth.gov.uk/documents/s51100/March%202024%20PHU%20HOSP%20paper.pdf)
<https://democracy.portsmouth.gov.uk/documents/s51100/March%202024%20PHU%20HOSP%20paper.pdf>

⁵³ In line with the presumption in favour of sustainable development

⁵⁴ 002 Reference ID:53-002-20190722

	PHU NHS Trust offers a range of outpatient and diagnostic facilities at community sites and local treatment centres across Portsmouth and South East Hampshire. This includes: • St Mary's Hospital (Portsmouth) – midwifery, dermatology and disablement services • Gosport War Memorial Hospital – a range of services including Blake Maternity Unit, Minor Injuries Unit and diagnostics • Petersfield Community Hospital – The Grange Maternity Unit It also hosts the country's largest Ministry of Defence Hospital Unit, Joint Hospitals Group South, treating current and former members of the armed forces and their families and training clinicians. In 2019, PHU NHS Trust entered a partnership with the Isle of Wight NHS Trust to help support service delivery for Island residents. Portsmouth Hospitals University NHS Trust provide secondary care and specialist services to a local population of approximately 675,000 people across Portsmouth and South East Hampshire. Its main site is the Queen Alexandra Hospital located in Portsmouth. It is the only 24 hour accident and emergency service with a limited urgent care facility running from St Marys during day time hours. In addition, they offer certain tertiary services to a wider catchment area in excess of two million people. They have a turnover of £800m and employ over 8,700 staff, making them the largest employer in Portsmouth. In addition to this, Queen Alexandra Hospital has: • 1,200 beds • 28 operating theatres • Two purpose-built interventional radiology suites for image guided, minimally invasive surgery • Four state-of-the art linear accelerators for cancer treatment • Two MRI scanners, four CT scanners, a PET scanner and a state-of- the-art pathology laboratory for analysing blood and tissue samples at our hospital sites or at home with our midwifery teams • The Trust provides comprehensive secondary care and specialist services to a local population of 675,000 people across Portsmouth and south east Hampshire. In addition, it offers certain tertiary services to a wider catchment area in excess of two million people Services are significantly stretched and there are significant backlogs and delays in referral to treatment for scheduled care and frequent delays at the emergency front door. The proposed additional dwellings will bring significant additional population that will put further pressures on the services.
Planned Provision	There are a number of planned investments and infrastructure improvements being delivered by the NHS Trust. The Queen Alexandra Hospital commenced building work in March 2023 following national investment of £58m on a new, modern Emergency Department⁵⁵. The old

⁵⁵ <https://www.porthosp.nhs.uk/about-us/news/portsmouth-hospitals-university-nhs-trust-open-new-emergency-department-tomorrow>

	Accident and Emergency Department was over fifty years old, being in use since 1979 and had reached its capacity. New facilities provide staff with a better working environment and improve patient experience and safety⁵⁶. The new Emergency Department provides better access for ambulances with a covered handover area and designated drop off zone for patients. The building is more energy efficient and material from the car park that used to stand on the site was reused in its construction. The new Emergency Department opened in November 2024. Operating theatre capacity investment is being delivered to increased theatre capacity across Hampshire and the Isle of Wight Integrated Care System to reduce outsourcing to the independent sector and enable PHU to maintain its theatre capacity during essential lifecycle works without affecting waiting lists⁵⁷. Two new theatres on the QA Hospital site opened in Summer 2024. They help improve patient experience by reducing the risk of last-minute cancellations due to the emergency repairs in older theatres and allow delivery of a higher number of procedures⁵⁸. The Endoscopy Unit at QA Hospital provides a wide range of diagnostic and therapeutic procedures to more than 15,000 patients a year. Due to growing demand for day-patient procedures, a new unit on the ground floor of Lancaster House, near the north car park at QA Hospital, was developed. Planning permission was granted in February 2024 and the building opened in April 2025. The development increases the number of rooms that the procedure can be offered in, as well as providing two recovery areas and improved access to the building. The Community Diagnostic Centre (CDC) in Portsmouth first opened in 2021 at St Mary's Community Health Campus in Milton, with spoke sites at Fareham Community Hospital and Oak Park Community Clinic, Havant. The programme to increase diagnostic capacity testing, including mammograms, blood tests, ultrasounds and heart monitoring, and reduce waiting times for diagnosis and treatment, was part of a national investment programme from NHS England. As part of the next stage of the CDC in Portsmouth, the Rodney Road Centre, in Illustrious Drive, Milton, will be developed to provide more diagnostic testing within a specially designed modern healthcare environment, as part of a partnership with Alliance Medical. The Rodney Road Centre currently houses several clinical and non-clinical teams who will be relocated either permanently or temporarily. Planning permission was granted for the use of the building as a Community Diagnostic Centre in July 2024. Portsmouth City Council and information was shared with local residents about the plans. It is hoped the centre will be open to patients in 2025. The creation of new and expanded community diagnostic centres (CDCs) are also being delivered across Hampshire which will help to reduce how long local people are waiting to access vital tests, scans and checks. These centres are
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⁵⁶ <https://www.adarchitects.co.uk/projects/new-emergency-department/>

⁵⁷ <https://www.porthosp.nhs.uk/Downloads/Annual-Report-22-23-FINAL-VERSION.pdf>

<https://www.porthosp.nhs.uk/application/files/1717/1145/2728/Annual-Report-22-23-FINAL-VERSION.pdf>

<https://futurehealthintelligence.com/wp-content/uploads/2023/12/Portsmouth-Annual-Report-2022-23.pdf>

⁵⁸ <https://democracy.portsmouth.gov.uk/documents/s51100/March%202024%20PHU%20HOSP%20paper.pdf>

	based in easy reach of their local communities and many services will be open 7 days a week⁵⁹. Further to these improvements, additional electrical capacity to support additional services and to meet net-zero targets is being developed. In April 2025, PHU was awarded £1,154,984 to install new solar panels on the roof of Queen Alexandra Hospital. work on the project has begun and is due to be complete by Spring 2026⁶⁰.																														
Future needs to deliver growth from the Local Plan	Further to the above, additional infrastructure improvements are needed on the basis of current patient / population projections over the catchment of QA hospital. The schemes listed above and contained within table 8 below would be the minimum to meet this growth which includes a proportion attributed to the growth set out in the emerging Local Plan from a secondary care infrastructure perspective. <i>Table 8: List of infrastructure improvements required to meet population growth estimates over the QA Hospital catchment</i> <table><tr><th>Location</th><th>Infrastructure Type</th><th>Cost</th><th>Funding source</th><th>Timescale</th></tr><tr><td>Cosham</td><td>4 Cardiology Catheterization Labs</td><td>£12m (£3m each)</td><td>To be determined</td><td>2025-2028</td></tr><tr><td>Cosham</td><td>Outpatient Transformation</td><td>tbc</td><td>To be determined</td><td>To be determined</td></tr><tr><td>tbc</td><td>New aseptic unit (Pharmacy manufacturing)</td><td>£12m</td><td>To be determined</td><td>2028</td></tr><tr><td>Cosham</td><td>Additional Inpatient diagnostic capacity (MRI, CT)</td><td>£5m</td><td>To be determined</td><td>2025 - 2029</td></tr><tr><td>Cosham</td><td>Additional bed capacity</td><td>£15m</td><td>To be determined</td><td>2028 onward</td></tr></table> It is recognised that health services, particularly the services provided out of Queen Alexandra Hospital, serve a population beyond Portsmouth. A new partnership to improve population health, boost economic growth and create better health and care outcomes for patients and wider society has formally launched⁶¹. Wessex Health Partners (WHP) is a strategic alliance of organisations in Dorset, Hampshire and the Isle of Wight, which aims to accelerate better health and care through research, innovation and training.	Location	Infrastructure Type	Cost	Funding source	Timescale	Cosham	4 Cardiology Catheterization Labs	£12m (£3m each)	To be determined	2025-2028	Cosham	Outpatient Transformation	tbc	To be determined	To be determined	tbc	New aseptic unit (Pharmacy manufacturing)	£12m	To be determined	2028	Cosham	Additional Inpatient diagnostic capacity (MRI, CT)	£5m	To be determined	2025 - 2029	Cosham	Additional bed capacity	£15m	To be determined	2028 onward
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Cosham	Outpatient Transformation	tbc	To be determined	To be determined																											
tbc	New aseptic unit (Pharmacy manufacturing)	£12m	To be determined	2028																											
Cosham	Additional Inpatient diagnostic capacity (MRI, CT)	£5m	To be determined	2025 - 2029																											
Cosham	Additional bed capacity	£15m	To be determined	2028 onward																											

⁵⁹ <https://www.hantsiowhealthandcare.org.uk/news-and-events/news/extra-250000-vital-tests-scans-and-checks-available-across-hampshire> <https://www.hantsiowhealthandcare.org.uk/news-and-events/news/extra-250000-vital-tests-scans-and-checks-available-across-hampshire>

⁶⁰ <https://www.porthosp.nhs.uk/about-us/news/portsmouth-hospitals-university-nhs-trust-secures-more-1-pound-million-pounds-national-funding-towards-improving-solar-power-ene>

⁶¹ <https://www.porthosp.nhs.uk/about-us/news/new-regional-partnership-will-improve-population-health-and-patient-outcomes-global-impact> <https://www.porthosp.nhs.uk/about-us/news/new-regional-partnership-will-improve-population-health-and-patient-outcomes-global-impact>

	Portsmouth Hospitals University NHS Trust is one of the founders of this unique partnership, which includes NHS organisations, universities and the region's health innovation network, Health Innovation Wessex. The collaboration agreement sets out the commitment made by the founding partners to work together to achieve shared ambitions. These include improving the region's collective ability to tackle the greatest challenges facing the Wessex health and care system, generating greater collaborative and interdisciplinary research, and speeding the development and adoption of innovation at scale. PHU NHS Trust have identified they best serve the local population by working collaboratively with partners across the local health and social care system, including Portsmouth City Council, Hampshire County Council, South Central Ambulance Service, and Hampshire and the Isle of Wight Integrated Care System to respond to the growing pressures and mitigate the impact of an increasingly ageing population. <u>Climate change resilience and adaptation</u> Any future costs for climate adaptation in health service sites will need to be considered, with a view to protecting the vulnerable people attending from excess heat and flooding, and to maintain service continuity. This is in line with the Green Plans that each NHS Trust or Integrated Care System has been required to produce.
Funding Sources	Portsmouth Hospitals University NHS Trust will be competing for Department of Health Capital through the Hampshire and Isle of Wight ICS and will be seeking additional funding opportunities where they are available. This will include commercial funding opportunities where they can be identified.

3.8 Strategic Road Network	
Lead Organisation	National Highways
Main Sources of Information	- Engagement with National Highways - Engagement with Portsmouth City Council's Economy, Planning and Transport Team - PCC Strategic Transport Assessment Strategic Transport Assessment 2025⁶² (produced by SYSTRA) and STA Update - PCC Portsbridge Roundabout Trigger Point Testing (produced by SYSTRA) (https://media.portsmouth.gov.uk/wp-content/uploads/2026/02/Portsmouth-Local-Plan-Strategic-Transport-Assessment-Addendum-200226.pdf) (in progress) - Department for Transport Road Investment Strategy 2 (2020-2025)⁶³

⁶² https://www.portsmouth.gov.uk/wp-content/uploads/2025/02/Portsmouth-Local-Plan_Strategic-Transport-Assessment-Final-060225.pdf

⁶³ <https://assets.publishing.service.gov.uk/media/5ffb39808fa8f56405c5f5bf/road-investment-strategy-2-2020-2025.pdf>

	• Department for Transport Road Investment Strategy 3 (2026-2031) (Road Investment Strategy 3 (RIS3): 2026 to 2031) • National Highways Strategic Business Plan (2020-2025)⁶⁴ • National Highways Delivery Plan (2020-2025)⁶⁵ • National Highways Interim Period Delivery Plan (April 2025-March 2026)⁶⁶
National Planning policy	Paragraph 20 of the NPPF states that: <i>"Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision⁶⁷ for:"</i> <i>b) infrastructure for transport, ...</i> Section 9 of the NPPF relates to promoting sustainable transport. Paragraph 109 of the NPPF states that: <i>Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve :</i> <i>c) understanding and addressing the potential impacts of development on transport networks;;</i> Paragraph 111 sets out that planning policies should: <i>b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;</i> When considering development proposals, paragraph 116 sets out that: <i>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.</i>
Context and Existing Citywide infrastructure provision	National Highways has been appointed by the Secretary of State for Transport as the strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The Strategic Road Network (SRN) is a critical national asset and as such, National Highways (NH) works to ensure that it operates and is

⁶⁴ <https://nationalhighways.co.uk/media/3i5c454q/strategic-business-plan-2020-25.pdf>

⁶⁵ <https://nationalhighways.co.uk/media/vh0byhfl/5-year-delivery-plan-2020-2025-final.pdf>

⁶⁶ <https://nationalhighways.co.uk/media/2k0f3ya4/interim-period-delivery-plan-2025-26.pdf>

⁶⁷ In line with the presumption in favour of sustainable development.

	managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. National Highways will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN. Within Portsmouth, the SRN consists of the M27, part of the M275, and the A27. It should be noted that the M275 is a short spur into Portsmouth, serving the City Centre and ferry ports, that marks the end of its parent motorway, the M27. The section of the M275 north of Junction 1 (Tipner/ Park & Ride) is considered part of the SRN and is managed by National Highways, but the M275 south of Junction 1 is managed by Portsmouth City Council. To ensure the Local Plan is justified and supported by a robust evidence base, PCC commissioned SYSTRA to complete a Strategic Transport Assessment (TA) which demonstrates what impacts the development proposed in the Local Plan will have on the local and strategic road network. This forms a key piece of evidence to demonstrate the Local Plan is sound. This study identified existing constraints on SRN junctions without any growth associated with the Local Plan, which are identified below. These results are based on the results of the 2019 Baseline local junction models using flows from the Solent Sub Regional Transport Model (SRTM) rather than current traffic surveys. Portsbridge Roundabout is a four arm unsignalised roundabout providing access to the M27 from the Portsmouth local road network. The results of the 2019 Baseline local junction model using flows from the Solent Sub Regional Transport Model (SRTM) indicate that the junction is either operating over capacity or approaching capacity on the majority of arms in both the AM and PM peak periods. The A27 Southbound Western Road Arm sees the greatest level of congestion with a Ratio of Flow to Capacity (RFC) exceeding theoretical capacity in both the AM and PM peak (RFC 1.07 AM, 1.33 PM). The M27 and A397 Northern Road arms are additionally approaching capacity whilst the A3 London Road arm operates within capacity. The Council is in the process of undertaking <u>undertook</u> trigger point testing which will <u>indicates</u> exactly when in the plan period further interventions will be needed to improve the roundabout. Separately PCC Transport are developing schemes to improve the roundabout as part of wider bus routing improvements. The A2030 Eastern Road/ A27 Havant Bypass Roundabout is a signalised four arm roundabout providing access to the eastern side of the Portsmouth road network. The results of the 2019 Baseline local junction model using flows from the Solent Sub Regional Transport Model (SRTM) indicate that the junction experiences congestion along the Eastern Road northbound approach arm in the AM peak, as vehicles exit the Portsmouth network. In the AM the Eastern Road northbound approach arm has a Degree of Saturation of 116% which exceeds theoretical capacity, suggesting that queue builds in each traffic signal cycle. Additionally, all other arms operate within capacity,
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	albeit it is noted that the westbound and eastbound off-slip of the A27 are approaching capacity. In the PM peak, the Eastern Road northbound arm is at theoretical capacity with all other arms of the junction operating within capacity The M275 Junction 12 is a series of merge/diverge slips providing access to the M27 and therefore the conditions are free flowing through this junction. This junction has therefore not been taken forward for localised junction modelling and there is forecast to be sufficient capacity available to accommodate the existing demand.
Planned Provision	In 2020, Government published the Road Investment Strategy 2 (RIS2) covering the period 2020-2025 setting out the long-term strategic vision for the SRN. In total, RIS2 commits the Government to spend £27.4 billion. Some of this will be used to build new road capacity, but much more will be used for maintenance of the existing network and reduce the negative impacts of the existing SRN, so that every part of the country will benefit. National Highways Strategic business plan 2020-2025 sets out their response to government's RIS2. It presents the careful balancing between maintaining and operating the SRN safely and providing new capacity where it is needed. National Highways Delivery plan 2020-2025 provides the detail of specific funding, activities, and projects they will deliver for everyone over the five-year period. There are no programmed improvement schemes identified within RIS 2 that are planned to take place on Portsmouth's SRN. The RIS2 ran until the end of March 2025. The Secretary of State for Transport announced in the Written Ministerial Statement on 24 March 2025 that, for 2025-26, strategic roads will be funded through a one-year interim settlement. The draft RIS3 was published in August 2025. National Highways <u>responded to the Draft RIS3 with its draft Strategic Business Plan for government, which set out how it would meet the government's objectives in September 2025.</u> is required to produce a draft Strategic Business Plan (dSBP), which will set out how the company intends to deliver the Government's objectives within the funding envelope set out in the draft RIS. The final RIS3 is expected to be published by March 2026. <u>RIS3, covering the period 2026-2031, sets out Government's forward-looking, growth-focused strategy to meet the challenges and opportunities facing the network. The significant investment, of over £27 billion, will ensure that the SRN will be maintained and enhanced for current and future generations and serves everyone. A significant portion of £24.99 billion will be spent to operate, maintain, renew and enhance the network.</u> National Highways published an Interim Period Delivery Plan⁶⁸ for April 2025 - March 2026. There are no enhancement schemes identified within the Interim Period Delivery Plan that are planned to take place on Portsmouth's SRN.

⁶⁸ <https://nationalhighways.co.uk/media/2k0f3ya4/interim-period-delivery-plan-2025-26.pdf>

Future needs to deliver growth from the Local Plan	Policies within the Portsmouth Local Plan and site allocations support alternatives to the car and the operation of a safe and reliable transport network. Where any material increase in traffic is expected to occur on the SRN or at its junctions because of planned growth within the City, careful consideration of mitigation measures has been set out within the Strategic TA. The following mitigations measures have been identified on SRN junctions and are required in order to deliver Local Plan growth. <u>Portsbridge Roundabout</u> Following the assessment of the performance of the existing Portsbridge Roundabout, a series of mitigation options were investigated. This was discussed with both PCC and National Highways, with the junction being located on the SRN. There were three options considered for mitigation, with details of the preferred option outlined below: Preferred Option • Signalisation of A397 Northern Road arm, bus gate and opposing circulatory; • Signalisation of Western Road arm and opposing circulatory; • Removal of the left turn slip from A27 Western Road to help provide additional internal circulatory capacity; • Creates enough gaps for M27 Westbound off -slip to not be congested; • A 45 second cycle time in model; and • Bus gate is called every other cycle. This mitigation option has been taken forward to support the Local Plan growth as it offers very significant improvements on junction operation compared to the existing layout and successfully mitigates any impact on the SRN. The A2030 Eastern Road/ A27 Havant Bypass Roundabout The queueing on the SRN can be accommodated in the stacking space available for both the eastbound and westbound off-slips in all scenarios. Therefore, it is not considered that the level of targeted growth would impact the safe and efficient operation of the off-slips from the A27. The highest levels of congestion are noted on the local road network on the A2030 Eastern Road south arm.
Funding Sources	National Highways receive funding from the Department for Transport in five-year cycles called Road Investment Periods. The current <u>former</u> period is Road Investment Period 2 which runs <u>ran</u> from 2020 to 2025. On 11 March 2020, as part of the Budget, the chancellor announced a £27.4 billion budget for investment in the Strategic Road Network between 2020 and 2025. Governments Road Investment Strategy:2020–2025 (RIS2) specifies the performance standards National Highways must meet; lists planned enhancement schemes expected to be built; and states the

	funding to be made available during the second Road Period (RP2), covering the financial years 2020/21 to 2024/25. The SRN Initial Report, published 2023⁶⁹ looked ahead to 2025-2030, the third road period (RP3). National Highways indicated that its priorities for RP3 funding would be: • renewed focus on investment to improve road safety • a greater prioritisation of funding towards maintenance schemes, addressing ageing assets such as structures and concrete motorway surfaces • a shift towards prioritising smaller local congestion relief schemes that bring local, tangible benefits and better value for money- and away from some of the larger projects in the RIS2 programme • consciously adopting an investment policy based on carbon emission reduction • preparing the SRN so it can support future connected roads and autonomous (self-driving) vehicles The draft RIS3 revises the third Road Period (RP3) to cover the five years from 1 April 2026 to 31 March 2031, following the 1-year Interim Settlement covering the period 1 April 2025 to 31 March 2026. It will <u>sets</u> out the Government's plans for the delivery of committed schemes, as well as for making progress on delivering the RIS pipeline and further enhancements where areas of the country are less well served by the SRN, or where significant congestion pinch points exist. RIS3 will have <u>has</u> a far greater focus than earlier RISs on the maintenance and renewal of the existing network. Investment should also support integration with the local road network, as well as promoting modal choice for long distance journeys, and support active travel and public transport provision for shorter journeys. There are no SRN enhancements proposed in the Portsmouth area in the RIS3 schemes pipeline. However, in the Solent to Midlands Route Strategy⁷⁰ (National Highways' strategy for the M27), the A27 and M27 between A3(M) and Fareham across the north of Portsmouth has been identified as an "area of interest for further investigation" due to a range of issues including congestion, safety concerns, environmental impacts and the expected impacts of local growth plans. The route strategy indicates National Highways will seek to study ways of addressing these issues during current and future road funding periods.
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⁶⁹ <https://nationalhighways.co.uk/our-roads/future-roads/strategic-road-network-initial-report/>

⁷⁰ https://nationalhighways.co.uk/media/ctgfol54/r15-solent-to-midlands_acc.pdf
https://nationalhighways.co.uk/media/cvajxoku/r15-solent-to-midlands_acc.pdf

3.9 Local Road Network	
Lead Organisation	Portsmouth City Council as the Local Highway Authority
Main Sources of Information	- Engagement with Portsmouth City Council's Economy, Planning and Transport Teams - PCC Strategic Transport Assessment 2025⁷¹ (produced by SYSTRA) and Interim STA Update⁷² - PCC Portsbridge Roundabout Trigger Point Testing (produced by SYSTRA) (in progress) (https://media.portsmouth.gov.uk/wp-content/uploads/2026/02/Portsmouth-Local-Plan-Strategic-Transport-Assessment-Addendum-200226.pdf) - Portsmouth Transport Strategy (LTP4) (2021 – 2038)⁷³ - Portsmouth Transport Implementation Plan 2025/26 - 2027/28⁷⁴ - TfSE Strategic Investment Plan - PCC Capital Budget⁷⁵ - Statement of Common Ground between PCC as the Local Planning Authority and PCC as the Local Highways Authority⁷⁶
National Planning policy	Paragraph 20 of the NPPF states that: <i>"Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision⁷⁷ for:"</i> <i>b) infrastructure for transport ...</i> Section 9 of the NPPF relates to promoting sustainable transport. Paragraph 109 of the NPPF states that: <i>Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:</i> <i>c) understanding and addressing the potential impacts of development on transport networks;;</i> Paragraph 111 sets out that planning policies should: <i>b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and</i>

⁷¹ https://www.portsmouth.gov.uk/wp-content/uploads/2025/02/Portsmouth-Local-Plan_Strategic-Transport-Assessment-Final-060225.pdf

⁷² <https://www.portsmouth.gov.uk/wp-content/uploads/2025/12/Portsmouth-Local-Plan-Interim-Strategic-Transport-Assessment-Addendum-041225.pdf>

⁷³ <https://travel.portsmouth.gov.uk/wp-content/uploads/2021/10/Local-Transport-Plan-2021.pdf>
<https://travel.portsmouth.gov.uk/wp-content/uploads/2021/10/Local-Transport-Plan-2021.pdf>

⁷⁴ <https://travel.portsmouth.gov.uk/wp-content/uploads/2025/09/74.1076-Local-Transport-Plan-4-Implementation-2025-accessible-aa-v2.pdf>

⁷⁵ <https://democracy.portsmouth.gov.uk/documents/s25703/Capital%20Budget%20Appendix%201b%20-%20Detail.pdf>

⁷⁶ https://www.portsmouth.gov.uk/wp-content/uploads/2024/11/Statement-of-Common-Ground-PCC_LHA-Nov-2024.pdf

⁷⁷ In line with the presumption in favour of sustainable development.

	<i>neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;</i> When considering development proposals, paragraph 116 sets out that: <i>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.</i>
Context and existing citywide infrastructure provision	As the Local Highways Authority, PCC have a statutory duty to maintain the public highway network in a condition that is safe for all users and to ensure efficient operation of the highway network for all users (including vehicular traffic, pedestrians, cyclists, and other users). The public highway network includes all adopted roads, footways, verges, cycle paths, bus lanes and other highway land. PCC have no duties or powers over roads which are not adopted (roads on private land). The contribution of the local highway network to the functioning of the city extends far wider than just transport. It is a fundamental enabler of the economic, social and environmental ‘well-being’ of the community, and its management and maintenance must maximise wider benefits to the city. Therefore, there is a need to ensure the continued safe, efficient operation of the local highway network for the full benefit of the Portsmouth community and wider sub-region. As a largely island city with a historic road network, many of Portsmouth’s key transport corridors have limited highway capacity and are constrained by the existing built environment. Portsmouth City Council has published the Local Transport Plan (LTP4) for Portsmouth as part of its statutory duty as the local highways authority, outlined in the Local Transport Act (2008). This details the Council’s overarching strategy and policies for development of the transport network in Portsmouth until 2038 and was officially adopted on Wednesday 13 October 2021. LTP4’s overarching aim is to create a transport network which enables residents, visitors and businesses to access every area of the city on all modes of transport. Many policies strongly prioritise actions to enable increased uptake of sustainable travel modes such as cycling, walking and public transport, in order to address issues stemming from high levels of vehicle use (such as poor air quality and inefficient land use) as well as making better use of limited highway space in many parts of the city.
Planned Provision	The Solent Sub-Regional Transport Model (SRTM) is operated by SYSTRA consultancy under contract to Solent Transport. Since its

	development in 2010, SRTM has been a key resource supporting securing several hundred million pounds of transport funding in the Solent and planning its delivery. SRTM has also informed numerous Local Plans, major development transport assessments and transport strategies and studies. The model represents a base year of 2019, and can be used for modelling of transport and land use scenarios for years through to 2041. Across Portsmouth there are several committed highways schemes coming forward that have been incorporated in the SRTM to ensure that forecasts of the future operation of Portsmouth's highways network with planned development, takes into account all existing improvements that are planned. Due to the constrained nature of Portsmouth's local and major road network, the majority of planned improvements are small to medium scale interventions focussed on maximising people movement (rather than vehicle movement) and the capability of the local road network, as well as addressing safety issues where these have been identified. As walking, cycling and public transport are capable of moving much greater numbers of people per unit of road space than private vehicles, in many instances future enhancements to the local road network are/ will be focused upon improving facilities to make these modes more attractive and effective, as increasing capacity for vehicular movement is unfeasible due to lack of space, as well as negative impacts associated with increasing vehicle usage. The Portsmouth Transport Strategy sets out key objectives (Prioritise walking and cycling; and Transform public transport) as well as several policies (particularly Policies G,H,I and J) which indicate the approach the LTA is taking to provide greater priority and capacity for sustainable modes. A range of measures, including bus priority lanes, expanded footways, new dedicated walking and cycling infrastructure, and improved connections between all these modes forms a key part of this Strategy. Measures which can help to improve the efficiency and safety of the existing network/road space for vehicular modes, and measures to improve safety including speed reduction measures, and other measures set out in Policy N of the Portsmouth Transport Strategy, ("Protect the main road network and maintain access to the ports, HM Naval Base, Portsmouth and other key industry, business and retail sites") will also be considered. The Portsmouth Transport Implementation Plan 2025/26 to 2027/28 identifies the types of schemes the Council will prioritise its resources towards delivering over the next 3 years in order to deliver these and other policies in the Portsmouth Transport Strategy, and sets out indicative priorities for development in the longer term to 2038.
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Future needs to deliver growth from the Local Plan	To accommodate proposed future growth, further investments would be required to mitigate the level of development set out within the Local Plan. To support the Local Plan, Portsmouth City Council commissioned Systra to prepare a Strategic Transport Assessment⁷⁸ (TA) to test the impact of the proposed development within the Pre-Submission Local Plan 2024 on the highway network. This includes all committed development, Strategic and Allocated sites, identified sites and windfall sites. An updated STA for the Pre-Submission Local Plan 2024 and Pre-Submission Local Plan 2025 combined is being has been prepared at the time of writing (October 2025) and is due for completion in winter 2025/26. (https://media.portsmouth.gov.uk/wp-content/uploads/2026/02/Portsmouth-Local-Plan-Strategic-Transport-Assessment-Addendum-200226.pdf) The Transport Assessment has tested the preferred development strategy and identified points on the highway network where significant or severe impacts that will require future mitigation are forecast to occur. The specific schemes required to mitigate the Local Plan growth are identified below and within the Infrastructure Delivery Schedule towards the end of this document, these will be updated based upon the findings of the revised STA. The results of the Local Junction modelling are presented below: <u>Junction 1- Milton Road / Velder Avenue / Rodney Road / Alverstone Road</u> No mitigation proposed Upon review of this junction, it is noted that this junction is already heavily engineered for optimum capacity with multiple lanes, feeder lanes, signals and limited provision for other modes. Consequently, with both the 2015 Base and 2019 Base scenarios already showing that the junction is operating above capacity and the junction already being heavily engineered with limited possibility for further improvements, no further physical mitigations are proposed. Any future approach to alleviating congestion at this junction will have to focus on nonphysical interventions such as supporting measures to support mode shift (e.g. bus priority), given that this junction is already heavily engineered. <u>Junction 2 – Portsbridge Roundabout</u> Mitigation associated with this junction has been discussed within section 3.8 (Strategic Road Network) above as it is an SRN junction. The updated STA includes Trigger Point testing for the roundabout
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⁷⁸ https://www.portsmouth.gov.uk/wp-content/uploads/2025/02/Portsmouth-Local-Plan_Strategic-Transport-Assessment-Final-060225.pdf

