

Statement of Common Ground
Portsmouth City Council
&
Defence Infrastructure Organisation (DIO)

January 2026

in respect of the
Pre-Submission Portsmouth Local Plan Addendum
Strategic Site Allocation policies PLP3 (Tipner
West), PLP6 (Portsmouth City Centre), PLP9 (Horsea
Island Strategic Open Space) and PLP11 (Port
Solent)



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1. Introduction

- 1.1 This Statement of Common Ground (SCG) is a jointly agreed statement between Portsmouth City Council (PCC) and the Defence Infrastructure Organisation (DIO) (the "Parties"). It sets out the position and understanding with respect to key issues between PCC and the DIO across the whole of the plan area but with particular regard to the draft strategic site allocations in the Pre-Submission Local Plan Addendum ("the Local Plan Addendum") as pertaining to (a) Tipner West; (b) Portsmouth City Centre; (c) Horsea Island Strategic Open Space; and (d) Port Solent. It supersedes the previous SCG with PCC, dated December 2024.
- 1.2 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 organisations only. As part of the wider plan-making process, this document will be available to members of the public as part of the Examination in Public Core Document Library in due course.

2. Role of the two Parties to this SCG

- 2.1 With respect to this SCG, PCC is the Local Planning Authority (LPA) and as such is responsible for the preparation of the Development Plan for Portsmouth
- 2.2 The DIO is part of the Ministry of Defence (MOD), acting as its estate expert, supporting the armed forces to enable military capability by planning, building, maintaining, and servicing infrastructure. Within the DIO, the Safeguarding team represent the MOD as a statutory and non-statutory consultee within the planning system.
- 2.3 The development of Policies PLP3, PLP6, PLP9 and PLP11 has been informed by ongoing joint-working between PCC as the LPA and the DIO including through quarterly meetings and sharing of information with the goal of ensuring that development of these strategic sites is undertaken sustainably.
- 2.4 Representations were submitted by the DIO during previous Regulation 18 and Regulation 19 consultations on the emerging Portsmouth Local Plan and these comments, and other representation received have informed the on-going development of the policies within both the Pre-Submission Portsmouth Local Plan (2024) ("the Pre-Submission PLP 2024") and the Local Plan Addendum. A copy of the DIO Regulation 19 response to the Pre-Submission PLP 2024 is attached at Appendix 1.
- 2.5 This Statement of Common Ground reflects the current position between PCC and the DIO. Regular meetings will continue to take place between the parties, discussing on-going strategic planning matters as the Local Plan progresses through the examination process and beyond.

3. The Draft Strategic Site Allocations relevant to this SCG

3.1 The strategic site allocation for **Tipner West**, supported by draft policy PLP3 of the Local Plan Addendum, relates to the site identified in Fig.1 below:



Figure 1: Tipner West (Policy PLP3)

3.2 The strategic site allocation for **Portsmouth City Centre**, supported by draft policy PLP6, relates to the site identified in Fig.2 below:

