

**Statement of Common Ground
between
Portsmouth City Council
&
Portsmouth Football Club**

August 2025

**In respect to Fratton Park and adjacent land,
Portsmouth**

**Portsmouth
CITY COUNCIL**

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1. Introduction

What is a Statement of Common Ground?

This Statement of Common Ground (SCG) is a jointly agreed statement between Portsmouth City Council (PCC) and Portsmouth Football Club (PFC) and follows on from the previous Statement of Common Ground agreed in October 2024¹. It sets out the position and understanding with respect to key issues between the City Council and PFC in respect to the proposed allocation in the Portsmouth Pre-Submission Local Plan Addendum 2025 of Fratton Park & the Pompey Centre. This SCG 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 organisations only.

The following documents form appendices to the SCG:

- 1) Policy PLP7 of the Portsmouth Pre-Submission Local Plan Addendum 2025

Role of the two Parties

In respect to this SCG, PCC is the Local Planning Authority and as such is responsible for the preparation of the Local Plan for Portsmouth.

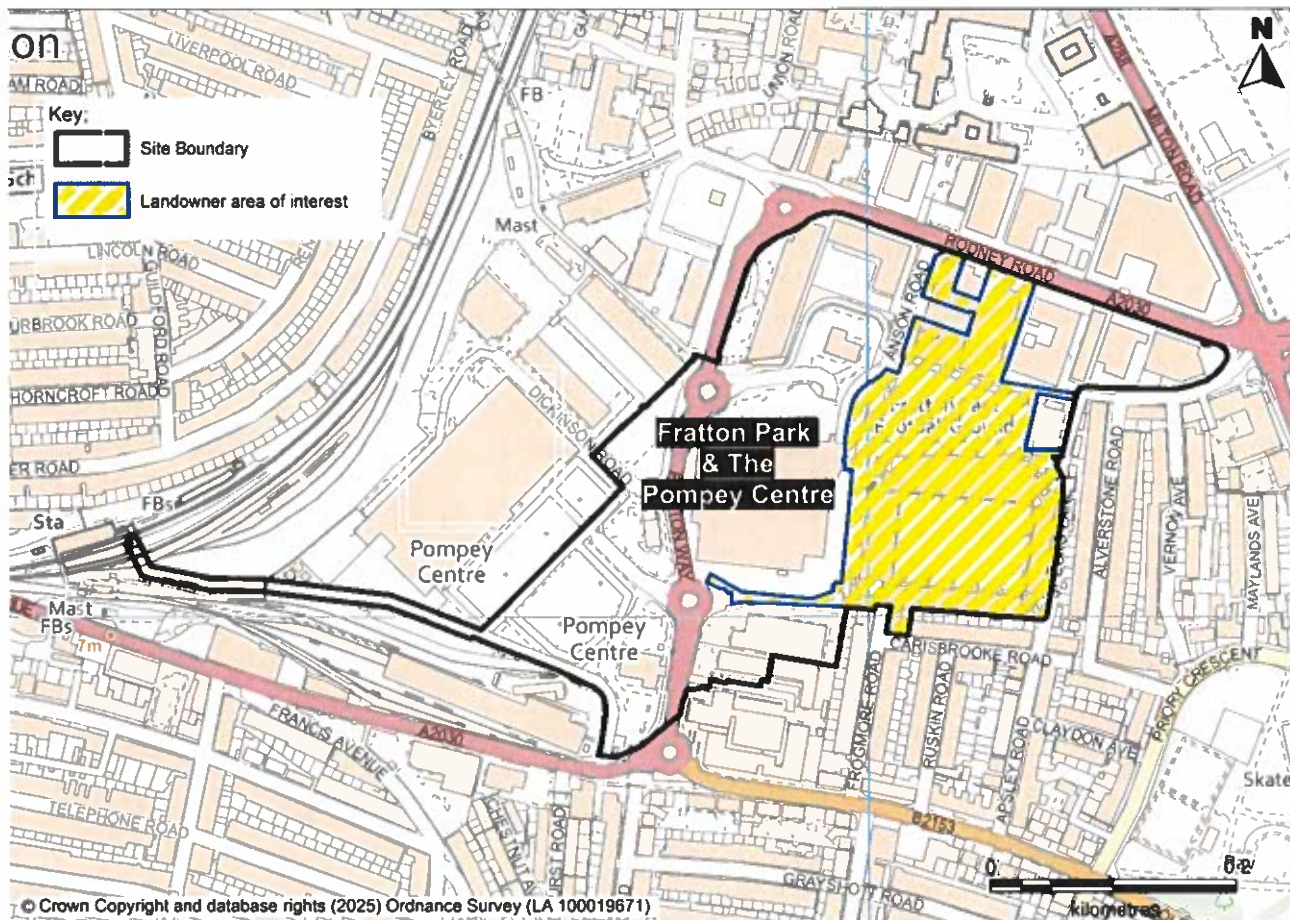
PFC is the landowner in respect to Fratton Park and adjacent land, a site which is subject to a proposed allocation in the Portsmouth Pre-Submission Local Plan Addendum 2025.