	which will determine when in the plan period the identified mitigation will be needed. <u>Junction 3 - Spur Road Roundabout</u> The preferred option (Figure 11, drawing GB01T23C11-dwg-100-03.2 in Appendix H of the Strategic Transport Assessment) comprises the following: • Circulatory reduced to two lanes (with hatching), with-flow cycle lane added to Spur Road (segregated) and Southampton Road cycle track improved to be segregated (stepped track), with a cycle crossing on A397 Northern Road arm; • 200 pedestrians per hour assumed on each of the Northern Road and Spur Road zebra crossings; and • Additionally, it is recommended to improve the lighting levels in the pedestrian underpasses, to attract more pedestrians and increase perception of safety. <u>Junction 5 - London Road / Angerstein Road / Gladys Avenue / Stubbington Avenue</u> No mitigation is 'preferred' to be taken forward for this junction. None of several engineering options assessed were forecast to deliver suitable mitigation at this location. As no engineering measures have been assessed as suitable, the approach to alleviating any potential congestion at Junction 5 must focus on non-physical interventions such as measures to support mode shift (e.g. bus priority), or physical interventions which are predominantly safety-focussed. Any interventions will have to focus on promoting a healthy streets approach (such as prioritising walking and cycling) and recognise the district centre location of this junction. <u>Junction 7 – Rudmore Roundabout</u> The preferred option comprises the following: • Signalisation of Kingston Crescent and East Circulatory; and • Extension of cycle time from 70 seconds to 90 seconds. <u>Junction 8 – Lakeside Access</u> The preferred option (Figure 12, GB01T23C11-dwg-100-08.1 in Appendix H of the Strategic Transport Assessment) comprises the following: • Add a secondary access to the northwest of the Lakeside development site on Western Road, as per the principle set out in the outline planning application 1600416FUL. This will be left turn exit/ entry only; and • It is noted that all traffic turning left out of the Lakeside development site (onto Western Road) has been re-assigned to use this access.
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	<u>Junction 9 – A2030 Eastern Road / A27 Havant Bypass</u> No mitigation required. Further information is provided within section 3.8 (Strategic Road Network) above discussing the SRN. <u>Junction 10 - Stanhope Road / Station Street / Commercial Road S/Commercial Road N</u> PCC have recently converted this junction into a four arm signalised junction, with the northern Commercial Road North arm being bus only. This scheme has been delivered as part of the Transforming Cities Fund, and aims to prioritise active travel, particularly pedestrian safety. <u>Junction 11 - A288 Pier Road / Duisburg Way / Pembroke Road</u> No mitigation is required. This junction operates within capacity within all scenarios. <u>Junction 12 - A397 Northern Road / Wayte Street / Medina Road</u> This junction operates within capacity within all scenarios. Whilst some arms are operating near capacity in the 2041 Do Minimum scenario due to Local Plan growth, this does not exceed capacity. Further to this, mitigation on Spur Road roundabout is expected to improve the operation of this junction and therefore no further analysis is necessary and no mitigations are required to be proposed. <u>Junction 14 – Marketway / Landport View</u> This junction operates within capacity across all scenarios. Whilst the reported queues exceed the stacking space in the 2041 Do Minimum scenario, it is noted that this is also the case for the 2041 Baseline scenario. Access to Landport View is being removed as part of the City Centre Road Scheme (see Junction 4, 6 and 13) and this will have a significant change on vehicle movements and routing patterns within this section of the network. Therefore, no mitigation is required and no further analysis is necessary. <u>Junction 15 – London Road / Southwick Hill Road</u> The mitigation for this junction consists of the following: • The London Road North offside lane to be allocated as right turn only, to Southwick Hill Road; and • Signal staging rationalised using two stage streams to provide better coordination of signal timings. <u>Junction 16 – Museum Road/Landport Terrace/Kings Road/Kings Terrace</u> This junction operates within capacity across all scenarios, consequently mitigation is not required on the grounds of capacity however a mitigation need has been considered on the ground of safety.
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	Options for a cycling link, connecting Kings Road to the east-west active travel corridor via St Pauls Road have been developed. Delivery of this proposed scheme would require the removal of 17 parking bays (shared pay & display/permit holders) and the movement of bus stops/shelters to the east. Additionally, St Pauls Road would no longer allow for two-way vehicle movements, operating as a one-way link in southbound direction in order to accommodate the required width of cycle lane. <u>City Centre Road Scheme Junctions</u> The Portsmouth City Centre Road (CCR) project is part of the wider long-term vision for reimagining the City Centre area as part of the City Centre Masterplan and 2040 Development Strategy. It revises the highway network on the western corridor of Portsmouth to maximise the development potential of the site to fully deliver the proposed City Centre North Scheme. In line with the Local Plan, this site supports the development of brownfield sites, generating opportunity for city centre regeneration and promoting the growth and enhancement of sustainable travel within the city centre. A planning application for the City Centre North site, comprising up to 2,300 residential units and complementary non-residential development was submitted in August 2022 and has a resolution to grant planning permission since October 2023. Acknowledging there are limited strategic options to maximising the development at this site, a key enabler to the viability of this site is the realignment of the road network. Junction 4 – Church Street Roundabout, As per PCC City Centre scheme proposals, Church Street Roundabout is due to become a four arm signalised junction. It is noted that the new layout prioritises sustainable travel modes with bus only lanes and an improvement in cycling and pedestrian infrastructure. With this junction being located in the City Centre, it is envisaged that there will be a level of modal shift to these sustainable modes. Junction 6 – Marketway Roundabout, As per PCC CCR scheme proposals, Marketway Roundabout is due to become a three arm signalised junction. the new layout prioritises sustainable travel modes with bus only lanes and an improvement in cycling and pedestrian infrastructure. With this junction being located in the City Centre, it is envisaged that there will be a level of modal shift to these sustainable modes. Junction 13- Hope Street Roundabout. As per PCC CCR scheme proposals, Hope Street Roundabout is due to become a three arm signalised junction. the new layout prioritises sustainable travel modes with bus only lanes and an improvement in cycling and pedestrian infrastructure. With this junction being located
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	in the City Centre, it is envisaged that there will be a level of modal shift to these sustainable modes. Results from the Strategic TA modelling, where forecasts of a "worst case" scenario were undertaken, indicate that the alteration of the road network alone in the City Centre road area would not be enough to fully optimise the operation of the network in this area and reduce air quality to an acceptable standard. Additional modelling of the CCR scheme indicates that the scheme only achieves full effectiveness if complimentary measures which reduce overall traffic flows through the area are also implemented. These measures that would deliver the required modal shift are identified within LTP4 and other strategy documents. These projects have been identified as 'critical' within the infrastructure delivery schedule at Appendix 2 and must come forward in order to deliver sustainable development at the City Centre if the highways layout remains the same as that modelled within the Strategic Transport Assessment. These will improve the operation of the road network and improve air quality. Further alterations to the CCR scheme will be welcomed if robust evidence shows that these can further optimise the local highway network for private, public and active transport modes and improve air quality. <u>Summary of the Strategic TA</u> The analysis from the transport modelling demonstrates that the proposed development strategy for the City is forecast to have an impact on the highway network. A combination of the proposed mitigation options will be required to improve the operation of the network and provide dedicated facilities for pedestrians and cyclists and improved priority for public transport in order to achieve modal shift- in addition to ensuring that road safety remains uncompromised for all users. The TA remains a strategic assessment and therefore the local transport impacts of each of the Local Plan allocation sites will need to be further assessed and addressed in Transport Assessments accompanying individual planning applications. Any local plan strategic or allocated site needs to maintain and improve the safety and capacity of the local highway networks linking to other areas of Portsmouth and to the strategic network. These main transport corridors also provide the opportunity to further develop and integrate with the South East Hampshire Rapid Transit (SEHRT) and LCWIP proposals which Portsmouth will continue to deliver over the plan period. An updated summary based on the STA Update will be prepared following its completion (due winter 2025/26). <u>Tipner Bridge</u> To unlock and deliver the best available development at Tipner West, Tipner East, Horsea Island Strategic Open Space and Port Solent, a bridge link providing public and active travel links between Tipner and Horsea Island must be delivered in order to support proposed development and improve sustainable travel options serving these areas. It is classed as critical infrastructure and land is safeguarded
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	for the landfall of the bridge in both the strategic site allocations in the Pre-Submission Local Plan Addendum (2025) of Tipner West and Horsea Island Strategic Open Space.
Funding Sources	Delivery of major schemes for highway improvements is dependent on funding decisions by central Government and other contributors including developer funding. Local Highway Authorities are responsible for securing the funding for transport infrastructure, as well as for the continual cycle of maintenance and improvement. This is usually secured through a number of routes: • Bidding competitively for funds to funding agencies, primarily central Government (Department for Transport); • Capital spending from internal PCC resources; • Developer Contributions and the Community Infrastructure Levy.

3.10 Rail Services	
Lead Organisation	Network Rail
Main Sources of Information	• Engagement with Network Rail • Engagement with PCC Public Transport Officers • Solent Connectivity Continuous Modular Strategic Planning - May 2020⁷⁹
Planning policy	Paragraph 20 of the NPPF states that: <i>"Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision⁸⁰ for:"</i> <i>b) infrastructure for transport ...</i> Section 9 of the NPPF relates to promoting sustainable transport. Paragraph 109 of the NPPF states that: <i>Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:</i> <i>c) understanding and addressing the potential impacts of development on transport networks;;</i> <i>e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and</i> Paragraph 111 sets out that planning policies should:

⁷⁹ <https://democracy.portsmouth.gov.uk/icDecisionDetails.aspx?AId=13673>

<https://iow.moderngov.co.uk/documents/s1113/Appendix%20-%20Solent%20Connectivity.pdf>

⁸⁰ In line with the presumption in favour of sustainable development.

	<i>b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;</i> Paragraph 117 sets out that: <i>Within this context, applications for development should:</i> <i>a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</i>
Context and Existing Citywide infrastructure provision	Network Rail is a public body and an arm of the Department for Transport, and is the statutory undertaker responsible for maintaining, operating and developing the main railway network and its associated estate. Network Rail's aim is to protect and enhance the railway infrastructure, therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests will also need to be carefully considered. The National Rail network provides connectivity primarily for medium and longer distance journeys throughout Portsmouth and connecting with the wider Solent area and beyond. The stations located within Portsmouth are as follows: • Cosham • Hilsea • Fratton • Portsmouth and Southsea • Portsmouth Harbour Portsmouth has strong rail links with London, Southampton and various other destinations in the coast and interior of south-east England. Direct services depart for London from Portsmouth at least every 30 minutes and take as little as an hour and a half. There are also direct services from Portsmouth stations to Chichester, Brighton, Winchester, Salisbury, Bristol, and Cardiff Central. There are no direct services connecting to the Midlands and the North of England - accessing these areas requires at least one change of trains.
Planned Provision	The Portsmouth area forms part of the scope for the Solent Connectivity Strategic Outline Business Case (SOBC) development currently underway. This SOBC work follows on from the

	Solent Connectivity Continuous Modular Strategic Planning (CMSP) published in 2020 which found that public transport networks within the Solent area had not seen significant adaptation to changes to the build environment and new developments across the area, and as such there is a high reliance on the private car. The strategy sought to identify opportunities for improved rail links within the Solent area. The study's primary conclusion was that whilst rail services are competitive with driving in terms of journey time on many journeys, train frequencies are low, particularly at minor stations, resulting in long and unattractive wait times - and that higher train frequencies (particularly at less well-served stations), rather than faster trains or new stations, should be the primary improvement promoted to make rail more relevant for short to medium distance journeys in the Solent area. Relevant to the PCC scope area, the study recommended the addition of two trains per hour between Portsmouth and Winchester and two trains per hour between Portsmouth and Southampton via the Netley Line. For such growth, significant infrastructure improvements would likely be required in Portsmouth and in the surrounding areas, and it is this that the ongoing Solent Connectivity SOBC work is clarifying. The SOBC work at present is developing proposals for an immediate level of service improvements (potentially one additional hourly local service from Portsmouth to each of Southampton and Eastleigh) with commensurately lower requirements for infrastructure enhancements, as these have a greater chance of a positive business case and deliverability in the medium term. The main implications for Portsmouth from the Solent Connectivity proposals would be a need for at least one additional terminating platform to accommodate more trains terminating- ideally at Portsmouth Harbour but a third low-level platform at Portsmouth and Southsea is also under consideration. Additionally, the Wessex strategic planning team are currently undertaking a series of Strategic Station Plans at various stations across the route. These are often prompted by a proposed service change or local changes through Local Authority strategy. To that end, stations within Portsmouth may prove suitable for future Strategic Station Plan development in line with the growth proposed in the Local Plan. The other current strategy studies relevant to rail services to Portsmouth are the Mainline (Tranche 2) Strategic Study (looking at demand into London and potential service requirements to meet that demand to ~2050) and the Sussex Coastway Strategic Study. Whilst neither of these studies identify requirements for specific rail infrastructure within Portsmouth, they highlight the case for running extra train services. In order to deliver the extra train services within Portsmouth in line with these studies (which were completed in isolation of one another) additional capacity for more terminating trains (an additional platform) would be needed - Portsmouth Harbour being the most appropriate location for this.
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Future needs to deliver growth from the Local Plan	Local Plan Strategic and Allocated sites have been shared with Network Rail, and the impacts of these on rail demand were considered in forecasting undertaken by the Solent Connectivity Strategi Study resulting in specific consideration being given as to how potential developments at may contribute to or impact upon rail infrastructure. Network Rail and SWR (the primary local train operator) have identified upgrades to some stations are necessary to support the proposed Local Plan development quantum. Portsmouth & Southsea (Located within the Portsmouth City Centre Strategic Site) • Alterations/expansions to platforms which narrow significantly at points. This is identified as a constraint resulting in congestion issues both currently and would be further exacerbated by increased usage as a result of development growth close associated with the City Centre allocation. • The provision of a new entrance would assist in reducing the congestion issues and providing an additional point of access and this could be an option to be explored. • The current facilities at the station would need upgrading in light of proposed development growth within the City Centre to account for increased footfall. Most of the current station is cosmetically tired and needs improvement to present a better first impression for visitors as a gateway to the City Centre. • Large sections of platforms are currently uncovered and canopy extensions would support the even boarding of passengers at the station. • Key improvements to wayfinding and accessibility have been recommended. This includes making the station more appealing and pleasant to use for people travelling sustainably. Portsmouth Harbour • Initial improvements to be assessed include reinstalling a pedestrian crossing on The Hard Rd and security improvements to parts of the adjoining Hard Interchange. • The assessment and provision of a new platform at the station to enable more frequent services to be provided. Fratton • Infrastructure improvements to enable an off road direct link from Fratton Station to the Pompey Centre and Fratton Park, avoiding Goldsmith Avenue. This link is a key part of the
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	Fratton Park & the Pompey Centre allocation (in particular, expansion of Fratton Park). • Assessment of station capacity considering potential increase in Fratton Park alongside residential/mixed use/commercial developments to ensure station can accommodate additional users. • Improvements to rail station to provide enhanced facilities and improved accessibility to accommodate growth. • Improvements to wayfinding and accessibility have been recommended. Particularly on the footbridge which is inaccessible and unpleasant. Hilsea • There are currently no major concerns from a strategic perspective and it is not anticipated that growth will impact on the usage of this station. There is scope however to improve the general public environment in and around this station. • The step-free route to access the station is particularly long and can feel dangerous in the evening. It is also not accessible to everyone. PCC owns land on this route so there is an opportunity to take action to improve the existing route or provide a new route. Cosham • A Transport Hub scheme aimed at improving interchange between rail and a range of onward travel modes, as well as improving aspects of the environment of the area around the station, is being promoted by the council with a feasibility study for an improvement scheme completed, and the council is currently preparing a business case to assist in efforts to secure funding for delivery.
Funding Sources	Network Rail's income comes largely from government (DfT) and from the 'track charges' received from train operators. The Department for Transport (DfT) has overall strategic and financial responsibility for the railways and agrees funding settlements with Network Rail in 5 year funding cycles (known as "control periods"). The next five-year control period runs between 2024 and 2029 and during this period Network Rail have been allocated £43.1 billion for maintenance and enhancement of the rail network. For the rail network in southern England, £7.7bn has been allocated (10% less than the allocation for 2019-2024). A majority of this funding is allocated to maintenance and renewals of aged assets, together with safety improvements such as level crossing closures and works to mitigate against the increasing effects of extreme weather. Rail enhancement projects (projects which increase capacity or allow new services to run) tend to be funded via a separate process outside

	of these 5 year funding windows, and is dependent on the development of business cases for schemes/programmes of funding. At present the Solent Connectivity proposals are at step 1 of 4 of the business case process and it is unlikely that these proposals will be funded or delivered before the 2030s. Successful rail investment business cases are often supported by contributions from third parties such as local government or businesses.
3.11 Bus and Rapid Transit	
Lead Organisation	First Bus Stagecoach Portsmouth City Council
Main Sources of Information	• Engagement with bus operators • PCC public transport officers • Portsmouth City Council LTP4
Planning policy	Paragraph 20 of the NPPF states that: <i>"Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision⁸¹ for:"</i> <i>b) infrastructure for transport ...</i> Section 9 of the NPPF relates to promoting sustainable transport. Paragraph 109 of the NPPF states that: <i>Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:</i> <i>a) understanding and addressing the potential impacts of development on transport networks;</i> <i>c) identifying and pursuing opportunities to promote walking, cycling and public transport use;</i> Paragraph 111 sets out that planning policies should: <i>b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;</i> When considering development proposals, paragraph 116 sets out that: <i>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.</i>

⁸¹ In line with the presumption in favour of sustainable development.

	Paragraph 117 sets out that: <i>Within this context, applications for development should:</i> <i>a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;</i>
Context and Existing Citywide infrastructure provision	Passenger Transport provision in Portsmouth plays a key part in helping to promote economic growth, maximise social inclusion, and ensure accessibility to employment, education, food shopping and local health services. The local road network can become congested in Portsmouth, due to its high density and high levels of car ownership and use. At some locations where congestion occurs regularly, bus priority- typically through provision of bus lanes, but increasingly through traffic signal bus priority as well- is provided to reduce the impacts of congestion on buses, but there are still a significant number of locations where buses are not protected from the effects of traffic congestion. Portsmouth bus routes are covered by two bus operators: Stagecoach and First Bus. Long-distance journeys coach operator National Express operates from the coach and bus interchange at The Hard in Portsea, next to Portsmouth Harbour train station. Where local road network junctions are already at or near capacity, this affects bus journey times. Bus priority measures introduced through the Transforming Cities Fund (TCF), South East Hants Rapid Transit (SEHRT), and Bus Service Improvement Plan (BSIP) are mitigating increased journey times, rather than providing a positive time benefit for bus services. Portsmouth City Council operates a Park & Ride bus service at Tipner providing a quick, easy way for visitors and out-of-town shoppers to get to Portsmouth City Centre, Gunwharf Quays, the Spinnaker Tower and the Historic Dockyard. The Council also provide facilities such as bus shelters/stops and information and facilities at interchanges. The most important interchange is The Hard interchange, but there are other important interchange points on the network including the City Centre, Clarence Pier, and Cosham.
Planned Provision	A transition to greater adoption of public transport is a highly important objective identified in LTP4 in order to make best use of the city's highway network and to address issues such as air quality. Increasing the speed and reliability of buses will be a key part of achieving this and is an outcome which several policies in LTP4 promote. Providing

	an attractive local bus service is vital to encouraging more people to travel sustainably in the city. PCC and partners (Hampshire County Council, Isle of Wight Council and bus and ferry operators) are promoting the development of the South East Hants Rapid Transit (SEHRT) network to better serve short to medium distance travel within the Portsmouth city region. The SEHRT proposition combines many existing elements of bus priority and improved interchanges (some recently delivered since 2021, or currently being delivered- through Transforming Cities Fund (TCF) and Bus Service Improvement Plan (BSIP) funding with proposals for further bus priority and service quality and frequency improvements to create, in the long term, a bus rapid transit network across five routes in the wider Portsmouth city region. Four of these routes connect satellite towns (Havant, Waterlooville, Fareham and Ryde) to Portsmouth and provide an opportunity to develop bus rapid transit services to provide a viable alternative to driving for many more journeys than today. Developing new rapid transit connections, with new vehicles, improved stops, easy ticketing, real time service information and dedicated routes, is critical to meeting growing demand for travel into and across the city. PCC is also promoting the development or improvement of several Transport Hub schemes- currently Southsea (Clarence Pier); Tipner; and Cosham station, which aim to improve multi-modal interchange through bringing public transport services together with other modes such as rail / ferry and shared transport services such as the Portsmouth car club, cycle and e-scooter hire, taxi pick up and drop off, as well as enhanced information and could include other facilities such as cycle hubs/ repair shops and EV charge points. Alongside the long term proposals for rapid transit, PCC will also focus on working with bus operators to improve other local bus services through our enhanced bus partnership as detailed in Policy M of the LTP4. This will include improving ticketing and digital integration across modes. The primary current programme delivering improvements to bus services and facilities, delivering parts of the SEHRT plan and our plans for improvements for other local buses, is the Bus Service Improvement Plan (BSIP). <u>BSIP</u> The Portsmouth Bus Service Improvement Plan (BSIP) is Portsmouth's visionary delivery scheme aligned with the government's National Bus Strategy and aims to dramatically improve bus services and infrastructure in Portsmouth. PCC developed the BSIP jointly with operators. The first BSIP was published in October 2021 and an updated version was published in
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	2024⁸². The BSIP runs from March 2025 - March 2029. This sets out short term funded delivery through to 2025-, medium- and longer-term proposals, aspirations for improvements to the bus network and supporting infrastructure and measures for the late 2020s through to a horizon year of 2038. The BSIP's key objectives are to achieve: • Shorter bus travel times • Improved service reliability • More bus passengers • Higher bus passenger satisfaction The Department for Transport awarded PCC £48.3m over 3 years (April 2022 – March 2025) split between £33.8m for capital measures and £14.5m for revenue interventions to deliver many elements of the BSIP until 2025. BSIP grant funding has increased to £53.05m following a further allocation of £4.71m for 2025/26⁸³. The split between revenue and capital is now £15.51m revenue (RDEL) and £37.54m capital (CDEL) following the further allocation and a reallocation of the initial funding. This programme is managed by an enhanced partnership between local bus companies Stagecoach South, First Solent and Portsmouth City Council. The Portsmouth BSIP has already funded earlier morning and later night services on many routes, 24 hour operation of 2 routes, tap on tap off technology, fare free weekends to encourage residents to try the bus, Christmas day bus services and much more. A range of new tickets delivering better value bus travel for young people, families and other groups have been introduced. A range of bus priority measures from enhanced and additional bus lanes to improved bus stop geometry and better enforcement will be complemented by smart traffic signals building on the bus priority signal junctions introduced through the Transforming Cities Fund. These will deliver improved bus priority giving shorter journey times and more reliable services due to more consistent travel times. <u>Zero Emission Bus funding</u> Following a successful ZEBRA 1 fund joint bid with Hampshire County Council and First Bus in 2021/2022, DfT have awarded £12.8 Million to support Firstbus adding 62 new electric buses to their Portsmouth City Region fleet. These buses started entering service from March 2024 and will replace much of this operator's current diesel fleet. The new buses will operate across the Gosport, Fareham and Portsmouth
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⁸² <https://travel.portsmouth.gov.uk/wp-content/uploads/2025/04/Portsmouth-Bus-Service-Improvement-Plan-2024-Accessibility-2407-alt-text-revised.pdf>

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<https://democracy.portsmouth.gov.uk/documents/s58126/Bus%20Service%20Improvement%20Plan%20BSIP%20-%20Capital%20Highways%20Programme%20update.pdf>

	and will support air quality improvements on the routes that travel through four of Portsmouth's air pollution hot spots. In partnership with Firstbus, PCC submitted a bid to a second round of ZEBRA funding in late 2023, for a further 40 electric buses. Unfortunately this proposal has not been funded, and it is anticipated that further decarbonisation of the network may now need to be supported from more local funding sources (e.g. future Hampshire & Solent Mayoral Authority funding).
Future needs to deliver growth from the Local Plan	<u>SEHRT development and BSIP/ZEBRA future phases</u> The council will continue to work on promoting the South Hampshire Rapid Transit network (Policy K of LTP4) together with a range of supporting measures and improvements to local bus services, infrastructure, ticketing and promotion (Policies J, L and M) is important to support sustainable development of the city as set out in the draft Local Plan. Mode shift to bus will be required as one way of mitigating increased demand on the highway network resulting from development. In the short term, potential further rounds of BSIP and zero carbon bus funding are the most likely way this will be achieved, but in the medium and longer term other central government funding opportunities, together with opportunities brought forwards by new development, are expected to allow continued delivery of these plans. New development within the Local Plan (in particular at strategic and allocated sites) needs to be easily accessed by buses. Developments must safeguard public transport routes and corridors for potential rapid transit connections. <u>Park and Ride expansion</u> The Park and Ride expansion is allocated in the emerging Portsmouth Local Plan as part of the wider Tipner East allocation for the redevelopment of the existing site. Outline permission was granted for the construction of a multi-storey Transport Hub expanding the existing Park and Ride facility from the current 675 spaces, to as many as 2,650 spaces, together with ancillary uses (up to 840sqm), with access from Junction 1 on the M275. This permission has since lapsed although the strategic case/need for expansion of park and ride capacity in the medium-to-longer term to support both City Centre regeneration, and development at Tipner, remains. This development forms part of the wider Tipner East allocation within the Local Plan. The expanded park and ride and transport hub is a key measure supporting re-moding of vehicle trips to sustainable modes before they reach the highly sensitive City Centre area, supporting efforts to address breaches of air quality standards through enabling increased modal shift. The development of this expansion will be 'critical' to unlocking development within the City Centre and reducing the level of private car traffic following its regeneration. <u>New all electric Bus depot</u>

	The News Centre (proposed allocation within the Portsmouth Local Plan 2024 as PLP:14) in Hilsea is owned by First Bus, who intend to develop a new purpose-built 'super depot' to accommodate a fleet of electric buses. This use aligns well with the Council's aim to prioritise sustainable transport and will help make a real contribution to climate change mitigation. The new depot will replace the existing First Solent Hilsea Depot on the western side of London Road, opposite the News Centre. The all-electric depot is set to be completed in 2028 and accommodate 60-70 buses, with the potential to expand to 100 buses in the future. This will allow additional need to be accommodated resulting from future Local Plan growth.
Funding Sources	There are a variety of funding sources to deliver public transport and rapid transit improvements that PCC can access including: • Central Government revenue and capital funding-which is often made available through competitive bid funding rounds; • Government Integrated Transport Block capital funding to Local Transport Authorities (a small annual grant from central government- £1.86m for PCC in 2024 and 2025; no amount committed beyond 2025) • Bus Service Improvement Plan and other bid funding and/or grant opportunities • Private Bus company investment in vehicles, technology etc; • Developer contributions including those received through the Community infrastructure Levy and Section 106 agreements, where appropriate • Other potentially relevant funds (e.g National Highways designated funds)

3.12 Sustainable/active travel	
Lead Organisation	Portsmouth City Council as the Local Highway Authority
Main Sources of Information	• Engagement with PCC Transport Strategy team • Portsmouth LTP4 • Portsmouth Local Cycling and Walking Infrastructure Plan⁸⁴ (LCWIP)
Planning policy	Paragraph 20 of the NPPF states that: <i>"Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision⁸⁵ for:"</i> <i>b) infrastructure for transport ...</i>

⁸⁴ <https://travel.portsmouth.gov.uk/wp-content/uploads/2022/05/74.645-LCWIP-update-with-background-report-2022-Accessible.pdf>

⁸⁵ In line with the presumption in favour of sustainable development.

	Section 9 of the NPPF relates to promoting sustainable transport. Paragraph 109 of the NPPF states that: <i>Transport issues should be considered from the earliest stages of plan-making and development proposals using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:</i> <i>c) understanding and addressing the potential impacts of development on transport networks</i> Paragraph 111 sets out that planning policies should: <i>b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;</i> When considering development proposals, paragraph 116 sets out that: <i>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.</i>
Context and existing citywide infrastructure provision	Portsmouth City Council declared a Climate Emergency on the 19 March 2019, pledging to achieve net zero carbon emissions in Portsmouth by 2030. It is essential that the appropriate infrastructure is in place to make walking and cycling an attractive, safe and healthy alternative to polluting motor vehicles. Walking and cycling levels are above the UK average but lower than what is believed to be achievable considering the flat, compact nature of the City. According to the 2021 Census results, 17.9% of commuters travel to work by walking or cycling (12.7% on foot and 5.2% by cycle) compared to 46.7% of journeys to work being made by car or van. The current network available for cycling and walking is illustrated on the City Council's Active Travel Map⁸⁶. As part of the development of the Local Cycling and Walking Improvement Plan (LCWIP), an assessment of the quality of the city's primary walking and cycling routes was undertaken, with the following key findings: • Shared use paths scored poorly where insufficient width for different cyclists and pedestrians exist; • Many paths are unlit, or have no passive surveillance;

⁸⁶ <https://www.portsmouth.gov.uk/wp-content/uploads/2023/12/Active-Travel-Map-aa-accessible.pdf>

	• Many on-road sections score poorly against safety and comfort criteria. This is usually due to them having high traffic volumes, 30mph speed limits and no infrastructure to physically protect cyclists from motor traffic; • There is an absence of street trees or planting in the highway to enhance the walking environment, provide shade or shelter and absorb carbon dioxide; • Bollards impact the quality of the streetscape; • Footways are in poor condition, creating trip hazards; • No formalised pedestrian priority when crossing some side roads. The Council has received moderate amounts of external funding in recent years which has allowed improvements in some areas, particularly focused on the east-west active travel corridor between Fratton and the city centre, and on the Eastern Road corridor. And some of the city's LTP capital programme, part funded from ITB block funding, has been focused on improvements such as pedestrian crossing schemes and localised enhancements. New pedestrian and cycle facilities delivered in recent years are designed to meet the high standards set out in LTN 1/20 as far as possible.
Planned Provision	The Government wants walking and cycling to be a normal part of everyday life and the natural choices for shorter journeys with an aim for more people to have access to safe, attractive routes for cycling and walking by 2040. PCC have published a Local Cycling and Walking Infrastructure Plan⁸⁷ (LCWIP) (a sub-strategy to the LTP4) which sets out the city's plans to develop high quality cycling and walking networks across the city. The LCWIP is an ambitious plan that proposes significant investment over the next 10 years that looks to transform the City for both walking and cycling. The Council is currently delivering elements of the LCWIP network as funding opportunities permit but large scale delivery is primarily reliant on central Government funding, which has not yet been forthcoming in significant quantities. To support the identified network, PCC will deliver schemes in line with LTN 1/20 guidance as far as possible, including protected continuous cycleways, as well as widened and higher-quality footways, improved crossings as close to desire lines as possible and will bring forward public realm schemes in local centres to improve their attractiveness. The delivery of LCWIP in full over the plan period and delivery of the majority of the South East Hants Rapid Transit Bus Rapid Transit network in the city, and ideally beyond the City boundary, are going to be basic sustainable transport infrastructure requirements for accommodating development sustainably.

