

Statement of Common Ground
Portsmouth City Council & Gosport Borough
Council

July 2024



Portsmouth
CITY COUNCIL



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1. Introduction

1.1 What is a Statement of Common Ground?

- 1.1.1 This Statement of Common Ground (SCG) is a jointly agreed statement between Portsmouth City Council (PCC) and Gosport Borough Council (GBC). It sets out the position and understanding with respect to key cross boundary strategic issues between the two authorities. It is not binding on either party, but sets out a clear and positive direction to inform ongoing strategy and plan making. It should be noted that this is a bilateral agreement between these two authorities only.
- 1.1.2 The Planning and Compulsory Purchase Act 2004 introduced the Duty to Cooperate which placed a legal duty on local planning authorities, and other prescribed bodies to engage constructively, actively and on an ongoing basis to develop development plan documents, in respect of strategic matters. The Levelling Up and Regeneration Act (LURA) was enacted in November 2023. When its secondary legislation is implemented, the Duty to Cooperate will be removed. It is not yet clear what if anything will replace it. The Duty to Cooperate remains in place until the secondary legislation is implemented.
- 1.1.3 Section 33A of the Localism Act 2011 specifically relates to strategic matters. Despite the removal of the Duty to Cooperate by the LURA PCC and GBC agree on the importance of continuing to work on their strategic cross boundary issues
- 1.1.4 This SCG has been prepared in accordance with the NPPF and the guidance prepared by the Planning Advisory Service (PAS) on this matter. It has been prepared in parallel with both the Pre-Submission Gosport Borough Local Plan 2040 and Portsmouth Pre-Submission Local Plan under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012¹.

1.2 What does this document include?

- 1.2.1 Section 2 outlines the strategic geographies of Portsmouth City and Gosport Borough
- 1.2.2 Section 3 sets out the key cross boundary strategic issues addressed by this SCG with an agreed position between the two Councils on each issue. Where relevant areas of disagreement are also set out.

2. Strategic Geography

- 2.1 This SCG relates to the cross boundary strategic matters between PCC and GBC as shown on the map below.

¹ <https://www.legislation.gov.uk/ukxi/2012/767/regulation/19/made>



2.2 Portsmouth City lies adjacent to the Solent on the southern coast of England. The majority of the City's landmass is on Portsea Island and therefore it has a unique geographic location and relationship to the sea. The authority comprises approx. 40.1 square kilometres and is home to approximately 208,100 people, with a population density higher than some parts of London.

2.3 Gosport Borough covers just over 27.6 square kilometres (10.6 square miles or 2,761 hectares) and is the twelfth smallest district in England and the smallest in Hampshire. Gosport Borough is located on a peninsula adjacent to Fareham Borough and is surrounded on three sides by the Solent and Portsmouth Harbour. Gosport Borough is predominantly urban in character, with over 80% built on. The population of Gosport in 2021 was 81,900 people and the Borough is densely populated with 3,228 people per square km, seven times the England average at 434. A narrow stretch of water at the mouth of Portsmouth Harbour, separates Gosport from Portsmouth; there is no shared land boundary between the two authorities.

2.4 Both Authorities are significantly constrained in terms of geographical area, with the Solent to the South, the large natural Harbours and the close proximity of the adjoining boroughs and districts to the north. This limits the space for potential development in the City and Borough to largely brownfield land. Most of the brownfield sites in the City and Borough have significant constraints such as contamination, historic structures and complicated ownership. In addition, both authorities and especially Gosport Borough are impacted by viability constraints to delivery of development.

Partnership for South Hampshire

2.5 Portsmouth City and Gosport Borough are active members of the Partnership for South Hampshire (PfSH), which was originally formed in 2003 as the Partnership for Urban South Hampshire (PUSH). It is a partnership of district and unitary authorities, together with Hampshire County Council and the New Forest National Park Authority, working together to support the sustainable growth of the South Hampshire sub-region. The area covered by PfSH and the authorities involved is shown in figure 1.