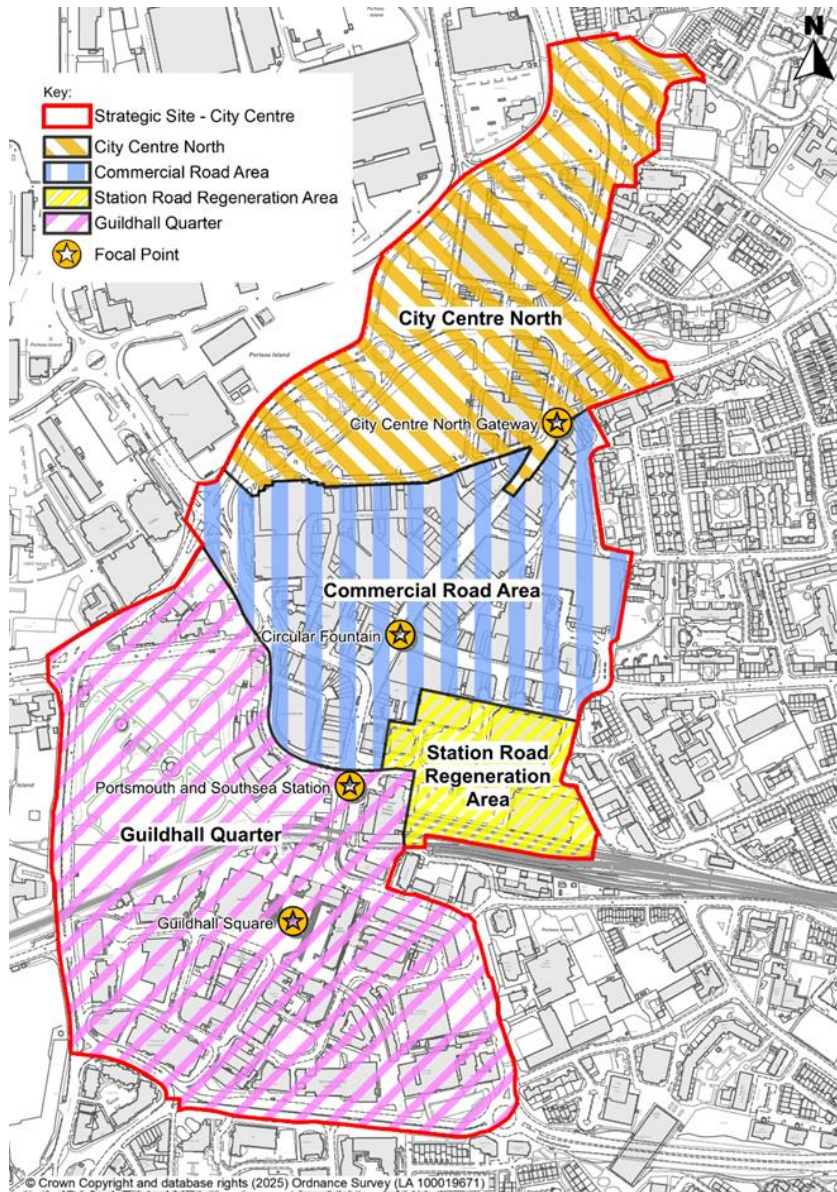


Figure 2: Portsmouth City Centre (Policy PLP6)

3.3 The strategic site allocation for **Horsea Island Strategic Open Space**, supported by draft policy PLP9, relates to the site identified in Fig.3 below:

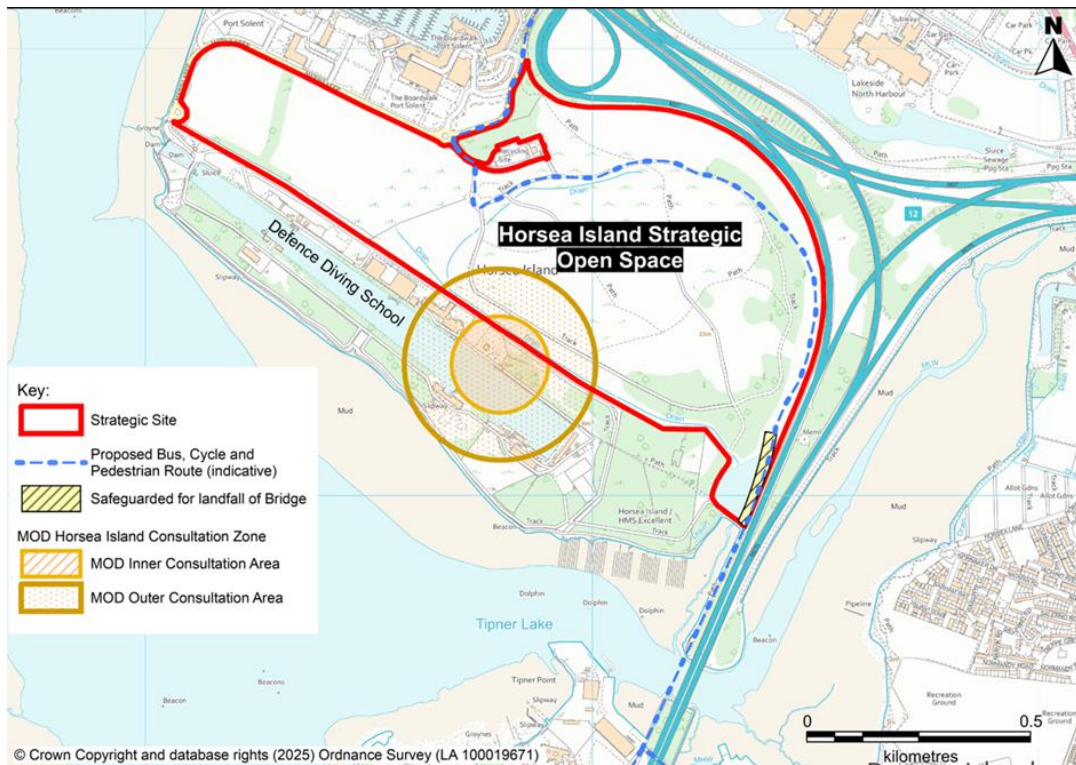


Figure 3: Horsea Island Strategic Open Space (Policy PLP9)