⁸⁷ <https://travel.portsmouth.gov.uk/wp-content/uploads/2022/05/74.645-LCWIP-update-with-background-report-2022-Accessible.pdf>

Future needs to deliver growth from the Local Plan	There is a pressing need for all new developments within the city to be linked into the strategic cycling network, as well as improve local connectivity through walking and cycling routes. Policies within the Local Plan require connections to the existing cycle and walking network and any future networks created through the LCWIP. In order to facilitate these interventions, where mitigation schemes have been identified within the Strategic Transport Assessment (STA), SYSTRA have reviewed the walking and cycling elements of the mitigation to assess if more suitable locations for walking and cycling improvements exist on parallel links in line with the identified LCWIP routes. If the mitigation schemes follow preferred routes, SYSTRA have advised on interventions to consider for upstream and downstream interventions. Developers will be required to contribute to the cost of walking and cycling measures and demonstrate how they will promote travel by non-car modes (typically through the requirement for a travel plan for the development). The Council will continue to develop the city's walking and cycling network in order to encourage a switch to more sustainable modes.
Funding Sources	Local Highway Authorities are responsible for funding a range of Funding transport infrastructure, as well as for the continual cycle of maintenance and improvement. This is usually secured through a number of routes: • Bidding competitively for funds from central Government (Department for Transport) and government bodies such as Active Travel England; • Grant allocations from central government/public bodies the most relevant of which is the Combined Active Travel Funding (CATF) from Active Travel England (ATE) through which PCC have been allocated £419k for walking and cycling capital and revenue projects to be delivered by 2027. It should be noted that the amount of funding PCC receives through CATF is dependent on the active travel capability rating awarded to PCC by ATE. PCC is currently rated level 1; if this could be increased to level 2 based on current funding allocations it is likely our annual walking and cycling funding could be doubled. The Council's transport service is continuing efforts to ensure a higher capability rating is awarded when ATE carries out its next assessment. • Government Local Transport Grant (formerly ITB) capital funding to Local Transport Authorities. The LTG capital grant expected to be paid to PCC in future years is as follows: • 2026/27 (Implementation Plan year 5): £2.031m • 2027/28 (Implementation Plan year 6): £2.691m • 2028/29: £3.688m • 2029/30: £4.685m • PCC Capital spending (£1.2m allocated to Eastern Road-Harbourside Park cycle route scheme from PCC internal resources in 2024/2025 budget) • Developer Contributions and the Community Infrastructure Levy

	• Other potentially relevant funds (e.g. National Highways designated funds)
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3.13 Ferry/Hovercraft Services	
Lead Organisation	Wightlink Hover Travel Gosport Ferry Hayling Ferry Brittany Ferries Condor Ferries Portsmouth International Port Langstone Harbour Board
Main Sources of Information	• Engagement with Wightlink • Engagement with Hover Travel • Engagement with Gosport Ferry • Engagement with Hayling Ferry •
National Planning policy	Paragraph 20 of the NPPF states that: <i>"Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision⁸⁸ for:"</i> <i>b) infrastructure for transport ...</i> Section 9 of the NPPF relates to promoting sustainable transport. Paragraph 109 of the NPPF states that: <i>Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:</i> <i>c) understanding and addressing the potential impacts of development on transport networks;;</i> <i>d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage– for example in relation to the scale, location or density of development that can be accommodated;</i>
Context and Existing Citywide infrastructure provision	As an island City, ferry and hovercraft services are important for supporting travel in Portsmouth. They provide an efficient and direct means of travel for education, employment, accessing key facilities and services, as well as leisure and recreation between Portsmouth and Gosport, Hayling Island, and the Isle of Wight. Portsmouth is an important destination for goods, services and facilities (particularly healthcare) for residents living on the Isle of Wight, meaning the cross-Solent routes are often regarded as a “lifeline” service for the island.

⁸⁸ In line with the presumption in favour of sustainable development

	Portsmouth is home to Portsmouth International Port (PIP), which offers more ferry routes than any other UK ferry port. Two ferry operators operate from PIP, these being Brittany Ferries (routes to France, Spain, and the Channel Islands - Guernsey) and DFDS (routes to the Channel Islands - Jersey). Twenty-nine cruise operators also call at Portsmouth⁸⁹. <u>Wightlink</u> Wightlink operate car and foot passenger services from Portsmouth. The car ferry route takes around 45 minutes between Portsmouth and Fishbourne on the Isle of Wight. The foot passenger only FastCat service from Portsmouth Harbour station to Ryde Pier Head, takes 22 minutes. Wightlink's existing infrastructure and vessel meets current needs, but this is only expected to for the next three years as the oldest ferry, St Faith is approaching the end of serviceable life. <u>Hovertravel</u> Hovertravel operate a foot passenger hovercraft between Southsea Hoverport and Ryde (Isle of Wight) Hoverport, which takes 10 minutes and offers regular crossings, making it a convenient and fast way to travel. <u>Gosport Ferry</u> Gosport Ferry is used by around two million passenger journeys a year across Portsmouth harbour. The crossing takes four minutes and offers convenient travel between Gosport and Portsmouth. Gosport Ferry runs typically 148 sailings a day, operating every 15 minutes, every day (except Christmas Day and Boxing Day) from 05:30 until midnight. <u>Hayling Ferry</u> Hayling ferry operate a link between Eastney and the western tip of Hayling Island. This crossing operates seven days a week year round, typically offering a crossing every 40 to 50 minutes between 8am and 7pm. Crossings take around 3 to 5 minutes and are scheduled to connect with buses at the Eastney terminal. This route connects two relatively remote parts of Portsmouth and Hayling Island so is relatively lightly used, carrying just under 50,000 passenger per year, but provides an important link for schoolchildren and leisure users. The Hayling Ferry service, while not 'lifeline', has a civil contingency function as the only alternative way on/off Hayling Island in the instance of an interruption to the A3023/Langstone Bridge. <u>Brittany Ferries</u> Brittany Ferries operate a number of ferry routes with daily sailings and daily overnight sailings from Portsmouth International Port to France and Spain, shown in Table 9 below. As of March 2025, Brittany
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⁸⁹ <https://portsmouth-port.co.uk/cruise/cruise-operators/>

Ferries as Condor Ferries' parent company took over the Channel Island Guernsey route for passenger and freight services until 2040.

Table 9: Details on the Brittany Ferry crossings from Portsmouth

Port	Crossing time	Frequency
Caen	6 hours	Up to 3 sailings a day
Cherbourg	8 hours overnight / 3 hour high-speed service in Summer	Up to 5 sailings per week
Le Havre	5 hours 30 minutes (freight only)	1 sailing per day
St Malo	11 hours overnight / 9 hours by day	Up to 7 sailings per week
Bilbao	33 hours 30 minutes over two nights	2 sailings per week
Santander	28 hours 30 minutes overnight	2 sailings per week
St Peter Port, Guernsey	6 hours 30 minutes outbound, 12 hours 30 minutes return	7 sailings per week

DFDS Seaways

DFDS operate cross-channel vehicle and passenger services between Portsmouth and the Channel Islands (St Helier, Jersey). DFDS Seaways became the preferred operator from Spring 2025, taking over from Condor Ferries. Passenger/freight services operate at least daily, and there are also regular ro-ro freight only sailings. Crossings to Jersey take between 8 and 10 hours depending on destination and direction of travel.

Planned Provision

Wightlink

Wightlink plan to purchase an electric car ferry to replace St Faith in order to meet commitments to UK and IMO net zero targets and due to the imposition of UK Emissions Trading Scheme (ETS) from 2025. Wightlink are currently unable to secure commitment from SSE for the 12-15MVA supply needed at Gunwharf Road and Fishbourne (IOW). Wightlink are unable therefore to order a replacement ferry for St Faith, which could see service reduced from 3 to 2 vessels. This would be insufficient for the existing demand and any future demand as a result of Local Plan growth in Portsmouth or the Isle of Wight.

In addition to the 12-15MVA supply at Gunwharf terminal, Wightlink have identified that a 2MVA supply at Portsmouth Harbour and Ryde Pier is likely to be needed within the lifetime of this Plan to enable

electrification of the FastCat service. Currently the vessel technology is not sufficiently developed to allow electric ferry operation on this route, but battery technology is improving/increasing rapidly, and Wightlink are confident that in the lifetime of the plan they will require this supply.

Hovertravel

Hovertravel are a key stakeholder in the PCC-led study regarding development of a Southsea Transport Hub. The Southsea Transport Hub project proposes a redevelopment of highway and public space at Clarence Pier to create improved bus to ferry interchange and improved facilities for other modes of onward travel. This scheme also seeks to improve the public realm in the Clarence Interchange area by complementing recent and planned improvements nearby through the Southsea Coastal Scheme and aims to support Hovertravel's aspirations for redevelopment of their terminal, and deliver recommendations identified in the Seafront Masterplan.

Gosport Ferry

Gosport Ferry have not identified any improvements planned or required for their own infrastructure.

Hayling Ferry

Table 10 below shows the current planned provision for maintenance of assets for the Hayling service.

Table 10: Langstone Harbour Board Assets/Infrastructure timeline and cost estimates 2026

Asset priority	Item	Budget year	Rationale	Estimated cost (£000)
High	Rib 2, outboard engine, and trailer	2024/25	Rib 2 now reaching end of operational life (purchased in 2008). Shallow draft HDPE-hulled vessel included in 26/27 budget (more suited to 3rd party and environmental work). Outboard purchased in 2019 now transferred to Rib 1 extending	80 (like-for-like)

				operational life. (Move to electric propulsion deemed too expensive at present, but being considered in outside funding bid applications.)	
	Medium	Eastney Dolphins	Asset maintenance 2025-30 (1-5 yrs)	Maintenance to protect against corrosion in intertidal zone sensible to schedule while works take place on Hayling piles	25
	Medium	Rib 1 Outboard Engine	2028/29	Swapped outboard purchased in 2019	16
	Medium	Quay walls (north and south)	2027/28	North being undermined. South affected by tidal flooding with large void identified during davit installation in 2025. Inspection and report by civil engineer budgeted in 2025/26. Indication of requirement for a longer-term replacement	8 1000

				can be informed by this report.	
	Medium	Truck	2028	Replaced like-for-like in 2021. New in 2016.	15
	Medium	Eastney Linkspan	2028-33 (5-10 yrs)	Installed 1986.	120
	Medium	Eastney Pontoon	2028-33 (5-10 yrs)	Installed 2nd hand in 1986. Life-extension works carried out 2022/2023.	500
	Medium	Multi-Cat Workboat	2025-30 (paused)	Replacement for Delilah now well overdue. Coded vessel to continue to maintain moorings and generate commercial income.	1000
	Medium	Harbour Office	2029/30 (5-10 yrs)	General property maintenance (windows, air-con, security, pointing etc.)	20
	Lower	Rib 1 Hull	2032	Purchased in 2016, estimated 16-year lifespan (based in Rib 2 lifespan). Now fitted with newer outboard engine purchased 2019.	40
	Lower	Rib 1 Trailer	2035 replacement (10 yrs)	Replacement Rib 1 trailer purchased 2025	6
	Lower	Telehandler	2038 (15 yrs)	Built in 2017. Replaced Forklift in 2023 using Seafood Infrastructure Fund.	40

	Lower	Boatyard slipway	2039-49	Required for commercial operations from harbour yard.	100
	Lower	Hayling Pontoon	2037	Installed 2017. Life-extension works carried out in 2022/2023	500
	Lower	Eastney Dolphins	Asset replacement 2039-49 (15-25 yrs)	Installed 1987	250-300
	Lower	Roodberg lifting trailer	2038-43 (20-25 yrs)	New in 2024	155
	Lower	Roodberg 2T Lifting davit	2045 (20 yrs)	New in 2025	30
	Lower	Hayling Linkspan	2052-57 (30 yrs)	New in 2022	120
In September 2025, Langstone Harbour Board were awarded a grant of over £233,000 to upgrade the Eastney pontoon through the DEFRA UKSF Infrastructure Scheme round 2 funding⁹⁰. The project includes upgrades to the pontoon, a slipway trailer and telehandler to increase the quantity of catch landed in Langstone. <u>Portsmouth International Port/Brittany Ferries</u> The SEA CHANGE project will design, build and operate a 'shore power' system across the three busiest berths at Portsmouth International Port. This will allow visiting ferry or cruise ships to turn off their engines when in the port, as they will be able to 'plug-in' and use green electricity to run their onboard systems. This project realises the full potential of two new liquefied natural gas (LNG)-electric hybrid ships from Brittany Ferries - the Saint-Malo and Guillaume de Normandie as part of Brittany Ferries' fleet renewal programme. These hybrid vessels began sailing from Portsmouth starting in early 2025 and are shore-power ready. The ferries run on a combination of cleaner LNG and battery power. With shore power available at the port, they will be able to charge their batteries and run on battery power when manoeuvring through Portsmouth harbour, improving air quality and supporting the industry-wide shift to zero-emission shipping. Providing shore power will reduce harmful emissions and improve air quality around the port. It is estimated that the system will save over					

⁹⁰ <https://www.gov.uk/government/publications/uk-seafood-fund-infrastructure-scheme-projects/uksf-infrastructure-scheme-projects-grants-awarded-in-round-2-of-the-scheme#langstone-harbour-board>

	20,000 tonnes of CO2e per annum from 2027. This is the equivalent to the annual carbon footprint of around 2,500 UK households (source) or making 11,111 round trips by plane from London to New York (source). This ambitious project reaffirms Portsmouth International Port's commitment to reduce the impact of operations on neighbouring communities and assist with the wider city's ambition to reach net carbon neutral by 2030.
Future needs to deliver growth from the Local Plan	Beyond the existing and planned infrastructure improvements, there is very limited additional infrastructure required to support the growth of the Local Plan. Hovertravel has the ability to add capacity to meet increased demand on their route, if this arises. Hours of operation could be extended, and capacity could be as much as doubled throughout the day through more intensive use of existing vessels. In terms of capacity utilisation on the Gosport Ferry, vessels on this route can carry 300 passengers which is only reached during exceptional circumstances (i.e. Victorious festival). There is more than enough current unfilled capacity to meet forecast demand associated with new employment opportunities afforded by the increase in new office floorspace (particularly in the City Centre). If passenger demand increased very significantly, the Gosport Ferry also have the ability to 'flex' to run an additional second ferry on the service. The Portsmouth Transport Strategy (LTP4) states that the council will continue to work with providers to support and develop ferry and hovercraft services as these are important parts of the transport offer connecting Portsmouth with neighbouring areas. The council will seek to work with operators to enhance waterborne transport services as opportunities and funding permit, particularly focussing on their integration with other public transport routes. Enhancements to increase usage of ferry routes connecting the city have been identified by TFSE as a strategically important transport enhancement in their Strategic Investment Plan. Development of the Gosport and Hayling ferry services could support efforts to re-mode some travel into the city from car to other modes. Improvements to facilities for connecting journeys at terminals have been identified as being important. Provision of adequate, reasonably priced parking and secure bicycle storage near the ferry terminals, plus higher quality, safer cycling routes to and from the terminals at Gosport and Portsea will support this. At Eastney Point, the Eastney-Hayling Island ferry service operates from a pontoon connected by a linkspan to a fixed approach. The Seafront Masterplan⁹¹ (2021) notes that while there is adequate vehicle access at Eastney Point, it lacks high-quality infrastructure and

⁹¹ https://www.portsmouth.gov.uk/wp-content/uploads/2021/10/173.48-Seafront-Masterplan_Accessible.pdf

	connectivity by foot/cycle. The Masterplan proposes that at Eastney Point, the ferry terminal could be replaced with an architecturally distinctive pier to add a point of interest to this gateway in and out of the City.
Funding Sources	The majority of infrastructure associated with waterborne transport is privately funded by the operator apart from the Hayling Ferry. Maintenance costs for this service come from a range of sources including local government funding.

3.14 Police	
Lead Organisation	Hampshire and Isle of Wight Constabulary
Main Sources of Information	Engagement with Office of the Police & Crime Commissioner for Hampshire and the Isle of Wight
National Planning policy	Paragraph 20 of the NPPF sets out that: <i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision⁹² for:</i> <i>b) infrastructure for ... security</i> Paragraph 102 sets out that: <i>Planning policies and decisions should promote public safety and take into account wider security and defence requirements by:</i> <i>b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.</i>
Context and existing Citywide infrastructure provision	Hampshire and Isle of Wight Constabulary deliver policing services across Hampshire and the Isle of Wight⁹³. Its purpose is to deliver safer communities, and the scale of this challenge includes: - Policing across 1,500 square miles, land which is largely rural but with densely populated cities. - the changing face of crime, with similar trends to those nationally in terms of increased reports of cyber-crime, child sexual exploitation and domestic abuse. - a significant transport network including the M27 and M3, key rail hubs and two international airports. - critical national infrastructure sites to keep safe such as the ports in Southampton and Portsmouth and crucial oil refineries. Within Portsmouth Policing District, as at December 2023, there is: - One Police Investigation Centre,

⁹² In line with the presumption in favour of sustainable development.

⁹³ <https://www.hampshire.police.uk/police-forces/hampshire-constabulary/areas/au/about-us/who-we-are/about-the-force/>

	• Three Neighbourhood Police bases, • One Public Front Counter, • One District Patrol Team case; and • Three sites delivering specialist functions. The existing provision is able to meet the current operational policing need across the City with most of the current infrastructure being fully utilised and, should be capable of meeting any short term increase in local policing delivery. The existing infrastructure provision may have to be reviewed over time, should there be significant increases or changes in the demands placed on operational policing services; or should there be a significant change in the patterns and types of criminal activity impacting upon the communities as they themselves develop and grow. It is difficult to predict demand precisely dependent purely on population size, as there are many other socio-economic factors which also influence scale of demand within the population.
Planned Provision	In March 2024, a second Public Front Counter opened in the City Centre. One of the existing Neighbourhood bases was replaced with a larger, modern, purpose built facility, located at the new Cosham Fire & Police Station in Cosham. It is anticipated that one further site will be added to the OPCC Estates infrastructure in next two years.
Future needs to deliver growth from the Local Plan	At this stage, 2040 is considered to be too far away in time to anticipate what the future demands on operational policing provision may be. The current policing infrastructure and those additions outlined above are deemed sufficient to meet operational policing requirements for the foreseeable future. It is possible, that further additional local policing bases will be required to supplement the existing infrastructure within the term covered by this Local Plan. It is possible that supplemental Neighbourhood Policing bases will be required in certain areas covered by the Local Plan, to be determined by operational policing requirements and emerging crime and incident trends.
Funding Sources	Whilst costs of any additional infrastructure cannot be determined now, as new development becomes clearer, the OPCC would wish to remain in consultation with all parties, so that funding streams could be accessed through applications for capital funding from CIL, if appropriate.

3.15 Fire and Rescue	
Lead Organisation	Hampshire Fire and Rescue
Main Sources of Information	• Engagement with Hampshire and Isle of Wight Fire and Rescue Service Community Risk Management Planning Team

	• Hampshire and Isle of Wight Fire and Rescue Service Safety Plan 2020-2025⁹⁴ • Hampshire and Isle of Wight Fire and Rescue Service Safety Plan 2025-2030⁹⁵
National Planning policy	Paragraph 20 of the NPPF sets out that: <i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision⁹⁶ for:</i> a) <i>infrastructure for ... security</i> Paragraph 102 sets out that: <i>Planning policies and decisions should promote public safety and take into account wider security and defence requirements by:</i> a) <i>anticipating and addressing possible malicious threats and other hazards (whether natural or man-made), especially in locations where large numbers of people are expected to congregate⁹⁷. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security. The safety of children and other vulnerable users in proximity to open water, railways and other potential hazards should be considered in planning and assessing proposals for development; and</i> The Government has published planning guidance for fire safety and high-rise residential buildings (from 1 August 2021)⁹⁸. This sets out measures to ensure the consideration of fire safety matters as they relate to land use planning are incorporated at the planning stage for schemes involving a relevant high-rise residential building.

⁹⁴ <https://www.hantsfire.gov.uk/wp-content/uploads/2023/09/HIWFRS-Safety-Plan-2023.pdf>

⁹⁵ <https://www.hantsfire.gov.uk/wp-content/uploads/2025/04/Safety-Plan-2025-2030-Results-from-Survey-270125-v10.0-2.pdf>

⁹⁶ In line with the presumption in favour of sustainable development.

⁹⁷ This includes transport hubs, night-time economy venues, cinemas and theatres, sports stadia and arenas, shopping centres, health and education establishments, places of worship, hotels and restaurants, visitor attractions and commercial centres.

⁹⁸ <https://www.gov.uk/guidance/fire-safety-and-high-rise-residential-buildings-from-1-august-2021>

Context and existing Citywide infrastructure provision	The core functions of UK fire and rescue services are to make provision for the purpose of promoting fire safety in their area, protect buildings and the people in them, responding to fires, rescuing people in road traffic collisions (RTC) and attending emergencies. Hampshire Fire and Rescue Service is a Combined Fire Authority (CFA) for Hampshire, Portsmouth, Southampton and the Isle of Wight. Hampshire Fire and Rescue Service operates a number of specialist response teams, including: • Animal Rescue • Co-responders • Hazmat specialist team • Urban Search and Rescue (USAR) • Water rescue and flooding The Service also provides a number of services which aim to prevent fires and other emergencies from occurring and protect communities, which consist of: • Arson Task Force • Hydrant inspection • Fire engineering consultations • Fire safety inspection Hampshire is a diverse county, with many rural areas coupled with significant urban regions, notably the cities of Portsmouth and Southampton in the south of the county. Hampshire Fire and Rescue employ around 1,500 people, around 76% of these are firefighters, with the remaining 25% made up by specialist support staff. Hampshire Fire and Rescue current Service operate from 62 locations across Hampshire and the Isle of Wight. Stations at these locations are crewed in different ways according to local risk profiles. Portsmouth has two fire stations: • Cosham Fire Station • Southsea Fire Station
Planned Provision	<u>Cosham Fire Station</u> Cosham Fire Station, is the new facility for Hampshire and Isle of Wight Fire and Rescue Service (HIWFRS), located on Northern Road, Cosham, Portsmouth, Hampshire. The project is one of a £27 million wider station investment programme for HIWFRS, the others being located in Bishop's Waltham and the new live fire training facility at their headquarters in Eastleigh. This will help meet modern demands on the service catering for larger vehicles and increased training requirements. The new Cosham Fire and Police Station was formally opened on the 4th September 2024. This is a permanent relocation of the existing fire station in Wayte Street to the larger site in Northern Road, formerly used by Portsmouth Craft and Manufacturing Industries (PCMI). The

	new station significantly improves space and facilities for a training base in the east of the county. The development consists of a new three-storey modernised station equipped with staff welfare facilities, new training tower and state-of-the art training facilities. <u>Southsea Fire Station investment</u> Work at Southsea Station commenced in June 2024 and focussed around improving the healthy and inclusive design principles. This included upgrading contamination control facilities and investing in individual dormitories and shower/ toilets. These works completed in October 2024.
Future needs to deliver growth from the Local Plan	Due to the strict building regulations associated with new residential development to ensure fire safety, the growth of development doesn't place significant pressure on the existing fire and rescue infrastructure. Planning considerations and assumptions always factor legal and financial constraints as well as the needs of the service to deliver statutory duties and responsibilities. Maintenance and management of building stock is a key dependency for this and will be prioritised based on risk and constraints. Through a Community Risk Management Planning (CRMP) process, Hampshire and IOW Fire and Rescue have recently undertaken extensive engagement supported by data to identify and analyse risk across communities in Hampshire and the Isle of Wight⁹⁹. This intelligence picture will be further developed to incorporate current activity that is undertaken to address these risks and subsequently identify gaps which will need to be addressed. Work is now underway to identify the gaps and areas of priority within this risk picture. At this stage, options are not yet identified so there is no detail on whether there will be any direct effect to building stock. Hampshire and IOW Fire and Rescue have an ongoing maintenance programme to ensure the estate is fit for purpose and constantly evolving to provide an environmentally friendly, safe, and inclusive place to work. Any future proposals will include full consideration of impacts including those on our communities and partners, with appropriate engagement and consultation as required.
Funding Sources	Investment in the Estate is approved by the Authority and funded by the capital reserves. Hampshire Fire and Rescue Authority currently collects £67.71 per year (£1.30 per week) in council tax for a Band D property to provide a

⁹⁹ https://www.hantsfire.gov.uk/wp-content/uploads/2023/11/HIWFRS-Outcome-of-Risk-document_Oct23.pdf

	fire and rescue service to the communities of Hampshire. This is 56% of HFRS income. Government grants for Hampshire provide 14% of HFRS funding. Business rates for Hampshire generate 20% of HFRS income. A small amount of income is generated from fees, charges, interest and from government grants for specific purposes. HFRS also generates a small income through their trading arm.
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3.16 Ambulance	
Lead Organisation	South Central Ambulance Service
Main Sources of Information	- South Central Ambulance Service Future Vision and Strategy 2022-2027¹⁰⁰ - South Central Ambulance Service Clinical Strategy 2023 - 2028¹⁰¹
National Planning policy	No relevant national policy. Strategic policies within local plans are required to make sufficient provision for community facilities (such as health).
Context and Existing Citywide infrastructure provision	South Central Ambulance Service (SCAS) NHS Foundation Trust provides a range of emergency, urgent care and non-emergency healthcare services, along with logistics services across Berkshire, Buckinghamshire, Hampshire and Oxfordshire as well as non-emergency patient transport services (PTS) in Hampshire and Milton Keynes. SCAS employ 4,700 staff who, together with over 9,000 volunteers, enable operation 24/7, serving a population of 7 million people. Key operations include: - Receiving and responding to 999 calls using resources including: community first and co-responders, rapid response vehicles, ambulances, and air ambulances. - Providing non-emergency Patient Transport Services across Hampshire and Milton Keynes. - Providing the NHS 111 services for Berkshire, Buckinghamshire, Hampshire and Oxfordshire. - Providing a logistics service for NHS partners across Oxfordshire. Throughout 2023/24 <u>2024/25</u>¹⁰², SCAS attended 622,300 <u>66,287</u> 999 incidents and completed 959,044 <u>820,000</u> patient transport journeys. The North Harbour Resource Centre at Cosham coordinates services along the south coast from the River Hamble in the west to Emsworth

¹⁰⁰ <https://www.scas.nhs.uk/wp-content/uploads/2022/07/SCAS-Our-Future-Vision-and-Strategy-2022-27.pdf>

¹⁰¹ <https://www.scas.nhs.uk/wp-content/uploads/2024/02/clinical-strategy-2024-28-WEB.pdf>

<https://www.scas.nhs.uk/wp-content/uploads/2024/09/Clinical-Strategy-2024-28-WEB.pdf>

¹⁰² <https://www.scas.nhs.uk/wp-content/uploads/2024/09/SCAS-Annual-Report-2023-24-final.pdf>

<https://www.scas.nhs.uk/wp-content/uploads/2025/10/SCASAnnualReport2024-25.pdf>

	in the east and reaches northwards up to the Hindhead Tunnel including Petersfield and Bordon. Its resources include a fleet of 49 vehicles available daily including 15 ambulances and 34 paramedic cars. The greatest demand on its services comes from Portsmouth. For locations unsafe for a standard ambulance to access the Hazardous Area Response Team has a specialised off-road 6-wheeled vehicle. The Hampshire and Isle of Wight Air Ambulance helicopter can also be called if required. Within Portsmouth, there is an ambulance station located adjacent to the south west of the A2030 (within Milton).
Planned Provision	The Trust published a 5 Year Strategy Summary (2022-2027) setting out Provision a broad strategy for future investment in the ambulance service. Whilst several key strategic projects have been identified, none directly relate to Portsmouth. Funding provision has been awarded to support facilities at the North Harbour Resource Centre in Portsmouth. In May 2025, SCAS NHS Foundation Trust was awarded £1 million of NHS funding for solar projects in four locations across the trust's estate, including North Harbour Resource Centre. In July 2025, SCAS NHS Foundation Trust was awarded £279,173 from the Department of Transport and Department of Health and Social Care to support the electrification of the NHS fleet through the installation electrical vehicle charge points at four of the Trust's locations, including North Harbour Resource Centre, Portsmouth. Savings generated through such projects will be reinvested directly into frontline care.
Future needs to deliver growth from the Local Plan	There is no evidence to suggest that ambulance service within Portsmouth is in need of expansion or upgrading. SACS have not requested any additional infrastructure requirements as a result of Local Plan growth at this time. It should be noted that policies within the Local Plan are required to make sufficient provision for community facilities such as health facilities.
Funding Sources	The Trust's main source of income is from local NHS commissioning contracts for the provision of the emergency service. This income totalled £26760 million for the year ending 31 March 2024 which represented 75.8% of the Trust turnover.

3.17 Utilities - Gas	
Lead Organisation	Southern Gas Networks
Main Sources of Information	- Engagement with Southern Gas Networks - SGN Strategic Planning Report Portsmouth IP/MP 2019 - SGN Strategic Planning Report Portsmouth NW IP/MP 2018

National Planning policy	Paragraph 20 of the NPPF sets out that: <i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision¹⁰³ for:</i> <i>b) infrastructure for... energy (including heat);</i>
Context and Existing Citywide infrastructure provision	Gas networks are nationally managed major infrastructure and planning to address overall capacity and connections to the gas network require consideration at scales over and above the delivery of the Local Plan. Southern Gas Network (SGN) is a gas distribution network company, operating across Scotland, Southern England (including Portsmouth) and Northern Ireland. Portsmouth falls within two grids on SGN's network. The existing upstream medium and intermediate pressure infrastructure can accommodate the quantum of development set out within the Pre-Submission Local Plan. However, most of the Local Plan development would likely be connected to the downstream low-pressure network, where localised capacity limitations may exist, and reinforcement may be required. Under current conditions, the areas with least capacity for further future development beyond those sites already set out would be in the vicinities of the Buckland and Hilsea areas. Any reinforcement on the network would be done reactively to changing demand conditions and required points of connection for new sites. SGN are continuing to carry out a programme of mains replacements in the City (iron mains risk reduction - HSE directive) by 2032. This involves engineering works to swap existing aging cast-iron pipes for modern plastic materials that will reduce leaks and the chance of dangerous explosions for the next 80 years. SGN has currently completed around 70% of the city (2025).
Planned Provision	There are no current planned reinforcements as of yet.
Future needs to deliver growth from the Local Plan	General network reinforcements (for example pipelines and associated installations) are periodically required to meet increases in regional demand and changes in patterns of supply. Additionally, specific reinforcements may be required to support new connections to the network. This would be determined by assessing the requested load against the availability network capacity at that moment. The below capacity assessments may no longer be true due the dynamic nature of the network.