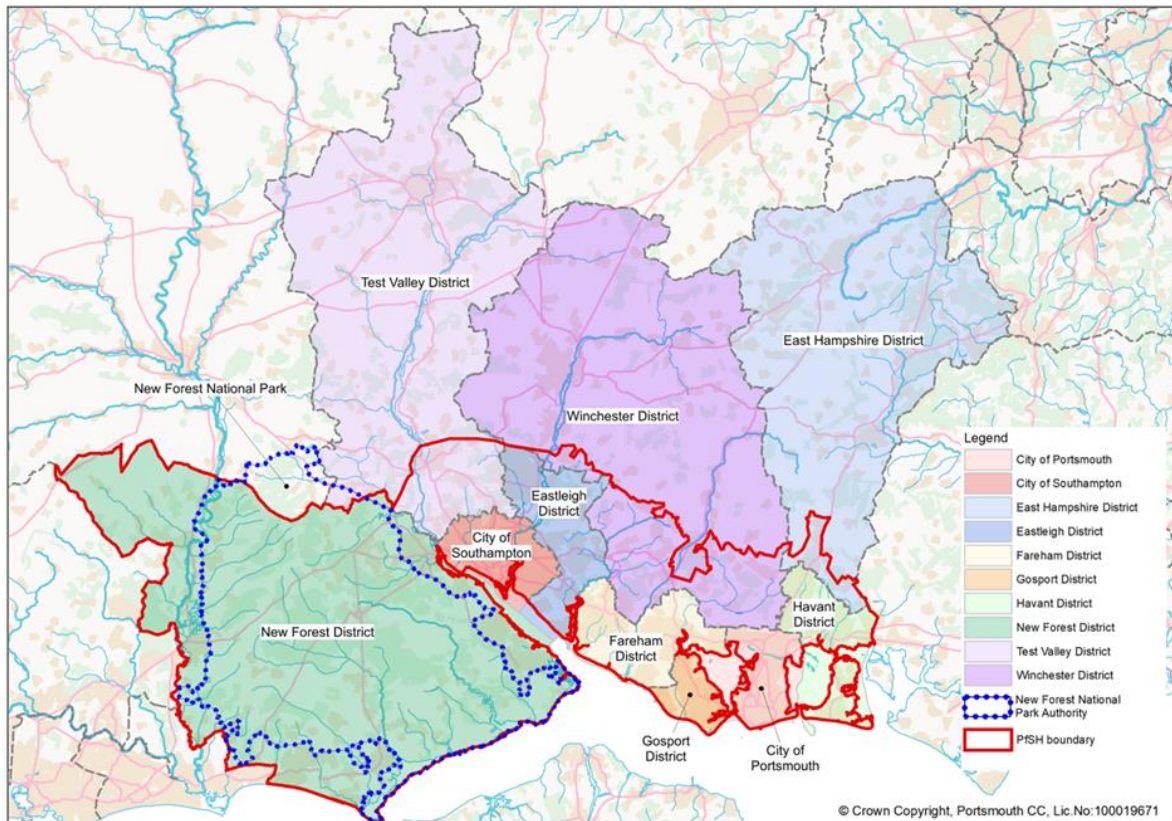


Figure 1: Map of the Partnership for South Hampshire sub-region

2.6 The Partnership has a strong track record in collaborative working to achieve common goals in South Hampshire. The Partnership was heavily involved in the production of a sub-regional strategy for development that formed part of the South East Plan. This strategy was tested through public examination and when adopted by the Secretary of State, formed part of the development plan at that time and informed the production of local plans.

2.7 The ethos of collaborative cross boundary working continued in South Hampshire after the abolition of regional planning and the revocation for the South East Plan in 2013. As well as joint working between member authorities, PfSH works with partner agencies in the sub-region and Government departments to deliver joint strategies and pool resources. PfSH has successfully developed a number of innovative solutions to challenging issues and thus unlocked development in the sub-region whilst recognising its constraints.

