

Statement of Common Ground
Portsmouth City Council (Local Planning
Authority)
&
Portsmouth City Council (Promoter)

March 2026

in respect of

TIPNER WEST
(Policy PLP3)

Pre-Submission Portsmouth Local Plan Addendum 2025



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1. Introduction

What is a Statement of Common Ground?

1.1.0 This Statement of Common Ground (SCG) is a jointly agreed statement between the Portsmouth City Council Local Planning Authority (PCC-LPA) and PCC Promoter (PCCP). It sets out the position and understanding on matters of agreement with respect to certain issues between PCC-LPA and PCCP in respect to the draft strategic site allocation in the Pre-Submission Local Plan as pertaining to Tipner West (draft Policy PLP3).

1.1.1 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 entities of the City Council only. This SCG supersedes the previous SCG agreed between the parties, dated February 2025.

The following documents form appendices to the SCG:

1. Draft Policy PLP3 of the Pre-Submission Portsmouth Local Plan Addendum (November 2025) including extract from Schedule of Changes to the Pre-Submission Portsmouth Local Plan Addendum 2025 for Submission (Appendix 1)
2. Tipner West Delivery Approach (March 2026) (Appendix 2)

Role of the two Parties

1.2.0 PCC-LPA is the Local Planning Authority and is responsible for the preparation of the Local Plan for Portsmouth.

1.2.1 PCCP is the primary landowner and the promoter of the allocated site.

1.2.2 As PCC-LPA and PCCP are both part of the City Council, they have put handling arrangements in place to ensure:

- Functional separation between each of their teams for the purposes of progressing this allocation in the emerging Portsmouth Local Plan;
- Transparent, fair and proper policy making; and
- The avoidance of any conflicts of interests.

1.2.3 Both parties have agreed to adhere to these handling arrangements in order to ensure a functional separation between the PCC-LPA and PCCP teams. It is acknowledged within those arrangements that it is necessary for there to be continued dialogue throughout the plan making process between the LPA and Promoter, as there would be with any other third-party promoter or owner of a proposed site allocation.

2. Location of the Site

2.1.0 The site comprises a single land parcel west of the M275 motorway, known as Tipner West, and includes necessary land for highway improvements to service the development and a small area of safeguarding for the future delivery of a bridge link.



Figure 1: Tipner West strategic site allocation (PLP3)

3. Agreed site description, constraints and baseline evidence

General Site Description & Features

3.1.0 In terms of natural features, the site mainly comprises lowland calcareous grassland associated with former Ministry of Defence uses, existing industry, a SEND school, leasehold boatyards and sailing clubs, and several heritage assets. In terms of physical (man-made) features present on the site, these fall into one of six main typologies: (i) wharf-side areas comprising access to water, hardstanding and manoeuvring space and associated warehousing / storage; (ii) boat yard open storage areas, associated small-scale buildings, and slipways / ramps for boat access to water; (iii) other open storage, hardstanding and parking; (iv) education / training facilities; (v) structures associated with the former MOD firing range; and (vi) public highway including bridges, embankments, verges and lighting.

Site levels and hydrogeology

3.1.1 The Site is relatively low-lying. Levels on Tipner West are typically between +3 and +4 m AOD, with isolated smaller areas up to approximately +5 m AOD and down to approximately +2.8 m AOD.

3.1.2 The Site is not within a water source protection zone. The underlying geology across the entire Tipner West site area is classified as medium-high vulnerability with a soluble rock risk with respect to susceptibility to contamination release at ground level. This classification is considered likely to relate to the underlying principal chalk aquifer.

Heritage assets

3.1.3 There are four Grade II listed buildings located within the main Tipner West site, which comprise the structures associated with a late-18th century magazine complex. The assets at the Tipner Magazine site consist of the following:

- Two former powder magazines at Tipner Magazine (NHLE ref: 1387240)
- Building immediately north of former powder magazines at Tipner Magazine (NHLE ref: 1387241)
- Building immediately south of former powder magazines at Tipner Magazine (NHLE ref: 1387242)
- South-west section of boundary wall to Tipner Magazine (NHLE ref: 1387243)

3.1.4 The two former powder magazines at Tipner Magazine comprise the main magazine building at Tipner and are designated under the same listing. The north magazine was constructed in 1796-8 and the south magazine was added in 1856. The building immediately north of the former powder magazines at Tipner Magazine was constructed from 1798-1800 as the Shifting House, although it is incorrectly described in the list entry as the Cooperage. The building immediately south of the former powder magazines at Tipner Magazine was originally constructed from 1798-1800 as a Cooperage, but it is incorrectly described in the list entry as the Shifting House. The south-west section of boundary wall to Tipner Magazine dates to the original construction of the magazine site and served as the line of the original southern boundary which created secure access into the site.

3.1.5 The pier at the Tipner Magazine site is regarded as curtilage listed.

3.1.6 To the north of the allocated site, immediately to the south of Horsea Island East, are the Horsea Island D-Day landing slipways, a scheduled monument, which was designated in November 2022. It lies on the foreshore of Horsea Island giving access to Portsmouth Harbour. It is a broadside slipway site, comprised of five individual broadside slipways aligned north-south along the foreshore with the ribs extending seawards below the mean high-water mark to the south.

3.1.7 A former WWII searchlight battery located within the central area of the site at Tipner West is also identified on the Historic Environment Record (HER), however, no evidence of the presence of this feature has been identified.

3.1.8 Baseline evidence concerning heritage assets is set out within the following documents, all of which have been submitted to officers of Portsmouth City Council and Historic England.

- Built Heritage Setting Assessment (August 2023);
- Tipner Magazine Buildings – Heritage Statement (July 2023);

3.1.9 It is agreed in respect of the baseline assessments of the Tipner Magazine site that:

- the Grade II listed buildings are of **medium significance** and that their setting makes a high contribution to the assets' significance;
- The scheduled D-Day slipways are a heritage asset of **high significance** and their setting makes a high contribution to the asset's significance.

3.1.10 The parties agree the content of the PCC-LPA Heritage Advice Note: Assessment of condition of heritage assets at Tipner West and Options for their preservation and restoration (May 2023)¹.

