

Schedule of Changes to the Pre-Submission Portsmouth Local Plan 2024 for Submission



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Text changes are shown as underlined additions and deletions are shown as ~~struck through~~.

All references to paragraph numbers and footnotes relate the Pre-Submission Portsmouth Local Plan 2024. Changes suggested in this schedule will result in some inevitable renumbering of both.

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
1	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. <u>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.</u>	In response to DIO rep and agreed in SCG
1	1.11	This is in line with the Imagine Portsmouth 2040 vision <u>Vision</u> and national policy that requires strategic policies to look ahead over a minimum fifteen-year period from adoption.	Typo
1	1.11	The plan period for the Portsmouth Local Plan is 20205-2040. This is in line with the Imagine Portsmouth 2040 Vision, <u>but is slightly less than that required by and national policy, which that requires strategic policies to look ahead over a minimum fifteen year period from adoption. This was due to a delay in Local Plan preparation caused by the Government's opinion on Tipner West that necessitated the preparation of an Addendum</u>	Update re Addendum
1	1.14 6 th bullet point	The housing and economic development targets are the first policies in the chapters on Homes and the Thriving Economy.	Typo
1	1.14 8 th bullet point	There are four appendices. The first lists all the development plan policies that will be superseded by this Local Plan, the second and third identifies small and medium	Update re Addendum

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		sites for housing, the third is the Housing Trajectory and the fourth sets marketing requirements for change of use applications.	
1	New para after 1.15	<u>Planning Practice Guidance on Plan-Making allows a local planning authority to include changes to a Pre-Submission Local Plan in an Addendum to the Plan. Where the local planning authority intends the changes to be treated as part of the submitted Plan, the Addendum, together with any necessary sustainability appraisal of it, should be subject to further consultation, equivalent to the consultation on the publication version, before submission. This was the approach followed in the Portsmouth Local Plan Addendum.</u>	Update re Addendum
1	1.16	All relevant development plan policies will be taken into account in determining planning applications, along with other material considerations in a proportionate manner .	Consistency with national policy
1	1.17	All the Local Plan policies are underpinned by relevant and up-to-date evidence, which is adequate and proportionate, focused tightly on supporting and justifying the policies concerned and takes taking into account relevant market signals.	Typo
1	1.17 footnote 9	https://www.portsmouth.gov.uk/newlocalplanevidencedoce https://www.portsmouth.gov.uk/wp-content/uploads/2024/07/PCC-Development-Viability-Assessment-Update_2024.pdf	Updated link in footnote
1	1.17 Footnote 11	https://www.portsmouth.gov.uk/newlocalplanevidence https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan-evidence/	Updated link in footnote
1	1.19	The objective of the Habitat Regulation Assessment (HRA) is to identify any aspects of the Local Plan that would cause Likely Significant Effects on, or adverse effects on the integrity of internationally designated nature conservation sites. The assessment is undertaken alone and where necessary in-combination with other plans and projects. Under the Conservation of Habitats and Species Regulations 2017 (as amended), an Appropriate Assessment is required where a plan or project is likely to have a significant effect upon a European Site, either individually or 'in combination' with other projects. Should the HRA identify potential adverse effects, it also advises on appropriate policy mechanisms for delivering mitigation. Due to the allocation of Tipner West and Horsea Island East, it has not proved possible to avoid or mitigate all adverse effects on	Update re Addendum

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		integrity. Therefore a further stage of the HRA has been required that sets out a series of derogation tests, which must be passed before the Local Plan can be adopted.	
1	1.21 new bullet point	Portsmouth Pre-Submission Local Plan ^{FN} (2024)	Update
1	New footnote for new bullet point in para 1.21	https://www.portsmouth.gov.uk/wp-content/uploads/2024/06/presubmission-portsmouth-local-plan-june-2024-aa-accessible.pdf	Update
1	1.21 new bullet point	Portsmouth Local Plan Addendum ^{FN} (2025)	Update re Addendum
1	New footnote for new bullet point in para 1.21	https://www.portsmouth.gov.uk/wp-content/uploads/2025/11/pre-submission-local-plan-addendum-nov-2025-aa-accessible.pdf	Update re Addendum
1	1.26 Footnote 19	https://www.portsmouth.gov.uk/newlocalplanevidencedoch https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan-evidence/duty-to-cooperate/	Updated link in footnote
3	3.26	There are two core policies in this chapter, which provide the overarching framework for evaluating all development proposals in the City. The first core policy is on design and <u>seeking to achieve the</u> development of beautiful <u>high quality</u> places.	Consistency with national policy
3	3.27	Well-designed developments and environments help to create better places and to instil a sense of place and belonging for its <u>their</u> users and residents. The 2020 report from the Building Better, Building Beautiful Commission ³¹ states that beauty 'is the benchmark that all new developments should meet. <u>High quality design is characterised by</u> It includes everything that promotes a healthy and happy life, everything that makes a collection of buildings into a place, everything that turns anywhere into somewhere, and nowhere into home.	Consistency with national policy