¹⁰³ In line with the presumption in favour of sustainable development

	<u>Tipner East</u> • This site is at the extremity of existing infrastructure. To enable development of this scale, either reinforcement or a connection to network infrastructure distant from the site, would likely be required. <u>Tipner West</u> • The same as above applies to this site as to Tipner East. <u>Lakeside North Harbour</u> • Existing infrastructure around this site provides different possible connection points which may allow the required capacity to be met. <u>Portsmouth City Centre</u> • Existing infrastructure provides different possible connection points for this development. Some connection points may require reinforcement to meet the required capacity. <u>Fratton Park and the Pompey Centre</u> • Existing infrastructure provides different possible connection points for this development. Some connection points may require reinforcement to meet the required capacity. <u>St James & Langstone Campus</u> • Existing infrastructure around this site provides different possible connection points which may allow the required capacity to be met. <u>Horsea Island Strategic Open Space</u> • This site is served by existing infrastructure. With no specified development trajectory given, an assessment on whether this existing infrastructure could support this development was not undertaken. <u>Port Solent</u> • Existing infrastructure around this site provides different possible connection points which may allow the required capacity to be met. <u>St Johns College</u> • Existing infrastructure around this site provides different possible connection points which may allow the required capacity to be met. <u>Fraser Range</u> • Existing infrastructure around this site provides different possible connection points which may allow the required capacity to be met. <u>The News Centre</u>
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	- Existing infrastructure around this site provides different possible connection points which may allow the required capacity to be met. <u>Somers Orchard</u> - Existing infrastructure provides different possible connection points for this development. Some connection points may require reinforcement to meet the required capacity. <u>Land West of Portsdown Technology Park</u> - Existing infrastructure around this site provides different possible connection points which may allow the required capacity to be met.
Funding Sources	Where reinforcement is specifically required for a new load, the cost is tested against the additional net transportation revenue over a period of 25 or 40 years. Where the reinforcement cost is greater than the net transportation revenue, the customer will be required to contribute towards the reinforcement.

3.18 Utilities - Electricity	
Lead Organisation	National Grid Scottish and Southern Electricity Networks
Main Sources of Information	- Engagement with National Grid - Engagement with Scottish and Southern Electricity Networks
National Planning policy	Paragraph 20 of the NPPF sets out that: <i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision¹⁰⁴ for:</i> <i>b) infrastructure for... energy (including heat);</i>
Planned Provision	National Grid It has been identified by National Grid Electricity Transmission (NGET) that against a projected future increase in required distribution demand and embedded generation, connections will require transmission reinforcement works at Lovedean substation through the installation of new / larger Supergrid Transformer (SGTs). This will ensure that the networks continue to provide for the growth of the City both domestically and industrially. The current works underway to implement the aforementioned SGT reinforcement works will enable a significant increase in the power flows across the transmission and into the distribution networks, enabling further domestic consumption and provision.

¹⁰⁴ In line with the presumption in favour of sustainable development

	Since project delivery is scheduled for 2037, this will cater for the Local Plan period. The reinforcement works will be delivered before the completion of the Local Plan in 2040, as future demand has already been identified as requiring further supply from the transmission network. This will be completed in tandem but independently of the local plan development. The average cost of the type of SGT requires at Lovedean market for around £5-6m. In order to upgrade the site capacity at Lovedean, there would need to be the replacement of at least three of the SGTs along with switchgear and short sections of cables for the SGT LV 'tails'. This would mean the approximate cost of the upgrade works at Lovedean is £25-30m. The current works to deliver the SGT reinforcement works for the DNO are accommodated by transmission and distribution connection costs, and not charged to local authorities. Timelines for this new equipment run till 2037, according to the works required. To address any future investments, National Grid Electricity Transmission is advocating for a strategic approach to model demand and invest accordingly. The relevant work to achieve this centralised strategic network planning is underway, led by Ofgem and the Electricity System Operator. <u>Scottish and Southern Electricity Networks</u> The ongoing Transmission reinforcement works which are planned to release further capacity in 2037 are outside the purview of SSEN as the Distribution Network Operator. SSEN publishes its Distribution Future Energy Scenarios (DFES) annually, which models four development scenarios out to 2050 and how load on the network may evolve. Information from local authorities such as Portsmouth City Council is crucial to inform the DFES scenarios, which in turn inform SSEN's longer-term strategic investment in the network. SSEN is keen to continue conversations with Portsmouth about planned development so that it can serve as an input to network modelling and so that SSEN can invest in the network in alignment with stakeholders' ambitions. Depending on the specificity of the need, this may be work that cannot be progressed until a connection application is received. In such cases, once a connection offer is accepted, then SSEN will commence the reinforcement works needed to connect the development listed here.
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	The outputs of the DFES inform the Strategic Development Plan (SDP). The Lovedean Grid Supply Point: SDP¹⁰⁵ covers the Portsmouth area. The SDP is a strategic spatial plan of the future distribution network needs of the area supplied by Lovedean Grid Supply Point (GSP) and provides a blueprint of long-term electricity system needs that allow SSEN to work with other stakeholders to design and build the local markets and networks they need to decarbonise their power needs. Current transmission works include¹⁰⁶: Portsmouth Bulk Supply Point (BSP) • Transmission works: installing a third 132kV circuit between Fort Widley Switching Station and Portsmouth (Completion January 2032). • Distribution works: install a 3rd 120MVA BSP transformer at Portsmouth (completion January 2032). Wymering & Fort Widley BSP • Transmission works: transfer Wymering BSP from Fort Widley Switching Station to be directly fed from Lovedean GSP via three new 132kV circuits (transmission reinforcement completion June 2031). <i>Distribution works: These two substations are interconnected on the 33kV network and available import capacity at either Wymering or Fort Widley is dependent on detailed power flow analysis regardless of the stated capacity. Replace both existing transformers with 120MVA units at Fort Widley BSP (Distribution reinforcement completion July 2032).</i>
Future needs to deliver growth from the Local Plan	<u>National Grid</u> Demand infrastructure will likely need to increase from a DNO perspective. However, besides the current works to deliver the SGT reinforcement works to boost SSEN network capacity- any further accommodations from a transmission network perspective will be triggered in future by customer or consumer demand as required to manage power flows across the network, or via longer term approaches currently under review. Any specific consultations which involve Portsmouth should they arise in future will follow the set processes of planning and consultation for electricity developments, alongside local authorities. <u>Scottish and Southern Energy</u>

¹⁰⁵ <https://www.ssen.co.uk/globalassets/about-us/dso/publication-reports/lovedean---strategic-development-plan---july-2025.pdf> <https://www.ssen.co.uk/globalassets/about-us/dso/current-consultations/for-publication/lovedean---strategic-development-plan---july-2025.pdf>

¹⁰⁶ <https://network-maps.ssen.co.uk/> <https://www.ssen.co.uk/globalassets/about-us/dso/current-consultations/for-publication/lovedean---strategic-development-plan---july-2025.pdf>

	The quantum of development set out within the Pre-Submission Local Plan would likely trigger reinforcement on the distribution network due to existing constraint at Portsmouth and Wymering Bulk Supply Points. The precise amount and cost of that reinforcement will depend on the capacity applied for and specific location of the sites and is subject to an appraisal process. Until further information about the developments set out within the Local Plan is provided, the extent of network capacity it requires and reinforcement that may need to be carried out is unknown. SSEN's demand calculator demonstrates the range of capacities that might be used for a domestic property based on key determinants such as whether heating is electric or there are electric vehicle charging points included with the property. SSEN is keen to work with Portsmouth City Council as plans progress so that the distribution network is well positioned to support the Local Plan.
Funding Sources	<u>National Grid</u> The current works to deliver the SGT reinforcement works for the DNO are accommodated by transmission and distribution connection costs, and not charged to local authorities. Any exceptions to this will be addressed specifically with relevant parties. <u>Scottish and Southern Energy</u> Any network reinforcement triggered by the proposed infrastructure would be funded as per SSEN's charging statements for the southern England licence area¹⁰⁷.

3.19 Telecommunications	
Lead Organisation	Mobile UK Virgin Media BT Portsmouth City Council Digital Services
Main Sources of Information	Mastdata website ¹⁰⁸ Ofcom Website ¹⁰⁹
National Planning policy	Paragraph 20 of the NPPF sets out that:

¹⁰⁷ <https://www.ssen.co.uk/about-ssen/library/charging-statements-and-information/southern-electric-power-distribution/> <https://www.ssen.co.uk/about-ssen/library/charging-statements-and-information/southern-electric-power-distribution/>

¹⁰⁸ <https://mastdata.com/coverage/Portsmouth>

¹⁰⁹ <https://www.ofcom.org.uk/phones-telecoms-and-internet/advice-for-consumers/advice/ofcom-checker>

	<i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision¹¹⁰ for:</i> <i>b) infrastructure for ... telecommunications,</i> Part 10 of the NPPF covers ' Supporting high quality communications'. Paragraph 119 sets out: <i>"Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution)."</i>
Context and Existing Citywide infrastructure provision	Telecommunication refers to the networks that allow information to be exchanged by electronic means. This specifically relates to telephone and internet connectivity. Multiple operators own and maintain the existing telecommunication network that connect the country through telephone and broadband. Digital Infrastructure underpins the digital, cultural, and social infrastructures to develop places where people want to live, work and visit. Over the next decade, digital networks will be the enabling infrastructure that drives economic growth and productivity. Broadband network infrastructure includes 'active' elements such as cables and 'passive' or 'physical' elements such as the underground ducts through which cables are run. City Fibre, Openreach and Virgin Media O2 are the UK's largest network operators. City Fibre, by 2022, made the majority of homes in the Southsea, Fratton, Milton, Eastney, Copnor and Burrfields areas of the city 'ready for service', which means residents were able to connect to the full fibre-enabled broadband services on offer in their area. They invested £32 million into fibre broadband across the city between 2020 to 2025. Openreach is the part of BT that is responsible for building and operating the group's telecommunications network infrastructure. Virgin uses its separate television cable network to provide broadband services. Internet service providers (ISPs) who do not build their own network infrastructure but supply packages to allow you to use broadband, watch TV or make calls (such as Sky and TalkTalk)

¹¹⁰ In line with the presumption in favour of sustainable development

	pay network operators for the use of their infrastructure. This allows them to offer broadband services to consumers. Mobile operators are committed to sending details of the location of their existing sites to Local Planning Authorities on an annual basis. Information on the location of mobile telecommunications masts and base stations can be found on the Mast Data Website. Detailed information on both mobile phone and domestic broadband coverage in particular areas of the City can be accessed by entering a specific postcode and house number on the Ofcom or service provider's websites. The borough is already one of the best served areas in the country and is supplied by physical networks (fibres, wires and cables) provided by both BT Openreach and Virgin Media. Openreach are a key player and are accelerating the roll out of superfast broadband (< 30mbps) nationally and have provided ultrafast broadband (over 1000mbps) to four and a half million homes and businesses. By the mid to late 2020's Openreach aim to reach 20 million homes and businesses. This combined with the other providers delivering this infrastructure will transform the UK, placing it in the digital fast lane. The Government's 2019 manifesto commitment was to deliver nationwide gigabit-broadband by 2025. That target was revised in November 2020 to a minimum of 85% of premises by 2025. The Government says it remains committed to meet 85% of premises by 2025. The 'nationwide-by-2030' target therefore puts a timeline for connecting the remaining 15% of premises, most of which will require public funding support. Figure 1 and table 11 below provides information on the coverage percentages across the City and the speed available.
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City of Portsmouth Superfast and Fibre Coverage

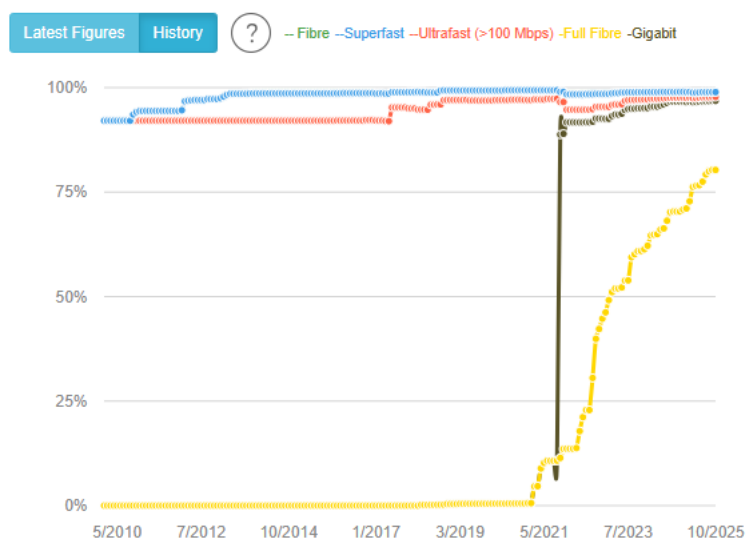


Figure 1: City of Portsmouth Superfast and Fibre Coverage¹¹¹

Table 11: City of Portsmouth Superfast and Fibre Coverage percentages¹¹²

Superfast (>24 Mbps):	98.92%	Below 2 Mbps down:	0.00%
Superfast (>=30 Mbps):	98.92%	Below 10 Mbps down: (Legal USO)	0.05%
Gigabit (DOCSIS 3.1 or FTTP):	96.84%	Below 10 Mbps, 1.2 Mbps up:	1.06%
Full Fibre (FTTP or FTTH):	80.29%	Below 15 Mbps: (High Speed Broadband)	0.12%
Alt Net FTTP: FTTP excluding Openreach, KCOM and Virgin Media RFOG	73.87%	Ultrafast (>100 Mbps):	97.77%
Openreach FTTP:	21.41%	Virgin Media Cable:	90.64%
'Fibre' partial/full at any speed: (FTTC/VDSL/G.fast/Cable/FTTP)	98.94%	Openreach (>30 Mbps):	91.16%
		Openreach G.fast:	34.02%

Figure 1 shows the percentage of superfast and fibre coverage in Portsmouth between May 2010 and October 20245. Superfast (<30 Mbps) coverage is shown in light blue and steadily increased from 92.1% in May 2010 to 98.9% in October 2025. Fibre (VDSL2+FTTH+Cable) coverage is shown in green, although not visible on the graph, as figures are similar to

	Superfast. Fibre coverage increased from 92.1% in May 2010 to 98.9% in October 2025. Ultrafast (>100 Mbps) coverage is shown in red and steadily increased from 92.1% in May 2010 to 97.8% in October 2025. Full fibre coverage is shown in yellow. Between May 2010 and December 2020 coverage was very low at 0%-1%, but sharply increased to 80.3% by October 2025. Gigabit coverage is shown in black and increased from 0% in May 2010 to 10.8% in September 2021, followed by a sharp increase to 88.8% in October 2021, up to 96.8% in October 2025.
Planned Provision	As shown in figure 1 above, Portsmouth has very good access to superfast, ultrafast and gigabit broadband. Ofcom's data on 'Planned Network Deployments by Local Authority Area'¹¹³, indicate that circa 69,300 homes in Portsmouth have availability to full fibre and circa 87,400 have gigabit availability. By 2028, Ofcom predict that circa 89,000 homes will have gigabit capable coverage and circa 83,000 homes are expected to have full fibre coverage within Portsmouth.
Future needs to deliver growth from the Local Plan	Ensuring the wide availability of high-speed broadband and mobile connectivity is a central part of the Government's National Infrastructure Strategy¹¹⁴ and levelling up agenda. The Government has a target that gigabit broadband and 'standalone' 5G will be available nationwide by 2030. The Government has introduced Telecommunications (Security) Act (2021), which introduces new duties on providers of public electronic communications networks and services to identify and reduce the risk of security compromises, prepare for the possibility of their occurrence, and duties to prevent, remedy or mitigate any adverse effects of security compromises. This is supported by the introduction of the Electronic Communications (Security Measures) Regulations 2022 and the Telecommunications Security Code of Practice to address risks to the security of the UK's public telecoms networks and services. The Government has also published the 5G Supply Chain Diversification Strategy¹¹⁵ to ensure the UK's 5G networks are not over reliant on a single supplier, committing £250 million to start this journey. The Operator's Code of Practice indicates that operators will continue to work together to locate base stations on existing structures, and to share sites wherever viable in order to reduce

¹¹¹ <https://labs.thinkbroadband.com/local/city-of-portsmouth,E06000044>

¹¹² <https://labs.thinkbroadband.com/local/city-of-portsmouth,E06000044>

¹¹³ <https://www.ofcom.org.uk/phones-and-broadband/coverage-and-speeds/connected-nations-planned-network-deployment>

¹¹⁴ https://assets.publishing.service.gov.uk/media/5fbf7591e90e077ee2eadc44/NIS_Report_Web_Accessible.pdf

¹¹⁵ <https://www.gov.uk/government/publications/5g-supply-chain-diversification-strategy>

	the need to build new masts on which to locate their equipment and to minimise the number of base station sites in the UK. However, this does not mean that there will not be a need for any new base stations for areas where there has previously been only limited coverage. Broadband and mobile telecommunications networks in the UK are rolled out by private companies (operators). Telecoms operators take decisions about where and when to roll-out infrastructure based on commercial considerations. No locally specific information has been received from Operators in relation to Portsmouth.
Funding Sources	Projects undertaken by providers of telecommunication infrastructure are predominantly privately funded. Some government funding has been provided to help the rollout of gigabit broadband in the hardest to reach areas of the UK that cannot be reached with private investment. These are predominantly rural and therefore, this funding will unlikely be provided to help the rollout in Portsmouth.

3.20 Water Supply	
Lead Organisation	Portsmouth Water
Main Sources of Information	- Engagement with Portsmouth Water Network Engineer - Portsmouth Water Business Plan 2025-2030¹¹⁶ - Water Resources Management Plan 2024¹¹⁷
National Planning policy	Paragraph 20 of the NPPF sets out that: <i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision¹¹⁸ for:</i> <i>b) infrastructure for ... water supply</i> Government guidance 'Water supply, wastewater and water quality'¹¹⁹ advises on how planning can ensure water quality and the delivery of adequate water and wastewater infrastructure. This sets out: Planning for water infrastructure: Plan-making may need to consider:

¹¹⁶ <https://www.portsmouthwater.co.uk/news/publications/business-plan-2025-2030/>

¹¹⁷ <https://www.portsmouthwater.co.uk/news/publications/water-resources-planning/>

¹¹⁸ In line with the presumption in favour of sustainable development

¹¹⁹ <https://www.gov.uk/guidance/water-supply-wastewater-and-water-quality>

	- identifying suitable sites for new or enhanced waste water and water supply infrastructure. When identifying sites it is important to recognise that water and wastewater infrastructure can have specific locational needs (and often consists of engineering works rather than new buildings). This means exceptionally otherwise protected areas may have to be considered, where this is consistent with their designation. - existing and proposed development in the vicinity of a location under consideration for water and wastewater infrastructure. In two-tier areas there will need to be close working between the district and county councils. - whether new development is appropriate near to sites used (or proposed) for water and wastewater infrastructure (for example, odour may be a concern). - phasing new development so that water and wastewater infrastructure will be in place when and where needed. The impact on designated sites of importance for biodiversity should be considered to ensure the required infrastructure is in place before any environmental effects occur¹²⁰. Water quality: Plan-making may need to consider: - how to help protect and enhance local surface water and groundwater in ways that allow new development to proceed and avoids costly assessment at the planning application stage. For example, can the plan steer potentially polluting development away from the most sensitive areas, particularly those in the vicinity of drinking water supplies (designated source protection zones or near surface water drinking water abstractions) - where an assessment of the potential impacts on water bodies and protected areas under the Water Environment Regulations 2017¹²¹ may be required, consider the type or location of new development - whether measures to improve water quality, for example sustainable drainage schemes, can be used to address impacts on water quality in addition to mitigating flood risk¹²²
Context and Existing Citywide infrastructure provision	Water companies in England or Wales must prepare and maintain a water resources management plan (WRMP). The WRMP sets out how the water company intends to achieve a secure supply of water for its customers and a protected and enhanced environment. The duty to prepare and maintain a WRMP is set out in sections 37A to 37D of the Water Industry

¹²⁰ Paragraph: 005 Reference ID: 34-005-20140306 - Revision date: 06 03 2014

¹²¹ <https://www.legislation.gov.uk/uksi/2017/407/contents>

¹²² Paragraph: 006 Reference ID: 34-006-20161116 - Revision date: 22 07 2019

	Act 1991. Water companies must prepare a plan at least every 5 years and review it annually. In the plan, water companies must forecast their supply and their demand over at least the statutory minimum period of 25 years. If they forecast a deficit water companies should consider: • supply-side options to increase the amount of water available to them • demand-side options which reduce the amount of water their customers require Portsmouth Water supply water to the Portsmouth area. The area supplied by Portsmouth Water extends through South East Hampshire and West Sussex from the River Meon in the West to the River Arun in the East, encompassing 868sq. kilometres. The area supplied includes Portsmouth, Gosport, Fareham, Havant, Chichester and Bognor Regis. On average, Portsmouth Water distributes around 175 million litres of water each day to over 740,000 customers in around 320,000 properties. Portsmouth Water also provide water to neighbouring water companies in the South East. <u>Water efficiency</u> Portsmouth Water encourage local planning authorities to consider higher standards of water efficiency in new developments, with all new homes being built to a minimum standard of 100 litres per person per day. Policy PLP33 of the Local Plan required 110 litres per person per day. Planning policy can help to ensure long-term sustainability and management of water supplies, which is likely to reduce the need to take less water from the environment to protect local streams and rivers and the wildlife which rely on them. For developments that can demonstrate meeting high standards of water efficiency of no more than 100 litres per head per day, Portsmouth Water offer an environmental incentive discount on new connection charges. Based on a development of 200 properties with an occupancy of 3 people per property, there will be a minimum saving of 15,000 litres per day. The guide would benefit covering the importance of water efficient developments and to recommend this for all new dwellings. <u>Construction Environmental Management Plan (CEMP)</u> Portsmouth Water encourage local planning authorities to request a construction environmental management plan (CEMP) for all developments detailing all pollution mitigation measures to be adopted during the construction phase. This should include management of overland runoff, storage of
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	hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages.
Planned Provision	Portsmouth Water's WRMP sets out plans to supply safe, reliable drinking water for the next 50 years (2025-2075). Portsmouth Water have developed it with and for their customers, but also to play a part in delivering the best-value plan for the wider South East, which makes the most of the region's precious water resources, prepares for the future and will improve the natural environment. All water companies prepare WRMPs which consider how much water is available today, how much is needed for the future and develop options to make up the difference. These plans are reviewed every year and updated every five years, to make sure they always reflect the latest situation and especially customers' needs. Portsmouth Water's WRMP is built on previous plans, working with neighbouring companies in the South East to ensure that all the regulatory requirements are met. Since WRMP19 there have been significant challenges that to consider, including: • Changes in behaviour around water use as a result of Covid-19. • The potential need to reduce or stop altogether abstractions from sources that are environmentally sensitive. • Accounting for population and housing growth. • Working together with neighbouring companies to develop a regional plan (Water Resources South East (WRSE)) to meet the requirements of the National Water Resources Framework. • To meet the requirements of Defra's Environmental Improvement Plan (EIP January 2023) which set demanding demand-side targets. • Taking account of the risks and uncertainties inherent in planning for at least 25-years ahead. • Recognising that the plan needs to deliver 'best-value' to customers and for the environment. • More variable and extreme climatic conditions that affect both the water we have available to supply and the water required for the environment and customer demands. Portsmouth Water's WRMP presents the base supply-demand balance throughout the next 50-year planning period (2025–26 to 2074–75). It demonstrates the need for the investment necessary to maintain the balance between supply and demand over that period. It shows how Portsmouth Water derived feasible options to either reduce demand for water and/or increase the supply of water. It lays out the programme of actions proposed to ensure a reliable and resilient water supply for customers, the

	environment and to contribute to the resilience of water resources for the wider South East of England. Over the planning period, Portsmouth Water are forecasting a reduction in the water available to supply, primarily related to a reduction in abstraction to meet environmental protection but also due to the effects of climate change. In addition, Portsmouth Water are forecasting an increase in demand from a growing population. The result of which is that Portsmouth Water are forecasting supply deficits in the planning period. Over the planning period, the additional water Portsmouth Water need to find rises from 54.5 Ml/d in 2035, rising to 179.8 Ml/d in 2075. A range of options have been reviewed to bridge this supply demand balance gap, which include new demand reduction options and new supply schemes. These options were used in the investment modelling to develop best value plan which accounts for environmental protection, national targets, and customer preferences. • Starting in 2025-2026 – implementation of demand management measures. This includes reducing leakage by 50% by 2040 and an ambitious programme to install smart water meters for all customers within 10 years. • From 2025-2026 until 2040-2041 continue to allow for existing drought schemes as set out in Portsmouth Water's Drought Plan. • From 2025-2026 until 2038-2039 reduce the risk of requiring Emergency Drought Order by planning for 1-in-200 Levels of Service initially and then moving to 1-in-500 by 2038-2039. • From 2025-2026 continue to meet existing bulk supply obligations to Southern Water and to allow for future requirements. Some of these exports reduce overtime as available supplies reduce as Portsmouth Water make sustainability reductions for environmental protection. • From 2039-40 receive an import from Southern Water and undertake upgrades to network boosters to unlock deployable output. • From 2046-47 onwards increase the transfer and treatment capacity within the network to allow additional water to be abstracted and treated from Havant Thicket Reservoir. This option is linked to the development of strategic regional resources by other companies to allow for further capacity increases. In line with regulatory requirements, Portsmouth Water have looked at a range of potential futures based on projections of population growth, climate change and environmental protection.
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	Investment in the first 15 years of the planning period is very consistent, indicating that the proposed set of investments would be required in all future scenarios. Portsmouth Water will track and monitor annually which potential future is emerging which will inform the adaptive plan. These options balance supply demand deficit, ensuring Portsmouth Water can continue to ensure a security of supply to all customers. Portsmouth Water's plan also seeks to meet the demand-side targets set out in Defra's Environmental Improvement Plan (EIP, January 2023) by 2050 and for leakage, Portsmouth Water aim to bring forward delivery of the target by 10 years (by 2040).
Future needs to deliver growth from the Local Plan	From a capacity, rather than a water resources perspective (see WRMP), whilst current infrastructure is sufficient to support the additional developments at a strategic level, there may be local water network reinforcement required to some of the developments. Portsmouth Water have undertaken network reinforcement for some developments, such as Tipner East and West, in recent years. Portsmouth Water are currently undertaking hydraulic modelling to ascertain the extent of these local network reinforcements. Network reinforcement includes the provision or upgrading of water network assets to provide new developments with no net deterioration of existing levels of service. Policy PLP33 of the Portsmouth Local Plan seeks to reduce water usage in homes. The policy states: <i>Residential development should be designed to meet the 110 litres per person per day water efficiency standard.</i>
Funding Sources	In accordance with Ofwat (the water regulator) charging rules, any network reinforcement is funded directly by our Developer Customers through the infrastructure charge that is applied for each new water service connection. There is no indication of specific costing as of yet.

3.21 Wastewater/Treatment	
Lead Organisation	Southern Water
Main Sources of Information	- Engagement with Southern Water Strategic Planning Lead - Southern Water Drainage and Wastewater Management Plan 2023¹²³ - Southern Water Business Plan 2025-2030¹²⁴

¹²³ <https://www.southernwater.co.uk/about-us/our-plans/drainage-and-wastewater-management-plans/>

¹²⁴ <https://www.southernwater.co.uk/about-us/our-plans/> <https://www.southernwater.co.uk/about-us/our-plans/> <https://www.southernwater.co.uk/about-us/our-plans/business-plan-2025-30/>

	• Water Industry National Environment Programme (WINEP)
National Planning policy	Paragraph 20 of the NPPF sets out that: <i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision¹²⁵ for:</i> <i>b) infrastructure for ... wastewater</i> Government guidance 'Water supply, wastewater and water quality'¹²⁶ advises on how planning can ensure water quality and the delivery of adequate water and wastewater infrastructure. This sets out: Planning for water infrastructure: Plan-making may need to consider: • identifying suitable sites for new or enhanced waste water and water supply infrastructure. When identifying sites it is important to recognise that water and wastewater infrastructure can have specific locational needs (and often consists of engineering works rather than new buildings). This means exceptionally otherwise protected areas may have to be considered, where this is consistent with their designation. • existing and proposed development in the vicinity of a location under consideration for water and wastewater infrastructure. In two-tier areas there will need to be close working between the district and county councils. • whether new development is appropriate near to sites used (or proposed) for water and wastewater infrastructure (for example, odour may be a concern). • phasing new development so that water and wastewater infrastructure will be in place when and where needed. The impact on designated sites of importance for biodiversity should be considered to ensure the required infrastructure is in place before any environmental effects occur¹²⁷. Wastewater: Plan-making may need to consider: • the sufficiency and capacity of wastewater infrastructure • the circumstances where wastewater from new development would not be expected to drain to a public sewer • the capacity of the environment to receive effluent from development in different parts of a strategic policy-

¹²⁵ In line with the presumption in favour of sustainable development.

¹²⁶ <https://www.gov.uk/guidance/water-supply-wastewater-and-water-quality>

¹²⁷ Paragraph: 005 Reference ID: 34-005-20140306 - Revision date: 06 03 2014

	making authority's area without preventing relevant statutory objectives being met ¹²⁸
Context and existing infrastructure	Southern Water are a private company supplying water services to 2.6 million customers and wastewater services to around 4.6 million customers across Kent, Sussex and Hampshire. Within Portsmouth's administrative boundary, Southern Water are the wastewater provider. Water supply is provided by Portsmouth Water. Wastewater generated by the population of the City, including the majority of neighbouring Havant Borough, is collected via a network of pipes and pumping stations which convey it to Budds Farm Wastewater Treatment Works (WTW) where it is cleaned, before it is returned to the environment. Budds Farm Havant serves a population equivalent of 381,895 and is permitted to recycle 108,853 m³ of wastewater per day during periods of dry weather. Budds Farm WTW serves Portsmouth, Southsea, Havant, Hayling Island, Port Solent, Waterlooville, Horndean, Rowlands Castle, Denmead and Hambledon. The connecting sewage network is a combination of gravity sewers and sewers where the wastewater is pumped (called rising mains). A total of 116 wastewater pumping stations (WPS) are included in the network. Budds Farm also serves as a sludge treatment centre (STC) to process and recycle the 'solids' from within the sewage. It receives around 1,000 m³ of liquid sludge per week, delivered to site by tankers, from several other sites in and around the catchment. Budds Farm WTW recycles the sewage and discharges the final treated water to the Solent via a long sea outfall. In large areas of Portsmouth, rainwater and wastewater shares the same sewers and the system can become overloaded during rain storms. Southern Water built new sewers for rainwater and improved pumping station operations to ensure that a significant amount of surface water was directed straight out to sea rather than into the combined sewers. This took the pressure off the system and reduced the amount of water flowing to Eastney Pumping Station during storms, reducing the risk of flooding. The £20 million scheme took place in various locations across the city between 2012 and 2015.
Planned Provision	In 2023, Southern Water published its Drainage Water Management Plan (DWMP) (a long-term plan spanning 25 years or more). A plan for investment in drainage and wastewater services to ensure the networks of sewers, pumps and wastewater treatment works meet the needs of customers and protect the environment into the future.