Archaeology

3.1.11 No previous archaeological investigations have been carried out on the Site. Within 2km, there have been 19No. intrusive investigations, comprising almost entirely watching briefs (16No.), with two trial trench evaluations and one targeted excavation. In addition, one building recording and one walkover survey have been carried out. Based on the very limited past archaeological investigation within the study area and lack of intrusive investigation within the site itself, the nature of archaeological activity is not well understood, especially for the prehistoric and Roman periods for which there is no documentary record. Overall, investigations recorded limited archaeological finds and features. However, the limitations of the current archaeological record should also be noted: the majority of the investigations within the study area have been limited in scope with a large percentage of these (8No.) conducted within the centre of the City, over 1.3km to the south-east of the Site. Due to extensive modern development and heavy bomb damage sustained in WWII, archaeological evidence preceding the Post-medieval period is scarce.

Description of flood risk

3.1.12 The primary source of flooding to the site arises from extreme sea-levels (coastal surge events combined with high tidal levels) and this risk increases with predicted sea-level rise due to climate change. According to the Environment Agency 'Flood Maps for Planning', Tipner West lies within Flood Zone 1, Flood Zone 2 and Flood Zone 3.

3.1.13 The highest predicted tide (due to astronomical effects only) is currently approximately +2.4 mAOD (baseline year of 2025 assumed), increasing to approximately +3.5 mAOD over a 100 development life (due to predicted sea-level rise, over which considerable uncertainty exists). The current predicted extreme sea-level (due to combined astronomical and meteorological effects with 0.5% annual exceedance probability (1 in 200 year return period)) is approximately +3.2 mAOD, increasing to approximately +4.2 mAOD over a 100 year timeframe (assuming a baseline year of 2025). A 0.5% annual exceedance probability (1 in 200 year return period) is recommended as the minimum design flood event and is expected to provide consistency with recent/ongoing major coastal flood protection schemes around Portsea Island.

3.1.14 Tipner West falls within the North Solent Shoreline Management Plan (SMP) Policy Unit 5aPI01. The long-term policy recommendation is to 'Hold the Line' (maintain or upgrade the standard of protection provided by the existing coastal defences). Provision of a 'hard' or fixed defence line to protect the site from flooding and erosion will prevent the natural roll-back of the shoreline that will occur with increasing sea-levels. This effect may lead to 'coastal squeeze' – loss of valuable mud-flat and other habitats within the marine nature conservation sites. These losses are addressed at policy level by the Environment Agency's Regional Habitat Creation Programme.

¹ <https://www.portsmouth.gov.uk/wp-content/uploads/2024/05/Tipner-West-Heritage-Assets-v-FINAL.pdf>

Description of contaminated land

3.1.15 The Tipner West site has an extensive history of military use as well as a landfill site and more recently a breakers yard which has contributed to land contamination.

3.1.16 A significant number of ground investigations² have been undertaken across the majority of the Tipner West which have indicated asbestos, metals, polyaromatic hydrocarbons (PAHs) and petroleum hydrocarbons are present in the Made Ground across the site at concentrations which exceeded the adopted screening criteria³. Localised samples additionally recorded concentrations of Polychlorinated Biphenyls in excess of adopted screening criteria.

3.1.17 Ammoniacal nitrogen, metals, petroleum hydrocarbons and PAH concentrations in the groundwater marginally exceeded the adopted screening criteria for surface water and groundwater receptors.

Description of internationally, nationally, and locally designated habitats sites on the site and adjacent to, or impacted by, the site.

3.1.18 The following statutory designated Habitats sites are relevant to the site:

- Portsmouth Harbour SPA / Ramsar;
- Chichester and Langstone Harbours SPA / Ramsar;
- Solent Maritime SAC;
- Solent and Dorset Coast SPA;
- Solent & Southampton Water SPA / Ramsar; and
- Solent and Isle of Wight Lagoons SAC;
- Portsmouth Harbour SSSI;
- Portsdown SSSI;

3.1.19 Non-statutory designated sites forming part of the proposed allocated site include the Tipner Ranges (part) SINC. Non-statutory designated sites potentially impacted by the development, beyond the proposed allocated site, include the Hilsea Lines SINC, East of Lakeside Local Wildlife Site (LWS), Urchins Copse LWS, Portchester Paddock LWS, Castle Shore Park LWS, James Callaghan Drive LWS and Paulsgrove Chalk Pit LWS.

² See Core Document Library at: <https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan-evidence/>

³ The adopted screening criteria for soil is based on assessing risk to Human Health exposure to contamination using the EA Contaminated Land Exposure Assessment model CLEAv 1.07. The adopted screening criteria for soil leachate and groundwater is based on assessing likelihood of pollution to groundwater and nearby surface water and is predominately based on published UK Environmental Quality Standards (UKEQS) for the protection of aquatic life and UK Drinking Water Standards (UKDWS) for the protection of human health.