2. Location of the Site

Both parties agree that the extent of the landownership of PFC in respect to Fratton Park & the Pompey Centre as shown in Figure 1 below is correct. PFC is the landowner in respect to Fratton Park and adjacent land to the north of the stadium.

Figure 1: Landownership of PFC in respect to Fratton Park & the Pompey Centre

¹ <https://www.portsmouth.gov.uk/wp-content/uploads/2024/10/Statement-of-Common-Ground-PFC-October-2024-Final-Redacted-1.pdf>



3. Key Matters

This section covers the key matters as identified by PCC and PFC in regard to Fratton Park & the Pompey Centre and sets out matters of agreement between the two parties; there are no matters of disagreement.

(a) Housing Delivery

Fratton Park & the Pompey Centre is expected to deliver housing within the plan period as set out in Table 1.

Table 1: Housing Delivery for Fratton Park & the Pompey Centre

	2025 - 30	2030 -35	2035 - 40	After 2040	Total
Fratton Park and adjacent land	0	460	0	0	460
Pompey Centre	0	0	0	250	250
Total	0	460	0	250	710

Both parties agree with the quantum of housing delivery and the phasing set out in Table 1.

(b) Deliverability and Viability

PFC agrees that Fratton Park & the Pompey Centre is deliverable and viable, with a reasonable prospect that the proposed development at Fratton Park and adjacent land will come forward in line with the phasing set out in Table 1.

(c) Policy compliance

Policy PLP7 of the Portsmouth Pre-Submission Local Plan Addendum 2025, as set out in Appendix 1, sets out the development requirements for Fratton Park & the Pompey Centre.

Neither parties know of any material considerations that would make it impossible to meet all of these development requirements.

4. Signatories

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

Both parties agree that they have engaged positively on an ongoing basis.

Both parties agree that there are no substantial areas of disagreement between the parties relating to the Portsmouth Pre-Submission Local Plan Addendum 2025 and will both continue to work proactively on any key strategic issues identified in this SCG.

Signed: 	Signed: 
Name: Lucy Howard	Name: Andrew Cullen
Position: Head of Planning Policy	Position: Chief Executive
Portsmouth City Council	Portsmouth Community Football Club
Date: 18-09-25	Date: 18-09-25

Appendix 1 Policy PLP7: Fratton Park & the Pompey Centre from the Portsmouth Pre-Submission Local Plan Addendum 2025