- 2.8 A number of Statements of Common Ground have been produced by PfSH over the years. The last one was signed by Joint Committee, which includes leaders or representatives of all authorities, in September 2023. It sets out the key strategic cross-boundary planning issues including housing needs and the methodology and framework for the preparation of the new Spatial Position Statement published in December 2023. It set out a snapshot of housing need and supply in the sub-region divided up between its constituent local authorities from 2022-36. The overall deficit was estimated to be 14,531 homes at that time. The Statement of Common Ground states that the shortfall is best defined as need that is not yet planned for, rather than need that it is definitively unmet. It states that the shortfall would diminish over time as local plan reviews get underway and emerging plans are progressed.
- 2.9 The Statement of Common Ground identifies six local planning authorities that are less likely/unlikely to meet their housing needs: New Forest District, New Forest National Park Authority, Southampton, Gosport, Portsmouth and Havant. It states that the PfSH authorities are taking a two-stage approach to addressing the needs of those authorities that are unable to meet their housing needs in full. In the first stage, the following authorities are identified as more likely to be able to meet and potentially exceed their housing need: East Hampshire, Eastleigh, Fareham, Test Valley and Winchester. The precise contribution from each authority will be determined through their respective local plan processes.
- 2.10 In the longer term and in stage two, Broad Areas of Search for Growth identified in the Spatial Position Statement will be considered through Local Plans. These were identified by considering the combination of a relative absence of strategic constraints, relative proximity to opportunities and services, and their scope in principle for good public and active travel connectivity. The broad areas would require further investigation and technical work to determine their suitability as specific locations for development, and to test their capacity, deliverability, infrastructure and mitigation needs to achieve allocations in Local Plans. A preliminary assessment suggests that the areas of search have a combined capacity for around 7,500 dwellings, subject to deliverability, infrastructure and mitigation.
- 2.11 Growth in the sub-region is constrained as it is bounded by two national parks, an Area of Outstanding Natural Beauty, the coast/estuaries, a range of international, national and local biodiversity designations and it needs to accommodate land for biodiversity mitigation and net gain. South Hampshire is already heavily built up in places, with areas of valued countryside often important in landscape terms or as settlement gaps protecting the identity of individual towns and villages. Some areas are less accessible by public transport. The Statement of Common Ground states that the need to accommodate significantly more homes for people in the medium and longer term, including in the areas of search, will need to be carefully tested through local plans against all of these important characteristics to achieve the optimum solution.
- 2.12 The PfSH Spatial Position Statement was approved by Joint Committee in December 2023. It aims to provide guiding principles for local plans to help deliver sustainable development within South Hampshire. It should be noted that it is not an upper tier plan with which future local plans will need to conform. It does, however, help inform the preparation and strategic co-ordination of local plans under the duty to cooperate. Table 1 of the Spatial Position Statement compares housing need and supply along with shortfalls and surpluses for each local authority in PfSH as a snapshot in time. On this basis the latest shortfall is 11,771 dwellings (2023 – 2036). Several evidence based

documents supporting the Spatial Position Statement were published at the same time including the Broad Areas of Growth Assessments.

2.13 The Spatial Position Statement retains the strategic principle of focusing growth on cities/urban areas first to maximise housing delivery within existing urban areas and identifies a number of existing strategic development locations in SPS7. It also identifies new Broad Areas of Search for Growth in SPS8 as follows:

- South-east/east of Eastleigh Town (Eastleigh)
- Havant Town Centre (Havant)
- Waterloooville Town Centre (Havant)
- Southleigh (Havant)
- East of Romsey (Test Valley)
- South-west of Chandler's Ford (Test Valley)
- East of Botley (Winchester)

2.14 The sites that fall within the broad areas of search will need to be tested through the local plan preparation process, including against other sites that may be available or promoted within individual local planning authority areas. The local plan process will also need to resolve the quantum and form of development on sites and the infrastructure that will need to be provided to support development and make it sustainable.

3. Key Cross boundary Strategic Matters

3.1 This section sets out where agreement has been reached on cross-border strategic matters, or where further work to reach common ground is required. It should be noted that all the figures relate to the plan period for the Portsmouth Local Plan of 2020-2040 and for the Gosport Borough Local Plan period of 2023-2040.