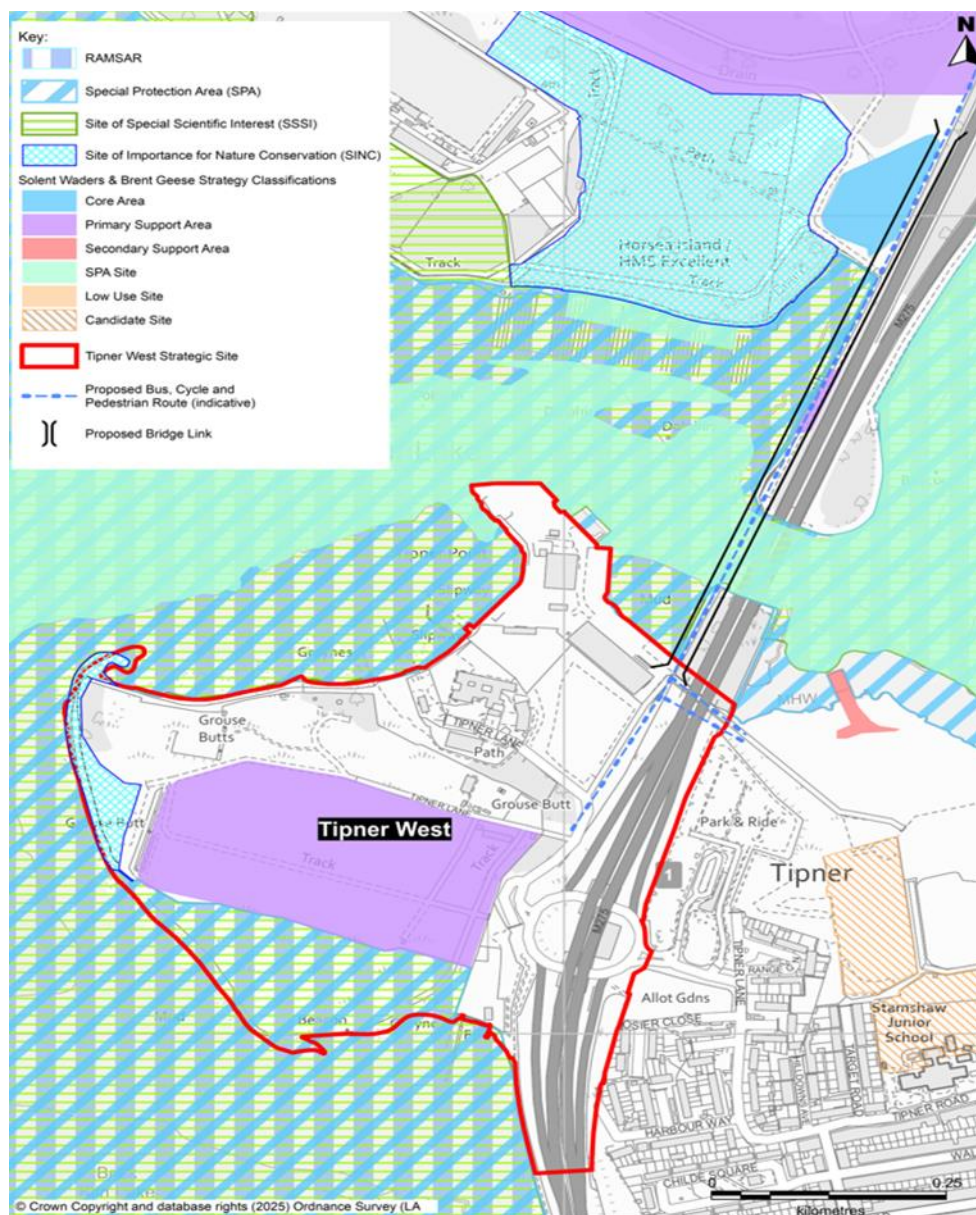


Figure 2: Statutory and non-statutory designated sites affecting Tipner West and Horsea Island East (PLP3)

3.1.20 A significant part of the allocated site is also identified as support area within the Solent Waders and Brent Goose Strategy network, which aims to conserve the brent goose and wading bird populations within and around the SPA and Ramsar sites of the Solent. Within the allocated site there are the following supporting sites:

- P60 Primary Support Area - Tipner firing range

Highway Infrastructure

3.1.21 The site is bound to the east by the M275, which forms part of the adopted Primary Road Network within Portsmouth. The M275 (northwards of the northern edge of Tipner Lake) also forms part of the National Highways Strategic Road Network (see Fig 3). There is a grade-separated M275 junction to the south-east of the site, known as the Tipner Interchange (J1) which directly connects to the primary Tipner Lane access to the Tipner West site. The M275 carries significant volumes of traffic and this is the dominant source of noise likely to affect future occupiers of the allocated site.



Figure 3: Adopted primary road network

3.1.22 There is an at-grade-level tunnel that runs beneath the M275, connecting the Tipner West site to Tipner East. This remains under private (PCC) ownership. There are no Public Rights of Way that cross the Site; Whilst part of the King Charles III England Coast Path lies within the south eastern corner of the draft allocation Site extent, this route follows the existing pedestrian / cycle track that is present and is provided within land that is maintained by Portsmouth City Council as Public Highway. The National Cycle Route 22 is situated to the east of the Site.

Microclimate

3.1.23 The prevailing wind is from the south-west and is likely to be travelling at more elevated speeds at the coast towards the Tipner site than locations further inland.

Air Quality

3.1.24 The Site is not within an Air Quality Management Area (AQMA). Concentration isopleths have been interpolated from a coarse modelling exercise carried out by the promoter team in 2020 and shows that predicted concentrations of NO₂ are highest along the M275 motorway and around the Tipner Interchange due to the high concentration of traffic and potential congestion. However, these quickly disperse within the site.

Landscape Character

3.1.25 The proposed allocated site falls within Natural England's defined National Character Area (NCA) 126: South Coast Plain. At regional level, Hampshire County Council's Integrated Landscape Character Assessment (LCA) applies a designation for Portsmouth Harbour (LCA 10b). There are also locally defined Local Character Areas including No.25 (Stamshaw and Tipner) and No.20 (Port Solent and North Harbour). These character areas will need to be assessed as part of landscape and visual impact assessment at the project stage.

Existing site occupiers

3.1.26 The following leasehold occupiers remain on the site as lessees to the City Council:

Existing Occupiers of the allocated site	Description/assumptions regarding the relocation of these uses
The Harbour School	The Harbour School is a local authority- controlled SEN school. To be relocated with PCC support.
Nautical Seamanship Training Corps	It is assumed that this land will be vacated prior to commencement of development.
Portsmouth Harbour Cruising Club	To be relocated with PCC support
Tipner Boating and Angling Club	To be relocated with PCC support
TJ Waste Facility	Commercial Yard and Waste Facility acquired by PCC in January 2024.

Table 1: Leaseholders currently active at Tipner West and Horsea Island East site.