¹²⁸ Paragraph: 007 Reference ID: 34-007-20140306 - Revision date: 22 07 2019

	The DWMP was used to inform Southern Water's Asset Management Plan 8. This 5-year business plan (2025-2030) sets out the strategy up to 2030, showing how Southern Water will enhance the health and wellbeing of communities, protect and improve the environment and help to sustain the local economy. This plan is anticipated to cost £7.8 billion to implement. This is Southern Water's largest ever, doubling the previous business plan. In 2022, Southern Water regulators set out their expectations for water companies' environmental programmes between 2025 and 2030 through the Water Industry Strategic Environmental Requirements (WISER). WISER requires water companies to develop the Water Industry National Environment Programme (WINEP), enhancing environmental performance. Through WINEP, Southern Water will deliver the investment needed to improve and protect the environment and meet their legal obligations and government targets. The Water Industry National Environment Programme (WINEP) is a programme of actions that water companies are required to undertake to improve the environment and to meet the environmental legislative requirements that apply to water companies in England. Southern Water's full PR24 WINEP programme invests £2 billion to protect, restore and enhance the environment. <u>Hampshire Water Transfer and Water Recycling Project¹²⁹</u> Southern Water have run a series of consultations¹³⁰ between 2022 and 2025, seeking feedback on the proposals. The project comprises the construction and operation of the following: • A water recycling plant located northwest of the existing Budds Farm Wastewater Treatment Works in Havant. Three pumping stations, including a high lift pumping station, would also be located alongside the water recycling plant. • Underground pipelines between the existing Budds Farm Wastewater Treatment Works and the water recycling plant. One pipeline would transfer treated wastewater from Budds Farm to the water recycling plant, while the other would transfer reject water from the water recycling plant to the Eastney Long Sea Outfall via Budds Farm. • Pipelines between the water recycling plant and Bedhampton Springs. These pipelines would connect to pipelines being delivered by Portsmouth Water between
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¹²⁹ <https://www.hampshirewtwrp.co.uk/index.html>

¹³⁰ <https://www.hampshirewtwrp.co.uk/index.html>

	Bedhampton Springs and Havant Thicket Reservoir. Together, these pipelines would transfer purified recycled water from the water recycling plant to the Reservoir and transfer source water from the Reservoir to the high lift pumping station located at the water recycling plant site. • An underground pipeline to transfer source water from the high lift pumping station, located at the water recycling plant site, to Otterbourne Water Supply Works. During a drought, the pipeline could transfer up to approximately 90 million litres of water per day to Otterbourne for further treatment. • A maximum of four above ground plant comprising two intermediate pumping stations, one break pressure tank and one combined intermediate pumping station and break pressure tank. The above ground plant would be located along the pipeline between the high lift pumping station and Otterbourne Water Supply Works. The above ground plant are needed to support the flow of water through the pipeline. • Use of the Havant Thicket Reservoir for the storage of purified recycled water from the water recycling plant. • Use of pipelines being delivered by Portsmouth Water to transfer purified recycled water and source water between Bedhampton Springs and Havant Thicket Reservoir. • Use of the existing Eastney Long Sea Outfall for the release of reject water into the Solent. • Other associated development, including construction compounds, access routes and environmental mitigation and enhancement. A section of the proposed pipeline to Otterbourne (around 2.5km in length), and some of the associated infrastructure would be located in Portsmouth, passing to the north of Farlington and Drayton following part of the alignment with Portsdown Hill Road (B2177). This section of the pipeline would be tunnelled to minimise impacts on the road network, starting at the proposed location for the new Water Recycling Plant (at Harts Farm Way within Havant Borough) tunnelling at a maximum depth of 80m to a tunnel reception shaft at the ridge of Portsdown Hill. The Project is being funded by Southern Water. Funding for new water supply infrastructure and improvements on the water supply side of the business is averaged across is recovered through water supply customers' bills across Southern Water's region. Any bill increases will be subject to approval by the water industry economic regulator, Ofwat. It is anticipated that Ofwat would spread the cost of construction and operation over the life
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	of the Project once built, to reduce the impact on bills in any one year. <u>Budds Farm</u> For planning purposes, headroom at a WTW is determined by looking at the Dry Weather Flow (DWF) permit – which is a permit issued by the Environment Agency setting the volumetric daily flow that a WTW can treat in dry weather (a measure of wastewater arising <i>only</i> from the catchment population, with no dilution from rainwater), measured in cubic metres per day. These volumes are calculated based on the population of the catchment, with an allowance for future population increases. To calculate headroom, the average of the last 3 years' measured daily flow at a WTW is taken and subtracted from its DWF permit allowance. This figure is converted to a number of dwellings using an assumption of 500 litres per dwelling per day. Budds Farm's DWF permit allowance measured against current flows means there is headroom for approximately 30,000 new dwellings which will accommodate for the growth expected in Portsmouth over the Local Plan period. However, this can be subject to change dependent on varying factors, such as increased growth forecast, network infiltration/inundation and stricter permit requirements. Therefore there may be a requirement for investment in the 5-year business plan period 2030-2035. <u>Stormwater Overflows</u> Storm overflows are a result aging sewer infrastructure being put under pressure by population growth and climate change, operating as safety valves built into the combined sewer system. They discharge excess sewage and rainwater to rivers, lakes, or the sea when the sewer system is under strain. This protects properties from flooding and prevents sewage backing up into streets and homes during heavy storm events. A growing population, an increase in impermeable surfaces and more frequent and heavier storms because of climate change have increased pressure on the system. Government's Storm Overflows Discharge Reduction Plan and the Environmental Improvement Plan require water companies to: • Protect public health by reducing discharges from storm overflows into designated bathing waters and 75% of our most sensitive and protected habitats by 2035 • Eliminate all adverse ecological impact from storm overflows by 2050 • Ensure all storm overflows discharge less than an average of 10 times per year by 2050 One of Southern Waters key priorities is to reduce the use of our storm overflows at 179 sites including those located close to shellfish and bathing waters along our coastline.
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	As part of Southern Water's AMP8 (2025-2030), a map was produced displaying all storm overflows (the location of the storm release outfall) which highlights the action that is proposed and when. Reducing overflows will prevent ecological harm, protect bathing waters and ensure no overflow releases above an average of 10 times per year. Serving Portsmouth, there are 15 overflows that are getting spill reduction schemes: • Henderson Road Eastney CSO • Budds Farm Havant Se7 CEO • Budds Farm Havant SSO • Burrfields Road Portsmouth CSO • Court Lane Cosham SSO • Fort Cumberland Road Eastney CSO • Gladys Avenue Portsmouth CSO • Kirtley Close Drayton CSO • Mainland Drayton SSO • Mile End Road Portsmouth No 1 CSO • Mile End Road Portsmouth No 2 CSO • North End Avenue Portsmouth CSO • Pier Road Southsea CSO • St Andrews Road Portsmouth CSO • Widley Road Portsmouth CSO The work started in 2024 and will run until 2035, due to the scale of work needed to reduce spills at Henderson Road Eastney. The rest are due to be resolved by March 2030. <u>Eastern Road wastewater pipe</u> Southern Water have recently invested in the re-lining of a 500-metre-long sewer which runs along the Eastern Road from Farlington Roundabout to Sword Sands Path. This is part of a £1m investment to stop recurring issues with the underground pipe, which have led to temporary road closures and traffic lights within 2023 and 2024. Southern Water are currently lining 1,500m of aging and damaged main along the southern half of Eastern Road. This is in addition to the lining works in 2023 to the northern half. The pipe that was prone to multiple bursts during high capacity, causing significant disruption, will now be protected for many more years to come.
Future needs to deliver growth from the Local Plan	Projected quantum of development as set out within Portsmouth's Pre-Submission Local Plan, as well as that projected in Havant up to 2040 (pending the revision of Havant's Local Plan), can at present be catered for within the current available headroom at Budds Farm WTW.

	New infrastructure would be required to reinforce the network (e.g. pipes and pumping stations), the scale of which is dependent on the size and location of individual sites. New or upgraded wastewater treatment infrastructure at Budds Farm needed to serve population growth may not be required in the plan period, but this situation could change dependent on external factors such as the pace of development delivery, and any interim changes to environmental permits and water quality objectives set by Southern Water regulators. At present, based on a capacity assessment undertaken in 2023 for all strategic sites and allocated sites, the following sites have been identified as requiring network reinforcement in relation to the quantum of development proposed in the plan: • Tipner West • Tipner East • Lakeside North Harbour • Portsmouth City Centre • Fratton Park & the Pompey Centre • Land West of Portsdown Technology Park • Port Solent and • Somers Orchard This reinforcement would be delivered in tandem with development, once it gains planning consent. The remainder of the sites currently would not require network upgrades in order to accommodate the proposed levels of development, however this would be re-assessed once Southern Water were consulted at planning application stage, as the situation may have changed if new developments have connected upstream in the intervening period. In addition to the above, there is existing underground infrastructure affecting all sites (with the exception of Land West of Portsdown Technology Park) – this will require consideration at the design stage of development as existing infrastructure may require easements or diversion so that it is not built over, which could otherwise prevent or restrict future maintenance/upgrades. Network upgrade/reinforcement to meet the needs of individual development sites will be provided where Southern Water has identified a lack of capacity in the network, once a site gains planning consent. For the sites identified in the 2023 HELAA, any development of over 50 dwellings will require a wastewater network capacity assessment as part of the planning process. Where capacity constraints are identified, phasing of the occupation of the development may be required to align with the delivery of upgrades to sewerage infrastructure, this to ensure that adequate capacity is available to accommodate the number of
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	dwellings. This phasing would be done in liaison with the service provider.
Funding Sources	Funding for network reinforcement is provided by developers through the new infrastructure charge¹³¹. Funding for WTW upgrades is provided through the 5 yearly business plan.

3.22 Waste/Recycling	
Lead Organisation	Portsmouth City Council
Main Sources of Information	Engagement with Portsmouth City Council Waste Management Services
National Planning policy	Paragraph 20 of the NPPF sets out that: <i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision¹³² for:</i> <i>b) infrastructure for ... waste management,</i>
Context and Existing Citywide infrastructure provision	<u>Household Waste Disposal</u> Portsmouth City Council is a co-signatory with Hampshire County Council and Southampton City Council for a joint Waste Disposal Contract and a separate joint Household Waste Recycling Centre Contract. Both contracts are with Veolia Environmental Services and are due to end in 2030. Hampshire County Council are the lead on both contracts. A Joint working group has been set up between Hampshire County Council, Portsmouth City Council and Southampton City Council to plan for future waste disposal requirements. Each year Hampshire County Council produces a Waste Volume Service plan, working with other authorities in the County, looking at future housing development and predicted waste growth over a five year period, to forward plan and actively address any issues of capacity within the infrastructure. Under the current waste disposal contract, Portsmouth City Council is allocated a capacity for a number of waste types for facilities provided as part of the waste disposal infrastructure. The sites with limitations on capacity are: Portsmouth Energy Recovery Facility: 4516.67 tonnes monthly/54200 tonnes annually.

¹³¹ <https://www.southernwater.co.uk/building-and-developing/our-services/water-services/water-connection-calculator/> <https://www.southernwater.co.uk/media/g5vij11w/statement-of-significant-changes-2026-27.pdf>

¹³² In line with the presumption in favour of sustainable development.

- Portsmouth Material Recovery Facility: 1150 tonnes monthly/13800 tonnes annually
- Composting facilities: 283.33 tonnes monthly/3400 tonnes annually.

Currently Portsmouth City Council are within their capacity for deliveries to the Energy Recovery Facility and the Material Recovery Facility (MRF). This is likely to remain the case for those facilities with the proposed development of homes across the plan period up to 2040. Despite this a new MRF needs to be delivered in order to meet the requirements of the Environment Act 2021. This is being developed in Eastleigh and is discussed further as part of 'planned provision' below.

Portsmouth City Council already exceeds its capacity for composting facilities on an annual basis. This will be exacerbated by the planned developments. Although compost waste will still be processed, the fee to do this will be charged at a higher rate. The level of waste does depend on the types of dwelling being delivered across the plan period.

Household Waste and Recycling Centre

Portsmouth City Council has a duty to provide Household Waste Recycling Centre (HWRC) facilities under section 51 of the Environmental Protection Act 1990. While the legislation makes providing such a site a duty, there is no mention of the number of facilities needed save the requirement for them to be 'reasonably accessible to persons resident in the area.' Therefore, an authority may decide that one facility satisfies that duty, whereas other authorities may consider that they require more sites. Portsmouth City Council provide one site, the Paulsgrove Household Waste Recycling Centre, situated at Port Solent. The joint contract and tri-partite arrangements with Hampshire County Council and Southampton City Council allows all Hampshire residents to access any of the 26 HWRCs in the county.

There are no set capacities for waste at HWRCs although some waste types impact the capacity limitations imposed by the disposal contract at other facilities. There is currently capacity within the system and demand is unlikely to exceed capacity before the end of the current contract in 2030.

There is currently a booking system in place at all 26 HWRCs in the county including Paulsgrove, which spreads the capacity and reduces queuing at the sites. There is also capacity to increase the number of booking slots at the sites.

The ability to increase booking slots and access to all 26 HWRC means that there is no need to physically expand the Paulsgrove HWRC as a result of additional homes in Portsmouth across the plan period.

	Prior to the implementation of a booking system, queuing was a problem at some sites, including PCC's site at Paulsgrove, particularly at weekends. Should legislation change to prevent local authorities using booking systems, these issues would be likely to return and would be exacerbated by the proposed developments. Should Portsmouth City Council exceed the maximum waste capacity for the contracted disposal facilities, waste will still be disposed of under the disposal contract arrangements, however there would be cost implications and some of the waste may be transferred for disposal at third party sites outside of the contract infrastructure. Therefore, existing infrastructure and contractual arrangements should be able to cope with planned levels of development for waste disposal. This IDP does not cover waste matters considered under the Hampshire Minerals and Waste Plan 2030.
Planned Provision	In December 2025, Portsmouth City Council completed the refurbishment and extension of the current waste collection depot. Expansion was required to accommodate a larger waste collection vehicle fleet needed to implement a collection system to meet the requirements of the Environment Act 2021. There will be an anticipated increase of between six and eight vehicles added to the current fleet. In February 2023, Cabinet¹³³ approved the requirement for a new Materials Recovery Facility (MRF) at Chickenhall Lane in Eastleigh and associated necessary works to the Waste Transfer Station Network across Portsmouth, Southampton and Hampshire. This will enable the delivery of a new system that met the needs of the Environment Act 2021, for the collection of waste across Portsmouth, Southampton and Hampshire. This facility, along with the existing MRF will be able to support the additional Local Plan development up to 2040. Projected costs are £50.5million, shared between Hampshire CC (77%), Portsmouth CC (11.52%) and Southampton CC (11.48%). The MRF is expected to be operational by the end of 2027.
Future needs to deliver growth from the Local Plan	Household Waste Collection based on the additional dwellings across the plan period will require a further expansion of the waste collection vehicle fleet. An approximate upgrade would include the following collection vehicles to service the additional properties: • Two refuse vehicles • Four recycling vehicles • One Food Waste vehicles

¹³³ Item 7: <https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=126&MId=5009&Ver=4>

	This number will vary depending on the ratio of houses to flats and the size of the blocks, so is therefore a high level estimate. The waste depot expansion is complete as of December 2025, but it may be that a further site extension would be required to accommodate an additional seven vehicles over the Local Plan period. Further extension requirements will only be known when detailed plans come forward for the proposed developments within the Local Plan. This would give details of property types, block sizes and number of bin stores which are details required to build rounds and the additional vehicle requirements.
Funding Sources	Waste management is wholly funded through the general fund (council tax) or income created from sale of recycling, etc. Additional vehicle requirement funding and further depot expansion would be bid through the capital bid process and revenue through budget setting/budget pressures.

3.23 Allotments, Cemeteries, Open Space and Green Infrastructure	
Lead Organisation	Portsmouth City Council
Main Sources of Information	• Engagement with Portsmouth City Council officers in Culture, Leisure and Regulatory Services • Parks, Gardens and Open Spaces map¹³⁴ • Parks and Open Spaces Strategy 2022-2038¹³⁵ • Portsmouth Cemeteries Delivery Plan for the future provision of burial services in the city, 2023-2033¹³⁶
National Planning policy	Paragraph 20 of the NPPF sets out that: <i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision¹³⁷ for:</i> <i>a) homes (including affordable housing), employment, retail, leisure and other commercial development</i> <i>c) community facilities (such as health, education and cultural infrastructure); and</i> <i>d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation</i> Part 8 of the NPPF relates to 'Promoting healthy and safe communities'.

¹³⁴ <https://www.portsmouth.gov.uk/wp-content/uploads/2020/04/map-parks-open-spaces.pdf>

¹³⁵

<https://democracy.portsmouth.gov.uk/documents/s50455/Parks%20and%20Open%20Spaces%20Strategy%20-%20Appendix%205%20-%20Strategy.pdf>

¹³⁶ <https://democracy.portsmouth.gov.uk/documents/s53835/Cemeteries%20-%20Appendix%204%20-%20Portsmouth%20Cemeteries%20Delivery%20Plan.pdf>

¹³⁷ In line with the presumption in favour of sustainable development.

	Paragraph 98 sets out that: <i>To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i> <i>a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</i> <i>b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;</i> <i>e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.</i> Paragraph 103 sets out that: <i>Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.</i>												
Context and existing Citywide infrastructure provision	<u>Allotments</u> Portsmouth City Council manages allotment sites to support gardening and local food growing. Portsmouth currently manages 1,867 allotment plots and has a waiting list of 3,133, which equates to variable waiting times across the sites from approximately 1 year to 4 years. There are eight allotment sites within the City of Portsmouth and one in Rowlands Castle. The allotment site in Milton is historically divided into three (Milton Piece, Eastney Lake and Hope Cottage) but in reality is one site with a single waiting list. The sites are all of different sizes ranging from eight to nearly 500 plots shown in Table 12 below: <i>Table 12: List of allotment sites</i> <table><tr><th>Site</th><th>Allotment address</th><th>Plots (approx.)</th></tr><tr><td>North Harbour</td><td>Southampton Road, Cosham</td><td>74</td></tr><tr><td>Knowsley Road</td><td>Knowsley Road, Cosham</td><td>9</td></tr><tr><td>Salisbury Road</td><td>Salisbury Road, Cosham</td><td>128</td></tr></table>	Site	Allotment address	Plots (approx.)	North Harbour	Southampton Road, Cosham	74	Knowsley Road	Knowsley Road, Cosham	9	Salisbury Road	Salisbury Road, Cosham	128
Site	Allotment address	Plots (approx.)											
North Harbour	Southampton Road, Cosham	74											
Knowsley Road	Knowsley Road, Cosham	9											
Salisbury Road	Salisbury Road, Cosham	128											

	Horsea Lane	Horsea Lane, Hilsea	209
	Stamshaw + Tipner	Osier Close, Tipner	43
	Longmeadow	Burrfields Road, Copnor	312
	Moneyfields	Teignmouth Road, Copnor	488
	Milton	Locksway Road, Milton	536
	Durrants ¹³⁸	Durrants Road, Rowlands Castle	68

All sites have water supplies with taps (many also have water tanks) and all have perimeter fencing and lockable gates.

There is currently a shortfall of provision of allotments in the City. As of 2016, there is an 18.88 ha deficit of allotment open space in Portsmouth, with a projected deficit of 21.32 ha in 2038¹³⁹. As a result of this, there is a waiting list to access an allotment.

Cemeteries

Portsmouth City Council provides and manages cemeteries under the provisions of the Local Authorities' Cemeteries Order 1977 as amended in 1986 ("LACO 1977"). The City Council is under no statutory duty to provide a cemetery, but it is required to maintain its existing cemeteries. The LACO 1977 gives authorities flexibility in their management of cemeteries and discharge of responsibilities:

" Subject to the provisions of this order, a burial authority may do all such things as they consider necessary for the proper management, regulation and control of a cemetery."

Cemeteries provide wider social, cultural and environmental benefits¹⁴⁰. Cemeteries are significant areas of green space, so as well as providing space for quiet contemplation they provide space for walking, for wildlife, and as spaces of importance for local history and heritage

Portsmouth City Council currently owns and operates three cemeteries:

- Milton Road Cemetery
- Kingston Cemetery
- Highland Road Cemetery (Also known as Eastney cemetery)

¹³⁸ Though Durrants allotments are located outside the Portsmouth boundary, they are PCC owned. The allotments are available for let to anyone living in the post code areas of PO1-PO6, and the Durrants allotment are also available to people living in Rowlands Castle and Leigh Park. They are open to everyone and not restricted to those living in homes owned by PCC.

¹³⁹ https://www.portsmouth.gov.uk/wp-content/uploads/2021/09/Addendum-to-2018-Open-Spaces-Study-2021_compressed.pdf

¹⁴⁰

<https://democracy.portsmouth.gov.uk/documents/s50759/Portsmouth%20Cemeteries%20Delivery%20Plan%20-%20Appendix%20-%20-%20Delivery%20Plan.pdf>

	Milton Road Cemetery, which opened in 1912 is 29 acres in size and holds 157 burials per year on average. Kingston Cemetery opened in 1856. It is the largest cemetery in the City at 52 acres in size. Since its opening, around 192,000 interments have taken place, and the cemetery currently provides for 220 burials a year on average. Highland Road Cemetery no longer accepts new burials¹⁴¹. The last available plot has been used so the cemetery is generally considered closed to new burials, although existing family plots are still used. The average burials are therefore much lower at 3- 4 a year. It is the smallest cemetery in Portsmouth at 17 acres and the oldest municipal cemetery, opening in 1854. The City is also served by the Portchester Crematorium and Havant Crematorium, outwith the Portsmouth City Council administrative boundary. In Portsmouth, there is limited virgin land (at Milton and Kingston) for burials. The service are currently reclaiming graves where they have been previously used in part, are unpurchased and have no headstones. Portsmouth's cemeteries previously had designated cremated remains areas, but these are now full. Cremated remains are accommodated in all cemeteries by using old grave plots that do not have memorials and have not been purchased via an exclusive right of burial. Using old graves for this purpose means that there are considerable spaces and no foreseeable pressure on this area of demand. There are several benches in the cemeteries with dedicated memorial plaques. There is currently no further capacity for additional benches in Portsmouth's cemeteries. Some local authorities are considering whether, regarding amenity sites, where these have scored low on quality assessment, they may be re-purposed for alternative use¹⁴². This could include potential provision as cemetery space. The quantity assessment of green space undertaken as part of the Parks and Open Spaces Strategy 2022-2038¹⁴³ identified that there was a quantity shortfall of amenity greenspace therefore this option is not considered for Portsmouth.
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¹⁴¹ <https://www.portsmouth.gov.uk/services/register-office/portsmouth-cemeteries/>

¹⁴² <https://democracy.portsmouth.gov.uk/documents/s53835/Cemeteries%20-%20Appendix%204%20-%20Portsmouth%20Cemeteries%20Delivery%20Plan.pdf>

¹⁴³ <https://democracy.portsmouth.gov.uk/documents/s53835/Cemeteries%20-%20Appendix%204%20-%20Portsmouth%20Cemeteries%20Delivery%20Plan.pdf>

<https://democracy.portsmouth.gov.uk/documents/s50455/Parks+and+Open+Spaces+Strategy+-+Appendix+5+-+Strategy.pdf>

Open spaces and Green Infrastructure

Open spaces consist of all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity. Parks and open spaces in Portsmouth are protected from development through policy PCS13 a greener Portsmouth in The Portsmouth Plan 2012 and draft Policy PLP45 Open Space in the Pre-Submission Portsmouth Local Plan (2024). Parks and open spaces in the City are mostly maintained by Portsmouth City Council.

Open spaces in the City include¹⁴⁴:

- Amenity greenspace
- Provision for Children and Young People
- Public parks and gardens
- Allotments
- Cemeteries
- Natural and Semi-natural greenspaces
- Civic spaces

In Portsmouth there are 67 parks, gardens and open spaces¹⁴⁵.

The Council utilises CIL money to enable parks infrastructure improvements. Examples of projects funded through CIL over the past 5 years are shown below in table 13:

Table 13: List of projects funded by CIL since 2018¹⁴⁶

Project	Year	Amount
Milton allotments improvements	2018/19	£19,362
Bransbury Park gardens lighting replacements	2018/19	£4,148
College Park CCTV	2019/20	£1,500
Contributions towards inclusive roundabout at Kingston Park	2021/22	£4,057
Provision of 3 benches at Pembroke Park	2021/22	£600
Contribution towards Victoria Park project	2021/22	£30,800
Provision of outside exercise area with associated landscaping at Cosham park	2021/22	£40,000
Installation of nature trail rubbing posts at Cosham park and Portsdown Hill	2021/22	£10,000

¹⁴⁴ <https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/development-and-planning-open-spaces-assessment.pdf>

¹⁴⁵ <https://www.portsmouth.gov.uk/wp-content/uploads/2020/04/map-parks-open-spaces.pdf>

¹⁴⁶

<https://democracy.portsmouth.gov.uk/documents/s50455/Parks%20and%20Open%20Spaces%20Strategy%20-%20Appendix%205%20-%20Strategy.pdf>

	There is currently a shortfall of provision of amenity greenspace; public parks and gardens; natural and semi-natural green space; and allotments in the City and it is difficult to increase their provision due to Portsmouth's constrained island geography. In Cosham and the City Centre North and South, there is a shortfall in accessibility to amenity open space. A summary of existing open spaces is shown in table 14. <i>Table 14: Summary of open space provision for each open space typology between 2016-2038¹⁴⁷</i> <table><tr><th>Category of open space</th><th>Deficit/oversupply as of 2016</th><th>Updated deficit/oversupply by 2038 (ONS population projections)</th></tr><tr><td>Amenity greenspace</td><td>78.86 ha deficit</td><td>86.19 ha deficit</td></tr><tr><td>Provision for children and young people</td><td>39.32 ha deficit</td><td>42.37 ha deficit</td></tr><tr><td>Natural and semi-natural greenspace</td><td>49.37 ha deficit</td><td>71.36 ha deficit</td></tr><tr><td>Public parks and gardens</td><td>37.20 ha deficit</td><td>46.98 ha deficit</td></tr></table>	Category of open space	Deficit/oversupply as of 2016	Updated deficit/oversupply by 2038 (ONS population projections)	Amenity greenspace	78.86 ha deficit	86.19 ha deficit	Provision for children and young people	39.32 ha deficit	42.37 ha deficit	Natural and semi-natural greenspace	49.37 ha deficit	71.36 ha deficit	Public parks and gardens	37.20 ha deficit	46.98 ha deficit
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Public parks and gardens	37.20 ha deficit	46.98 ha deficit														
Planned Provision	<u>Allotments</u> New land is not forthcoming to meet the unmet demand for allotments due to the City's constrained island geography. To reduce the waiting list times which vary across the sites from approximately 1 year to 4 years, larger plots (over 253 square metres) are being divided into 2 or 3 plots. Subject to land becoming available, new allotment sites may be considered, particularly in areas of the city which are currently furthest away from any allotment sites. Any decision to provide new allotment sites is made in consideration of other demands on public land. An assumption of refusal of any application for planning permission is made where it would result in a net loss of publicly accessible open space. An alternative to allotment spaces is community garden projects. A community garden project allocates a growing and garden space to a community group to enjoy and look after together. The space can be used to grow flowers and vegetables and encourage wildlife in the area. It also provides a pleasant environment for the community to meet and provides health and social benefits to participants. A community garden															