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3	3.28	The City benefits from many examples of beautiful <u>attractive</u> buildings and places at a range of scales. However, there is always scope for improvement. When poorly considered, a development's design - from individual details on a building to a masterplan for a major scheme - has the capacity to erode the overall quality of an area. In this context, achieving visually attractive high-quality outcomes, including buildings and places, within Portsmouth is an ongoing priority for the Council.	Consistency with national policy
3	Footnote 31	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/864832/Living_with_beauty_BBBBC_report.pdf Delete Footnote from document.	Consistency with national policy
3	3.30	Portsmouth should continue to recognise <u>and sustain</u> its unique maritime heritage and characteristics, whilst looking ahead to establishing itself as a City renowned for its high quality architecture and public spaces. It can then continue to thrive as a vibrant city, which people want to live, work, and visit.	In response to rep from Historic England
3	3.31	Based on the Imagine Portsmouth 2040 vision <u>Vision</u> that this Local Plan has adopted, a Design Vision for Portsmouth has been produced.	Typo
3	3.37	This is especially true for <u>Major Development</u> major development proposals as they have a greater magnitude of impact and change upon the communities and built environment within a particular area. With these points in mind, proposals for <u>Major Development</u> major development will be expected to fully document the project's design process and engagement through a Design and Access Statement or similar.	Typo
3	PLP1	The Council will <u>seek to</u> ensure that a high standard and quality of design and place-making that support beauty is achieved in the City.	Consistency with national policy
3	PLP1.a.iii	Existing buildings or townscapes of heritage value <u>and the significance of heritage assets,</u> and	In response to rep from Historic England
3	PLP1 (3)	PLP1 3 Development proposals for large-scale major development <u>Major Development</u> and/or development of sites within a sensitive location will be permitted where they have positive regard to any design code or design guide relevant to the site.	Typo

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3	PLP1.7	Development proposals for a tall building(s) <u>must be of a high architectural quality and will be assessed against the following criteria:</u>	In response to rep from Historic England
3	3.39	It is expected that applicants/developers use the ten characteristics of a well-designed place as a lens through which the design of a proposal is formulated, and justification can be made to demonstrate that it makes a positive contribution to achieving the Portsmouth design vision. <u>Applicants should also reference the Manual for Streets and its user hierarchy, with consideration being given to road users in the following order of priority: pedestrians, cyclists, public transport users, specialist service vehicle, other motor traffic.</u>	In response to PCC as LHA rep
3	3.40	The design process of a proposal, especially major developments <u>Major Development</u> , should be well - followed and well-documented.	Typo
3	3.41	Large-scale major developments <u>Major Development</u> should be supported by detailed masterplans, or development frameworks and, where appropriate, design guides or codes.	Typo
3	Footnote 34	https://www.portsmouth.gov.uk/newlocalplanevidencedocm https://www.portsmouth.gov.uk/wp-content/uploads/2025/02/Urban_Characterisation_Study_2025-Update-of-March-2011-version.pdf	Updated hyperlink
3	3.48	The Council has identified eight <u>seven</u> areas of opportunity where tall buildings are considered acceptable in principle.	In response to rep from Historic England
3	3.52	The Climate Change Strategy ^{EN} will be adapted in the future to determine new net negative targets.	Add hyperlink
3	3.52 Hyperlink	https://www.portsmouth.gov.uk/wp-content/uploads/2024/03/Climate-Change-Strategy-2023-accessible-aa.pdf	New hyperlink

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3	3.53	The City Council sets out in its Climate Emergency <u>Change</u> Strategy how it will respond to this emergency and outlines its first steps in this urgent race against time.	Typo
3	3.54	The Climate Emergency <u>Change</u> Strategy sets out specific interventions for all housing in the City in order to ensure Portsmouth residents have good quality homes. Efforts to support the transition to a low carbon future and be “future-fit” for changing climates needs to be enhanced for both <u>for</u> existing homes, buildings, and other infrastructure but also in and for new development projects.	Typo
3	3.55	The Climate Emergency <u>Change</u> Strategy sets out a number of area specific mitigation measures.....	Typo
3	PLP2: 1a)	Reduce greenhouse gas emissions and store carbon <u>Minimise the amount of greenhouse gases that it emits during construction and across its lifetime;</u>	Clarification
3	New criterion after PLP2.1	<u>Take opportunities to store carbon and avoid the release of embodied carbon;</u>	Clarification
3	PLP2: 1g)	Prioritise active travel <u>including shared modes</u> and effective public transport over car use wherever possible;	Clarification
3	PLP2 (2)	Development proposals for major development <u>Major Development</u> must be supported by a Sustainability Statement, which clearly demonstrates how it meets the objectives set out in Part 1 of this policy.	Typo
3	3.60	Direct greenhouse gas emissions from buildings accounted for 47% <u>20%</u> of UK greenhouse house gas emissions. These emissions are mainly the result of burning fossil fuels for heating. Emissions from electricity use, known as indirect emissions, are caused primarily by the use of lighting and appliances. Development should minimise the amount of Green House Gases <u>greenhouse gases</u> that it emits during construction and across its lifetime.	Updated Data and Typos
3	3.64	This is the process by which the manmade surfaces of urban areas that tend like tarmac, concrete and stone, absorb and store heat all day, then reradiate at night.	Typo