Figure 4: Active leaseholder interests

Terrestrial and marine ecology

3.1.27 PCCP has supplied PCC-LPA and the Tipner West Regulatory Panel with the following biodiversity survey reports for review. The scope and timing of updated surveys remain to be agreed with the LPA. However, the survey findings as outlined in the reports below represent an agreed and accurate reflection of the site baseline at the time of their production:

- Preliminary Ecological Appraisal (WSP, Dec 2022);
- Wintering Bird report 2021/22 (WSP, Nov 2022);
- Additional marine ecological surveys (Ecospan, 2021);
- Nocturnal Wintering Bird Report (WSP, Dec 2022);
- Invertebrate Assessment (Conops Entomology Ltd, Sept 2021);
- Barn Owl report (WSP, Dec 2022);
- Preliminary Bat Roosting Assessment (WSP, Dec 2022);
- Badger Survey Report (WSP, Nov 2022);
- Reptile Survey Report (WSP, Dec 2022);
- Bat Survey Report (WSP, Dec 2022);
- Botanical Survey Report (WSP, Dec 2022);
- Foraging Tern Survey (WSP, Dec 2022);
- Breeding Bird Report (WSP, Dec 2022);
- Marine Mammals Report (WSP, Dec 2022).

3.2 Policy Context

3.2.1 The parties agree that the following policy and strategy documents are relevant to the development of the strategic site allocation for Tipner West:

Policy & Strategy - National Level

- National Planning Policy Framework (December 2024, MHCLG).
- Southampton and Portsmouth City Deal (November 2013);

Policy & Strategy- Regional Level

- Solent 2050 (April 2022, Solent Partners);
- Hampshire Economic Strategy (January 2023, Hampshire County Council);
- Spatial Position Statement (December 2023, Partnership for South Hampshire);

Policy & Strategy - Local Level

- The Pre-Submission Portsmouth Local Plan (July 2024)
- The Pre-Submission Portsmouth Local Plan Addendum (Nov 2025)
- Hampshire Minerals and Waste Plan (October 2013) including draft Reg.22 Partial Update.
- Saved policies of the Portsmouth Local Plan 2006;
- Portsmouth Economic Development and Regeneration Strategy 2019-2036 (June 2019, Portsmouth City Council);
- Imagine Portsmouth 2040 (ongoing, Portsmouth City Council and partners);
- Revised Interim Nutrient Neutral Mitigation Strategy 2022
- Portsmouth Transport Plan 4 (LTP4)(2021)
- Portsmouth City Interim Infrastructure Delivery Plan (IDP) (2025)

3.3 Agreed Statements

Draft policy PLP3 – Tipner West (as amended by Schedule of Changes, (see Appendix 1))

3.3.1 It is agreed between the parties that the development for which the site is allocated as detailed within draft Policy PLP3 will facilitate the creation of a mixed-use development. Development in accordance with this allocation will provide a significant economic contribution to the City of Portsmouth and the wider Solent region, housing to meet the needs of the City in addition to making a significant contribution to meeting Portsmouth's housing need, and the provision of key infrastructure for the city.

Site-wide requirements

3.3.2 It is agreed between the parties that the site will require significant enabling works in order to be ready for the development for which it is allocated under draft Policy PLP3. Specifically, these works encompass the provision of sea defences, land raising for flood prevention, and the mitigation and/or remediation of contamination.

3.3.3 It is also recognised by the parties that the site will be required to demonstrate at least 10% biodiversity net gain as required by the Environment Act (2021).

Heritage (including archaeology)

3.3.4 The site contains a number of heritage assets including several buildings and structures that are subject to grade II listed status. Additionally, the site forms part of the setting of the D-Day Slipway and Portchester Castle Scheduled Monuments respectively.

3.3.5 The listed buildings on site have a unique maritime history, in particular with regard to the holding of gunpowder and munitions. It is agreed between the parties that wherever possible, the heritage assets on site should be restored, repaired and re-purposed as detailed within draft Policy PLP3.

3.3.6 With regards to below ground heritage considerations, it is agreed between the parties that the site has low to moderate potential for remains of all periods, based on previous studies within the vicinity of the site, as well as considerations relating to geology, topography and past disturbance which may have affected survival.

Bridge safeguarding

3.3.7 The area of the strategic site allocation plan identified as safeguarded for the future delivery of a bridge, connecting Tipner West and Horsea Island East for use by buses and other modes of sustainable transport, is a longstanding aspiration of Portsmouth City Council both as a Local Planning Authority and Local Highways Authority and is supported. The importance of this proposed infrastructure to the City of Portsmouth, as detailed within the Tipner West Topic Paper and in the Interim Infrastructure Delivery Plan (IDP) (2025), is recognised by PCC. Delivery of the Tipner-Horsea Link bridge is identified as critical infrastructure within the IDP.

3.3.8 It is agreed between both parties that any development proposals coming forward, pursuant to the draft allocation of land at Tipner West shall suitably safeguard land to facilitate the future delivery of the bridge and connections to the surrounding highway network within the Plan period.

Project-level Habitats Regulations Assessment (HRA)

3.3.9 It is agreed between the parties that a Habitats Regulations Assessment will need to be undertaken in relation to any application for planning permission made in accordance with Policy PLP3 of the Pre-Submission Local Plan Addendum 2025. The applicant will need to provide PCC-LPA with sufficient information to enable it to fulfill its obligations as competent authority under the Habitats Regulations 2017.

Phasing

3.3.10 It is agreed between the parties that any future development of Tipner West, in accordance with PLP3, is likely to be phased. This is clearly acknowledged within the wording of Policy PLP3(7).

3.3.11 The high level viability work undertaken by PCCP has indicated that the viability of the project will be heavily dependent upon cross-subsidy of sales income from the residential development to support delivery of other parts of the project.

Contamination

3.3.12 The site allocation contains areas of land contamination associated with historic activities undertaken on the site. It is agreed between the parties that any future development scheme will be required to suitably mitigate and/or remediate against the risk of leachate pollution into Portsmouth Harbour, in addition to making the land safe for use by future land uses. This will prevent the degradation of the natural environment, including the National Site Network. Without such remediation/mitigation taking place, there is a risk of leachate pollution occurring.

3.3.13 The allocation of land at Tipner West for development provides the most likely means through which the required remediation and/or mitigation can be secured. This is a key public and environmental benefit that can be realised by the proposed allocation.