¹⁴⁷ https://www.portsmouth.gov.uk/wp-content/uploads/2021/09/Addendum-to-2018-Open-Spaces-Study-2021_compressed.pdf

	space is included in the plans for the regeneration of Victoria Park. Landport Community Garden is an example of a successful current space, where all are welcome to participate. <u>Cemeteries</u> Portsmouth City Council have published a Cemeteries Delivery Plan for the future provision of burial services in the City (2023-2033). The cemeteries delivery plan embodies the Council Plan by protecting existing cemetery spaces and looking towards future provision for the community. If current trends and practices in relation to burial in Portsmouth continue, it is projected that there is sufficient burial space to accommodate wishes in the medium term, but this space is finite and given the pressures on land space in the City, options for future provision will need to be considered in the near future which are identified below: • Increase capacity of existing burial space and identify new cemetery provision ○ Undertake a review of unpurchased graves (without headstones) that can be utilised to assess current available space. ○ Undertake a review of unpurchased graves with headstones. ○ Undertake a review of purchased graves, where the rights of burial have not been exercised. ○ Consider and undertake feasibility for new cemetery, including options for land outside municipal boundary, in discussion with other local authorities ○ Review of burial space to ensure the future needs of the whole community can be met including for different faiths. • Review management of assets (buildings) ○ Undertake condition survey of buildings and consider cemetery needs and opportunities for use. Review opportunities for external funding for improvements <u>Open Spaces</u> Identified schemes and improvements to existing infrastructure and open space are detailed in the Council's capital programme, which is reviewed annually. New open space provision is courtesy of newly developed sites (managed by an appointed management company or by legal agreement with the City Council). The Council also has developed a number of plans for key individual open space sites in the City. <u>Victoria Park</u>
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	Victoria Park was awarded £2.4m in National Heritage Lottery funding in December 2021 for restoration and revitalisation. Work commenced in 2022 to realise the plans with a new events and activities programme, followed by restoration and building work. The project is due to complete in early 2026. All capital works at the Park are complete and the delivery phase of the project is underway. The Victoria Park project will see a £3m investment into the park, from the National Lottery Heritage Fund and Portsmouth City Council. The masterplan for Victoria Park delivered a new Green House community hub in March 2024 at the centre of the park, which provides: • Two new accessible public toilets • A large open space for the community to use for school groups, meetings, workshops and events • A volunteer office • A kitchenette for community and volunteer use • An external covered area with hard paving for year-round shelter The project included improvements to the aviary to resurface the enclosures including new draining gullies, cleaning and repainting of the external structure, additional features of interest for birds and mammals, and interpretation panels for visitors to learn about the birds and mammals in the aviary. The historic fountain has been restored, including restoration of the upper fountain jet, repainting of the cast ironwork including the four bronze swans, renovating and repainting the outer railings, and improvement of the internal engineering. Improvements to the ecological habitats have been made to create two areas of natural planting, including wildflower and wetland areas. Six impaired trees have been felled and replaced with healthy specimens and a further 27 new trees planted. The 200-year-old Poplar tree is also a feature of the new hub area. Planting designs for the park include selections to encourage bees and butterflies. Work to enhance the ecology of the park has been undertaken together with Cumberland House Natural History Museum, local wildlife groups and schools. Wildlife activities include wildlife photography workshops, tree and nature trails, bird and bug workshops. A new and exciting play area has been created for younger children, from toddlers through to five year olds, and children of all abilities¹⁴⁸. Younger children now have their own area for a challenging and an imaginative play experience. It includes accessible paths from the existing path in the park, a bespoke 'fort' climbing structure with a timber low 'look-out' wall, ramps and a mini slide to a boardwalk, sand pit, swing, wavy timber
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¹⁴⁸ <https://victoriaparkportsmouth.org.uk/the-masterplan/play/>

	bridge, timber totems and stepping logs, sensory planting and seating. The play area links to the heritage of the park with a design based on historic Portsmouth fortifications. Improvements to facilities within the park include sheltered spaces, cycle stands, recycling bins and rest areas for those with limited mobility. A programme of community events taking place across the park and in the new Green House has been developed and is being delivered, including an annual family festival, the British Restaurant Project, wellbeing activities like yoga in the park, and a range of workshops and educational activities for all ages. Opportunities for informal recreation in the park encompass classes such as tai-chi, personal training, and community gardening. In addition, improvements to the park entrances to improve accessibility and wayfinding are complete. Bishop Crispian Way entrance is widened and at Anglesea Road/Queen Street there is a welcome arch to better distinguish the Portsea Gate entrance to the Park. Improvements are planned at the Guildhall tunnel entrance to incorporate lighting within art panel boards on one side of the tunnel. <u>Seafront</u> The Seafront Masterplan was adopted by the Council in March 2021. The plan includes the following proposed objectives for the seafront: • Increase vibrancy and diversification of offer • Take into account heritage when improving the public realm • Protect heritage and biodiversity The Southsea Coastal Scheme is a significant coastal defence development taking place along the seafront from Old Portsmouth to Eastney which commenced construction in 2020 and is currently scheduled to complete in 2029. As part of the delivery of the coastal scheme, a series of public realm improvements have been planned across the City's seafront open spaces. This includes works to Frontage 4 Southsea Castle between 2022-2024; Frontage 3 Southsea Common in 2024-2026; Frontage 5 Pyramids to Speakers' Corner in 2023-2024 and Speakers' Corner to South Parade Pier 2025-2027; Frontage 6 Canoe Lake (South Parade Pier to Eastney (St George's Road)) in 2027-2028; and Frontage 2 Clarence Pier between 2027- 2028. ¹⁴⁹ Minor objectives to improve the seafront include: • Active travel routes • The replacement of current seafront lighting with LED lighting • Mobility access from the shingle to the sea
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¹⁴⁹ <https://southseacoastalscheme.org.uk/sea-frontages/>

	• Improved wayfinding signage and linkages between key areas/gateways • Increased wildflower planting and biodiversity, including on Southsea Common • Development of Kings Bastion heritage space <u>Hilsea Lines / Linear Park</u> PCC are developing the Hilsea Lines area in north Portsmouth. The Council was successful in its 2021 bid for Levelling Up funding as part of a joint bid with Portsmouth International Port. £8.75m of the £20m funding will be used to develop Linear Park, the UK's longest urban park and will incorporate regeneration of the Hilsea Lido. This seeks to connect the west of Portsmouth to the eastern edge, enhance walking and cycling facilities, and enhance the existing green infrastructure. Through the Hilsea Lines project, the Council is seeking to create more accessible and better-connected woodland and green spaces. The project focusses on: • 80-hectares of woodland, which is known as Foxes Forest and has become the most varied wildlife haven on Portsea Island • Ports Creek moat, which is divided by a series of footpaths and bridges into four separate areas of freshwater and seawater, which is home to a variety of sea life, birds, and insects as well as plants and vegetation. • historic military structures, which are scheduled ancient monuments and a conservation area
Future needs to deliver growth from the Local Plan	<u>Allotments</u> Additional allotment spaces would be required to support future development needs arising from the Local Plan and limit the waiting list. The Local Plan will facilitate opportunities for additional sites including development criteria if a site should become available. The Local plan will seek to support the enhancement of these facilities and protect exiting allotment infrastructure under PLP45 (Open Space) from new development in combination with the obligations of the Allotments Act 1925¹⁵⁰. <u>Cemeteries</u> There are no immediate requirements for new cemeteries infrastructure beyond those identified within the cemeteries delivery plan. Demand for coffin burial is going down but there is demand for the burial of cremated remains. Previous calculations predict that Kingston Cemetery and Milton Cemetery should be able

¹⁵⁰ <https://www.legislation.gov.uk/ukpga/Geo5/15-16/61>

	to continue accommodating burials for the medium term. The service is currently carrying out an updated review to establish exactly what burial space is left in each cemetery. Both Milton Cemetery and Kingston Cemetery have disused buildings. Milton Cemetery Lodge is currently vacant and in need of repair. At Kingston Cemetery, the Chapel Store West, Mortuary and St Mary's Road Lodge are vacant and in need of repair. Whilst buildings are vacant there is a risk of incidents of anti-social behaviour and vandalism. There may be options for ensuring that cemeteries are sustainable in the longer term, for example, through the sensitive and appropriate use of disused cemetery buildings by businesses (for example, florists, artisans, local history centres, funeral directors, memorial masons or other purposes including social enterprise). <u>Open Spaces and Green Infrastructure</u> The City possesses a diverse network of green and blue infrastructure which provide a range of social and environmental functions. It is important to maintain and take opportunities to enhance the City's network of multifunctional green infrastructure to deal with numerous issues including: those associated with climate change; flood alleviation; protecting and enhancing biodiversity; maintaining and improving the appearance of the area; enabling opportunities to support and improve the physical and mental health of local residents; and the provision of environmental services such as maintaining and improving water and air quality. The Partnership for Urban South Hampshire published a South Hampshire Green Infrastructure Implementation Plan¹⁵¹ in June 2019. This includes a number of projects in Portsmouth: • P1(k): Tipner/Horsea Island New Bridge Link Project • P6: Horsea Island Country Park Development Project • P7: Southsea Seafront Additional amenity greenspace, parks and gardens, natural and semi-natural greenspace, play provision, and sports facilities would be required to support future development needs arising from the Local Plan. Where on-site provision is required, it should be provided in line with the proposed open space standards. Where on-site provision is deemed impractical, or not required, consideration will be given to opportunities for off-site provision through pooling of S106 contributions or Community Infrastructure Levy (CIL) as appropriate.
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¹⁵¹ <https://www.push.gov.uk/wp-content/uploads/2019/08/South-Hampshire-Green-Infrastructure-Implementation-Plan-June-2019-.pdf>

The open space requirements for new development as required by the Pre-Submission Local Plan in Policy PLP45: Open Space are as follows in table 15:

Table 15: Open space requirements in the Pre-Submission Local Plan

Open Space Type	Standard (ha per 1,000 population)
Parks and Gardens	0.8
Amenity (informal) Green Space	0.6
Equipped play space	0.25
Total	1.65

There are a number of opportunities to improve key open spaces in the City. The following open spaces are identified in the Parks and Open Spaces Strategy 2022-2038 as needing future improvements to maintain or enhance their quality. These open spaces also make up three of the City's twenty-two demonstrably special open spaces designated as Local Green Spaces in the Pre-Submission Portsmouth Local Plan Policy PLP46: Local Green Spaces. Milton Common is one of the ten open spaces designated as a Local Green Space in the Milton Neighbourhood Plan¹⁵² in Policy ENV1: Local Green Space.

Portsmouth Hill

With further funding, management of **Portsmouth Hill** could be incorporated into a sustainable biodiversity model. Biodiversity and habitat connectivity across Portsmouth Hill is an important consideration. The most significant areas of Portsmouth Hill's remaining biodiversity lie within the Council's boundary and the majority of this is managed by the Parks Service. It is therefore appropriate that the strategy for reconnecting biodiversity across Portsmouth Hill, through ecologically viable corridors, comes from PCC.

Further cross service work could be undertaken with the Museum Service, in particular working with Cumberland House Natural History Museum. The aim would be to increase biodiversity awareness to run joint walks and activities that could be advertised in the City's community centres. This work could be enabled by a Countryside Education Officer who could also expand the current schools offer. Many children in the City do not have access to private gardens therefore **Portsmouth Hill** is a key environment for schools activities. The topography of the site precludes open access for all however there are pockets of opportunity where access could be broadened.

Discussions are underway between the Council's countryside officer and the Queen Alexandra Hospital to enable patients and staff to have direct access to **Portsmouth Hill** without leaving

¹⁵² <https://www.portsmouth.gov.uk/wp-content/uploads/2022/10/Milton-Plan-Final-adopted.pdf>

	the hospital at the main entrance. This will allow for safe, healthy walks in the section of Portsmouth Hill adjacent to the hospital site. NHS staff working at Queen Alexandra Hospital currently park at Fort Southwick. The Countryside Officer is undertaking a clearing of the route so that the staff can walk through the reserve to the QA Hospital (instead of taking the shuttle bus). There is a constant pressure with regard to anti-social behaviour at the site, including burnt cars, littering, fly-tipping and prohibited motorcycle use. There is an ongoing relationship with the Police and it is hoped that further investment into education programmes and signage might provide some level of mitigation. At the present time the wildlife work at Portsmouth Hill is funded in entirety via a Countryside Stewardship agreement. This will be replaced by the Environmental Land Management Scheme. It may be possible to explore corporate sponsorship towards meeting the environmental objectives at the site from local companies as part of their corporate social responsibility models. <u>Canoe Lake</u> The Council has prepared plans for improvements at Canoe Lake Park, however, it does not have sufficient funds to improve the site without external funding. A Council bid in 2012 to the Heritage Lottery Fund to restore the historic features at the site, improve interpretation of the park and improve its catering offer was unsuccessful. Issues that could be addressed through a future funding bid include: • Interpretation of the site's heritage and ecological significance • Improving the catering offer • Providing educational opportunities • Improving signage and connection to 'hidden' features • Better quality site infrastructure including lake perimeter <u>Baffins Pond</u> Future infrastructure provision could: • Improve wildlife education: The ecological issues regarding the pond are complex. It would benefit the community and care for the site if these were more widely known and understood. Wildlife education could be implemented through a communications strategy plan. Linkages could be improved between Tangier Field and Milton Common greenspaces through signage and information on active travel routes at the Baffins Pond Community Centre and Baffins Library. • Increase biodiversity: The wetland reed beds will continue to be planted and maintained to allow improvement to water
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	quality. This will prove challenging due to sporadic mass disturbance by waterfowl. However, further sectional segregation may prove effective. The plant selection is made based on water levels and to improve the aquatic habitat by removing the nutrient. Sustainable planting has been introduced in the bedded areas to the south side of the pond. There is an opportunity to increase the wildflower areas on the north side, adjacent to Tangier Road. Similarly, wildflower strips could be added to Tangier Park Field. There could be further whip planting and planting of trees at marginal gaps around the circumference of Tangier Field. Any planting needs to take account of the Brent Geese flight path, and would benefit from specialist ornithological advice prior to further planting, as an open grassland habitat is required • Improve site infrastructure: there are a number of access points which are mobility friendly. There is scope for further investment to be carried out to the pathways which could be funded by CIL or possibly via an Environment Agency grant. The timber log wall around the pond also needs further investment to maintain the infrastructure which would also need to be funded via CIL. The site furniture surrounding the pond needs further consideration as to its layout and the memorial seating could be rationalised. • Enhance opportunities for physical exercise: There is a ball court in the Baffins Pond area that is available for multi-use games together with a tennis court. Surface improvements could be made in the future via a CIL payment or other funding source. • Expansion to the community events offer: Moving forward a community liaison officer might work with Baffins Pond Association together with the Council's Events Team to expand and build on the events offer. Littering is a challenge for the park. This can only be mitigated in part by enhancing the educational and community offer. <u>Milton Common</u> As Milton Common was previously used as a municipal refuse dump until the late 1960s, there are particular requirements with regard to managing the site. • Visitor experience: The visitor experience to this site could be improved by a broader education outreach to the public, improved interpretation and signage to include linkage with the surrounding sites Baffins Pond and Great Salterns Recreation Ground. • Habitat protection: Monitoring of species continues at this site with reporting to Hampshire Biodiversity Information Centre. Improving the quality of the habitat
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	includes restoration and management of the grassland for target species. • Site infrastructure: A longer-term objective is to divert recreational pressure away from the coastal path by developing the inland footpaths and cyclepaths, to minimise disturbance to species such as wildfowl, whilst at the same time, developing green travel routes.				
Funding Sources	<u>Allotments, Open Spaces and Green Infrastructure</u> Delivery and maintenance of any new infrastructure is subject to funding through new development (on site provision and management), S106 and CIL contributions towards off-site provision, Council funding as part of capital schemes review, or external grant funding. In addition, the CIL Transformation Fund allows for residents to raise money for community improvements and apply for match funding for half the project, up to £5000. This can include planting schemes and open space improvements. National Lottery Heritage Fund ("NLHF") and Big Lottery invest £34 million in parks annually across the UK, however, both organisations are concerned about sustainability. In the context of falling budgets, Parks Services increasingly rely on grants support for parks and open spaces provision. The NLHF (with Big Lottery) is a significant stream of project grants for parks and open spaces. The investment focuses on capital projects where applications are required to focus on people and community outcomes (learning, volunteering, skills development, and community participation) with accompanying management plans. It needs to be considered that Parks Services require the resources and skills to take advantage of grants schemes. The full implementation of the projects highlighted in the Park and Open Spaces Strategy¹⁵³ depend on either capital funding or grant funding. The service may apply for capital funding from the Council and it is the Council's decision as to how capital funding is allocated across all directorates. Not all schemes will be approved for capital funding, as there are only limited funds to utilise. The decision to award capital funding will be dependent on the current administration's priorities. As of 2026, table 16 below shows the Council's capital schemes: <i>Table 16: Schemes allocated capital funding by PCC as at 2026</i> <table border="1"> <thead> <tr> <th>Scheme</th><th>Council contribution</th></tr> </thead> <tbody> <tr> <td>Accessible beach huts</td><td>£25,000</td></tr> </tbody> </table>	Scheme	Council contribution	Accessible beach huts	£25,000
Scheme	Council contribution				
Accessible beach huts	£25,000				

	Baffins Pond - bio-dredging of sediment built up	£80,000
	Binstead play area	£15,000
	BMX track (Baffins)	£180,000
	Bransbury Park Pavillion	£450,000
	Canoe Lake de-silting	£25,000
	Canoe Lake Splash Park play equipment replacement	£20,000
	College Park play equipment	£10,000
	Disabled beach buggies and access mats	£20,013
	Farlington Pavilion refurbishment	£274,347
	Farlington Playing Field	£500,000
	Gatcombe Park play area	£30,000
	Hilsea basketball court refurbishment/resurfacing	£60,000
	In-house Parks' mobilisation and equipment	£1,045,706
	Investment in football facilities including changing facilities	£8,390,000
	Linear Park	£7,966,000
	Mountbatten Centre roofing project	£8,389,770
	Outside Court Improvements Across The City	£1,840,300
	Paulsgrove Football Club fencing	£30,000
	Parks Improvements	£90,000
	Play Area Improvements	£210,000
	Play Equipment Replacement	£320,000
	Portsmouth Watersports Centre	£709,830
	Renewal of skate ramps (Milton)	£25,000
	Re-provision of Leisure Centre, Pool and Community Centre	£21,575,222
	Seafront litter management	£35,000
	Southsea Common Grounds Regeneration	£164,000
	Southsea Skatepark Roof Project Design and Planning	£36,000
	Splashpool Refurbishments	£203,000
	Victoria Park Heritage Lottery Fund	£ 2,579,760
	Total	£20,887,381
	<u>Cemeteries</u> There is limited existing City Council revenue funding. Funding could be possible from the Heritage Lottery and from CIL.	

3.24 Libraries	
Lead Organisation	Portsmouth City Council

Main Sources of Information	Engagement with Portsmouth City Council officers in Culture, Leisure and Regulatory Services
Planning policy	Paragraph 20 of the NPPF sets out that: <i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for:</i> a) homes (including affordable housing), employment, retail, leisure and other commercial development; c) community facilities (such as health, education and cultural infrastructure); and d) <i>conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation</i> Part 8 of the NPPF relates to 'Promoting healthy and safe communities'. Paragraph 98 sets out that: <i>To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i> a) <i>plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</i> b) <i>take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;</i> e) <i>ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.</i> Paragraph 103 sets out that: <i>Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.</i>

Context and existing Citywide infrastructure provision	Public library services are funded and either run or commissioned by local government. Library authorities (unitary, county or metropolitan borough councils) have a statutory duty under the Public Libraries and Museums Act 1964 ‘to provide a comprehensive and efficient library service for all persons’ for all those who live, work or study in the area (section 7). The Act allows for joint working between library authorities and councils may also offer wider library services (for example, loaning devices, running activities or providing access to Wi-Fi and computers). In providing this service, councils must, among other things: • encourage both adults and children to make full use of the library service (section 7(2)(b)) • lend books and other printed material free of charge for those who live, work or study in the area (in accordance with section 8(3)) Portsmouth Library and Archive Service is a statutory service. There are nine libraries in Portsmouth, as well as a mobile library service. Portsmouth Library and Archive Service consists of nine branch libraries: • Alderman Lacey • Beddow (Milton) • Carnegie (Fratton) • Central • Cosham • North End • Paulsgrove • Portsea (located within John Pounds Community Centre) • Southsea As the City is relatively compact, there is reasonably good geographical coverage of libraries. Currently no resident in the City is more than a 20-minute walk from a public library. Further to the static provision, there is also a mobile library that covers areas that are the most remotely situated from a static library. The library buildings vary considerably in terms of size, quality and fitness for purpose. The most recent, Southsea, was opened in 2011. Carnegie Library in Fratton, the oldest, is a Grade II Listed Building which opened in 1906. There was some considerable capital investment in Cosham Library in 2020/21.
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Planned Provision	There is no planned development of library infrastructure across the City.
Future needs to deliver growth from the Local Plan	New housing and land development is not likely to change physical access of residents to libraries. However, the mobile library is ten years old and there is no budget currently identified for replacement. As the population grows, changes are required to library provision to ensure community access to services. For major growth, there may need to be a new library established, often co-located with other community or leisure services or contributions to improve existing libraries. North End Library would be the closest library to the homes considered in Tipner West/East. Improvements could be made to North End Library, which is already the third highest performing library in terms of usage after Southsea and Central. North End Library is a well-used 60-year-old facility that is looking tired and consideration could be given to expand. Alternatively, a smaller library offer could be made more locally, perhaps co-located with other community facilities complementing new housing developments. The City Centre is currently served by Central and Portsea Libraries. There has been exploration of a children's/youth library facility in Commercial Road and if the majority of City Centre housing is sited north of Winston Churchill Avenue, this could be something to revisit, potentially a library co-located with a Family Hub so all the PCC family support networks are in one location. Beddow Library, in Milton Ward is situated mid-way between housing sites considered at Fratton Park/Pompey Centre and St. James/Langstone Harbour. Beddow Library is a high performing library for its size and there is scope for expansion, linking the Milton Village Hall to the current library to increase the space available. A feasibility study for this work was undertaken in November 2021 as discussed above. There is no current library provision in Port Solent - although the mobile library did have a regular scheduled stop by Tesco Extra once a week several years ago. This was not well-attended. West of Portsdown Technology Park would currently be served by Paulsgrove Library. St. John's College site is very close to Southsea Library. Central Library is also relatively close by. Fraser Range - Mobile Library visits Fort Cumberland Road once a week. The mobile library visit could be expanded. News Centre - Mobile Library visits Amberley Road/London Road Somers Orchard - Close to Central Library and relatively close to Portsea Library.

Funding Sources	Currently, libraries can apply for CIL funding on enhancements to existing library spaces but this would not cover substantial capital projects. As public libraries are statutory services, there is little external funding available, other than costs being offset by housing or other developments.
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3.25 Leisure facilities	
Lead Organisation	Portsmouth City Council
Main Sources of Information	• Engagement with Portsmouth City Council officers in Culture, Leisure and Regulatory Services • Parks, Gardens and Open Spaces map¹⁵⁴ • Parks and Open Spaces Strategy 2022-2038¹⁵⁵ • Draft Portsmouth Cemeteries Delivery Plan for the future provision of burial services in the city, 2023-2033¹⁵⁶ • Playing Pitch Strategy (PPS) 2018-2034¹⁵⁷ • Strategic Outcomes Plan for Sport & Physical Activity¹⁵⁸ • Indoor Facilities Strategy
Planning policy	Paragraph 20 of the NPPF sets out that: <i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for:</i> a) homes (including affordable housing), employment, retail, leisure and other commercial development c) community facilities (such as health, education and cultural infrastructure); and d) <i>conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation</i> Part 8 of the NPPF relates to 'Promoting healthy and safe communities'. Paragraph 98 sets out that:

¹⁵⁴ <https://www.portsmouth.gov.uk/wp-content/uploads/2020/04/map-parks-open-spaces.pdf>

¹⁵⁵

<https://democracy.portsmouth.gov.uk/documents/s50455/Parks%20and%20Open%20Spaces%20Strategy%20-%20Appendix%205%20-%20Strategy.pdf>

¹⁵⁶

<https://democracy.portsmouth.gov.uk/documents/s50759/Portsmouth%20Cemeteries%20Delivery%20Plan%20-%20Appendix%201%20-%20Delivery%20Plan.pdf>

¹⁵⁷ https://www.portsmouth.gov.uk/wp-content/uploads/2021/09/Final_playing_pitches_strategy_2018.pdf

¹⁵⁸

<https://democracy.portsmouth.gov.uk/documents/s48132/Strategic%20Outcomes%20Plan%20for%20Sport%20and%20Physical%20Activity%20in%20Portsmouth.pdf>

	<i>To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i> <i>a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</i> <i>b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;</i> <i>e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.</i> Paragraph 103 sets out that: <i>Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.</i>
Context and existing Citywide infrastructure provision	There are several sports and leisure centres in Portsmouth to support people to live active, healthy lives. Facilities for leisure in Portsmouth include indoor facilities; sports pitches and outdoor sports facilities; play equipment; and natural open spaces. <u>Playing Pitches</u> ¹⁵⁹ Playing pitch facilities in Portsmouth include Football Grass Pitches and artificial grass pitches (AGPs), 3G Rubber Crumb pitches, cricket, hockey and rugby union pitches. Current demand shortfall identified within the PPS is as follows: Football 3G Rubber Crumb Pitches: After taking into account existing 3G rubber crumb provision there is a shortfall of 6.5 rounded down to 6 full size 3 G rubber crumb pitches based upon the FA training model. Grass Pitches (football):

	• Adult 11 v 11 - Demand is being met for adult match equivalent sessions. • Youth 11 v 11 – Shortfall 15 match equivalent sessions based on home and away play each week. • Junior 9 v 9 - Shortfall 13 match sessions. • Mini Soccer 7 v 7 -Demand is being met for mini 7 v 7 matches • Mini Soccer 5 v 5 - Demand is being met for mini 5 v 5 match The redevelopment of the John Jenkins Stadium in 2024 provides a home ground for Moneyfields FC and sought to address the shortfall in the City of high-quality football pitches. The John Jenkins Stadium hosts football sessions for people of all ages and abilities, disability sports initiatives, fitness classes, educational courses alongside the club itself and other community projects including café sessions for people with Dementia. The site also includes a boxing gym, a multi-use games area, flexible classrooms, studios and social club. Cricket: Demand is being met with over play at Langstone Harbour (3 match equivalent sessions) Rugby Camp (10 match equivalent sessions), St Helen's Field (1 match equivalent session) and St James (1 match equivalent sessions). Whilst Cricket pitch provision is being met, there is the need to improve the quality of cricket pitches, including by protecting pitches and outfielders from dog walkers, providing non-turf pitches for midweek games and junior cricket Hockey: Current demand is being met. However, this will be dependent on the protection of the main hockey pitch AGPs across the City in the Local Plan and sink funds being in place to refurbish carpets at existing sites. If the AGPs at HMS Temeraire were not available for community use, then a facility of better or equivalent quality in a suitable location would need to be provided to meet demand Rugby Union: Current short fall of 4 match and training equivalent sessions weekly. There is a need to protect the unsecured World Rugby Compliant 22 3G pitch and grass pitches at HMS Temeraire/Burnaby and Long Curtain Road. There is no demand for additional rugby pitches for community access on education sites. There is a need to work with Portsmouth Rugby Club and Southsea Nomads on ensuring solutions for their needs. Indoor and other Leisure Facilities ¹⁶⁰
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	There are 17 sport and leisure facilities located across Portsmouth, including: • The Mountbatten Leisure Centre • Portsmouth Tennis Centre • Portsmouth Gymnastics Centre • Wimbledon Park Sports Centre • Pyramids Adventure Play and Fitness Centre (Exploria) • Charter Community Sports Centre • King George V playing field • Farlington playing field • Hilsea Lido (currently closed due to open early 2026) • Andrew Simpson Watersports Centre • Ravelin Sports Centre (University of Portsmouth) • HMS Temeraire (MoD) • Portsmouth Grammar School playing field • Langstone Sports Site (University of Portsmouth) • St Edmunds School • Admiral Lord Nelson School <u>Sports Halls</u> There are 39 sport and activity halls in Portsmouth, located over 26 sites. Of these, 23 are 'strategic sized' halls (made up of 3 courts or more), and 16 are activity halls. There is a small undersupply of badminton courts in the City (-0.38), but when factors such as community access are taken into account this undersupply increases to -9.64 courts for the current population. In relation to sports halls, the main issues that need to be addressed are accessibility (both in terms of location and times of availability) and facility quality. <u>Health and Fitness</u> There are 441 pay and play community accessible fitness stations¹⁶¹ in the City, representing an undersupply for the current population of -166 stations. However, given the increased level of relatively low-cost pay and play commercial provision in the City, the current undersupply is likely to be less than this figure; although without ensuring there are more affordable pay and play community accessible fitness stations in the City, the under-supply will increase as the population grows.
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¹⁶¹ A fitness station is the basic unit of measurement for health and fitness centres. For example, a running machine or a leg-extension machine, or a free weights bench, or even a space for yoga/stretching/workout would be one fitness station. Many gyms also have studios (for group exercise) and sports halls, but these are not reflected in the number of stations. Some gyms are not accessible to the community where their use is restricted to specific individuals, such as military personnel, students, or hotel guests. Community accessible gyms are ones which any member of the public can pay to use.

	There are 33 studios, the majority of which are provided as part of a health and fitness offer within other sports and leisure facilities. There is a need to continue to grow and develop existing boxing clubs, given their potential to address inactivity in some of the more deprived areas of Portsmouth. There is also a need to ensure that martial arts clubs have access to good quality studios/ small hall facilities, appropriate for the sport and its future development. <u>Other provision</u> There are 25 squash courts over 9 sites in Portsmouth. The quality of existing courts is generally of a reasonable to good standard, although all courts are now ageing. There are no squash clubs with their own facilities in the City, and the only pay and play community accessible glass-back courts are at the Mountbatten Centre and Ravelin Sports Centre . Portsmouth is very well-served by indoor tennis facilities, which are in good condition. The facilities are available for pay and play bookings, as well as lessons, coaching, league and club use. Demand for usage is high, but the Lawn Tennis Association has not identified the need for any additional courts. There is one main and dedicated indoor bowling facility at the Victory Indoor Bowling Centre, which has six indoor rinks. The facilities are well-used by a local club which has the potential to grow and develop further. However, the facility is ageing and needs further investment. There is one main athletics track in the city, which is adjacent to the Mountbatten Centre. It is an ageing facility, although the track was resurfaced in 2018. There is sufficient track provision to meet demand. There are several gymnastics clubs operating in the City, some of which also incorporate trampolining. The Portsmouth Gymnastics Centre is the main facility for club use, coaching, lessons and competitions, and there are other non-purpose built facilities used in the City due to high demand for gymnastics facilities There is a specific demand for additional trampolining facilities in the City. There are no dedicated table tennis facilities in Portsmouth, but the sport is played competitively at a number of venues across Portsmouth. Table Tennis England has not identified a need for additional facilities in the City, but does identify the need to
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	retain existing facilities, given the significant local participation in table tennis (which is notably growing at junior level). <u>Swimming pools</u> There are a number of swimming pools in Portsmouth, these are located at: • Mountbatten Leisure Centre • Charter Community Leisure Centre • St Edmunds Catholic School • Hilsea Lido (seasonal outdoor pool - currently non-operational due to re-open in 2026; further details are set out below) • University of Portsmouth Ravelin Sports Centre There is also a pool at Portsmouth Naval Base (HMS Temeraire Campus); other small educational pools (usually unavailable for community access); and privately-owned and operated pools (requiring membership to access). A number of pools have recently closed in the City, including The Pyramids pool, the Eastney Swimming Pool; and the Springfield School's pool. Hilsea Lido It is one of the schemes of the Hilsea Lines development which is mentioned below. Following the successful 2021 Levelling Up Fund (LUF) bid for the Hilsea Lido, the Lido is being redeveloped as part of the Hilsea Lines project and to restore community access to the Lido pool¹⁶². Renovation work is currently underway and expected to complete in 2026. Portsmouth City Council has been working closely with contractors to plan and deliver this complex project. A significant amount of work is required to bring the lido back into use. Currently, a large temporary tent has been erected over the pool to protect the area from the weather, allowing contractors to complete the finishing touches, including rendering, painting, tiling, and installing handrails. The plant room roof has been fully refurbished. Outdated pool equipment has been removed and replaced with a brand-new, modern filtration system. The pool base and the walls have been stabilised with over 80 tonnes of steel and 30 lorry-loads of concrete. The original shallow lagoons have also been restored. Modular toilet and shower units have been installed, including a fully accessible Changing Places toilet. The spectator stand at the north of the site was deemed unsafe and was removed at the start of the project.
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¹⁶² <https://hilsealido.co.uk/>

Planned Provision	<u>Playing Pitches and Indoor/other Leisure Facilities</u> The City Council is currently working with the Football Foundation to see if there is any scope to attract investment to football in the city through the Parklife funding programme. The Council opened a new football complex at King George V Playing Field Cosham in 2024 that will meet some of the identified shortfall for Artificial Grass Pitches. The scheme includes a new pavilion with changing facilities, café space and toilets, as well as the AGPs, one of which will be supersized. The two AGPs would be marked up to provide a variety of pitch options, such as: • full size 100 x 64m pitches • 9v9 pitches • 6 7v7 pitches • 12 5v5 pitches Despite the provision of improved pitches at St George V playing fields and at Moneyfields Football club it is anticipated that there will still be a shortfall of playing pitches at set out in the 2018 Strategy. The Council's policy position has not therefore changed. The Local Plan will encourage the provision of additional football pitches and the ensure the retention of existing pitch provision. A revised Playing Pitch Strategy would identify an updated shortfall, but would not change the position in the Local Plan for retention and enhancement of existing football pitch provision. It is felt therefore that a further assessment of football pitch provision in a revised playing pitch strategy is therefore not needed. Portsmouth City Council submitted a planning application (application no. 24/00259/FUL) for a new leisure centre at Bransbury Park incorporating community, sports and swimming facilities¹⁶³, which was granted planning permission in September 2025. This includes a new co-located wet and dry physical activity community hub to replace Eastney Swimming Pool and compensate for the reduced opening hours at Wimbledon Park Sports Centre. The Bransbury Park Physical Activity and Health Hub will provide the following facilities: • Main Pool: A new pool 25m x 4 lane pool to replace Eastney Swimming Pool • Learner Pool (12.5m x 8.5m) • Fitness Suite (50 stations) and Multi-purpose Studio • GP Surgery (560sqm) • External 5-aside astroturf football pitches; netball, basketball and tennis courts; and a playground.
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¹⁶³ <https://www.portsmouth.gov.uk/services/leisure/sports-and-activities/improving-our-sports-facilities/bransbury-park-leisure-centre/>

	Outdoor Courts and Pitches: Existing outdoor facilities at Bransbury Park include a 4-court hard surface facility which is laid out for netball, a smaller ball court and a small, carpeted football court/pitch. Two of the outdoor courts would be retained; working with Netball England, the LTA and the local clubs and leagues, there will be investment into the existing outdoor netball and tennis courts at the Mountbatten Centre to mitigate the loss of 4 courts at Bransbury. The co-located hub will offer a range of outreach health and community services. PCC are developing the Hilsea Lines area in the north of the city to encourage residents and visitors to visit the area, and to enhance the walking and cycling routes around the city. The project came about following £8.75m levelling up funding from the Government, as part of a joint bid with the port. Hilsea Lines stretches along the coastline, which separates Portsea Island from the mainland and the aim is to connect the western shore of the City with the eastern tip with enhanced cycling and walking facilities. One aspect of this scheme is improvements to Hilsea Lido which is currently under renovation. Once the renovation is complete and the pool is open, the future operator of the lido will lead further regeneration of the wider site, which includes plans for the Blue Lagoon and the main lido building.
Future needs to deliver growth from the Local Plan	<u>Playing Pitches</u> The Playing Pitch Strategy 2018-2034 forecasts future demand shortfall in 2034 for the following playing pitch types based on ONS Subnational Population Projections. The future demand shortfall for playing pitches in 2034 is set out below: <u>Football 3G Rubber Crumb Pitches:</u> • After taking into account existing 3G rubber crumb pitch provision there is a shortfall of 8 full size 3G rubber crumb pitches based upon the FA training model. • If the FA's Parklife model is adopted, the requirement for Portsmouth City Council Local Authority Playing Pitch Facilities for match play will be 3x 3G full size pitches, 13 adult 11 v 11 grass and 5 youth 11 v 11 grass pitches. <u>Football (Grass pitches):</u> • Adult 11 v 11 – Shortfall 16 match equivalent sessions in secured community use. • Youth 11 v 11 shortfall of 27 youth 11 v 11 match sessions based on home and away play each week. • Junior 9 v 9 – Shortfall 20 match sessions. • Mini Soccer 7 v 7 – Demand can be met from current supply.