Housing

Portsmouth City Council's Position

Housing Need	Housing Supply	Unmet need
17,980 2020-40	13,603	• 4,377 • 800 from FBC • 3,577 outstanding

Gosport Borough Council's Position

Housing Need	Housing Supply	Unmet need
6,001 (2023-40)	2,823	3,178

PCC position

3.2 The standard method sets a housing need of 899 homes per year for the City. The Council commissioned a Housing and Economic Development Needs Assessment

(HEDNA), which forms part of the evidence base for the Local Plan. The HEDNA assessed data relating to demographic trends and economic growth scenarios that point to Portsmouth's housing need being much lower than the standard method. This is due to household and population growth being far weaker than was projected in the 2014-based projections; analysis of past housing completions does not point to this lower growth being attributed to reduced housing delivery. The HEDNA found that an estimate of housing need based on trend-based population projections point to a need of up to 655 dwellings per annum. If this is set against job growth scenarios then a housing need ranging from 431 to 634 dwellings per annum is produced. These alternative analyses of housing need suggest that actual housing need for Portsmouth is in a downward direction to levels which are clearly below the standard method figure. It is not, however, definitively clear that exceptional circumstances exist for the Local Plan to adopt a housing need figure lower than the standard method. The HEDNA also identifies a need for 851 affordable homes per year.

- 3.3 To meet the full housing need set by the standard method of 899 homes per year is extremely difficult in the context of Portsmouth and its geography. Portsmouth is a physically compact City with many constraining factors, including its wealth of nature and heritage designations, that limit space for development growth. The reality is that land availability and housing delivery in the City is a major challenge, which means that the Local Plan has an important role to play in balancing the wide range of competing development needs and the need to protect or enhance the quality of the environment, in order to plan for the long-term sustainable growth of the City. Despite this challenge, however, the Council has sought to plan positively and to establish through its Housing and Economic Land Availability Assessment (HELAA) the level of housing delivery could be achieved based upon the capacity of the City.
- 3.4 Based upon the assessment carried out through the HELAA the Local Plan has set a housing target for Portsmouth of 13,603 new homes from 2020 to 2040 or approximately 680 new homes per year. This figure is a 'capacity-based' target based on the level of housing that can be realistically achieved within the plan period having regard to Portsmouth's constraints, land availability, and development capacity. Nevertheless, the Council has sought to leave 'no stone unturned' in robustly and positively identifying all sources of potential housing supply, whilst being pragmatic in its assessment of delivery from permitted sites and HELAA sites through the application of a 'non-implementation discount'.
- 3.5 Whilst the housing target does not meet the standard method housing need in full, it does meet and exceed the level of housing need that may actually exist as assessed through the HEDNA of up to 655 dwellings per annum (if solely using the trend-based population projections) or the range of 431 to 634 dwellings per annum (if set against job-growth scenarios). The NPPF states that the outcome of the standard method is an advisory starting point for establishing a housing requirement. The City Council therefore considers that the housing target set in the emerging Local Plan as both justified and consistent with Government policy.
- 3.6 The City Council has an unmet housing need of 4,377 dwellings against its housing need. The City Council has written to its immediate neighbours (Gosport Borough Council, Havant Borough Council, Fareham Borough Council, East Hampshire District Council and Winchester City Council) to ascertain if they are able to accommodate its unmet need. Fareham Borough Council confirmed through its Local Plan that it would accommodate 800 dwellings of the City's unmet need.