Fratton Park & the Pompey Centre

Introduction

- A1 Fratton Park has been the home of Portsmouth Football Club (PFC) since 1899. Its setting in the heart of the City and its historic structure means the site and its activities play an important cultural role in the City's identity. There has been a long and varied history to the redevelopment of Fratton Park and the surrounding land. The football club has explored numerous options to increase the capacity of the stadium, including the possibility of relocating to another part of the City.
- A2 The Council believes the accessibility of the current location in terms of the proximity to Fratton Railway Station with frequent train services to a variety of destinations, good bus routes and the number of homes within walking and cycling distance of Fratton Park means that it remains the most sustainable location for a football stadium.
- A3 PFC has expressed aspirations to expand its seating capacity with a redeveloped North Stand being the preferred option. The stadium has a current capacity of 21,000, however, a future expansion will seek to increase this to between 26,000 and 30,000 utilising the ancillary car park adjacent to the north of the stadium.
- A4 To the north of the stadium beyond the ancillary car park are several light industrial units which bound the southern side of Rodney Road. Residential dwellings located along Alverstone Road and Carisbrooke Road/Frogmore Road bound the east and south of the stadium.
- A5 The expansion of Fratton Park will seek to further increase the stadium's capacity and secure the long-term future of Fratton Park as the home of PFC. Regeneration of the stadium along with improvements to the public realm, accessibility and environmental quality would greatly improve the visitor experience of a key City landmark. Fratton Park will remain a presence at the heart of Portsmouth and its cultural identity will be secured.
- A6 As part of the redevelopment of the area, the property in the Club's ownership on the southern side of Rodney Road could also potentially support a mixed use residential-led development. Associated uses facilitated by the expansion of the stadium could include small scale commercial, business or service such as conference and event facilities to allow growth of business on non-match days.
- A7 The Pompey Centre is a modern purpose-built scheme developed in 2003 on the site of the former Fratton Goods Yard. It is located to the west of Fratton Park beyond Tesco, which was developed in 2014. The Pompey Centre is an area of warehouse-style retail and trade outlets, including some large superstore units, fast food outlets, a hotel, leisure facilities, medical centre and residential units fronting Goldsmith Avenue and Fratton Way. There is extensive surface car parking, much of which is currently underutilised. There is potential to better optimise the use of this land with much needed new homes for the City. The land is safeguarded for that purpose and is expected to come forward after the end of the plan period.

A8 The existing road layout and location of the railway line prevent easy pedestrian movement and cycle movements to and throughout the site at busy times around football matches. The locality is dominated by a car based layout and vehicular movements. The road network, which is a popular east to west travel corridor, is often highly congested along Goldsmith Avenue and Fratton Way. At rush hour and on match days this is exacerbated further and puts pedestrians at risk, especially those walking to the stadium. This in turn leaves a bland, unintuitive public realm for pedestrians with no notable green space or features.

A9 Figure 4.6 is a map of Fratton Park & the Pompey Centre allocation and shows an off road pedestrian and cycle route that will allow safe access for visitors using the train and connect the western and eastern parts of the site. It will provide links to both the Pompey Centre and Fratton Park and deliver wider public realm improvements. Definitive parts of this route are shown in figure 4.6. Land that is safeguarded for housing will also be safeguarded for the connection of the off-road route at the Pompey Centre.