	• Mini soccer 5 v 5 – Shortfall 4 match equivalent sessions. <u>Cricket</u> • Future demand can be met from current supply if quality of existing pitches is raised <u>Hockey</u> • Future demand can be met from existing facilities. <u>Rugby Union</u> • Future shortfall of 24 match and training equivalent sessions. On the basis of these sport-specific issues, the PPS then considers recommendations for various sites based on three principles: • PROTECT: The strategy seeks to make sure that the right amount of playing pitches and ancillary facilities of the right quality are in the right place. This could involve providing protection of sites through the local planning framework, or recommending where issues around tenure or usage could be made more secure. • ENHANCE: Key partners such as Portsmouth City Council, local schools, private and voluntary sector sports clubs, and NGBs must work together to maximise the full potential of playing pitch assets and the long term sustainability of these assets and recognise that an improvement in quality and ongoing maintenance can have an impact on the capacity of use. • PROVIDE: In times of public sector austerity, investment needs to be directed at sites which will provide the best impact and highest increase in participation. It is the policy of Portsmouth City Council to support projects and sports clubs that are able to; demonstrate sustainable long term development, increase participation and have achieved the appropriate accreditations e.g. Clubmark and / or Charter Standard providing player and sports development pathways. Further details on the recommendations can be found in table 4.1 of the PCC Playing Pitch Strategy. Table 4.3 provides further detail on individual site specific action plans for the City to deliver enhanced playing pitch space. This identifies priorities and categorises these in terms of whether they are aspirations for the short, medium or long term. In this way, the PPS can guide thinking about resource allocation and focusing activity. The IDP will be informed by any updated playing pitch strategy which may look at alternative methods to optimise playing pitch space across the City. <u>Indoor and other leisure facilities</u>
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	Indoor Sports facility Strategy: Analysis of existing provision identifies the principles that should underpin all future sport and leisure facility development in Portsmouth. These are to: • Ensure residents in all areas of Portsmouth have pay and play access to good quality, local, accessible and affordable provision, whether it is a formal sports facility or a community centre, given the challenges of accessibility and deprivation in the City. • Aim to ensure that existing, and any new, sports facilities on education sites provide a balance of opportunities (through a formal agreement) for community access – both pay and play and club use. • Replace / refurbish ageing facilities where new provision is needed; all new and refurbished provision should be designed and developed based on Sport England and NGB guidance, and be fully inclusive • Rationalise existing provision where new fit for purpose facilities can replace/improve existing buildings (but existing levels of provision need to be maintained as a minimum, given the levels of existing facility under-supply). The exception to this might be the Pyramids, given it is leisure water, not a standard pool tank • Make better use of all existing facilities, irrespective of provider; an example would be extending access at weekends to education sites which are currently unavailable e.g. St Edmund's Catholic School • Invest in existing provision to improve quality • Invest strategically to ensure economic viability and sustainability of provision • Where possible, provide facilities (formal and informal) closer to where people live; improving access still further to multi-purpose halls (not strategic size) across the City could facilitate increased opportunities for participation at local level. Given the scale of population growth in the City over the next few years, it is unlikely that operational changes alone will address increased demand for sports facilities. It is therefore important to stress that the priorities could be provided in a number of ways; there is no one solution, but rather an integrated approach to the overall increase in opportunities to be physically active in day-to-day life:
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	• Extended access to education and other facilities, to increase pay and play accessibility for sports halls and swimming pools • Negotiating community pay and play access arrangements at existing commercial facilities e.g. swimming pools, fitness facilities • Better use of available capacity in existing sports halls and swimming pools, to enable more people to benefit from using these facilities • Optimising the use of existing buildings, particularly community halls; where community buildings also provide a MUGA, or play area this could facilitate some informal physical activity opportunities, • New build facilities – replacement facilities which are larger e.g. Eastney Swimming Pool, Portsmouth College There is a need for some capital investment in Portsmouth, to address both current and future needs. Whilst some of this investment relates to additional facility provision, there is also a need to start planning now for the replacement of ageing stock; increased participation is more likely to be achieved if the environment in which people take part is good quality and fit for purpose. The emerging Local plan will set out a policy to ensure the protection and enhancement of sport and recreation facilities to accommodate the proposed additional growth and support local communities. As such, the Council is unlikely to support development which results in the net loss of open space, sports and recreation facilities or land. Despite the provision of improved pitches at St George V playing fields and at Moneyfields Football club it is anticipated that there will still be a shortfall of playing pitches at set out in the 2018 Strategy. The Council's policy position has not therefore changed. The Local Plan will encourage the provision of additional sports pitches and the ensure the retention of existing pitch provision. A revised Playing Pitch Strategy would identify an updated shortfall, but would not change the position in the Local Plan for retention and enhancement of existing provision. It is felt therefore that a revised playing pitch strategy is therefore not needed. The strategic site of St James' & Langstone Campus in the Pre-Submission Local Plan (2024) is allocated for recreation, sports and other community facilities uses in Strategic Site Allocation Policy PLP8. The Local Plan seeks to ensure through this policy that new development at the St James' part of the site will retain public access to the St James' Hospital Cricket Pitch open space. Development proposals at Langstone Campus will seek to retain playing pitches and fields where possible and retain and enhance public access to key open spaces and playing fields across the site.
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Funding Sources	In addition to using the planning system to lever in developer contributions, it is recognised that external partner funding will need to be sought to deliver much of the action plan within the playing pitch strategy and other leisure facilities within the City. Although seeking developer contributions in applicable situations and other local funding/community schemes could go some way towards meeting deficiencies and/or improving provision, other potential/match sources of funding should be investigated e.g. look to apply for grants and work with NGBs and Sport England to seek partnership funding for a number of projects.

Appendix 1 - SEND provision definitions

Designated Specialist Provision(DSP): A DSP - otherwise known as an Inclusion Centre in Portsmouth - is a specialist facility on a mainstream school site for a small number of pupils (under 30). It provides an inclusive education for children with specific needs who may find mainstream inaccessible at present but have the potential to access mainstream classes over time. The aim is to prepare children for working in mainstream, part time initially, then slowly reintroducing them into mainstream education as and when they are ready. Inclusion Centres have fewer numbers of children and higher adult to child ratios of specialist staffing. There are eight inclusion centres within this category in Portsmouth supporting pupils with cognition and learning and communication and interaction needs.

Alternative Provision (AP): A specialist facility which accommodates pupils who cannot attend mainstream school for a variety of reasons including exclusion, mental or physical health difficulties. AP provides an alternative education which is often on a temporary basis until a pupil can return to mainstream education or move to a special school, although for some pupils it may be a longer-term solution. The AP category is split into facilities for pupils with health difficulties, AP (health) and for those with behavioural, emotional or social difficulties, AP (behaviour). Portsmouth has two Alternative Provision settings which cover primary and secondary aged pupils.

Appendix 2 - Infrastructure Delivery Schedule

	<i>Infrastructure Type</i>	<i>Infrastructure project/description</i>	<i>Timescale</i>	<i>Location/Linked development site</i>	<i>Lead Organisation</i>	<i>Estimated Cost</i>	<i>Funding Source</i>	<i>Funding shortfall</i>	<i>Project Status</i>	<i>Critical / Essential / Desirable</i>
Education										
<i>E1</i>	Early Years	Early years provision across the City to accommodate an additional 1,788 anticipated early years pupils.	Years 1-15 (2025-2040)	Citywide and in all large scale building developments and small scale developments where there is an evidenced need.	Portsmouth City Council	To be determined	Developer funded/CIL	Funding not yet secured	Not yet commenced	Essential
<i>E2</i>	Primary Schools	Provision of an additional 9.5 form-entry (FE) of infant provision through the expansion of existing local schools.	Years 5-15 (2030-2040)	Citywide	Portsmouth City Council	Re-build & Extension to Primary School £20,946 (average cost per pupil place)	Developer funded/CIL	Funding not yet secured - Subject to successful S106 agreements	Not yet commenced	Essential
<i>E3</i>	Primary Schools	Provision of an additional 10.3FE of junior provision through the expansion of existing local schools.	Years 5-15 (2030-2040)	Citywide	Portsmouth City Council	Re-build & Extension to Primary School £20,946 (average cost per pupil place)	Developer funded/CIL	Funding not yet secured - Subject to successful S106 agreements	Not yet commenced	Essential
<i>E4</i>	Secondary Schools	Provision of an additional 10.5FE through the expansion of existing local secondary schools	Years 5-15 (2030-2040)	Citywide	Portsmouth City Council	Re-build & Extension to Secondary School £21,235 (average cost per pupil place)	Developer funded/CIL	Funding not yet secured - Subject to successful S106 agreements	Not yet commenced	Essential
<i>E5</i>	Special Education Needs school provision	Additional 6 primary inclusion units and 5 secondary inclusion units through existing mainstream school, or expanding current specialist provision	Years 5-15 (2030-2040)	Citywide	Portsmouth City Council	Rebuild & Extension to SEN school £62,500 (average cost per pupil place)	Developer funded/CIL	Funding not yet secured -Subject to successful S106 agreements	Not yet commenced	Essential
<i>E6</i>	Further Education	EV infrastructure to meet the growing demand of electric vehicles used by students and staff	To be determined	Havant and South Downs College	Havant and South Downs College	To be Determined	Government funding/Privatey funded	Funding not yet secured	Not yet commenced	Desirable
<i>E7</i>	Further Education	The use of existing development to deliver adult learning, in particular English for Speakers of Other Languages (ESOL)	To be determined	To be determined	Havant and South Downs College	To be Determined	Government funding/Privatey funded	Funding not yet secured	Not yet commenced	Desirable
<i>E8</i>	Further Education	Further improvements to the Campus to make practical and effective use of existing surplus space	To be determined	City of Portsmouth College Campus	City of Portsmouth College	£15-20 million	Government capital funding	£15-20 million	Aspiration within the estates strategy	Essential
Flood Management										

	<i>Infrastructure Type</i>	<i>Infrastructure project/description</i>	<i>Timescale</i>	<i>Location/Linked development site</i>	<i>Lead Organisation</i>	<i>Estimated Cost</i>	<i>Funding Source</i>	<i>Funding shortfall</i>	<i>Project Status</i>	<i>Critical / Essential / Desirable</i>
FM1	Flood Management	North Portsea Island Phase 5 (Ports Creek)	2024-2026	North and eastern coastline of Portsea Island	Coastal Partners	£21,588,537 forecast outturn for Phase 5	Secured funding sources for all stages of the North Portsea Island FCERM scheme include Flood Defence Grant-in-Aid (FDGiA), Department for Education, Environmental Statutory Allowance (ESA) and a contribution from PCC.		Ongoing	Critical
FM2	Flood Management	Southsea Coastal Scheme Frontage 4 (Southsea Castle)	2022-2024	Southsea	Coastal Partners	£191,345,152 forecast outturn	Secured funding sources: A total of £175,491,335 has been secured for the project to date, including £118,197,881 of FDGiA. Other approved funding sources include Local Enterprise Partnership, Other Government Department, Environmental Statutory Allowance and a contribution from PCC.	~£15.9 million	Completed in 2024	Critical
FM3	Flood Management	Southsea Coastal Scheme Frontage 3 (Southsea Common)	2024-2026	Southsea	Coastal Partners				Construction commenced in 2024 Completed in 2026	Critical
FM4	Flood Management	Southsea Coastal Scheme Frontage 5 (Pyramids to Speakers' Corner)	2024-2025 2023-2024	Southsea	Coastal Partners				Completed in 2024	Critical
FM5	Flood Management	Southsea Coastal Scheme Frontage 5 (Speakers' Corner to South Parade Pier)	2025-2027	Southsea	Coastal Partners				Ongoing	Critical
FM6	Flood Management	Southsea Coastal Scheme Frontage 6 (Canoe Lake Speaker's Corner to Eastney (St George's Road))	2026-2027 2027-2028	Southsea	Coastal Partners				Planning permission granted	Critical
FM7	Flood Management	Southsea Coastal Scheme Frontage 2 (Clarence Pier)	2027-2028	Southsea	Coastal Partners				Planning permission granted	Critical
FM8	Flood Management	Capital maintenance project to repair and rehang gates at Old Portsmouth	2025-2031	Old Portsmouth	Coastal Partners	£600k present value cash costs	No secured funding Potential funding sources include FDGiA	£600,000	Not commenced	Critical
FM9	Flood Management	Portchester to Paulsgrove FCERM Scheme	2027-2034	Portchester to Paulsgrove coastline	Coastal Partners	15-year, 1:200 year standard of protection adaptive scheme as per the OBC: £12,500,000	Potential funding sources include: FDGiA, third-party private developer contribution, Southern Water contribution, Other Government Department.	To be determined	Planned/proposed	Critical

	<i>Infrastructure Type</i>	<i>Infrastructure project/description</i>	<i>Timescale</i>	<i>Location/Linked development site</i>	<i>Lead Organisation</i>	<i>Estimated Cost</i>	<i>Funding Source</i>	<i>Funding shortfall</i>	<i>Project Status</i>	<i>Critical / Essential / Desirable</i>
						(including 30% risk) and additional £6,500,000 in external contributions 1:200 year precautionary scheme including Portchester Castle frontages: £25,500,000 (including 30% risk) and an additional £14,200,000 in external contributions				
<i>FM10</i>	Flood Management	Fraser Battery Flood and Coastal Erosion Risk Management (FCERM) Scheme (Flood Cell 2) - Provide new / improve the standard of existing coastal defences	2026 - 2033	South east Portsea Island	Coastal Partners	£4,297,542 present value cash costs including Monte Carlo 95% risk contingency	No secured funding FCERM GiA (£816,843 to be applied for, including 30% contingency and inflation) - £3,636,447 minimum external contribution required to increase Partnership Funding (PF) score above 100% for scheme to be eligible for FCERM GiA PCC Capital Investment	£4,297,542	Not commenced	Critical
<i>FM11</i>	Flood Management	Eastney Lake FCERM Scheme (Flood Cell 3) - Restore the standard of existing defences by refurbishment or replacement	2026 - 2033	Eastney	Coastal Partners	£4,533,920 present value cash costs including Monte Carlo 95% risk contingency.	No secured funding As this scheme does not have a high enough PF score to be eligible for FDGiA funding, external contributions would be required to fund the entirety of the scheme.	£4,533,920	Not commenced	Critical
<i>FM12</i>	Flood Management	Continental Ferry Port FCERM Scheme (Flood Cell 6) Provide new / improve the standard of existing coastal defences	2026 - 2034	Portsmouth International Port	Coastal Partners	£8,462,961 present value cash costs including Monte Carlo 95% risk contingency	No secured funding FCERM GiA (£4,108,695 to be applied for, including 30% contingency and inflation) - Further	£8,462,961	Not commenced	Critical

	<i>Infrastructure Type</i>	<i>Infrastructure project/description</i>	<i>Timescale</i>	<i>Location/Linked development site</i>	<i>Lead Organisation</i>	<i>Estimated Cost</i>	<i>Funding Source</i>	<i>Funding shortfall</i>	<i>Project Status</i>	<i>Critical / Essential / Desirable</i>
							£4,354,266 external contribution required. Of this, a minimum of £3,197,447 is required to increase the PF score above 100% for the scheme to be eligible for FCERM GiA. - PCC Capital Investment.			
FM13	Flood Management	Tipner East - New sea wall (including tie-in to the M275 embankment and Tipner Lake defences constructed during Phase 3 of the Noth Portsea Island Scheme)	2025 - 2030	Tipner East (Policy PLP4)	Developer	To be determined	Funded by developer	Have been secured through permission	Planning permission granted. Development has commenced on site	Critical
FM14	Flood Management	Tipner West - Provision of new flood defences	2025 - 2030	Tipner West (Policy PLP3)	Developer	~£32 million	Funded by developer	To be secured through permission	Planning application being prepared	Critical
FM15	Flood Management	Fraser Range - Construction of new Sea Wall and delivery of a beach management and asset maintenance plan, with careful consideration of how these align with the Southsea Coastal Scheme.	2025 - 2030	Fraser Range (Policy PLP13)	Developer	To be determined	Funded by developer	Have been secured through permission	Planning application stage	Critical
FM16	Flood Management	Flood management measures to reduce the risk of flooding to strategic and allocated sites.	2025-2040	Port Solent (Policy PLP) St James and Langstone Campus (Policy PLP11)	Developer	To be determined	To be determined	To be secured through permission	Allocated within the Local Plan	Critical
Healthcare										
H1	Primary Healthcare	Additional capacity across existing primary healthcare units and provision of additional primary healthcare units.	Years 1-15 (2025 - 2040)	Citywide	NHS Hampshire and Isle of Wight ICB	Circa £7,900,000	NHS Project Improvement Grants, Minor Improvement Grants, third-party developers	~£7,900,000	Not yet commenced. Assessed at planning application stage for major development	Essential
H2	Secondary Healthcare	New Community Diagnostics Centre	Completion in 2026	Rodney Road Centre (Fratton)	Portsmouth University	£15 million	Government Funding / Trust Capital / CIL	Nil	Planning permission granted 2024	Essential

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					Hospitals NHS Trust					
H3	Secondary Healthcare	Four cardiology Catheterization Labs at QA Hospital, Cosham	2025 - 2028	Cosham QA Hospital	Portsmouth Hospitals University NHS Trust (PHU)	£12,000,000 total (£3,000,000 each)	To be determined	£12,000,000	Not yet commenced	Essential
H4	Secondary Healthcare	Outpatient transformation at QA Hospital, Cosham	tbc	Cosham QA Hospital	Portsmouth Hospitals University NHS Trust (PHU)	To be determined	To be determined	To be determined	Not yet commenced	Essential
H5	Secondary Healthcare	New aseptic Unit (Pharmacy manufacturing)	2028	tbc	Portsmouth Hospitals University NHS Trust (PHU)	£12,000,000	To be determined	£12,000,000	Not yet commenced	Essential
H6	Secondary Healthcare	Additional Inpatient diagnostic capacity (MRI, CT) at QA Hospital, Cosham	2025 - 2029	Cosham QA Hospital	Portsmouth Hospitals University NHS Trust (PHU)	£5,000,000	To be determined	£5,000,000	Not yet commenced	Essential
H7	Secondary Healthcare	Additional bed capacity to cater for additional population growth across QA's entire catchment.	2028 onwards	Cosham QA Hospital	Portsmouth Hospitals University NHS Trust (PHU)	£15,000,000	To be determined	£15,000,000	Not yet commenced	Essential
Transport										
T1	Local Highways	Horsea-Tipner Link Bridge Bridge to provide a public transport / active modes link between Tipner and Horsea Island to support potential development in area and improve sustainable travel network. (LTP4 Policy K/ Local Plan Policy)	LTP4 year 7 to year 16 (2028 to 2037)	Tipner West (Policy PLP3) and Horsea Island Strategic Open Space (PLP9) Tipner East (Policy PLP4) Horsea Island Strategic Open Space (Policy PLP9) Port Solent (Policy PLP11)	PCC	More than £10,000,000	Undetermined	Funding not yet secured	Proposed / Planned	Critical
T2	Local highways	Junction signalisation and signals upgrades. Upgrade of a number of signalised junctions around the city, installation of Microprocessor Optimised Vehicle Actuation (MOVA) and upgrade of other existing MOVA sites with latest version	2024-26	Citywide	PCC - Transport	£500,000 - £1,000,000	Green Light Fund	Funding secured	Proposed / Planned	Essential
T3	Local highways	Strategic Transport Assessment mitigation: Portsbridge Roundabout	In line with development at	Lakeside North Harbour (Policy PLP5)	PCC	~£2,010,000	S106/S278/DfT	Funding not yet secured	Proposed / Planned	Critical

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			Lakeside North Harbour							
T4	Local Highways	Casualty and Speed Reduction Measures The aims of this programme are to be responsive to residents' and Councillors speeding concerns, to introduce traffic calming at a variety of locations across the city, to promote road safety, reduce vehicle speeds, and encourage the use of active travel modes.	Ongoing	Locations city-wide	PCC - Transport	Typically £300k to £500k per year	LTP funding allocated each year as a statutory function	Funding secured	Ongoing	Desirable
T5	Local Highways	Safer Routes Improvements Programme of small scale infrastructure improvements to improve active travel routes across the city (such as cycle parking, signage and lining, bollards, barriers, and dropped-kerbs).	Ongoing	City-wide	PCC - Transport	Typically £300k to £500k per year	LTP funding allocated each year as a statutory function	Funding secured	Ongoing	Desirable
T6	Local highways	Hostile Vehicle Mitigation Scheme Barriers such as bollards or planters for counter terrorism measures that comply with PAS68/69 standards.	2026/27	The Hard Interchange	PCC - Transport	£245,000	Parking Reserve	Funding secured	Ongoing	Desirable
T7	Local Highways	School Streets Installation of traffic management solutions which will enable restricting access around suitable schools during drop off and pick up times. As of Autumn 2024, two schemes are operational and opportunities for two other similar schemes adjacent to other schools in the city have been identified. And further schemes will be sought to be developed in future.	Ongoing	St Jude's & Brambles (installed 2024 and became permanent in summer 2025) Additional locations proposed in future	PCC - Transport	Less than £500,000	LTP 22/23 - 23/24 and ongoing LTP capital programme	Funding secured	Proposed / Planned	Desirable
T8	Local highways	Ongoing replacement and new Variable Message Signs (VMS) Replacement and new VMS around the city on an ongoing basis in future	Depends on funding	Citywide	PCC - Transport	£500,000 - £1,000,000	PCC Capital Fund / Parking Reserve	Funding not yet secured	Ongoing	Essential

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T9	Local Highways	Pedestrian Crossings Programme to install new and improve existing crossing facilities in locations around the city. Depending on location, includes provision of controlled pedestrian facilities, provision of dropped kerbs and tactile paving, high friction surfacing on approaches to the crossing, white lining, signing and traffic signal equipment including provisions for visually and mobility impaired pedestrians.	Ongoing	Ongoing programme	PCC - Transport	Less than £500,000 per year/site	LTP 23/24 and ongoing LTP capital programme	Funding secured	Ongoing	Desirable
T10	Local Highways	Zebrites Increase visibility of zebra crossings at zebra crossings across Portsmouth through the installation of Zebrite Belisha Beacons.	Mar-26	Citywide	PCC - Transport	Less than £500,000	LTP 23/24	Funding secured	Ongoing	Desirable
T11	Local Highways	Stubbington Ave Roundabout Junction improvements to reduce casualty risk.	Delivered by 2027-28, depending on funding	Stubbington Ave	PCC - Transport	£1,000,001 - £2,000,000	LTP Funding, other funding sources: Capital Bid	Partially funded	Ongoing	Desirable
T12	Local Highways	Upgraded junction at Whale Island Way Potential provision of a new junction to meet the needs of a new ferry service and associated facilities <u>Portsmouth International Port Masterplan</u>	2030	Portsmouth International Port	Portsmouth International Port	Undetermined	Undetermined	Funding not yet secured	Proposed / Planned	Desirable
T13	Local Highways	Container Shuttle to Fratton railfreight yard/ Fratton Railfreight Hub Fratton has an existing siding capable of allowing transfer of containers from road to rail so no rail infrastructure required. Concept of scheme is for an electric truck shuttle between PIP and Fratton to transfer containers from ferry port to rail to allow rail shipments to/from the port.	2030	Portsmouth International Port and Fratton	TfSE, PCC, Port	Undetermined	Undetermined	Funding not yet secured	Proposed / Planned	Desirable
T14	Local Highways	City Centre Roads Scheme to realign / reconfigure A3 Marketway/Commercial Road (north) and adjacent	Late 2020s	City Centre (Policy PLP6)	PCC-Regeneration	More than £10,000,000	Candidate for DfT Major Road Network funding (subject to business case)	Funding not yet secured	Proposed / Planned	Critical

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		roads, as well as improved public transport/cycle/pedestrian infrastructure and public space. These revisions to the highway network on the western corridor of Portsmouth would maximise the development potential of the northern part of the City Centre strategic development site. Mitigation for the City Centre was also assessed as part of the Strategic Transport Assessment. (Local Plan / TFSE Strategic Investment Plan)								
T15	Local Highways	Controlled crossings at signalised junctions A programme of adding pedestrian phases to traffic light junction where one or more arms of the junction does not have a crossing and/or a pedestrian-demanded crossing phase.	2026 – 2030	Several sites Citywide	PCC – Transport	Less than £10,000	LTP Rolling programme	Funding not yet secured	Proposed / Planned	Desirable
T16	Local highways	Road Markings and Directional Signage Safer and more efficient travel throughout Portsmouth due to clear direction provided by accurate signage and road markings.	Ongoing	Citywide	PCC - Transport	Less than £500,000	LTP funding allocated each year as a statutory function	Funding secured	Ongoing	Desirable
T17	Local highways	School Crossing Patrol Infrastructure School Crossing Patrols, and supportive infrastructure, to help keep children safe on their route to school, is one of the most common concerns raised by the public to Road Safety Assessment Tool (RSAT).	2025/26	Citywide	PCC - Transport	Less than £500,000	LTP Capital funds	Funding secured	Ongoing	Desirable
T18	Local Highways	Limberline Rd/ Gunstore Rd/ Limberline Spur junction realignment Widening corner radii of Gunstore Rd/ Limberline Rd and Limberline Spur/ Limberline Rd junctions to	Undetermined	Limberline Rd/ Gunstore Rd/ Limberline Spur junction	PCC - Transport; PCC - Economic Development; Freight operators (Ferryspeed Logistics)	£1,000,001 - £2,000,000	Undetermined	Funding not yet secured	Proposed / Planned	Desirable

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		facilitate HGV turning movements and reduce conflicts								
T19	Local highways	Strategic Transport Assessment mitigation: Spur Road Roundabout	In line with development	Cosham	PCC	~£460,000	S106/S278/DfT	Funding not yet secured	Proposed / Planned	Critical
T20	Local highways	Strategic Transport Assessment mitigation: Rudmore Roundabout	In line with development	Landport	PCC	~£670,000	S106/S278/DfT	Funding not yet secured	Proposed / Planned	Critical
T21	Local highways	Strategic Transport Assessment mitigation: New Lakeside Access	In line with development at Lakeside North Harbour	Lakeside North Harbour (Policy PLP5)	PCC	~£2,400,000	S106/S278/DfT	Funding not yet secured	Proposed / Planned	Critical
T22	Local highways	Strategic Transport Assessment mitigation: London Road/Southwick Hill Road	In line with development	Cosham	PCC	~£20,000	S106/S278/DfT	Funding not yet secured	Proposed / Planned	Critical
T23	Local highways	Strategic Transport Assessment mitigation: Museum Road/Landport Terrace/Kings Road/Kings Terrace	In line with development	Southsea	PCC	~£460,000	S106/S278/DfT	Funding not yet secured	Proposed / Planned	Critical
T24	Sustainable/Active Travel	Northern Parade Active Travel Improvements Develop funded improvements to Twyford Ave for active travel journeys	2030	Northern Parade, Twyford Ave	PCC - Transport	£500,000 - £1,000,000	S106	Funding not yet secured	Proposed / Planned	Essential
T25	Sustainable/Active Travel	Access for People with Disabilities Dropped kerbs and minor works to improve access to Public Transport and active travel modes	Ongoing	Citywide	PCC - Transport	Less than £500,000	LTP funding allocated each year as a statutory function	Funding secured	Ongoing	Essential
T26	Sustainable/Active Travel	On-Street Residential Electric Vehicle Chargepoint Scheme (Phase 1 to 3) Phase 1 (36) and phase 2 (62) of the scheme included the combined delivery of 98 on-street electric vehicle chargepoints city wide. The scope of the scheme was to enable residents who do not have off-street parking to have access to an EV chargepoint on-street, to charge their plug-in vehicle. The technological solution used was retrofitted	2019-24	Citywide	PCC - Transport, OZEV	£1,000,001 - £5,000,000	Phases 1-2: ORCS - OZEV 75% Installation Grant, PCC Phase 3 - ORCS - OZEV 60% Installation Grant, Private sector investment	Funding secured	Ongoing	Essential