Gosport Borough Council position

- 3.7 The emerging Gosport Borough Local Plan 2040 (GBLP2040) uses the Government's Standard Method to determine local housing need. Using the 2014 household projections this results in a housing need of 6,001 dwellings (353 dpa) over the 17 years between 2023 and 2040. Gosport Borough Council notes that if the more recent 2018 household projections were used this would result in a significantly lower need of 2,210 dwellings (130 dpa), however, GBC recognises that Government guidance stipulates the 2014 household projections should be used.
- 3.8 It is currently envisaged that the emerging Regulation 19 Local Plan will propose a housing supply of 2,823 dwellings over the period 2023 to 2040. This represents 166 dwellings per annum. It is important to note that at the time of signing this Statement, the proposed housing supply is likely to change as dwellings are completed and new dwellings granted permission. The Council undertakes regular monitoring and it is anticipated that by the time of the forthcoming Regulation 19 consultation, that proposed housing supply will incorporate the latest monitoring data covering the period 1st April 2023 to 31st March 2024. The majority of proposed development will take place on the Government's preferred option of developing previously developed land. These sites have a number of challenges including the need to provide enhanced flood defences, restore historic buildings, address contaminated land issues and ensuring that adjacent internationally important habitats are not harmed.
- 3.9 When compared to the Government's Standard Method, Gosport Borough Council has identified an unmet need of approximately 3,178 dwellings (187 dpa). GBC has highlighted these figures to PfSH as part of work on the Spatial Position Statement and has not requested any single authority to meet its unmet need. GBC recognise that the distribution of housing need is broader than the GBC and PCC authority areas and will require ongoing consideration and co-operation at the sub regional scale.

Agreed Position

- 3.10 GBC and PCC recognise that both authorities are currently unable to allocate sufficient land to meet housing need in full for either Councils' pre-submission Local Plan due to physical capacity constraints in both the City and Borough. PCC has formally written to GBC regarding the unmet need identified in the Portsmouth Local Plan, and GBC formally confirmed on the 9th of February 2024 that it is unable to meet any of this unmet need within Gosport Borough.
- 3.11 GBC and PCC will continue to work collaboratively to address strategic cross boundary matters, both through PfSH and, as necessary, on a bilateral basis.

Differences in position

- 3.12 None

Employment

Portsmouth City Council's Position

Employment Need	Employment Supply	Unmet need
138,800 sqm	138,429 m ²	0

Gosport Borough Council's Position

Employment Need	Employment Supply	Unmet need
Up to Minimum of 90,000 sqm i	90,448 sqm	0

PCC position

3.13 Much of the evidence on economic development that supports the Local Plan both in regard to the need and the supply of employment land is provided by the HEDNA. This analysed the outlook for employment growth up to 2040 in Portsmouth and the results of the analysis were used to inform the employment floorspace and land needs forecasts. Oxford Economics forecasts were used as a baseline and these were adjusted as an alternative, drawing on policy initiatives, stakeholder engagement and sector analysis. The Council's employment targets set out in the Economic Development and Regeneration Strategy are for 7,000 jobs between 2017 and 2036. Oxford Economics forecast 10,500 jobs (net) over this period which suggests the target is wholly achievable. The HEDNA considered that notwithstanding the impacts of Brexit and the Covid-19 pandemic that overall the employment outlook in terms of total jobs remains positive.

3.14 The Council's HELAA identified and appraised all possible sources of new economic land in the City. The supply of new employment sites in the HELAA is very limited due to the constrained geography of Portsmouth. A number of low quality employment sites identified in both studies were considered and some found suitable for housing.

3.15 Drawing the need (42,500m²) and supply (58,645m²) positions from the HEDNA and HELAA together there is indication of a potential small over-supply of office floorspace subject to a more pronounced return to office usage in the future. The position in terms of combined manufacturing, warehousing and research and development need (96,300m²) and supply (79,784m²) is that there is a small under-supply. It should be noted that there is flexibility between the E class uses of offices and research and development. Overall there is an approximate balance between all types of employment need and supply.

GBC position

3.16 The adopted Gosport Borough Local Plan 2011-2029 focuses regeneration on a number of brownfield sites, which comprise a mix of uses including employment opportunities. Marine employment is also a particular focus, maximising opportunities to utilise deep water access. This approach will continue in the forthcoming Local Plan and this is evidenced by the Gosport Economic Development Needs Assessment and Employment Land Availability Assessment (EDNA/ELLA) which were published in February 2019.