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3	3.65	The other major risk from climate change for Portsmouth, is increased risk of flooding from the sea. The coastal nature of the City, coupled with the low-lying nature of Portsea Island means that Portsmouth is subject to an existing high level of flood risk. A significant proportion of the city falls within the Environment Agency flood zones 2 or 3, areas that are at medium or high risk of flooding and these areas of elevated flood risk will expand into the future due to sea level rise. Much of the city is protected or proposed to be protected by the North Portsea ⁴² and Southsea Coastal Schemes. The North Portsea scheme is designed to protect against a 1 in 500 year flood event and take account of the climate change to 2100, whilst the Southsea ⁴³ scheme is protected to a 1 in 200 year standard. The future requirements for flood defence and resilience in the city are set out in Policy PLP2531. The position as set out in that policy has been informed by and SFRA level 1 carried out jointly with the authorities in the Partnership for South Hampshire and further detailed SFRA level 2 specific to Portsmouth.	Replace incorrect policy reference.
3	3.70	Opportunities should be maximised to reuse or recycle materials within the construction process, including the reuse of old <u>and historic</u> buildings where appropriate.	In response to Energy Officer
3	3.72	Development proposals for major development <u>Major Development</u> must be supported by a Sustainability Statement either as a standalone document or as part of a Design and Access Statement.	Typo
4	4.42	A new sea wall path and adjacent open space will be a considerable asset to the development, but will need to be closed when high tides and strong winds combine. <u>The asset owner will be responsible for the operation and maintenance of this.</u>	Clarity and in response to rep from Coastal Partners
4	4.44	The site has a long history of polluting land uses dating back to the 1860s. At the time of writing (spring <u>autumn</u> 2024) the remediation works were underway in line with the Construction Environmental Management Plan approved for planning application (10/00849/OUT).	Update to submission year
4	4.45	This includes the Environmental Impact Assessment Scoping Opinion for residential development (22/00003/EIASCO), the permitted scheme for 835 new homes from Vivid Homes (22/01292/FUL) and the application for 221 new homes from Bellway	Update to submission year

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		(21/01357/FUL), which has been approved pending the completion of a legal agreement at the time of writing (Spring <u>autumn</u> 2024).	
4	4.46	The development of a new multi modal transport hub for the City is a key component of the vision for Tipner East	Typo
4	4.46	The modal shift to more sustainable forms of transport outlined in Local Transport Plan 4 will reduce the number of private cars accessing the City Centre and encourage them to use the Park and <u>&</u> Ride instead.	Typo
4	4.47	In 2040, Tipner East will form a new gateway to the <u>C</u> city along with Tipner West and will be home to a new healthy and happy community. People will live in good quality homes. There will be a new multi modal transport hub including a busy Park & Ride service to both the wider City and the international port. <u>The new transport hub will support the regeneration of the City Centre and support the expansion of the port.</u> New climate resilient sea defences will defend the new community alongside the existing residents of north Portsea Island. Historic land contamination will have been prevented from leaching into the Harbour. The nationally and internationally designated saltmarsh and mudflat supporting populations of Brent Geese and wading birds will be cherished and protected. The whole Tipner peninsular will be home to a community where residents, workers and visitors co-exist in harmony with nature.	Response to rep from PCC as LHA
4	PLP 4 (2a)	2. 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 suitably scaled conceptual site-wide masterplan with an accompanying design code framework that delivers beautiful <u>high quality</u> place-making and has regard to the National Model Design Code;	Consistency with national policy
4	PLP4: Tipner East	b) <u>Where the site bounds the M275</u> B break down the barriers, both physical and perceived, created by the M275 motorway and Ports Creek. This will be achieved	SCG with Homes England