The impact of the allocation on habitats as identified in the Local Plan Habitat Regulations Assessment (HRA)⁴

3.3.14 The PCCP agrees the methodology and appropriate assessment as set out in the Local Plan HRA (including the HRA Supplement (Oct 2024)) in so far as it relates to the strategic site allocation for Tipner West (policy PLP3).

Delivery Approach

3.3.15 The PCCP has prepared a Delivery Approach document (Appendix 2) for the Tipner West strategic site and will continue to implement the delivery steps as set out within the document.

3.4 Future working

3.4.1 PCCP and PCC-LPA commit to continued collaborative working to expand upon this Statement of Common Ground as may be necessary during the course of the Examination in order to cover further matters and reduce any areas for ongoing negotiation and requiring discussion at the Examination into the Local Plan.

⁴ Carried out by Aecom on behalf of PCC-LPA, also accessible at the above link (footnote (2))

4.0 **Signatories**

4.1 Both parties agree that this statement is an accurate representation of matters discussed and issues agreed upon (or where identified, where disagreement remains).

Both parties agree that they have engaged positively on an ongoing basis and that on this basis the Duty to Cooperate has been met.

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 issues identified in this SCG.

Signed: 	Signed: 
Name: Lucy Howard	Name: Tom Southall
Position: Head of Planning Policy	Position: Assistant Director, Economy, Transport and Planning
Portsmouth City Council Local Planning Authority	Portsmouth City Council Tipner Regeneration Project
Date: 09.03.2026	Date: 09.03.2026

Appendix 1

Regulation 19 Portsmouth Local Plan Addendum (2025)

Policy PLP3 - Tipner West



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 strategies⁵ and prioritise protection of the integrity of the international, national and local nature designations.⁶**
- 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 Assessment⁷ and/or Infrastructure Delivery Plan⁸, including the proposed bridge connecting Tipner West with Horsea Island;**

⁵ 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>).

⁶ 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.

⁷ 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

⁸ <https://www.portsmouth.gov.uk/wp-content/uploads/2024/07/IDP-2024-Final-for-Reg-19-1.pdf>

- 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 Strategy⁹ together with site-specific and other measures, as advised by Natural England and identified through HRA;
 - 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 2¹⁰;
 - 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).

⁹ <https://birdaware.org/solent/wp-content/uploads/sites/2/2025/02/BAS-five-year-strategy-proposals.pdf>

¹⁰ <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 Plan¹¹ (2013) and its replacements.

The above policy wording is amended by the Schedule of Changes to the Pre-Submission Portsmouth Local Plan Addendum 2025 for Submission¹² as follows:

Policy PLP3.5	"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 <u>should avoid or minimise harm to their significance from development in their setting.</u> 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)."	In response to Historic England's rep
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¹¹ <https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

¹² https://www.portsmouth.gov.uk/wp-content/uploads/2026/03/ADDENDUM_Schedule_of_Changes.pdf

Appendix 2: Tipner West Delivery Approach (March 2026)

Tipner West Regeneration Delivery Approach

March 2026

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1. Introduction

- 1.1 Tipner West represents a significant long-term strategic development opportunity, with capacity for approximately 1,000 new homes and 25,000sqm of employment space within a mixed-use waterside neighbourhood. Notwithstanding its potential, substantial technical challenges and viability issues necessitate a collaborative partnership strategy to enable effective delivery.
- 1.2 This report is prepared by Portsmouth City Council (PCC) as landowner and promoter of the Tipner West site. It examines key delivery considerations and essential milestones required to advance project proposals for Tipner West and should serve as a foundation for dialogue with strategic partners in establishing a comprehensive project-level delivery strategy. PCC Property and Investment team has worked closely with the PCC Local Planning Authority to progress a new Local Plan policy for the Tipner West site.
- 1.3 This report is structured as follows -
- 1.3.1 **Strategic Ambition** – highlights the guiding strategic objectives that have been agreed to date regarding the direction and ambition of the regeneration of Tipner West.
 - 1.3.2 **Delivery Considerations** – discusses key issues that continue to influence the delivery of regeneration at Tipner West.
 - 1.3.3 **Next Steps** – outlines the key tasks and work streams required to further derisk the Tipner West site with the aim of supporting delivery and disposing of the site.
 - 1.3.4 **Programme** – identifies the project milestones achievable over a 15-year timeframe and early project priorities required for delivery in the first 5 years.

2. Strategic Ambition

- 2.1 This is not a comprehensive strategic policy review and should be read in conjunction with existing emerging and adopted policy for Portsmouth City Council and wider strategic policy for economic development of the Solent region.

City Deal and Tipner West

- 2.2 The site forms part of the wider Tipner-Horsea Island area, one of the two principal growth sites identified in the Southampton and Portsmouth City Deal¹. It is allocated along with Tipner East, which forms draft Policy PLP4 of the Local Plan, and together the two allocations will form a new gateway to the City. As discussed in the Development Strategy chapter of the draft Local Plan, the wider Tipner-Horsea Island area is one of the two principal sites identified in the Southampton and Portsmouth City Deal. The Tipner allocations must also be considered alongside draft site allocations for Horsea Island Strategic Open Space (policy PLP9) and for Port Solent (PLP11) as these also deliver part of the City Deal.



Figure 1: City Deal sites (note that dwelling and employment figures are estimates from 2013)

1

https://assets.publishing.service.gov.uk/media/5a7c3d4be5274a1b004226bd/20131111_Southampton_and_Portsmouth_City_Deal_Document_and_Implementation_Plans.pdf