3.4 The strategic site allocation for Port Solent, supported by draft policy PLP11, relates to the site identified in Fig.4 below:

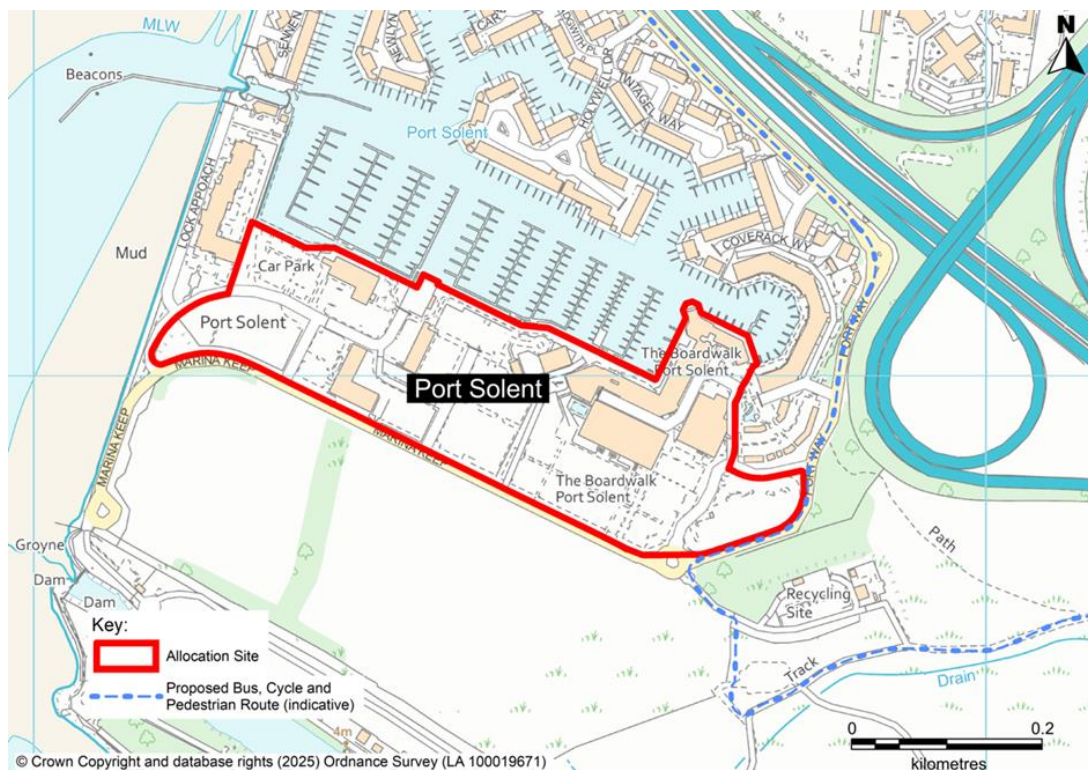


Figure 4: Port Solent (Policy PLP11)

3.5 A copy of draft policies PLP3, PLP6, PLP9 and PLP11 is attached at Appendix 1. In summary, policy PLP3 proposes mixed use development on Tipner West, comprising approximately 25,000sqm employment floorspace, residential development of

approximately 1,000 dwellings, incidental convenience retail and community uses together with flood defences and safeguarded land for provision of a sustainable bridge link to Horsea Island. Policy PLP6 is allocated for mixed use development including 3,458-4,158 dwellings, 21,600m² Class E(g)(i) office space, a new 2.9ha green space and cultural, arts, civic and leisure uses. Policy PLP9 proposes new strategic public open space at this former landfill site, including habitat enhancements and associated infrastructure and site remediation, including safeguarding of land for provision for a sustainable bridge link to Tipner West (as sought through policy PLP3). Policy PLP11 proposes 500 dwellings and marine and leisure uses.

4. Statements of Common Ground

- 4.1 The Parties note the advice at paragraph 102 of the National Planning Policy Framework (NPPF)(2024) which states that;

'Planning policies and decisions should promote public safety and take into account wider security and defence requirements by:

(a) 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 congregate. 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

(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.