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		though the design of both buildings and spaces to create excellent connections with new development at Tipner West and the wider area;	
4	PLP4: Tipner East	c) Integrate green and blue infrastructure into the masterplanning and design of the development and seek to mitigate the urban heat island effect and uncomfortable/unsafe wind conditions <u>that are compatible with ground conditions and contamination</u> ;	SCG with Homes England
4	PLP4: Tipner East	e) Improve off-road accessible <u>Provide enhanced</u> pedestrian and cycle provision linking Port Solent and <u>connecting</u> Tipner to the City Centre, nearby public open spaces including Horsea Island Open Space , recreational facilities including the Mountbatten Centre and other local shops and services;	Consistency with PLP3 2(j) of the Addendum
4	PLP4: Tipner East	h) <u>Where the site bounds the waterfront</u> P provide for public access along the waterfront where feasible and without causing unmitigated recreational disturbance to protected bird populations;	SCG with Homes England
4	PLP4: Tipner East	<u>M) For the parts of the site that sit within Zones 2 and 3 or are at risk from surface water flooding,</u> D 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;	SCG with Homes England
4	PLP4: Tipner East	n) Future development of the site <u>for the areas within Zones 2 and 3</u> will require land raising and construction of flood defences. Their implementation should be informed by the SFRA Level 1 and 2;	SCG with Homes England
4	4.51	The site is flat and low-lying and a small part of <u>the northern part of</u> Tipner East lies in flood zones 2 and 3. It was assessed as part of the Level 2 Strategic Flood Risk Assessment, which made a number of recommendations to avoid and control flood risk.	SCG with Homes England
4	4.52	Flood defences and ground raising will be required to enable development at <u>this parts of the</u> site. This should be informed by the SFRA level 1 and 2 and must incorporate detailed site specific wave overtopping calculations along with suitable calculations for freeboard.	SCG with Homes England

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4	4.54	Non-breeding bird surveys between October and March (typically two survey seasons <u>under suitable habitat management conditions</u>) will be required to inform the detailed design of the offsetting mitigation habitat that will be provided to ensure no adverse effect on integrity.					Response to RSPB rep
4	Table 4.3: Monitoring and Delivery Framework for Tipner East						SCG with Homes England and Environment Agency rep
		Types & amounts of development	Timescale	Delivery	Monitoring	Triggers & potential actions	
		Enabling works and sea defence wall	2023-2025	Vivid are constructing the sea wall and associated infrastructure (22/01292/FUL)	Environment Agency in line with the planning condition/legal agreement	Underway	
		1,056 homes	431 210 (2025-2030) 625 846 (2030-2040)	Bellway (21/01357/FUL) and Vivid (22/01292/FUL) building out	Residential monitoring within the AMR	Development progress will be monitored through the AMR. If there is a lack of progress further work will be undertaken to ascertain the reason and propose interventions	
		Transport hub with 2,650 car parking spaces	Phase 1 of 1 no. multi story car	PCC as landowner is actively seeking external partners	Monitoring of the Local	Reserved matters application	

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		and 38 bus services per hour	park and active travel hub by 2030; Phase 2/3 of 2 no. multi story car parks by 2035	and funding <u>(22/00024/OUT)</u>	Transport Plan (LTP4)	needs to be permitted by June 2025 to keep extant permission	
		716 m ² commercial floorspace <u>on the VIVID site</u>	2030-2035	To be delivered along with the <u>residential development on the VIVID site (22/01292/FUL)</u> <u>transport hub</u>	Commercial monitoring within the AMR	Development progress will be monitored through the AMR. If there is a lack of progress further work will be undertaken to ascertain the reason and propose interventions	
		840 m ² ancillary commercial uses at the transport hub	2030-2035	To be delivered along with the <u>transport hub (22/00024/OUT)</u>	Commercial monitoring within the AMR		
		Table 4.3: Monitoring and Delivery Framework for Tipner East					
4	4.58	The HEDNA considered the allocation of the site for offices to be appropriate, but advised that a mix of other leisure, retail of <u>or</u> commercial uses could be considered if new offices did not come forward during the plan period.					Typo
4	4.60	Part of the site is designated as a Site of Importance for Nature Conservation (SINC) and is partially part of the SINC <u>is also</u> an indicative high tide roost under the Solent Waders and Brent Goose Strategy (Secondary support area).					Clarification

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4	4.62	Since Lakeside is a business park located on the edge of the City, one of its business attractions is the substantial on-site car parking available for employees and visitors to the site. In order to promote sustainable modes of travel to and from the site, all development proposals to expand the business offer must safeguard and where possible enhance pedestrian, and cycle <u>and public transport</u> links to the City Centre and Cosham. When <u>constructed, the Cosham Transport Hub has the potential to improve sustainable connectivity to the Lakeside site.</u>	In response to rep from LHA
4	4.78	Lakeside is located on an historic landfill associated with the reclamation of land in Portsmouth Harbour. Development at the site, including piling foundations, poses risks to groundwater from mobilising contaminants and creating new pathways for pollutants.	Clarification
4	PLP5 4(a)	a) A masterplan and design code for the whole site should be prepared, submitted and approved as part of a site-wide planning application <u>applications</u> , to ensure that all future development at Lakeside is brought forward in a holistic manner;	Typo
4	PLP5.4.d	To demonstrate this, non breeding bird surveys between October and March (typically two <u>three</u> survey seasons) may be required to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat.	In response to rep from Natural England
4	4.72	Non-breeding bird surveys may be required between October and March (typically two survey seasons <u>under suitable habitat management conditions</u>) to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat, <u>and inform the detailed design of any mitigation and / avoidance measures that may need to be provided to ensure no adverse effect on integrity.</u>	Response to RSPB rep
4	4.72	Non-breeding bird surveys may be required between October and March (typically two <u>three</u> survey seasons) 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,	Response to NE rep
4	4.78	Lakeside is located on an historic landfill associated with the reclamation of land in Portsmouth Harbour. Development at the site, including piling foundations, poses risks to groundwater from mobilising contaminants and creating new pathways for pollutants.	Clarity on evidence