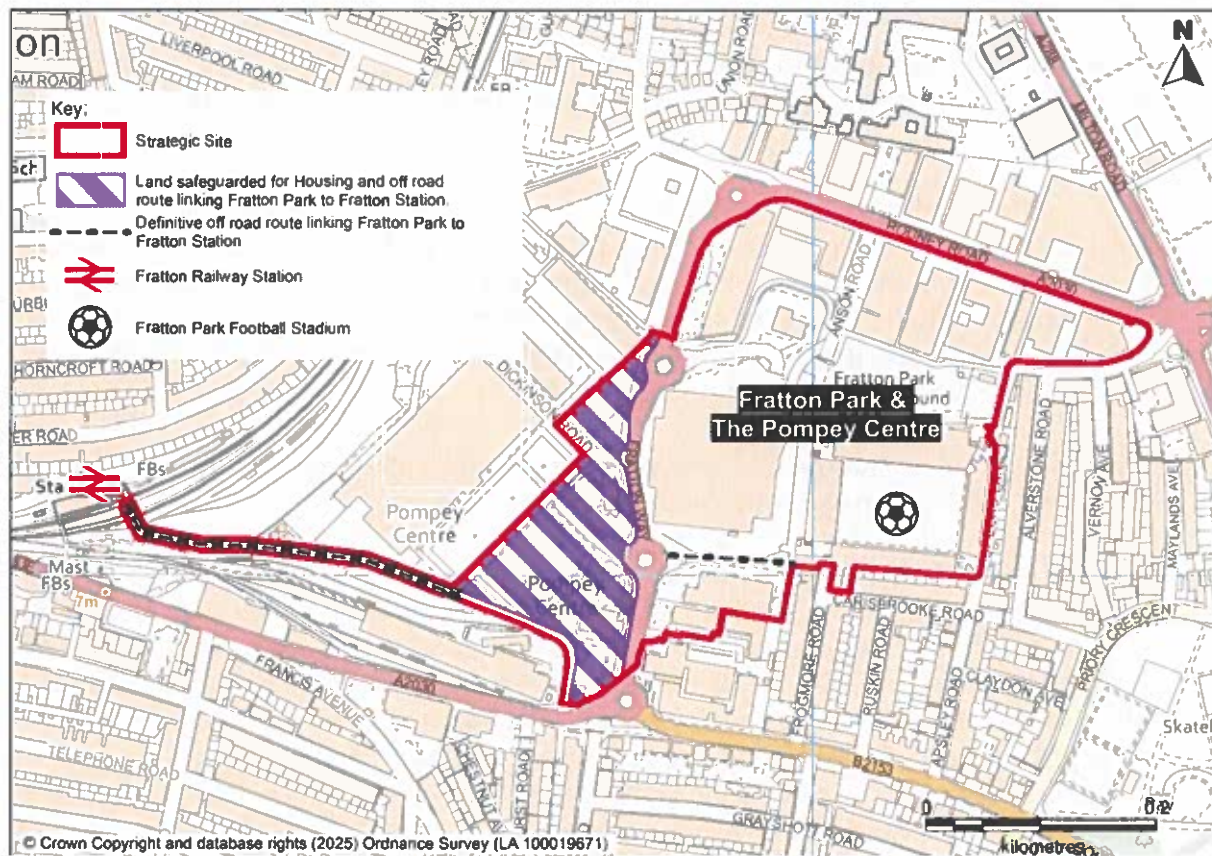


Figure 4.6: Map of Fratton Park & the Pompey Centre

Vision

A10 In 2040, Fratton Park & the Pompey Centre will be a revitalised locality and a cultural hub. Fratton Park will remain the home of Portsmouth Football Club, which will host games in a well designed, expanded stadium. New homes and new jobs will encourage a thriving economy and new safe and accessible green links throughout the site will hand the area back to pedestrians.



Strategic Site Allocation Policy PLP7: Fratton Park & the Pompey Centre

- 1. Fratton Park and the Pompey Centre, is allocated for the mixed-use development of the following uses:**
 - a) Expansion to the north stand of Fratton Park Football Stadium to increase the capacity from 21,000 to between 26,000 and 30,000;**
 - b) Approximately 460 residential dwellings;**
 - c) Supporting hotel (approximately 145 rooms);**
 - d) Mixed conference and event facilities.**
- 2. Land is safeguarded for additional homes on the car park of the Pompey Centre as shown on the Policies Map and figure 4.6. Development proposals will not be permitted in the safeguarded area where it could prevent the future delivery of the new homes.**
- 3. Land is safeguarded for the connection of an appropriate, accessible off-road pedestrian and cycle route connecting Fratton Station to the Pompey Centre and Fratton Park, which shall be provided with wider public realm improvements. Development will be expected to integrate with this route. New development should consider the impact on the capacity of the train station and routes to it. The route of the path is shown on figure 4.6.**
- 4. Development must incorporate active frontages and entrances that promote activity and successfully engage with the public realm.**
- 5. Whilst the City Council wishes to see a comprehensive development of the site, it recognises that planning applications may come forward separately or in phases. It is important that the planning of the sites is co-ordinated. Therefore, developers will be expected to demonstrate how their proposals for a particular part of the site fits into the overall vision of the area, other permissions granted and emerging proposals. Planning applications will need to demonstrate potential landscaping or other solutions for land comprising later phases in the event that such phases do not come forward within an agreed timeframe.**
- 6. Development proposals for the above named uses will be permitted provided that they meet all the following site specific development requirements:**
 - a) Integrate the design, height and density of development to complement the existing context and character of the site in accordance with other policies within this plan;**
 - b) Provide effective access arrangements that are safe and suitable for all users including the provision of, or safeguarded land for any future drop off/pick up on match day Park & Ride services from Tipner;**

- c) **Deliver or contribute proportionally to the relevant transport and highways mitigation measures identified within the Local Plan Strategic Transport Assessment and/or Infrastructure Delivery Plan;**
- d) **Submit a Travel Plan and Transport Assessment to support any proposal. These must assess the potential transport impacts and implications, propose mitigation measures and identify opportunities to implement effective sustainable transport initiatives;**
- e) **Provide Sustainable Drainage Systems (SuDS) in order to mitigate the risk of surface water flooding; and**
- f) **Provide a network of interconnecting green and public access corridors through the site, which will enhance the level of green infrastructure and secure net gains in biodiversity.**