- 4.2 Any development in close proximity and direct line of sight to MoD assets, including in particular the strategic allocation sites PLP3, PLP6, PLP9 and PLP11, could have a detrimental effect on such assets, with potential to generate increased security threats and risks that could be exploited by an adversary and therefore cause possible harm. These MoD sites contain assets which have a direct impact on strategic and operational defence outputs and therefore defence capability. As such they must be given the highest practicable assurance at all times.
- 4.3 It is essential that a balanced risk management approach is implemented in order to ensure appropriate measures are considered through the life of any proposed development including planning, building and occupancy phases to mitigate against the increased threat from land, sea and air. In particular, any development on land adjacent to MoD sites needs to ensure that security measures are appropriately mitigated for.
- 4.4 As a result, the DIO require that development plan policies protect against any adverse impact on MoD assets, in line with paragraph 102 of the NPPF (2024), whilst not objecting in principle to new development that is in line with such policies.
- 4.5 The Parties support the inclusion of site-specific planning policies which provides a framework for the delivery and management of development through the Portsmouth

Pre-Submission Local Plan 2024. It is agreed that the strategic allocation sites have significant potential and strategic importance for the City Council.

- 4.6 The Parties have previously agreed to the following minor modification to paragraph 1.7 of the Pre-Submission Portsmouth Local Plan 2024, as shown underlined below:

"1.7 Portsmouth has been the home of the Royal Navy since the twelfth century and the armed forces form a significant part of the City's fabric. An estimated 37,600 people in Portsmouth are members of the armed forces community representing 18% of the total population. The Ministry of Defence (MoD) makes a major contribution to the City's economy, including 13,000 jobs at His Majesty's Naval Base and it generates significant supply chain requirement in the marine and maritime engineering sectors. The presence of the MoD and the need to protect national security impacts development in parts of the City with the specific requirements for spatial separation, security and exclusion zones."

- 4.7 The DIO shall be consulted in respect of any planning applications submitted pursuant to the delivery of draft strategic site allocation policies PLP3, PLP6, PLP9 and PLP11. In addition to those occasions where consultation of the MOD (DIO Safeguarding) is required by statute, the LPA shall also consult the DIO Estates Town Planning Team on proposed developments neighbouring MoD assets where this is considered to be appropriate, taking a precautionary approach at all times.
- 4.8 The safeguarding of land for the future delivery of improved sustainable transport connectivity between Horsea Island and Tipner West via a new bridge is welcomed, including potential benefits for blue light access.
- 4.9 The DIO commits to continuing to work collaboratively and positively with PCC in undertaking its plan-making and development-management statutory functions. The DIO reserves the right to request participation at the forthcoming Examination-in-Public hearing(s).

5. Signatories

- 5.1 Both parties agree that this statement is an accurate representation of matters discussed and issues agreed upon
- 5.2 Both parties agree that they have engaged positively on an ongoing basis and that on this basis the Duty to Cooperate has been met.
- 5.3 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: Matthew Ellis
Position: Head of Planning Policy	Position: Senior Town Planner (Estates)
Portsmouth City Council	Defence Infrastructure Organisation
Date: 17-02-26	Date: 17/2/2026

Appendix 1

Policies PLP3, PLP6, PLP9 and PLP11 Portsmouth Local Plan Addendum (Nov 2025)



Strategic Site Allocation Policy PLP3: Tipner West

1. Tipner West, as shown on the Policies Map, is allocated for mixed use development of the following uses and infrastructure:
 - a) Approximately 25,000m² of employment floorspace including marine uses (classes E(g)(ii) and (iii) research and development and light industrial, B2 general industrial and B8 storage or distribution) and ancillary office space;
 - b) Approximately 1,000 residential dwellings (class C3);
 - c) Flood defences along the peninsula edges of Tipner West in line with the North Solent Shoreline Management Plan;
 - d) Shops selling convenience goods, including food, where the shop's premises do not exceed 280 m² (class F2a); and
 - e) Meeting places for the principal use of the local community (class F2b).
2. Land is safeguarded for landfall of a new bridge, as shown on the Policies Map and figure 4.2, connecting Tipner West to Horsea Island for the use of sustainable transport modes only.
3. Development proposals for the above named uses will be permitted provided that they meet all of the following site specific development requirements:
 - a) Create a new landmark gateway to the City of Portsmouth to be demonstrated through a conceptual site-wide masterplan with an accompanying design code framework that delivers high quality place-making and has regard to the National Model Design Code;
 - b) Break down the barriers, both physical and perceived, created by the M275 motorway and Portsbridge Creek. This will be achieved by enabling public access through the existing subway under the M275 and through the design of both buildings and spaces to create excellent connections with new development at Tipner East and the wider area.
 - c) Deliver a design, scale and massing that responds sensitively to the significance of Portchester Castle including its setting, taking into account its dominance in Portsmouth Harbour and the contribution made by views to and from the Castle to its significance;
 - d) Allow views to and from Tipner West and notable landmarks within the zone of visibility including Portchester Castle, the Spinnaker Tower and His Majesty's Naval Base;