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		<u>Development proposals must evidence the current and historical contamination of the site and provision made for any necessary remediation to the satisfaction of the local planning authority.</u>	
4	Figure 4.7	New landownership shown on site plan <i>Replacement site plan in Appendix 1 of Schedule</i>	Wrong label on map
4	PLP8.2.a	a) Retain, and conserve the significance and setting of St James' Hospital (Grade II listed), and the Chapel (Grade II listed), and all other heritage assets in the hospital grounds; <u>and all other heritage assets in the hospital grounds and conserve or enhance their significance (including their setting);</u>	In response to rep from Historic England
4	PLP8.2. e	Integrate the following open spaces into new development to ensure public access is retained: The St James' Hospital Cricket Pitch, <u>St James' Green</u> The Dog Park , land to the north west of the listed chapel and land to the east and west of Chapel Way;	SCG with Milton Forum
4	PLP8.2. e	Provides off site highway network improvements including the junction improvements at Locksway Road / Milton Road and Milton Road / Goldsmith Avenue to improve traffic flow and reduce any highway safety concerns <u>ensure highways impacts will be acceptable.</u>	Clarification
4	PLP8 (4) (b)	The developer should provide evidence that the allocated site will not result in the loss of habitat that is functionally linked (Core Area P23B, Secondary Support Area P25) to Solent's SPAs / Ramsars. To demonstrate this, non-breeding bird surveys between October and March (typically two <u>three</u> survey seasons) may be required to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat.	Response to NE rep

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4	4.157	The purpose of this policy is to deliver high-quality development across the whole strategic sites <u>site</u> taking into consideration its constraints and opportunities.	Typo
4	4.168	Measures must be taken to ensure that any direct recreational impact on nationally designated sites and supporting habitat is alleviated. The site contains Core and Secondary support areas for Brent Geese and is located in close proximity to several others. The developer should provide evidence that the allocated site will not result in the loss of <u>or damage to</u> habitat that is functionally linked to Solent's SPAs / Ramsars (<u>Core Area P23B and Secondary Support Area P25</u>). To demonstrate this, a Non-breeding bird surveys between October and March (typically <u>two survey seasons under suitable habitat management conditions</u>) 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, <u>inform the detailed design of suitable</u> 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 be determined in line with Policy PLP42 of this Local Plan and the Guidance on Mitigation and Off-setting Requirements. These include the Solent Waders and Brent Goose Strategy 2020, Milton Common Local Nature Reserve Mitigation and Management Framework 2022 and any subsequent guidance documents. Mitigation must also be to the satisfaction of the Local Planning Authority and Natural England.	Response to RSPB rep
4	4.168	To demonstrate this, non-breeding bird surveys between October and March (typically two <u>three</u> survey seasons) may be required to determine if the allocation itself or land adjacent to it,	Response to NE rep
4	4.171	A site specific Flood Risk Assessment will be prepared in accordance with the recommendations of the Strategic Flood Risk Assessment Levels 1 and 2 supporting this Local Plan ; .	Typo

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5	Footnote in 5.41 should be in 5.40.	5.40 St John's College is a former private school located in the heart of Southsea and in Owen's Southsea Conservation Area ⁹⁴ . 5.41 ...The site also sits within the Owen's Southsea Conservation Area ⁹⁴ , an attractive area of early nineteenth century picturesque townscape designated for its historical association with the 'Father of Southsea' Thomas Ellis Owen.	Footnote error
5	Figure 5.4	Change site name to St John's College <i>Replacement figure in Appendix 1 of Schedule</i>	Typo
5	Policy PLP12.2.b	Retain, restore, and where possible enhance the fabric and setting(s) of any historic <u>heritage</u> assets on the site, as shown in figure 5.4;	In response to rep from Historic England
5	PLP12.2.c	Conserve or enhance the character and appearance of the Owen's Southsea Conservation area and ensure the retention and protection of any <u>important</u> trees on the site;	Greater clarity
5	PLP12.2.f	Development proposals will be permitted that P provide public access to and through the site at all times;	Unnecessary wording
5	5.46	Their design should also respond positively to <u>the</u> character and appearance of the original.	Typo
5	5.47	Proposals that close the site off to public access by use of gates or other measured <u>measures</u> will be refused.	Typo
5	5.48	Trees on site are protected by the Owen's Southsea Conservation area <u>Area</u> and TPO45, and any removals or alteration to trees should be carried out in a manner which is sympathetic to the setting of the buildings and spaces on site.	Typo