3.17 The emerging Local Plan includes a specific policy focussing on protecting marine employment. GBC will continue to work across the Harbour with PCC on opportunities to protect waterfront sites and promote marine businesses, as this has the potential to contribute to one of the key sectors of the sub-regional economy of which Gosport and Portsmouth's marine sites form part of this cluster.

3.18 Based on the Council's evidence and consideration of various employment floorspace scenarios in the Employment Background Paper it is considered that a minimum of 90,000 sqm of employment floorspace in office and light industry (Use class E(g)), general industry (B2), and/or storage and warehousing (B8) is an appropriate level of floorspace for the Borough over the Plan Period taking into account the capacity on sites that can deliver new employment floorspace. This is considered a target to meet the ambitions to deliver economic growth in the Borough.

3.19 The Council has currently identified 90,448 sqm of net additional employment floorspace from a variety of sources including existing permissions, unused land within existing employment sites and proposed allocations.

Agreed Position

3.20 The two LPA's support each other's Local Plan's employment allocations including the new marine hub at Tipner West in Portsmouth and the marine employment area at Blockhouse in Gosport. Both Councils agree that there is currently no identified unmet cross boundary employment need to be planned for.

3.21 Both Councils agree to liaise on future employment supply and demand and will continue to engage through PfSH on employment needs and the distribution of economic development between authorities and within the wider South Hampshire sub region.

Differences in position

3.22 None

Transport

PCC position

3.23 The majority of Portsmouth is located on Portsea Island which has three road and one rail link to the mainland. Portsmouth is home to an international ferry port with connections to the Continent and Channel Islands, as well as links to the Isle of Wight by ferry and hovercraft. As a unitary authority Portsmouth is also the Transport Authority and adopted its Local Transport Plan 4 (LTP4) in October 2021 which details the Council's vision for travel in Portsmouth until 2038. In February 2024 Portsmouth City Council received their Strategic Transport Assessment. The study identified a number of junctions where congestion issues were expected. Seven road junctions in

the city were identified for mitigation. The results of modelling show that the preferred mitigations generally impact the trip distribution across the Portsmouth network positively.

3.24 LTP4 sets out our priorities towards sustainable travel such as cycling, walking and public transport, which will help us to develop cleaner air and healthier lifestyles for everyone who lives, works, visits and studies here. PCC as LPA and Transport Authority will work closely with Gosport to improve cross harbour transport links.

3.25 The city council has undertaken a Transport assessment that shows that the preferred mitigations included in the study generally impact the trip distribution across the Portsmouth network positively.

GBC position

3.26 Gosport's peninsula location with limited routes and transport choice leads to acute road congestion. This is characterised by significant out-commuting as the Borough has one of the lowest job densities in England following the contraction of the MoD and defence-related employment over recent decades. Recent investment on strategic transport routes onto the peninsula such as Newgate Lane and the Stubbington Bypass has assisted in improving road congestion issues. Due to the physical separation of Portsmouth and Gosport, GBC do not foresee any significant transport issues arising from each Council's planned growth.

3.27 GBC with Hampshire County Council as the local transport authority for Gosport will continue to work with PCC on any cross-harbour transport opportunities as they arise.

Agreed Position

3.28 The Gosport Ferry links Gosport with Portsmouth and provides access for Gosport residents to mainline train services and ferries to the Isle of Wight. The ferry is an important transport choice for residents and visitors to both local authority areas. The Gosport Ferry has a strong positive impact in encouraging trips between the City and Borough by sustainable transport means including walking, cycling and public transport being well served by onward public transport connections. The ferry connection plays an important role in encouraging modal shift away from private car use. GBC and PCC will work together on ensuring cross-harbour travel is maintained and where opportunities arise will support improvements to cross-harbour travel which could for example include linking development sites in Gosport such as Blockhouse, Royal Clarence Yard, and Priddy's Hard with sites in Portsmouth such as the City Centre and Tipner West and Horsea Island East.