- e) **Integrate green and blue infrastructure into the masterplanning and design of the development and seek to mitigate the urban heat island effect;**
- f) **Submit a site-wide Arboricultural Impact Assessment, which includes a proposed Tree Removal, Replacement and Retention Plan and Tree Protection Plan that protects the trees of highest value.**
- g) **Identify and incorporate opportunities to conserve, restore and recreate priority habitats and ecological networks;**
- h) **Ensure new sea defence designs avoid or minimise loss of, or damage to SPA/Ramsar habitats having regard to the North Solent Shoreline Management Plan (2010) 'Hold the Line' policy (as may be amended) and associated compensation strategies¹ and prioritise protection of the integrity of the international, national and local nature designations.²**
- i) **Incorporate on-site car parking for residents, workers and visitors, including wherever feasible car-free zones and/or pedestrian-priority streets, with clearly defined connections to 'Mobility as a Service' and other sustainable transport opportunities, including bus services at the Tipner Park and Ride facility;**
- j) **Provide enhanced pedestrian and cycle links connecting Tipner West to the City Centre, nearby public open spaces, recreational facilities including the Mountbatten Centre and other local shops and services;**
- k) **Provide safe and efficient vehicular access to and from the M275 and the surrounding non-strategic road network;**
- l) **Deliver or contribute proportionally to the relevant transport and highways mitigation measures identified within the Local Plan Strategic Transport Assessment³ and/or Infrastructure Delivery Plan⁴, including the proposed bridge connecting Tipner West with Horsea Island;**
- m) **Mitigate likely significant effects from recreational disturbance to protected bird populations through a bespoke developer-provided package of measures for the lifetime of the development, which will proportionally rely upon the Bird Aware Solent Revised Strategy⁵ together with site-specific and other measures, as advised by Natural England and identified through HRA;**

¹ The Habitat Compensation and Restoration Programme - <https://southerncoastalgroup-scopac.org.uk/hcrp/#:~:text=SOLENT%20AND%20SOUTH%20DOWNS&text=The%20HCRP%20is%20the%20Government%27s,to%20as%20the%20Habitats%20Regulations>).

² Notably the Portsmouth Harbour SPA and Ramsar site, Portsmouth Harbour SSSI and Solent and Dorset Coast SPA – as required by the Habitats Regulations (2017) (as amended) and related national habitats legislation.

³ https://www.portsmouth.gov.uk/wp-content/uploads/2024/06/Portsmouth-Local-Plan-TA_Strategic-Transport-Assessment-Draft-23.05.2024_ISSUE-NO-TRACKS.pdf

⁴ <https://www.portsmouth.gov.uk/wp-content/uploads/2024/07/IDP-2024-Final-for-Reg-19-1.pdf>

⁵ <https://birdaware.org/solent/wp-content/uploads/sites/2/2025/02/BAS-five-year-strategy-proposals.pdf>

- n) **Provide for public access along the waterfront, wherever feasible, connecting to coastal pathways at Tipner East and beyond without causing unmitigated recreational disturbance to protected bird populations;**
 - o) **Deliver appropriate surface water and foul drainage infrastructure together with required nutrient neutrality and water usage mitigation measures to support the Environment Agency in achieving and/or maintaining at least 'Good' water quality status and to protect designated habitats within the Portsmouth Harbour Waterbody (pursuant to the Water Environment Regulations);**
 - p) **Deliver land raising and construction of flood defences. Their implementation should be informed by the SFRA Level 1 and 2⁶;**
 - q) **Deliver surface water management measures to make provision for storage during high tide events, when the surface water drainage may be subject to tide locking;**
 - r) **Mitigate and/or remediate contamination from current and historic uses; and**
 - s) **Provide a skills and employability plan for both the construction and occupation stages of the development.**
- 3. Land south of the firing range is designated as terrestrial SPA and Ramsar and should be retained as open space without any development built on it other than sea defences as necessary. Public access to this land will not be permitted.**
- 4. The Listed Buildings located on Tipner West must be retained, restored and re-used. Development proposals must fully assess the significance of these assets and give great weight to the conservation and where possible the enhancement of their fabric and/or setting. In addition, any proposals must demonstrate a full understanding of the contribution of views towards the site, to the setting and therefore the significance of both the Scheduled Portchester Castle across the Harbour, and the D-Day Slipways adjoining Horsea Island East and should seek where possible to avoid or mitigate any unnecessary harm to their setting. The impact (or potential impact) of any proposals on non-designated archaeology either within, and/or if necessary, below mean high water springs around the site, shall also be assessed and recorded and where possible mitigated in proportion to the significance of any find(s).**