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5	5.50	Flood management measures should be incorporated into the site to protect more vulnerable land uses and key infrastructure. these <u>These</u> could include such measures as land raising, and inclusion of places of safety for extreme flood events.	Typo
5	5.52	A modest element of the fort's scheduled footprint extends into the Range on the East <u>east</u> of the site.	Typo
5	5.57	At the time of writing (autumn 2023 <u>winter 2026</u>) the site is the subject of a current planning application <u>has been given resolution to grant planning permission</u> (19/00420/FUL) for the part demolition, redevelopment and conversion of three existing structures and the construction of new buildings to create 116 apartments and 18 houses, new sea wall flood defences and a related walkway (to include removal and reinstatement of tank traps).	In response to rep from Historic England
5	PLP13 (2) (d)	To meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended), the developer should provide evidence that the allocated site <u>development</u> will not result in the loss of habitat that is functionally linked to Solent's SPAs / Ramsars (P78/ P142 / P144);	Typo
5	Policy PLP13: Fraser Range	2) f) Any new build development proposals for the site must respond positively to the presence of the following heritage assets: i. Fort Cumberland (Scheduled Ancient Monument and Grade II* listed); ii. World War II Anti Tank Defences (Grade II listed); and iii. Any undesignated heritage assets within the Range site including where possible the remains of any gun emplacements on the eastern part of the site that shall be retained and their significance and setting conserved.	In response to rep from Historic England
5	5.63	The developer should provide evidence that the allocated site will not result in the loss of <u>or damage to</u> habitat that is functionally linked to Solent's SPAs / Ramsars. These are the Primary Support area P78 and P14295 and the Low Use site P144 both of which are located on the beach adjoining the site. To demonstrate this, a Non-breeding bird	In response to RSPB rep

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		surveys between October and March (typically two survey seasons <u>under suitable habitat management conditions</u>) 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, <u>inform the detailed design of suitable</u> 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. Advice received from Natural England in December 2023 and April 2024 stated that the development of Fraser Range may also have an ‘alone’ impact on the functionally linked habitat and that it is likely to require site specific mitigation over and above the contributions to the Solent Recreation Mitigation Strategy. Evidence of how this mitigation will be achieved will need to be provided by the developer and agreed by PCC.	
5	5.63	To demonstrate this, non-breeding bird surveys between October and March (typically two <u>three</u> survey seasons) may be required to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat.	In response to NE rep
5	5.66	The site’s coastal location means that a majority of its area is located within Flood Zone 3. It should be noted that this designation does not however consider the presence of any flood defences. The current seawall surrounding the site is in poor condition. Ultimately it will not be capable of defending this part of the coast, and therefore any development on the site from inundation. For this reason, the erection of comprehensive new sea defences, that integrate effectively with proposed enhancements to existing defences adjacent to the site and secure the site against flooding, <u>including obligations for the long term management and maintenance of these defences for the lifetime of the development,</u> will be necessary. This should be informed by the SFRA level 1 and 2 and must incorporate detailed site specific wave overtopping calculations along with suitable calculations for freeboard.	In response to Coastal Partners rep
5	5.70	The site is a former printing press centre, which has been vacant since July 2022. It is strategically -situated on a prominent junction of the A3 and London Road (A2047) in Hilsea and in very close proximity to the M27 and Portsbridge roundabout. As such, this <u>This</u> is a busy gateway location surrounded by a mix of residential (generally low density semi-detached and detached houses, with flatted development opposite and to	Unnecessary text

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		the north of the site on London Road), education, army barracks, small scale commercial uses including local shops and open space. A map of the site is shown as figure 5.6.	
5	5.71	The News Centre site is owned by First Bus, who intend to develop a new purpose built 'super depot' to accommodate a fleet of electric buses. This use aligns well with the Council's aim to prioritise sustainable transport and will help make a real contribution to climate change mitigation <u>in the City</u> . The site's location on a major road with good links to the rest of the City and the strategic road network makes it suitable for a sustainable transport hub.	Specificity
5	5.73	The News Centre was a 1960s modernist style building, designed by local architects, Cogswell & Sons, with a pond and landscaping facing onto London Road. The building was and site still is locally distinct.	Update
5	5.74	The site and surrounding area is located within flood zone <u>3 and 2</u> . It should be noted however that this is an undefended scenario. The final phase (Phase 5) of the North Portsea Island scheme, which is expected to be delivered by 2026, <u>is expected to</u> should reduce the flood risk <u>at the News Centre</u> to an acceptable level.	Update
5	5.76	Historic Environment Records show <u>the site is in</u> close proximity of the site to a number of sensitive archaeological and historic assets, including the Hilsea Lines <u>Scheduled Monument</u> and a number of Listed Buildings.	Response to Historic England rep and correct wording
5	5.77	Prior approval for demolition of the News Centre and associated ancillary buildings was approved in August 2023. Demolition of the former News Centre building was complete in spring 2024. <u>A planning application for a new Bus Depot (23/01470/FUL) on the southern part of the site was approved in summer 2025.</u> There is no other relevant planning history on the site.	Update
5	5.78	The main evidence based studies supporting the allocation are the HELAA, the SFRA levels 1 and 2, the Historic Environment Records and the Transport Study.	Text not necessary