Supporting text

- A11 The purpose of this policy is to allocate land for the expansion and improvement of Fratton Park and to regenerate the wider area in order to greatly improve the local and visitor experience. Furthermore, land is safeguarded for new homes and the connection of the off-road route on the car park of the Pompey Centre; proposed development that would prejudice these new homes and the off-road route coming forward will be refused.
- A12 The poor pedestrian infrastructure and the busy nature of the local road network pose a risk to the safety of all pedestrians including locals, visitors and football supporters, especially on match days. Appropriate pedestrian and cycle access improvements should be delivered across the site as part of the overall public realm enhancement. The delivery of an off road, safe pedestrian access route from Fratton Station to the Pompey Centre and Fratton Park will avoid the main road network and allow visitors to safely access the site without needing to use pavements adjacent to busy roads. This route is important in the delivery of this strategic site to ensure a safe environment for all and enhance pedestrian experience.
- A13 Development throughout the site should be designed to provide well defined entrances, active frontages and edges, taking advantage of opportunities for natural surveillance. This will ensure integration with and maximise the advantages of a new pedestrian link to the station and encourage residents and visitors to cycle and walk through the development.
- A14 Due to the various land ownerships within the strategic site, it is understood that development proposals may come forward independently of one another. Effective collaboration between landowners must be evidenced to show how a holistic approach has been reached. Any planning application would have to clearly demonstrate how it would help to facilitate and not prejudice the ability of PFC to provide a new/improved stadium and would ensure the co-ordinated development of the area.
- A15 Applications should demonstrate through a robust design and access statement how development meets the overall vision of the area. This should be produced in collaboration

with the Local Planning Authority and the local community. It is important that the new development complements and responds to the existing built form and enhances the historic and cultural identity of this locality. Careful consideration should therefore be given to design including but not restricted to building height, mass, density and materials.

- A16 To further improve safety for existing and future residents, detailed plans must be provided that show how safe access and egress will be implemented for all modes of transport. All Travel Plans and Transport Assessments for the site should comply with Policy PLP47: Movement and Transport of the Local Plan, the Local Transport Plan 4 (2021 –2038), Portsmouth's Parking Standards and Transport Assessment SPD, the Local Cycling and Walking Infrastructure Plan and any successor documents.
- A17 Any new access or highways arrangements for the site should be informed by the Strategic Transport Assessment and agreed in writing with the Local Planning Authority, the Local Highway Authority and National Highways. It is important that non-motorised access is both protected and enhanced as part of any new access proposals. Parking arrangements must be delivered in accordance with the Parking Standards SPD and any successor documents.
- A18 The site as existing comprises a significant amount of hard landscaping and poor quality public realm, including a large amount of bland surface parking. The redevelopment of this area allows an opportunity to deliver green infrastructure, green corridors and high quality public realm across the site. The route from the station to Fratton Park and the surrounding developments must incorporate an appropriate level of greening to create an attractive alternative to driving.
- A19 The provision of green infrastructure can also help deliver SuDS. This strategic site presents an opportunity to significantly reduce surface water run off by implementing appropriate levels of SuDS in accordance with Policy PLP32 of the Local Plan.

Monitoring and Delivery Framework

Types & amounts of development	Timescale	Delivery	Monitoring	Triggers & potential actions
Expansion to the north stand of Fratton Park Football Stadium to increase the capacity from 21,000 to between 26,000 and 30,000	2035 - 2040	Through the development management process; working in partnership with developers and land owners	Infrastructure monitoring in the AMR	Development progress will be monitored through the AMR. If there is a lack of progress further work will be undertaken to ascertain the reason and propose interventions
Off road pedestrian and cycle route	Prior to opening of Fratton Park expansion	Through the development management process; working in partnership with developers and land owners	Infrastructure monitoring in the AMR	
460 residential dwellings	2030 - 2040	Through the development management process; working in partnership with developers and land owners	Residential and employment monitoring within the AMR	
Supporting hotel and mixed conference and event facilities	During the plan period	Through the development management process; working in partnership with developers and land owners	Employment monitoring within the AMR	

Table 4.6: Monitoring and Delivery Framework for Fratton Park & the Pompey Centre