⁶ <https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan-evidence/climate-emergency/>

5. A shadow, project-level Habitat Regulations Assessment (HRA) will be required to be submitted alongside project-level planning applications, and as necessary for any phased applications, for assessment by the local planning authority as competent authority, in consultation with Natural England. On account of the fact that delivery of the Policy will inevitably result in the loss of some functionally linked habitat, the HRA must among other things demonstrate that any loss of functionally linked habitat, including that identified as a primary or secondary support area in the Solent Waders and Brent Goose Strategy, will be mitigated through the provision of replacement functionally linked supporting habitat of equal or greater quality and quantity, which fulfils the same special contribution and particular function of the areas lost or damaged for the same species of birds.
6. 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. These applications, where considered necessary, will need to align with the site-wide conceptual masterplan and design code as well as complying with the other development requirements set out above. All development proposals will be supported by appropriate site phasing and sequencing strategies to ensure a holistic approach is taken to the delivery of development. 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.
7. A Safeguarded Infrastructure Assessment will be required to be submitted in support of a future planning application. This should have regard to the minerals and waste infrastructure, safeguarded under the currently adopted Hampshire Minerals and Waste Plan⁷ (2013) and its replacements.



Strategic Site Allocation Policy PLP6: Portsmouth City Centre

1. Portsmouth City Centre, as shown on the Policies Map, is allocated for the comprehensive mixed-use development of the following uses:
 - a) 3,458 to 4,158 dwellings;
 - b) 21,600m² office class E(g)(i) floorspace (5,846m² net);
 - c) A new 2.9 ha area of green space at City Centre North; and
 - d) Cultural, civic, educational and leisure uses.
2. Development proposals for the above named uses will be permitted provided that they meet the following site-specific development requirements:

⁷ <https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

- a) Enhance or complement the range of City Centre commercial uses;
- b) Protect and enhance the existing open spaces;
- c) Improve pedestrian and cycle connectivity to the surrounding residential areas;
- d) Incorporate car-free streets wherever feasible, with 'Mobility as a Service' and sustainable transport modes prioritised;
- e) 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, and Local Transport Plan 4 (Portsmouth Transport Strategy);
- f) Mitigate any severe impacts on the highways network identified as resulting from development following a robust assessment and reduce the volume and/or impact of private vehicle traffic to an appropriate level;
- g) Provide evidence that air quality in adjoining AQMAs is not worsened;
- h) Provide evidence on the current and historical contaminative uses of the site and provision made for any necessary remediation;
- i) Complement the proposals set out in the University of Portsmouth Estate Masterplan⁸ where relevant;
- j) Proposals for Major Development should demonstrate how its design enhances the Centre's appearance, responds positively to its heritage significance and considers the needs and safety of all its users including reducing crime, through the provision of a design code;
- k) Proposals for Major Development should provide a travel plan to demonstrate how it is contributing to a shift to sustainable and public transport in the Centre;
- l) Proposals should only provide car parking provision required to meet, wheelchair adaptable standards and wheelchair accessible and adaptable standards as required by Approved Document M (Part M) of the Building Regulations ;
- m) Protect trees within the City Centre and take opportunities to plant more and provide enhanced greening; and