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
5	PLP14.1	The News Centre, as shown on the Policies Map, is allocated for comprehensive mixed use development for the following uses:	Consistency
5	PLP14.3.a)	Achieves exemplar design that maximises the site's gateway location and provides comprehensive redevelopment of the site;	Typo
5	PLP14.3.b)	Retains and enhances the distinct character and green infrastructure of the site, to include protection of the cluster of mature trees fronting London Road, a pair of pine trees in the south-west of the site adjacent to the electric substation, trees bordering the site to the north and east, and a TPO located at the Territorial Army Centre. An Arboricultural Assessment should be submitted to demonstrate that this can be satisfactorily achieved;	Typo
5	PLP14.3.c)	The design of the site should seek to respond to and celebrate distinct elements of the original building's historic presence and architecture, <u>while respecting the setting of nearby heritage assets.</u>	Response to Historic England rep
5	PLP14.3.f)	Achieves a Appropriate, efficient and safe access for a high level of use from buses, to and from the site onto the London Road (A2047) and the A3;	Typo and consistency
5	5.80	The location is suitable for residential development that makes efficient and effective use of land while fitting with the context and character of the area. Therefore a density towards the higher end of the medium density range described in Policy PLP21: Residential Density is appropriate. Exemplar design which meets or exceeds the high standard and quality required by Policy PLP1 - Design is sought on the site. The site's design should positively relate to the site's context, local character and identity. <u>The site may be suitable to also meet the housing needs of older people and other specialist needs. Such accommodation may include a care home and/or extra care/assisted living units within the meaning of Use Class C2 Residential Institution. A care home may incorporate community uses at ground floor level in the design.</u>	Discussions with key stakeholder for the site

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
5	5.81	The former News Centre building is <u>was</u> a distinctive example of twentieth century architecture, and, while not formally designated, it is <u>was</u> locally important in terms of its historical presence. Criteria Criterion iii.3.c. of Policy PLP14 seeks to ensure that where possible, development proposals retain and incorporates remaining elements historical reference to of the former site and building, by celebrating its distinct elements, where possible. This should <u>may</u> be through retention of the three Concrete 'News' totems, the landscaped pond at the north west part of the site, and the conservation <u>and imaginative re-purposing of any of the</u> abstract pre-cast concrete panels which formed part of the construction of the original print works.	Typo and further clarity on heritage
5	5.83	Due regard should be given <u>to conserving the significance</u> conserving the setting of a number of sensitive archaeological and historic assets, including the Hilsea Lines and a number of Listed Buildings, which fall within a 500m radius of the site. Applicants should consult the Historic Environment Records held by the City Council.	Correct wording
5	5.84	The site currently contains a pond and landscaping, and a cluster of trees fronting London Road, which adds an important element of greening to the surrounding, largely urban environment. The News Centre is bordered by trees which provide screening to adjacent residential occupiers and other uses. Retaining and protecting trees, including their root zones, where they fall either within or outside the site boundary, and enhancing green infrastructure should be integral to the site's design. An Arboricultural <u>Impact</u> Assessment should be submitted to the Council as part of any application for development.	Typo
5	5.85	As a mixed use allocation, development may include small scale ancillary uses, including for commercial purposes. These should complement the allocated uses of the site, and will not be permitted where they are out of scale to the point of undermining delivery of those allocated uses, or where they are considered to have a significant adverse impact on centres designated within the City's Town Centre Hierarchy, in line with <u>Policies PLP28: Town Centres and PLP23 PLP29: Small Local</u> Shops.	Correct policy reference