Differences in position

3.29 None

Habitat Regulations Assessment (including Nitrates and Recreational Disturbance)

PCC Position

Recreational Disturbance

3.30 The emerging Portsmouth Local Plan includes Policies on the protection of Solent Wader and Brent Goose sites, Recreational Disturbance, and Nutrient Neutrality which have been tested through the Council's Habitat's Regulations Assessment (HRA). The Council is signed up to the Bird Aware Partnership, and development in the City contributes to measures to mitigate the impact of recreational disturbance.

Permanent Habitat Loss

3.31 In regard to Tipner West and Horsea Island East where harm to the Portsmouth Harbour SPA / Ramsar had been identified the HRA concluded that: a) there are no feasible alternatives to this allocation which would meet the objective set out in section 8.1 of the HRA as expressed in the Local Plan; b) there are Imperative Reasons of Overriding Public Interest (IROPI) as to why the Local Plan should be adopted with Policy PLP3 intact despite the harm caused to Portsmouth Harbour SPA/Ramsar site; and c) there is sufficient suitable land identified for delivery of compensatory measures that there is a high likelihood sufficient suitable compensatory provision could be secured at the planning application level.

Nitrates

3.32 PCC approved its updated Interim Nutrient Neutral Mitigation Strategy for New Dwellings, in 2022. The Strategy to date focused on the use of mitigation credits largely accumulated from water efficiency upgrades to the Council's housing stock to ensure there is no net increase in nitrogen output from the City. The credits created through water efficiency measures have been used to create a credit bank the council uses to enable housing delivery in the City.

3.33 The Council has also purchased credits from the Hampshire and Isle of Wight Wildlife Trust (HIOWWT) to enable the delivery of approximately 1,000 extra dwellings. The HIOWWT has developed a nature-based solution to provide nitrogen mitigation. The City Council is also working closely with PfSH to ensure future long term nitrate credit delivery.

GBC position

3.34 GBC produced a HRA Screening Assessment for the Regulation 18 Local Plan and is in the process of producing a full HRA for Regulation 19.

3.35 Gosport has a number of internationally important designations including the Portsmouth Harbour SPA and Ramsar site, which is a cross boundary designation shared with Portsmouth. It will be necessary to protect the integrity of these designations including the consideration of the effects of development on important sites outside the SPA and Ramsar site which support important populations of bird species such as Brent geese which uses the sites for feeding and roosting. To address recreational disturbance, extensive work has been undertaken as part of the Solent Recreation Mitigation Strategy, and as a member of Bird Aware GBC collects contributions to mitigate against the recreational impacts of additional house building.

3.36 In relation to nutrient neutrality, GBC has undertaken extensive work with partners in PfSH to ensure mitigation schemes, approved by Natural England, are in place. This includes an agricultural land offsetting scheme and the establishment of a PfSH Strategic Environmental Planning Officer Team.

3.37 GBC will continue to work with PCC and other partners to protect the integrity of nature conservation designations.

Agreed Position

3.38 Both parties agree to work collaboratively on HRA matters and will work collaboratively to protect and, wherever possible, enhance the integrity of their shared international conservation designations in line with relevant legislation.

3.39 It is noted that the Habitat Regulations Assessment of the Portsmouth Local Plan (Feb 2024) states that there is potential for adverse impacts upon the Portsmouth Harbour SPA/Ramsar, which also borders the administrative area of Gosport Borough Council. The impacts would arise from the proposed works at Tipner West and Horsea Island, which includes the creation of a marine hub, the construction of a new bridge and dredging to provide deep water access. The works could cause the permanent loss of up to 0.2 ha of inter-tidal habitat, up to 0.5 ha of subtidal habitat, and up to 3.6 ha of terrestrial habitat.

3.40 While the Borough Council supports the principle of social and economic development at Tipner, which would deliver sub-regional benefits, these works are likely to have a significant environmental impact which would be subject to the IROPI tests of overriding public benefit. While the specifics of the scheme are still being worked on, It is noted that the HRA/LPA is confident that the IROPI tests can be met, that alternative solutions are not possible or feasible, and that sufficient compensatory habitats in excess of that which is lost can be delivered within the sub region. It will be necessary that this is achievable, and all appropriate measures are taken to minimise impacts upon the Portsmouth Harbour SPA/Ramsar.