⁸ <https://www.port.ac.uk/about-us/our-ambition/our-estate-masterplan>

- n) **Submit and implement an Arboricultural Impact Assessment, Arboricultural Method Statement and associated Tree Protection Plan that protects trees throughout the site**
- 3. Proposals for the comprehensive redevelopment of the City Centre North (as shown in figure 4.5) for 1,600 to 2,300 dwellings and 10,000m² (gross) of new employment floorspace and provision of new green space will be supported. These proposals will have to demonstrate that they create a mixed residential community with potential tenures including family housing, retirement, extra care and student accommodation with a focus on delivering integrated green space, connectivity and promoting community integration. Proposals at the City Centre North Focal Point should look to create a gateway to development linking it to the northern end of Commercial Road. Proposals in City Centre North should include the following elements: large urban green space, improved connections to wider neighbourhoods and amenities, streets and squares for play and socialising, commercial opportunities, a new primary mobility hub at Commercial Rd and creation of a cyclable and walkable neighbourhood. Biodiversity Net Gain of at least 20% should be demonstrated and secured in perpetuity (at least 30 years) on site. Proposals must take into account the character and significance of the Mile End Conservation Area by minimising harm to the significance and appreciation of the conservation area and responding sensitively to St Agatha's Church (Grade II*) and All Saint's Church (Grade II) in terms of massing, scale and orientation.**
- 4. Proposals falling within the Commercial Road Area (as shown in figure 4.5) should include town centre uses at ground floor level. Proposals which retain and enhance active frontages in this area including outside / street seating will be supported. Outside of the commercial frontages, schemes that deliver high-density mixed-use development will be permitted provided they improve connectivity between the retail area, and the surrounding areas and contribute to a modal shift to sustainable transport. Proposals within this area should provide space to accommodate and avoid negative impact on the markets which use Commercial Road. Interventions at the Arundel Street Focal Point should protect and enhance the fountain and take opportunities to utilise the space for cultural events. Development proposals within the area should also seek to avoid unacceptable harm to the significance of designated heritage assets within the area.**
- 5. Development within the Station Road Regeneration Area (as shown in figure 4.5) will be permitted where they provide a significant contribution to the City's housing, employment and other needs by providing good quality, high density and tall buildings. Proposals impacting the area around Portsmouth and Southsea Train station should contribute to improved connectivity and street scene within the City Centre, without unacceptable harm to the historic environment. Proposals in this area should consider the capacity of Portsmouth and Southsea Station and mitigate the impact of additional users. Proposals in this area should create a gateway to the City linking the commercial core around Commercial Road to the Cultural and Civic Centre focused on Guildhall Square and Guildhall Walk.**

6. Proposals within the Guildhall Cultural Regeneration Quarter (as shown in figure 4.5) will be permitted where they contribute to the existing mix of cultural, civic and town centre uses. Development within this area should protect and enhance the significance including the setting of heritage assets and look to raise the overall quality of the area's built environment. By sensitively incorporating the area's listed buildings and responding positively to their significance and the wider historic environment, proposals should help to enhance the character and appearance of the Guildhall & Victoria Park Conservation Area. The Guildhall Square and Guildhall Walk will be a focal point for cultural, community, and civic development. Proposals that reinforce this role will be supported. Proposals that create active frontage facing onto Guildhall Square will also be supported.



Strategic Site Allocation Policy PLP9: Horsea Island Strategic Open Space

1. Horsea Island Strategic Open Space, as shown on the Policies Map, is allocated for the development of the following uses:
 - a) A 64 Hectare strategic public open space with improved habitats for wildlife;
 - b) Infrastructure supporting the provision of the strategic open space;
 - c) Infrastructure supporting the ongoing remediation of the former landfill site.
2. Land is safeguarded for landfall of a new bridge, as shown on the Policies Map and figure 4.8, connecting Tipner West to Horsea Island for the use of sustainable transport modes only.
3. Development proposals for the above-named uses will be permitted provided that they meet all of the following site-specific development requirements:
 - a) The new open space provision ensures the needs and safety of the intended users and needs to provide accessible multi- functional spaces;
 - b) The open space provides for a mosaic of habitat that links to and supports the habitat of the neighbouring Portsmouth Harbour Special Protection Area (SPA) and recognises the role of the site as Core and Primary Supporting habitat for Solent Waders and Brent Geese (P48A, P48B and P75);

- c) To meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended), the developer should provide evidence that the development of the allocated site will not result in the loss of habitat that is functionally linked to the Solent's SPAs⁹. To demonstrate this, non-breeding bird surveys between October and March (typically three survey seasons) may be required to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat. If the site is found to be functionally linked to Habitats sites, mitigation and / or avoidance measures will be required, and the planning application will need to be supported by a bespoke Habitats Regulations Assessment to ensure that the development does not result in adverse effects on site integrity.' Proposals will need to comply with and Policy PLP 42: Solent Waders and Brent Geese Sites and take account of the guidance set out in and the Solent Waders and Brent Goose Strategy¹⁰ Guidance on Mitigation and Off-setting Requirements¹¹;
- d) Comply with the restrictions imposed by the MoD Exclusion Zone as shown on figure 4.8 in line with the MoD's guidance on Exclusion Zones;
- e) Restrict public access from the areas of the site needed to be protected for infrastructure related to the safe extraction of gases from the former landfill;
- f) 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 including the proposed bridge connecting Horsea Island with Tipner West.
- g) Take account of the approved plan for landscaping and maintenance of the former landfill site, which impacts the eastern portion of the Horsea Island Strategic Open Space as shown in figure 4.9;
- h) Improve facilities for cycling, walking and public transport linking to, and enhancing, the existing networks and any new networks delivered as part of this allocation including the new sustainable transport link from Port Solent across the bridge to Tipner; and
- i) Allow views to and from the open space and notable landmarks within the zone of visibility including Portchester Castle and the Spinnaker Tower.