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		lamp columns, which minimised street clutter, used spare electrical supply in the lamp columns and was designed for slow overnight charging. The on-street chargepoints operate on a pay-as-you-go basis and were accompanied with a marked charging bay. The next phase of the scheme (Phase 3) is using the same solution and bay marking from phase 1 & 2, and is being delivered during 2025-26. Upon completion of phase 3, there will be approximately 330 on-street chargepoints across the city, from phases 1,2, and 3.								
T27	Sustainable/Active Travel	On-Street Residential Electric Vehicle Chargepoint Scheme (Future phases funded through LEVI grant) The aim for future phases of ORCS, funded through Government LEVI grant, will be to deliver up to 3,600 further chargepoints, which added to delivery in phases 1 to 3 will deliver a long term aim of up to 4000 electric vehicle chargepoints in the city in the medium to long term	2024-30	Citywide	PCC - Transport, OZEV	£1,000,001 - £5,000,000	Phases 4-6: LEVI	Funding secured	Proposed / Planned	Essential
T28	Sustainable/Active Travel	Micro-consolidation & sustainable last mile logistics trials There is an increasing interest in greater use of more sustainable, zero emission transport modes, such as electric cargo cycles and walking porters operating from local "micro-consolidation" points, to deliver goods over these short last stretches of a delivery journey. This project will deliver a trial of such solutions in Portsmouth and started operation from May 2025 on a trial basis at Hilsea Industrial Estate following planning consent being granted for the selected site and	2025/26	Solent Region	PCC - Transport, Solent Transport	£1,000,001 - £5,000,000	Solent Future Transport Zone (FTZ) programme	Funding secured	Ongoing trial	Desirable

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		procurement of a suitable operator to run the trial.								
T29	Sustainable/Active Travel	Car Clubs Air Quality Improvement Research into the demand for a car club carried out in early 2021. Phase 1 was launched with 8 cars in Sep 2023, with phase 2 seeing a further car added to the fleet in April 2025. Further 2 vehicles planned to be introduced at Lakeside Business Park (date TBC). Current vehicles are Euro 6, with aspirations in the future to upgrade to EV through the LEVI funding.	Phase 1: 2021-23 (completed) Phase 2: April 2025 Next phases: 2026-27	Southsea, Lakeside	PCC - Transport, Enterprise	Less than £500,000	PCC Capital Next phase: LEVI and PCC Capital Funding, aspiration that car club vehicles can be provided commercially in future	Partial funding secured	Ongoing	Desirable
T30	Sustainable/Active Travel	Eastern Road Corridor Link Improvements Improvements to key junctions, existing cycle routes connecting the main cycle routes to surrounding areas, reviewing existing railings and safety barriers, reviewing existing road markings and improving facilities for bus users. (Eastern Corridor)	2027/28 (Estimated)	Eastern Corridor	Department for Transport, PCC - Transport	£1,390,000	PCC Capital Fund, potentially Active Travel Funding	Funding secured	Ongoing	Essential
T31	Sustainable/Active Travel	Off-street electric vehicle chargepoint provision (following feasibility and procurement processes) Provision of off-street residential chargepoints in all PCC car parks	2026-30	Citywide	PCC - Transport, OZEV	£500,000 - £1,000,000	Feasibility: LTP/ Capital Funding Next phases: LEVI funds	Funding secured	Proposed / Planned	Essential
T32	Sustainable/Active Travel	Local Cycling and Walking Infrastructure Plans Local Cycling and Walking Infrastructure Plans (LCWIPs) provide a new strategic approach to identifying cycling and walking improvements required at the local level. PCC published its LCWIP in 2021, covering the ten years to 2031. A network plan for walking and cycling identifies preferred routes and core zones for further development.	2021-2031	Citywide	PCC - Transport, Department for Transport, Hampshire County Council, Isle of Wight Council	More than £10,000,000	Department for Transport, PCC Capital Funds, other sources to be explored.	Funding not yet secured	Ongoing	Essential

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		A prioritised programme of infrastructure improvements for future investment is set out. The LCWIP report sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network. (Local Cycling and Walking Infrastructure Plan¹⁶⁴)								
T33	Sustainable/Active Travel	Cycle Signs and Infrastructure For the creation of physical wayfinding along the quieter route network To respond to a list of 'Quick Wins' provided by the Portsmouth Cycle Forum that look to address several issues in the city (Capital Budget¹⁶⁵)	Ongoing	Various	PCC - Transport	Less than £500,000	PCC Capital Fund, CIL	Funding not yet secured	Ongoing	Desirable
T34	Sustainable/Active Travel	Active Pompey Neighbourhoods Neighbourhood improvement schemes which provide an environment which encourages walking and cycling, reduce traffic speeds/dominance, and provide measures to enable greening and a sense of community. Can include identification and conversion of suitable streets to one way traffic and the installation of traffic calming measures.	Ongoing	Bramble Road and Talbot Road scheme delivered 2024; additional roads/ neighbourhoods being considered.	PCC - Transport	Less than £500,000 per scheme/ year	LTP Capital; other sources	Funding secured	Ongoing	Essential
T35	Sustainable/Active Travel	Active Travel Improvements including Quieter Routes Improvements Small-scale infrastructure improvements (such as cycle parking, signage and lining) across the city to assist modal shift away from the car toward more active travel modes such as walking and cycling.	Ongoing	Ongoing Active Travel Improvements at various locations across the City	PCC - Transport	Less than £500,000	LTP 21/22	Funding secured	Ongoing	Essential

¹⁶⁴ <https://travel.portsmouth.gov.uk/wp-content/uploads/2020/09/74.463-LCWIP-Plan.pdf>

¹⁶⁵ <https://democracy.portsmouth.gov.uk/documents/s25703/Capital%20Budget%20Appendix%201b%20-%20Detail.pdf>

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		Also by encouraging new cyclists, through use of the 'Quieter Routes' this will help increase the modal shift set out in government targets which are shared by the city council (UK Gov Cycling and Walking Investment Strategy (CWIS) aims to double numbers of people cycling by 2025 and PCC LCWIP sets out PCC's plans to achieve these targets).								
T36	Sustainable/Active Travel	Workplace Sustainable Travel Fund Offers local businesses the opportunity to apply for funding towards sustainable travel measures for their workplace/ staff travel to enable physical measures to be installed or used, support staff travel to and from work or work related journeys. A third round of WSTF was made available in October 2023, with a closing date for applications of Dec 2024. All measures were in place by June 2025.	2023-2025	All wards	PCC - Transport	Less than £500,000	Air Quality Action Plan 22-23	Latest round completed June 2025. Potential for further funding rounds but not confirmed	Uncertain	Desirable
T37	Sustainable/Active Travel	Bike/ e-bike share scheme Introduction of public bike / e-bike share systems in Portsmouth and Southampton, complementing e-scooter rental trials, serving various journeys within the cities with a new non-car travel option, and also providing improved first/ last mile access to public transport corridors. The scheme has expanded significantly since its launch in October 2022, when it was operated by Beryl Bikes. The number of active users of the scheme more than doubled by March 2024 and this growth has continued since Voi assumed responsibility for running the bike share scheme in July 2024.	2022-ongoing	Solent Region	PCC - Transport, Solent Transport	£1,000,001 - £5,000,000	Solent Future Transport Zone (FTZ) programme	Funding secured	Ongoing	Desirable

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T38	Sustainable/Active Travel	(Portsmouth Bike Share Scheme.pdf¹⁶⁶) Rental e-scooter trial Trial of rental e-scooters, initially for a maximum of one year but subsequently extended in line with national extensions by the DfT, in various parts of the Solent area. Current DfT extension for Portsmouth is until May 2028. The scheme has expanded significantly since its launch in March 2021.	2021-28	Solent Region	PCC - Transport, Solent Transport	£500,000 - £1,000,000	Solent Future Transport Zone (FTZ) programme	Funding secured	Ongoing	Desirable
T39	Sustainable/Active Travel	(E-Scooter September 2023 Report¹⁶⁷) Eastern Road bridge across Portsbridge Creek- Active travel bridge extension This scheme would add a wider pedestrian/cycle path on to the existing Eastern Road bridge connecting Portsea Island to the mainland (across Portsbridge Creek) to address a narrow/unpleasant ped/cycle environment on this important link onto Portsea Island. Scheme proposed to be added to next update of LCWIP.	2030s	Farlington/Anchorage Park	PCC-Transport	Undetermined	Undetermined	Funding not yet secured	Proposed / Planned	Essential
T40	Sustainable/Active Travel	(TFSE Strategic Investment Plan) Eastern Road East-West ped/cycle Bridge This scheme would provide a ramped ped/foot bridge across Eastern Road in vicinity of the Anchorage Road junction to allow safer, easier crossing by active modes users of a very busy road and complex junction. Scheme proposed to be added to next update of LCWIP.	2030s	Farlington/Anchorage Park	PCC-Transport	Undetermined	Undetermined	Funding not yet secured	Proposed / Planned	Essential

¹⁶⁶ <https://democracy.portsmouth.gov.uk/documents/s47188/Portsmouth%20Bike%20Share%20Scheme.pdf>

¹⁶⁷ <https://democracy.portsmouth.gov.uk/documents/s47667/E-scooter%20-%20September%20report%20FINAL%20003.pdf>

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T41	Sustainable/Active Travel	Rights of Way Portsmouth City Council has a statutory duty, as Highway Authority, to maintain the public rights of way network so it is safe, accessible, and clearly signed.	Ongoing	Citywide	PCC - Transport	Less than £500,000	LTP funding allocated each year as a statutory function	Funding secured	Ongoing	Essential
T42	Bus/Rapid Transit	South East Hampshire Rapid Transit- Future Phases: Identification and delivery of further parts of the SEHRT network following completion of current schemes funded through TCF and BSIP programmes. These phases will identify and address problems such as long travel times Cosham - City relative to car, and poor interchange with rail at Cosham, and will improve connectivity to wider city region. Work will include problem identification, optioneering, feasibility investigation, development of Business Cases and funding applications.	LTP4 year 5 to year 16 (2026 to 2037)	Citywide	PCC - Transport, Hampshire CC, Isle of Wight CC, DfT Further information: TfSE Strategic Investment Plan	More than £10,000,000	LTP/DfT/ Undetermined	Funding not yet secured	Proposed / Planned	Essential
T43	Bus/Rapid Transit	City Centre SEHRT Project This project included 3 schemes, all now completed apart from remedial work currently being undertaken: Lake Road - Replace existing roundabout with 4-arm signal junction with MOVA/SVD. Signal junction will reduce existing cycle casualties and provide a new crossing point for pedestrians at north arm or junction. Bus lanes to be included in each direction at Lake Road (west). City Centre North Link - New bus gate to allow separation of buses from general traffic. Provides almost unbroken bus priority from Rudmore Rbt to City Centre Shops (South). New bus only link for	Jul-24 - ongoing	City Centre	PCC - Transport	More than £10,000,000	Transforming Cities Funds (TCF) Tranche 2	Funding secured	Largely completed as of Sep 24	Critical

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		north/eastbound buses through short section of semi-pedestrianized area to get buses closer to shoppers and remove significant additional mileage. New SVD at roundabout for outbound services. City Centre South Link - Formalise current bus/taxi only route past P&S station. Replace mini-roundabout with signal junction to provide controlled pedestrian facilities removing excessive delays to buses caused by existing Zebra crossing. Improvements to pedestrian crossing points and public realm. Controlled crossing facility at Isambard Brunel Rd.								
T44	Bus/Rapid Transit	New Bus Depot Firstbus is currently in the process of developing its own 'super bus depot' located at Hilsea. This will facilitate complete replacement of First's Portsmouth bus fleet with electric buses in future.	Delivery estimated to be completed by 2028	Being delivered as part of The News Centre allocation (Policy PLP14)	Firstbus	No cost to PCC	Privately funded by Firstbus	Funding secured	Ongoing	Essential
T45	Transport Hubs	Tipner Transport Hub scheme The delivery of the Tipner Transport Hub scheme, including expanded P+R (up to 2,650 spaces) plus other transport hub functions-supporting Tipner and City Centre developments and (potentially) Portsmouth International Port expansion. Subject to business case and funding (scheme 41).	Undetermined- depends on external factors	Being developed as part of the Tipner East allocation (Policy PLP4) City Centre (Policy PLP6)	PCC-Regeneration	More than £10,000,000	Currently unfunded. Various sources to be explored	Funding not yet secured	Proposed / Planned	Critical
T46	Bus/Rapid Transit	Public Transport Accessibility Improvements Small scale physical improvements to the network to enable the efficient operation of bus services leading to improved journey times and better passenger experience.	Annually	All wards	PCC - Transport	Less than £500,000	LTP	Funding secured	Ongoing	Essential

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T47	Bus/Rapid Transit	Bus Shelter Green Roofs Local and low maintenance plants, like wildflowers and sedum will be selected to live atop the bus stops, and Clear Channel, who look after Portsmouth's bus stops, will be responsible for their up-keep. 19 bus shelters, currently installed across the city with this number due to rise to 81 by spring 2026.	To be delivered by 2026	Citywide	PCC - Transport	No cost to PCC	Privately funded by Clear Channel, with some funded through BSIP	Funding secured	Ongoing	Desirable
T48	Bus/Rapid Transit	Bus signal priority The aim of this scheme is to install bus priority at signals around the network. This will allow the buses to have priority at signals resulting in reduced waiting times that will decreasing bus journey times for passengers and make bus journeys more reliable, whilst offering greater value for money to passengers. To date 12 have been installed, with 6 more to be completed.	2023-26	Citywide	PCC	£1,000,001 - £5,000,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Essential
T49	Bus/Rapid Transit	Stop layouts The aim of this scheme is to review the physical shape of local bus stops to facilitate bus priority. This will involve fill in laybys/add boarders where required. Approx. cost will be £100 - £150k per stop. To date, 7 have been completed, with a further 5 to be reviewed.	2023-26	Citywide	PCC	£1,000,001 - £5,000,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Essential
T50	Bus/Rapid Transit	A2047 corridor The aim of this scheme is to provide a southbound bus, taxi and cycle lane along part of the A2047 London Road/Kingston Road up to Fratton, Lake Road. The junction with Lake Road is also to be improved.	2023-26	A2047	PCC	£1,000,001 - £5,000,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Essential
T51	Transport Hubs	Hard Interchange - access for passengers The aim of this scheme is to improve passenger access and waiting experience at the Hard Interchange. This includes signing, lighting and weather protection to provide an improved environment for	2023-27	Hard Interchange	PCC	£500,000 - £1,000,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Essential

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		passengers travelling between modes, through the Hard Interchange and to Gunwharf Quays.								
T52	Bus/Rapid Transit	Super Stop infrastructure The aim of this scheme is to improve the waiting environment for passengers by providing 33 high quality bus shelters providing more inclusive and safer waiting experiences. 6 shelters have been installed to date.	2023-26	Citywide	Operators	Less than £500,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Essential
T53	Bus/Rapid Transit	Stop locations The aim of this scheme is to review the location of all bus stops to facilitate faster journey times, improve safety for bus users and ensure that consideration for changing travel habits is captured and reviewed.	2023-27	Citywide	PCC / Operators	Less than £500,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Essential
T54	Bus/Rapid Transit	Bus stop infrastructure The aim of this scheme is to improve the waiting environment for passengers by providing improved bus shelters and more inclusive and safer waiting experiences.	2023-26	Citywide	PCC / ClearChannel	£500,000 - £1,000,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Essential
T55	Bus/Rapid Transit	Public Transport network information at every stop The aim of this scheme is to improve the provision of information about the public transport network, improving passenger confidence and awareness to encourage travel.	2023-27	Citywide	PCC / Operators	Less than £500,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Desirable
T56	Bus/Rapid Transit	Real Time Passenger Information (RTPI) displays The aim of this scheme is to introduce real-time passenger information (RTPI) displays at every stop, to improve the provision of information bus service times. This aims to improve passenger confidence and awareness to encourage travel by bus. RTPI has been introduced at all stops, some older RTPI displays are currently being replaced where required.	2023-26	Citywide	PCC	£1,000,001 - £5,000,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Desirable

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T57	Bus/Rapid Transit	Bus Lane Camera enforcement The aim of this scheme is the enforcement of moving traffic contraventions i.e., banned turns traffic cameras under part 6 of the Traffic Management Act (TMA). This will include the investigation of further powers under the TMA part 6, when they are announced by central government. These cameras are to support the enforcement of the new bus lanes and junction measures.	2023-26	Citywide	PCC	Less than £500,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Desirable
T58	Bus/Rapid Transit	Demand Responsive Transport (DRT) services - Pompey Link trial. A pilot Demand Responsive Transport (DRT) service was launched in Portsmouth in June 2026. The 'Pompey Link' scheme is currently being trialled until 31 st March 2027, covering the areas of Port Solent and Paulsgrove, with pick up/drop off points at Port Solent. It also offers a link to QA Hospital and Cosham Transport Interchange for passengers travelling from Port Solent aiming to improve access to key services and employment for residents living in these areas which currently do not have connections to the main bus network.	2023-26	Citywide	PCC / Operators	£500,000 - £1,000,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Desirable
T59	Bus/Rapid Transit	Extra services The aim of this scheme is to improve access to currently underserved areas by the existing bus network by introducing new services and/or changing the route of existing services.	2023-27	Citywide	PCC / Operators	£1,000,001 - £5,000,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Desirable
T60	Bus/Rapid Transit	School online training The aim of this scheme is to equip children with the skills and confidence to use the bus independently. This will be achieved through the creation	2023-26	Citywide	PCC / Operators	Less than £100,000	Bus Service Improvement Plan (BSIP)	Funding secured	Ongoing	Desirable

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		of an educational online learning course, provided to schools.								
T61	Transport Hubs	Southsea (Clarence Pier) Transport Hub Following feasibility (undertaken in 23/24), development of improvements to the transport interchange and public realm, ideally to align with timings of coastal defence works. The area serves public, shared and active transport with the Hovertravel terminal providing important links to the IOW, including key links for NHS services and transportation. The works will encourage wider redevelopment and economic and cultural benefits to the area including future redevelopment of the Hovertravel terminal. (TfSE Strategic Investment Plan)	2029-30 (est.)	Southsea	PCC - Transport	£5,000,000+	PCC Capital Fund / Match-funding	Funding not yet secured	Proposed / Planned	Desirable
T62	Transport Hubs	Cosham Transport Hub The proposed Cosham Transport Hub aims to improve integration between transport modes, encourage the uptake of public and shared transport, reduce single-occupancy motor vehicle trips, and support the regeneration of the Cosham area. The hub will connect and build upon existing transport connections by improving the public realm, transport facilities, and creating a seamless and accessible experience for users. (TfSE Strategic Investment Plan)	2024-27 (est.)	Cosham	PCC - Transport	~£600,000	PCC Capital Fund / Match-funding- £100k allocated from parking reserve;	Partial funding secured	Proposed / Planned	Desirable
T63	Rail	Solent Rail Connectivity Joint rail industry/ Solent area LTAs proposal under development to deliver more frequent local train services from Portsmouth to	2030s to 2050s	Citywide	Solent Transport	More than £10,000,000	Undetermined	Funding not yet secured	Proposed / Planned	Essential

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		Southampton and Eastleigh, focused on improving train frequency at smaller stations. Infrastructure measures in the city include reinstating platform 2 at Portsmouth Harbour or providing an additional low level platform at Portsmouth & Southsea station.								
T64	Rail	Portsmouth Harbour Station Travel Plan - Accessibility Improvements Initial improvements to be assessed include reinstalling a pedestrian crossing on The Hard Rd, and improving the crossing environment for pedestrians across the site junctions (SWR Station Travel Plans)	Undetermined	Portsmouth Harbour	PCC, SWR	Undetermined	Undetermined	Funding not yet secured	Proposed / Planned	Desirable
T65	Rail	Portsmouth & Southsea Station Travel Plan - Accessibility Improvements Key improvements to wayfinding and accessibility have been recommended. This includes making the station more appealing and pleasant to use for people travelling sustainably. (SWR Station Travel Plans)	Undetermined	City Centre (Policy PLP6)	PCC, SWR	Platform extensions ~£1.5m New station entrance ~£3m Upgrade to station facilities ~£700K -£1.2m	Undetermined	Funding not yet secured	Proposed / Planned	Desirable
T66	Rail	Fratton Station Travel Plan - Accessibility Improvements Improvements to wayfinding and accessibility have been recommended. Particularly on the footbridge which is inaccessible and unpleasant. (SWR Station Travel Plans)	Undetermined	Fratton Park and the Pompey Centre (Policy PLP7)	PCC, SWR	Undetermined	Undetermined	Funding not yet secured	Proposed / Planned	Desirable
T67	Rail	Fratton Station - Associated infrastructure improvements to enable an off road link from Fratton Station to the Pompey Centre and Fratton Park, avoiding Goldsmith Avenue.	In line with development	Fratton Park and the Pompey Centre (Policy PLP7)	PCC, Network Rail, PFC, other landowners	Undetermined	Undetermined	Funding not yet secured	Indicative route allocated within the Local Plan	Essential
T68	Rail	Hilsea Station Travel Plan - Accessibility Improvements The step-free route to access the station is particularly long and can feel dangerous in the	Undetermined	Hilsea	PCC, SWR	Undetermined	Undetermined	Funding not yet secured	Proposed / Planned	Desirable

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		evening. PCC owns land on this route so opportunity to take action to improve the route.								
		(SWR Station Travel Plans)								
T69	Rail	Cosham Station Travel Plan - Accessibility Improvements Recommendations in the travel plan generally align with the plans for the Cosham Transport Hub (#141). This includes improving wayfinding and improvements to the urban realm.	Undetermined	Cosham	PCC, SWR	Undetermined	Undetermined	Funding not yet secured	Proposed / Planned	Desirable
		(SWR Station Travel Plans)								
T70	Ferries	Improved Gosport - Portsmouth and Portsmouth - Hayling Island Ferries Enhancements to ferry services and associated elements e.g. ticketing/integration/facilities as part of wider public transport enhancements.	Undetermined	Various	PCC-Transport; HCC; Operators	Undetermined	Undetermined	Funding not yet secured	Proposed / Planned	Desirable
		(TFSE Strategic Investment Plan)								
T71	Ferries	Technology to allow electrification of the Wightlink Ferries	Undetermined	Various	Wightlink	Undetermined	Undetermined	Funding not yet secured	Not yet commenced	Desirable
Emergency Services										
ES1	Police	No additional infrastructure requested at this time	-	-	Hampshire and Isle of Wight Constabulary	-	-	-	-	-
ES2	Ambulance	No additional infrastructure requested at this time	-	-	South Central Ambulance Service	-	-	-	-	-
Utilities										
U1	Gas	Connections to gas networks will be considered further at planning application stage	2025-2040 (in parallel with development)	Citywide across all strategic and allocated sites	Southern Gas Networks	To be determined	Private sector and developer/customer funding	To be determined	To be determined	Essential
U2	Electricity	Installation of a new larger Super Grid Transformer (SGT) at Lovedean substation. Replacement of at least three of the SGTs along with switchgear and short sections of cables for the SGT LV 'tails'.	Completion by 2037	Lovedean	National Grid	£25 - £30 million	Transmission and distribution connection costs		Planned	Essential

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U3	Electricity	Reinforcement on the distribution network will be considered further at the planning application stage	2025-2040 (in parallel with development)	Citywide across all strategic and allocated sites	SSEN	To be determined	Funding as per SSEN's charging statements for the southern England licence area	To be determined	To be determined	Essential
U4	Telecommunication	All new development must deliver appropriate telecommunication connections	2025-2040 (in parallel with development)	Citywide	Private telecommunication companies	To be determined	Private sector funding	To be determined	To be determined	Essential
U5	Water Supply	Local water network reinforcement where required	2025-2040 (in parallel with development)	Citywide across all strategic and allocated sites	Portsmouth Water	To be determined	Any network reinforcement is funded directly by developer through the infrastructure charge	To be determined	To be determined	Essential
U6	Wastewater/treatment	Potential needs to reinforce the network (eg pipes and pumping stations), the scale of which is dependent on the size and location of individual sites	2025-2040 (in parallel with development)	Citywide across all strategic and allocated sites	Southern Water	To be determined	Funding for network reinforcement is provided by developers through the new infrastructure charge	To be determined	To be determined	Essential
U7	Waste/Recycling	Increase in waste collection vehicle fleet - Two refuse vehicles - Two recycling vehicles - Two fibre vehicles - One Food Waste vehicles	2025-2040 (in parallel with development)	Citywide across all strategic and allocated sites	Portsmouth City Council	To be determined	Capital bid process	To be determined	To be determined	Essential
U8	Waste/Recycling	Potential depot expansion	2025-2040 (in parallel with development)	Portsmouth waste depot	Portsmouth City Council	To be determined	Capital bid process	To be determined	To be determined	Essential
Social/Cultural Infrastructure										
S1	On-site Open Space	Delivery of onsite open space in line with the Local Plan standards of: Parks and Gardens 0.8 ha per 1,000 population Amenity (informal) Green Space 0.6 per 1,000 population Equipped play space 0.25 per 1,000 population	2025-2040 (in parallel with development)	On-site provision	Portsmouth City Council/Developers	Cost dependant on dwelling numbers	S106	Funding not yet secured	To be determined	Essential
S2	Off-site open space	Victoria Park improvements	2022-2026	Victoria Park	Portsmouth City Council	£3 million	National Heritage Lottery funding	Funding Secured	Ongoing	Essential
S3	Off-site open space	Hilsea Linear Park	2023 - ongoing	Hilsea	Portsmouth City Council	£8.75 million	Levelling Up funding	Funding Secured	Ongoing	Essential
S4	Off-site open space	Milton Common - sites which have direct alone impacts on the SPA and SAC will need to pay contributions (in addition to	2025-2040 (in parallel with development)	Milton Common - payment to be made on developments at St James and	Portsmouth City Council/Developers	£9,528.49 per unit	S106	Part of the funding has been secured	Framework has been published that provides	Essential

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		Bird Aware) to enhance Milton Common as a visitor destination. St James and Langstone Campus has the potential to cause alone direct impacts.		Langstone Campus (Policy PLP8)				from development at St James	guidance on improvement	
S5	Off-site open space	Portsdown Hill biodiversity and habitat connectivity	2025-2040 (in parallel with development)	Portsdown Hill	Portsmouth City Council	To be determined	Countryside Stewardship/Environmental Land management scheme	Funding not yet secured	Not yet commenced	Desirable
S6	Off-site provision	Canoe Lake improvements	2025-2040 (in parallel with development)	Canoe Lake	Portsmouth City Council	To be determined	External funding	Funding not yet secured	Not yet commenced	Desirable
S7	Off-site provision	Baffins Pond improvements	2025-2040 (in parallel with development)	Baffins Pond	Portsmouth City Council	To be determined	External funding	Funding not yet secured	Not yet commenced	Desirable
S8	Off-site allotment provision	Enhancement to existing or provision of new allotment space	2025-2040 (in parallel with development)	Off-site provision	Portsmouth City Council/Developers	Cost dependant on dwelling numbers	S106	Funding not yet secured	To be determined	Desirable
S9	Green Infrastructure	Green & Healthy Streets Programme of enhancements in accordance with Portsmouth Vision 2040, the PCC Climate and Environment Action Plan, and emergent Green Infrastructure Strategy. Using tools such as the Healthy Streets standard and Green Infrastructure Framework to guide the development of a healthier nature-rich streetscape across the city.	2025-2040	City-wide	Portsmouth City Council	Unknown (Scale in £Ms with individual schemes in £Ks - £100Ks)	Various (predominantly external)	To be determined	Under development as programme	Essential
S10	Libraries	Developers may need to contribute to the provision of a new library facility (often co-located) or enhancement of existing library facilities: Tipner West and Tipner East: enhancement to North End Library or an additional smaller co-located library Portsmouth City Centre: Provision of a library co-located with a family hub Fratton Park & the Pompey Centre: Expansion to Beddow Library linking the village hall (feasibility study undertaken) (£130,000 - £350,000)	In line with development of strategic sites	Various libraries across the City. Linked to the following allocation: Tipner West and Tipner East (Policy PLP3 and PLP4)) Portsmouth City Centre (Policy PLP6) Fratton Park & the Pompey Centre (Policy PLP7) Port Solent (Policy PLP11) Fraser Range (Policy PLP13)	Portsmouth City Council	Provision of a new library/ expansion/co-location not yet determined Expansion to Beddow Library - £130,000 - £350,000	S106/CIL/External funding	To be determined	Not yet commenced	Essential

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		Port Solent/Fraser Range/The News Centre: Potential for the mobile library to make a stop here.		The News Centre (Policy PLP14)						
S11	Playing pitches	Protection and enhancements of playing pitches within Portsmouth	2025-2040 (in parallel with development)	Citywide	Portsmouth City Council/Developer	Under £50,000	To be determined	Funding not yet secured	Ongoing on developments across the City	Essential
S12	Leisure facilities	Developers are expected to contribute towards improving local indoor and outdoor leisure facilities. The provision of these facilities may address issues with outdoor sports pitch provision and/or indoor leisure facilities	2025-2040 (in parallel with development)	Citywide	Private sector / Portsmouth City Council	To be determined	Private sector through developer contributions (s106) and CIL	To be determined	To be determined	Essential
S13	Social/cultural	District and Local Town Centres Programme to support the vitality and viability of local businesses and facilities within retail centres. Requires planning and providing incremental improvements to the public realm which improve accessibility for walking, wheeling, and cycling; create more public space for seating and social gathering; slow and/or reduce problematic through traffic; improve air quality; and increase opportunities for greening streets. This supports the ambition to make the city and its centres prosperous, healthier, safer, and greener.	2025-2040	Cite-wide (town centre hierarchy focussed)	Portsmouth City Council	Unknown (Scale in £Ms with individual schemes in £10Ks - £100Ks)	To be determined	To be determined	Ongoing	Essential