- 2.3 The City Deal is a joint agreement between Portsmouth and Southampton City Councils, Hampshire City Council and the Solent Local Enterprise Partnership (LEP) (now 'Solent Partners'²) with the UK Government, signed in November 2013. Its intention is to maximise the economic strength of these two coastal cities and the wider Solent area, by supporting further growth in the area's maritime, marine and advanced manufacturing sectors. The City Deal recognised that the development of Tipner West (together with Tipner East, Port Solent, Horsea Open Space and Horsea Island East) would create an opportunity to meet the marine and maritime sector demand, whilst at the same time help to unlock funding for sea defences, site decontamination plus much needed employment and housing opportunities across the Solent. Since 2013, all parties to the City Deal have continued to work to deliver on its aspirations.
- 2.4 The City Deal also recognised that, despite the opportunities these sites offered for regeneration, the challenges were so costly that the private market would not resolve them. To unlock these sites and facilitate the land assembly, funds were provided by the City Deal to support the delivery of enabling infrastructure and lever local government and/or private investment. The City Deal was underpinned by a central Government grant of £48.75m to PCC to help deliver the following:
- Maximising the economic impact of marine and maritime assets in the area;
 - Unlocking critical employment sites to enable the marine, maritime and advanced manufacturing sectors of the region's economy to expand;
 - Providing new housing to support the growing workforce;
 - Ensuring people have the right skills to access employment in those growing sectors;
 - Providing effective support to their small and medium enterprises to enable them to grow, including marine and maritime small and medium enterprises.
- 2.5 The preparation of a strategic site allocation in a new Portsmouth Local Plan has been lengthy, commencing with Issues and Options consultation in 2017, subsequent Regulation 18 and Regulation 19 Consultations. These are detailed in the Tipner West Topic Paper³ which forms part of the evidence base supporting the Pre-Submission Portsmouth Local Plan Addendum 2025. The Pre-Submission Portsmouth Local Plan Addendum (2026) proposes a new strategic site allocation for Tipner West under policy PLP3.⁴

² <https://solentpartners.com/>

³ <https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan-evidence/tipner-west-and-horsea-island-east-strategic-site/>

⁴ See pages 21-32 at <https://www.portsmouth.gov.uk/wp-content/uploads/2025/11/pre-submission-local-plan-addendum-nov-2025-aa-accessible.pdf>



Figure 2: Map of Tipner West Strategic Site Allocation

- 2.6 The policy states that *'Tipner West is allocated as a strategic site because, alongside Tipner East, it will form a new gateway to the City'*. It is allocated for a mixed-use residential and employment development on the site that delivers upon the aims of City Deal.
- 2.7 However, in order to avoid losses (that can't be mitigated) to the protected habitat sites surrounding the site (SPA and Ramsar sites), the new policy allocation omits previous references to a regionally-significant marine hub with deepwater access and the requirement to provide a bridge connection to HIE. The developable area of the site is also reduced to remove land south of the firing range and avoid any land reclamation or dredging.
- 2.8 The revised policy seeks to deliver the following:
- Approximately 1,000 new homes
 - Approximately 25,000sqm employment (Ei, Eii, B2, B8): *'industrial, research and development, storage and distribution employers, including those from the marine and maritime sector'*.
 - essential goods retail (Class F2a);
 - community premises (Class F2b);
 - Retention of Grade 2 listed buildings and heritage assets
 - Sea and flood defences
 - Safeguarding land for future bridge connection to HIE.
- 2.9 The supporting Tipner West Topic Paper comments: *'The Council remains committed to delivering upon the aspirations of the City Deal award but the inability to undertake deep water dredging or reclamation significantly constrains the ambitions for a marine hub of regional significance. In addition, the implications of removing the bridge delivery component from the policy... and the loss of land south of the firing range from development assumptions needed to be evaluated, not least implications upon financial viability and deliverability'*.

3. Delivery Considerations

3.1 The following section provides an overview of key delivery issues and principles:

Site Assembly

3.2 PCC successfully completed on the remaining freehold acquisition of the Pounds scrap yard in January 2024, which marked a significant project milestone and provided PCC with greater control over the Tipner West site asset. Previous acquisitions included the former MOD firing range in 2020; Horsea Island East in 2018; and the Tipner Park and Ride Junction in 2014, facilitated by the City Deal award.

3.3 However, the Freehold of Tipner West is without vacant procession and there remain leaseholders on site, with leases varied in both timescale and clause. Primary leaseholder Interests include: the Harbour School (owned and operated by the City Council), Tipner Boating and Angling Club; TJ Waste; Portsmouth Harbour Cruising Club and the Nautical Seamanship and Training Corps. Further short-term agreements or flexible terms are in place with temporary site users including Vivid Road Access; Victorious Camping; Baker Trayte; and BBLP.



Figure 3: Existing site lessees

3.4 Leaseholders were first engaged about Tipner West's long-term redevelopment plans in 2019. The Estate Team or agent will continue working with them to address individual relocation needs and facilitate voluntary lease termination and relocation, as required. While PCC is not legally obliged to fund relocations, offering support can minimise risks and help achieve site objectives.

3.5 A clear strategy for interim use of Tipner West will be developed to safeguard future regeneration efforts. Temporary uses can establish the site's brand and attract new users, or alternately, keeping the site occupied can maintain safety, avoid blight, and generate revenue.

Relocation of The Harbour School

- 3.6 The relocation of The Harbour School has been mooted for several years to facilitate the regeneration of Tipner and enable flood defence and remediation to take place. The Harbour School is a special school for children with extra behavioural and educational needs and currently exists in an educational complex, which includes: The Bay Campus; Primary at The Bay; and The Lighthouse Campus.
- 3.7 The original post-war Bay Campus school buildings need significant investment and due to the anticipated relocation of the school, minimal maintenance and repairs have been undertaken more recently, further eroding the quality of the buildings and school environment.
- 3.8 A new campus would be built to *Building Bulletin 104 Guidelines* and would create a bespoke learning environment for the needs of its pupils. It is anticipated that a campus would be required of c.3,500sqm to accommodate between c.60-90 pupils. This is likely to require a capital budget of c.£20m and would take 18 months to achieve planning, and a further 18 months to build. Subject to relevant approvals and smooth planning process, the earliest opportunity to create a new operational facility and vacate the Tipner site would be from September 2030.
- 3.9 An initial massing and scoping exercise was commissioned from in-house architectural services in January 2024. The next stage of relocating the school would be to undertake a full design and planning process for a new school.

Managing Heritage Assets

- 3.10 The existing heritage assets on Tipner West provide an opportunity to create a unique urban environment of interest, which capitalises and celebrates the legacy of the area, but in doing so creates further cost implications and physical constraint to the development of the site. The listed buildings on the site are significant heritage assets in terms of the City's military history and have potential as historic attractions as part of a wider heritage trail. Further exploring how PCC might best balance the opportunities, risks and associated costs could benefit project viability.