⁹ The western portion of the site and the small southern portion of the site are Core Areas P48A/P48B and P75 protected for Brent Goose and Solent Waders; the eastern portion of the site as shown on figure 4.9 is also a Primary Support Area P48C for Brent Goose and Solent Waders.

¹⁰ <https://solentwbgs.wordpress.com/>

¹¹ <https://solentwbgs.wordpress.com/wp-content/uploads/2021/03/swbgs-mitigation-guidance-oct-2018.pdf>



Site Allocation Policy PLP11: Port Solent

- 1. Port Solent, as shown on the Policies Map, is allocated for the following uses:**
 - a) 500 residential units; and**
 - b) Marine and leisure related uses.**
- 2. Development proposals for the above named uses will be permitted provided that they meet all of the following site specific development requirements:**
 - a) Provide a conceptual framework masterplan as part of any planning application to ensure development of the highest quality that responds positively to the existing character and land uses and presents a layout of improved access arrangements;**
 - b) Provide high quality designed buildings to complement, in design and scale, the existing built form. All development proposals for this site must form part of a framework masterplan, alongside a site-wide design code to be agreed in writing by the Local Planning Authority.**
 - c) Include measures to avoid and mitigate any adverse impact, including direct recreational impact, on the adjacent SPA, SSSI and Ramsar site;**
 - d) To meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended), the developer should provide evidence that the development within the allocated site will not result in the loss of habitat that is functionally linked to the citation species of the Solent's SPAs (Core Areas P48A /P48B and Primary Support Area P48C);**
 - e) Submit a site specific Flood Risk Assessment alongside any application that aligns with the recommendations outlined within the SFRA Level 1¹² and 2;**
 - f) Incorporate flood management measures within the site in accordance with the SFRA Level 1 and 2 to reduce the risk to more vulnerable development now and in the future;**
 - g) Within proposals for surface water management, provide for storage during high tide events, when the surface water drainage may be subject to tide locking;**
 - h) Improve facilities for cycling, walking and public transport linking to, and enhancing, the existing networks and any new networks delivered as part of this allocation including the new sustainable transport link from Port Solent across the bridge to Tipner;**

¹² <https://www.portsmouth.gov.uk/wp-content/uploads/2024/05/SFRA-Part-1-Main-Report-V6.pdf>

- i) **Submit a Travel Plan and Transport Assessment to assess the potential transport impacts of the development, propose mitigation measures and opportunities to implement effective sustainable transport initiatives;**
 - j) **Deliver or contribute proportionally to the relevant transport and highways mitigation measures identified within the Local Plan Strategic Transport Assessment¹³ and/or Infrastructure Delivery Plan¹⁴ including the proposed bridge connecting Horsea Island with Tipner West.**
 - k) **Retain the existing cinema, gym, retail and restaurant uses;**
 - l) **Retain accessible pedestrian access to the waterfront;**
 - m) **Ensure the amenity of occupiers / users of any new development can be adequately protected; and**
 - n) **Protect viewpoints and the wider visual impact across Portsmouth Harbour, including the impact on Porchester Castle. The design, scale and massing of the scheme needs to respond sensitively to the significance of Portchester Castle including its setting, taking into account its presence in Portsmouth Harbour and the contribution made by views to and from the Castle to its significance;**
- 3. If a robust marketing campaign of at least twelve months, its scope having been agreed in writing in advance by the local planning authority, clearly demonstrates that there is insufficient market demand for leisure, retail and restaurant uses at this location, development proposals for other uses that complement the marine and residential location will be allowed;**

¹³ https://www.portsmouth.gov.uk/wp-content/uploads/2024/06/Portsmouth-Local-Plan-TA_Strategic-Transport-Assessment-Draft-23.05.2024_ISSUE-NO-TRACKS.pdf

¹⁴ <https://www.portsmouth.gov.uk/wp-content/uploads/2025/10/FINAL-IDP-2025-version-November-2025-v1.pdf>