Historic Environment

PCC Position

3.41 Portsmouth has an incredibly significant history largely shaped by the presence of the Royal Navy. The City also has an extensive legacy of non-military assets and archaeology, the latter dating back to the Bronze Age. The presence and expansion of

the Naval Dockyard in the City led to its emergence as one of the single largest industrial sites in the world. The City's rise to industrial powerhouse was also mirrored by rapid physical expansion. From the mid-nineteenth to the early twentieth century over 60,000 terraced houses were built. The best examples of these are protected within a number of the City's 25 conservation areas.

3.42 In the early nineteenth century Southsea emerged as an elegant and picturesque satellite settlement. Its attractive historic core is also a conservation area and has a wealth of listed gothic influenced villas designed by Thomas Owen. Southsea Common became an extensive pleasure ground and is one of three registered historic parks in the City along with Victoria Park and Kingston Cemetery. The combination of Southsea Common with several miles of seafront promenade provides a seafront of exceptional quality perhaps unrivalled by any city of comparable size in the country.

3.43 The administrative and commercial heart of the City has a limited but notable number of high quality modernist buildings. A small number of twentieth century sites, including the City's two most important war memorials, and the former European headquarters of IBM, designed by Norman Foster, have also been listed.

GBC position

3.44 Gosport has an impressive heritage legacy which is displayed through its built environment and contributes significantly to its unique sense of place. This includes the first purpose-built naval hospital in England on the Haslar Peninsula, a monumental series of nineteenth century Palmerston Forts, and the Haslar Gunboat Sheds. These heritage assets, when considered in relation to others in the Borough, those in Portsmouth and further afield, form a very distinct collection of national and internationally important assets in relation to that period when Britain's global maritime power was at its apex. The Borough has 18 conservation areas.

3.45 In 2019 Gosport was granted Heritage Action Zone (HAZ) status by Historic England. This recognised the Borough's rich heritage strengths and challenges and provided opportunities for additional conservation advice and funding. The Borough-wide HAZ programme consists of 21 varied projects funded by GBC, with supporting grants from Historic England and the National Lottery Heritage Fund. Alongside this, a 'High Street HAZ' scheme has provided £1.8m of funding from Historic England and the Government. The programme has delivered built environment and cultural enhancements to Gosport's historic High Street and Stoke Road.

Agreed Position

3.46 GBC and PCC consider the historic environment to be an important area of cross border importance, with both Portsmouth and Gosport intrinsically linked through their shared Naval history. Gosport has a legacy as a support base for the Royal Navy and military activity in Portsmouth Harbour. The two authority areas share one of the country's premier heritage tourist destinations in the form of the Historic Dockyard, which has attractions on both sides of the Harbour. The decline of the military presence around Portsmouth Harbour has led to a significant supply of brownfield land which provide significant opportunities for heritage-led development and cultural and educational opportunities which can conserve heritage, promote tourism and the local economy.

3.47 Both Councils will continue to engage and work proactively on heritage matters to promote Portsmouth Harbour's historic military legacy. Where possible, both Councils will maximise opportunities for heritage-led tourism across the harbour.

Differences in position

3.48 None

4. Signatories

4.1 Both parties agree that this statement is an accurate representation of matters discussed and issues agreed upon.

4.2 Both parties agree that they have engaged positively on an ongoing basis both bilaterally and multilaterally through the Partnership for South Hampshire and that on this basis the Duty to Cooperate has been met.

4.3 Both parties agree that there are no substantial areas of disagreement between the parties relating to the emerging Portsmouth Local Plan and will both continue to work proactively on the key strategic cross boundary issues identified in this SCG.

Signed: 	Signed: 
Name: Lucy Howard	Name: Jayson Grygiel
Position: Head of Planning Policy	Position: Manager of Planning Policy
Portsmouth City Council	Gosport Borough Council
Date: 2 nd July 2024	Date: 26 th June 2024