Policy Guidance

- 3.11 The revised policy allocation could be further refined through supplementary guidance, and/or a locally approved **development framework or brief** as required. This type of document would articulate continued alignment and refocusing of the City Deal ambition.

Technical Library

- 3.12 There are significant numbers of background technical documents held by the PCC Development Team. PCC holds an extensive and wide-ranging evidence base that provides an in-depth analysis of desk-top and site-based investigation into technical and under-ground constraints that will impact upon the design approach and viability for Tipner West. In addition, there are extensive background documents prepared to support the optioneering work by the project team in support of the earlier and more ambitious iterations of policy PLP3 (which included the marine hub, greater numbers of homes, a bridge and deep water dredging).
- 3.13 This information resource will be made available to strategic partners as required to support delivery.

Sea Defence

- 3.14 Portsmouth are partner delivering £150m of Sea Defences already in Southsea and Eastern Road/North Portsea. PCC have the option of allocating the City Deal funding towards direct delivery of the sea defences at Tipner West.
- 3.15 This can be implemented in the short to medium term, and will protect:
- against flooding - for 1:200 year predicted flood risk mapping.
 - against leachate of contaminants associated with previous uses of the site into the harbour in the event of a flood.
 - existing occupiers.
 - listed buildings.
 - M275 embankments and the major arterial connection to the city.
 - existing development (including the Park & Ride facility) at Tipner East; and
 - the site for future development.
- 3.16 It is anticipated that Sea Defences will be provided from a variety of public and private sources dependent on the programme, phasing, delivery partner, final design etc.

Strategic Partners

- 3.17 Tipner West represents a unique waterfront opportunity, which PCC continues to discuss at a strategic level with Homes England, Central Government and wider Private Sector Investment partners involved in both maritime marine employment and residential development. The opportunity is presented internationally at property conferences such as MIPIM, UKReiff and ExpoReal, with our partner organisations South Central and the UK Cities & Partners.
- 3.18 During 2024, the former Department of Levelling Up, Homes and Communities (DLUHC (now the Ministry of Homes, Communities and Local Government (MHCLG)) visited Tipner West where PCC introduced the site and explored key opportunities and challenges to delivery on the ground and discuss guidance available in promoting strategic sites. The visit was well received by DLUHC and since that time strategic dialogue with **Homes England** has been strengthened on three key projects in Portsmouth, including Tipner West. Information packs have been issued to the regional Markets, Places and People (MPP) lead, and their viability team is primed to provide greater support to PCC on delivery and disposal.
- 3.19 Regional teams in Homes England have been restructured to offer a greater multi-disciplinary support to local authority partners, and the team will explore viability, soft-market testing, funding, and delivery options in more detail. Ongoing dialogue with Homes England and other Strategic Partners is essential to aligning regeneration objectives and unlocking funding opportunities.
- 3.20 Whilst Tipner West forms a longer-term opportunity in Portsmouth's development programme, Homes England have agreed to work with PCC to explore delivery options in greater detail, supporting Portsmouth to derisk the site and deliver initial site remediation work.
- 3.21 Progressing this will involve the preparation of a formal Business Case by Homes England. This two-stage process, includes an outline and full business case with supporting benefit analysis, is essential to unlocking future funding opportunities through Government and is applicable to all Government Agencies. Homes England can flag Tipner West as requiring limited revenue funding, to further explore the development opportunity through due diligence investigations

and developing the business case. NB, there has been a general shift away from allocating grants, to offering fiscal loans to support project delivery, with Agencies remaining a long-term financial partner.

- 3.22 The Development Team are continuing to engage with **local Strategic Partners** and potential end-users, including *inter alia* the Port Company, the MOD and the University of Portsmouth, and key local employers about the future of the site. This dialogue will continue to inform soft-market testing exercises to explore and capture regional growth markets.

Routes to Delivery

- 3.23 PCC are in conversation with Homes England to explore different delivery and disposal options for Tipner West, both with and without planning permission to identify the most effective route to delivery, whilst promoting the regeneration ambitions for the site. These could include:
- Straight Disposal
 - Strategic Disposal via a Delivery Partner Dynamic Purchasing Selection (DPS) (or equivalent)
 - Strategic Development Partnership; or
 - Joint Venture
- 3.24 Each approach aims to transfer financial risk away from PCC, whilst maintaining an element of control through delivery. This work will be brought together in a project-level Disposal and Delivery Strategy for Tipner West.
- 3.25 Market testing with potential development partners (or purchaser) will explore a variety of site uses and delivery options to inform a credible land offer, which will most likely include:
- alternative land use configurations, capacity, and tenure.
 - alternative site remediation and flood defence design.
 - most effective build and sales routes.
 - cost engineering and market testing to refine solutions; and
 - innovative approaches to structuring land deals with PCC.
- 3.26 Working with a delivery or development partner will inform the scope of the build, design and delivery route and therefore exploring these issues in an open and transparent partnership approach from the outset to explore and agree a best option.

Viability

- 3.27 The amended Tipner West strategic policy changes the development capacity of the site in favour of a consolidated developable area, with a reduced residential and employment output. This reduces the residual income generated through future sales and doubles the additional funding requirement for the site to **c.£107million**.
- 3.28 This onerous financial constraint, together with the known technical complexities, significantly impact upon project viability and the appetite of the market to deliver a successful scheme. PCC remains committed to supporting a scheme that responds to the identified regeneration ambitions and will continue to work with partners to unlock these constraints, with a focus on derisking the site.
- 3.29 To support this activity, PCC and its strategic partners will seek to achieve:

- A clear and unincumbered site – legal security
 - Site investigations and technical security – technical security
 - A streamlined consenting route – planning security
 - Policy certainty – Adopted local plan policy
 - Market testing – a market-facing scheme
 - Access to funding – financial security
 - Delivery/development partners – route to build
- 3.30 Mitigating or removing elements of unknown cost from the project will better allow scheme viability to be addressed.
- 3.31 Further consideration will be required to discuss and agree the policy ambition for the following issues, which impact on scheme viability:
- Affordable housing provision - the percentage and tenure of any affordable housing allocation
 - Design aspirations and space standards (e.g. NdSS, low carbon, Passivhaus)
 - Biodiversity Net Gain (BNG)
 - Any other S106 contributions that may be sought
 - CIL.
- 3.32 Viability remains the key issue to overcome to bring forward any development on Tipner West due to onerous technical constraints and former land uses. Open and on-going dialogue will be required between the PCC and its strategic partners, including the Local Planning Authority, to explore and prioritise development outputs and obligations for the site and the city, with any future development partner.

4. Next Steps

4.1 The chapter outlines the next steps recommended for progressing Tipner towards delivery:

- **Clear and unencumbered site** - Although PCC control the freehold of Tipner West, various short- and medium-term leases still restrict development. Each leaseholder needs to be relocated in phases, which could take several years, including moving The Harbour School campus. An agreed **Decanting Programme** will help coordinate this process, ensuring key decisions and spending are prioritised. Development cannot begin until all current leaseholders and occupiers, including The Harbour School, are moved to new premises—estimated to take 5+ years and incur capital costs for PCC.
- **Underground Site Investigations and Technical Security** - Although various technical studies have been conducted at Tipner, a comprehensive Stage 1 Site Investigation Technical Report is needed to consolidate existing data and outline further desk-based and intrusive investigations for assessing viability and technical security. PCC could undertake these investigations, which are essential for competitive site disposal, credible land offers, and informed planning applications.
- **Market Testing** - Engaging with strategic and local stakeholders including both potential end-users and employers will continue to support the evidence base and determine market demand, including marine industries and residential and other supporting markets. Whilst previous market research activities have taken place there is a need for an independent review of the information to determine where information needs to be updated; and how best to gain targeted feedback going forward. Accurate and up to date market testing is essential to informing credible development proposals.
- The emerging Local Plan Addendum streamlines policy allocation for Tipner West by consolidating the developable area within the existing land mass. This approach is designed to minimise adverse impacts on protected SPA/Ramsar habitats, thereby avoiding complex and costly planning procedures as well as financial obligations associated with habitat compensation. However, there is a need to set out the approach to development activity in a form that can be officially supported and promoted by the Council to **guide development activity**. The form of this could vary but needs to clearly articulate the scale and vision of the development, including a layer of design ambition and development output. A development brief, masterplan, design framework, or outline permission for example could assist, all of which can establish key parameters of design and delivery and will guide the discussion on viability and funding.
- **A streamlined consenting route** – Whilst the 2026 Addendum simplifies the policy route for Tipner, removing both the requirement to provide a bridge to HIE and avoiding the complexities associated with the HRA Derogation stage (including advance costs of creating compensatory habitat), the inherent site complexities and remediation requirements may be assisted through an updated Consenting Strategy in due course.
- **Viability and Funding** - Viability is the main challenge for delivery, and gap funding will be necessary due to technical issues like site remediation, flood protection, and heritage asset retention. It is important to continue exploring ways to mitigate risks and lower costs through design and market testing, both locally and strategically, while seeking gap funding opportunities. PCC will work closely with strategic partners to secure funding and meet the required criteria. Although initial discussions with DLUHC (now MHCLG), Homes England, and The Environment Agency have begun, a coordinated approach is needed to align national, strategic, and local goals, collaboration with partner agencies to prepare a formal Business Case for Tipner West and unlock future funding.

5. 15 Year Project Programme

- 5.1 An indicative 15-year project programme (for the Plan period 2025--2040) has been provided below to estimate when delivery milestones will be achieved, noting that once a partner is identified delivery may be accelerated subject to agreeing the scope and scale of development activity.

Deliverables 0-5 year	Deliverables 5-10 year	Deliverables 10-15 year
Stage 1 Flood defence work design and delivery	Stage 2 flood defence work	
Stage 1 lease termination and relocation programme	Stage 2 lease termination and relocation programme (complete)	
Early site contamination remediation	Site remediation on-going	Site remediation completed
Scoping and Design Framework agreed	c. 10,000sqm Employment	c. 15,000 sqm Employment
Secure planning for phase 1 – potential hybrid application	Phase 1 - 500 build new homes Secure planning for phase 2	Phase 2 - 500 build new homes
Planning, design and build new school (offsite) – capital cost to PCC	New school opens (offsite) – demolition of Harbour School site.	Site redeveloped as Phase 2.

Early Wins (0-5 years)

- 5.2 The following table identifies deliverables required up to 2030, to facilitate project development and delivery. Ultimately this work is interlinked and will be guided and informed through joint working with strategic partners.

	Project Tasks	Timescales
1	Strategic Partner Engagement Programme - Funding and delivery - formalise ask.	On-going
2	Finalise remaining Tech reports - (Comprehensive Document Library)	25/26
3	Topographical Survey - Remaining inaccessible areas to be surveyed for complete coverage.	2026
4	Development Framework/Brief/OutlinePP - including design and development outputs.	26/27
5	Delivery Strategy - to include site assembly programme; market assessment; viability and funding strategy; project development appraisal (working assumption).	26/27
6	Progress Site Assembly – user relocation and lease termination programme, including bespoke engagement with all leaseholders.	25/30 (on-going)
7	Flood Defence planning, design and business case	26/27
8	New School design and planning to accommodate The Harbour School - Sport England dialogue and planning strategy to be considered from 2026	26/27 (18mnths)
9	Public Engagement and Communication Programme	2027
10	Flood defence and enable works construction	27/29
11	Market Testing with residential and employment partners (engagement/route to market)	26/28
12	The Harbour School - Enabling build and relocation	28/30

Summary

- 5.3 This report has been prepared to support the submission of the local plan addendum and does not constitute a comprehensive Delivery Strategy, but an approach for further discussion with strategic partners. It aims to summarise the key issues that will need to be addressed to facilitate delivery. A detailed Delivery Strategy will be required once the supplementary 'guide to development activity' has been developed and a delivery vehicle is further progressed.