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
5	5.88	The North Portsea Island scheme, when complete, are <u>is</u> likely to reduce the flood risk to an acceptable level, although the assessment of residual risk from breach or overtopping would need to confirm this in a Flood Risk Assessment. The North Portsea Island Scheme is due for completion in 2026 and therefore, where more vulnerable development is proposed prior to this, robust evidence must be provided demonstrating how more vulnerable development and residents are kept safe in the event of a flood.	Typo and deletion of duplicate text
5	5.90	Somers Orchard was identified in the Council's HELAA as having potential for 565 <u>566</u> dwellings, following clearance of the former Horatia and Leamington Houses. The Somers Orchard site is being brought forward through the City Council's Housing Revenue Account, as part of the design evolution for the site there has been significant public consultation over a period of several years. A planning application is expected to be submitted in the autumn of 2023 <u>The site received planning permission for 566 new homes (gross) in December 2025.</u>	Typo, updated housing figure for PLP16 and planning update
5	Figure 5.7	Re-name 'Former Horatia & Leamington Houses' <i>Replacement figure in Appendix 1 of Schedule</i>	Typo
5	5.92	There is a reasonably well established network of the secondary streets in the area, however, the quality gets constantly <u>is</u> eroded by dominant car parking provision.	Correct wording
5	5.93	There is <u>There are</u> some open green spaces within the site, but it could be improved by integrating them within the public realm, improving the quality and providing better overlooking	Correct wording
5	5.95	As part of work to replace cladding at Horatia and Leamington Houses it was found that substantial work was needed to strengthen the buildings. In 2022 Horatia and Leamington Houses were demolished...	Typos
5	PLP15	1.a) 565 <u>566</u> dwellings (293 net gain, taking into account the recently demolished 272 units);	Corrected number
5	PLP15 2(a)	Replaces the 272 affordable homes from Horatia and Leamington Houses with new affordable homes;	Typo

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
5	5.97	The purpose of this policy is to ensure that the development at Somers Orchard; <u>uses high densities and tall buildings to deliver</u> delivers significant amounts of good quality social and private rented housing <u>and complementary open space</u> in a way that integrates with and is a positive addition to the existing community.	Clarification
5	5.98	Within the site are two main areas proposed for housing. The largest area of housing comprises the site of the two former towers along with Melbourne Place car park has the potential for 519 <u>520</u> dwellings and the Gibson Centre redevelopment is expected to deliver a further 46 units. The demolition of the two towers resulted in the loss of 272 dwellings, which <u>has</u> been counted in the City Council's land supply position as a loss <u>prior to the start of the plan period</u> . Therefore it is expected that the site will deliver a total of 565 <u>566 (gross)</u> dwellings, <u>with the full 566 dwellings counting against the Council's housing target</u> .	Clarification
5	5.98	The largest area of housing comprises the site of the two former towers along with Melbourne Place car park, <u>which has been granted the potential planning permission</u> for 519 dwellings and the Gibson Centre redevelopment is expected to deliver a further 46 units.	Update
5	Table 5.7	519 <u>520</u> Dwellings (Horatia and Leamington) (gross)	Typo
5	5.101	The Council have indicated <u>decided</u> that development on PCC owned land should be more aspirational in provision of biodiversity.	Correct wording
6	6.19	...The HEDNA <u>Update</u> analysis identifies a notable need for affordable housing in the City <u>amounting to 763 affordable homes per year</u> . However, it is difficult to link the need for affordable housing to the overall housing need; indeed, there is no justification for trying to make the link.	Figure was added as a scheduled change to 2024 LP, but the figure has now changed in the HEDNA Update. The figure now provides the latest figure

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
			from the HEDNA Update (2025)
6	6.23	...However, it is clear that social rents are more affordable and could benefit a wider range of households. <u>Whilst national policy requires planning policies to specify the type of affordable housing required, including the minimum proportion of social rent homes required, the Council has chosen not to set a specific requirement for social rent due to potential impacts on the overall viability of affordable housing. To add a specific requirement for social rent would negatively impact on viability, meaning that less affordable housing could be delivered overall. Social rent is already included in the requirement for 30% of affordable housing provision to be either affordable/social rent, and the Council has decided not to be more specific than this.</u>	Consistency with national policy
6	6.26-6.27	For Portsmouth, the Council considers that First Homes <u>and/or other forms of discounted market sales housing</u> are not required to be specifically provisioned for as part of the delivery of affordable home ownership. This is based on evidence from the HEDNA, <u>HEDNA Update</u> and the Local Plan Viability Assessment, whereby the delivery of First Homes <u>and/or other forms of discounted market sales housing</u> could detrimentally impact the delivery of other affordable tenures that the Council deem as priorities for the City namely affordable and/or social rent and Shared Ownership. The market discount that is applied to First Homes is a cost that would need to be borne by a developer. The Viability Assessment has found that the provision of First Homes versus other forms of affordable home ownership, such as Shared Ownership, does not have a material impact on development viability. The approach will better meet the specific, evidence need for affordable home ownership in the City, and does not preclude development of First Homes <u>and/or other forms of discounted market sales housing</u> should need arise during the plan period. In addition, the HEDNA found that there is evidence that there is only a small gap in the incomes needed to buy or rent a home in the City, and therefore points to a very limited need for First Homes <u>and/or other forms of discounted market sales housing</u>. Indeed, the income required and upfront capital to purchase a First Home <u>or other form of discounted market sales housing</u> and to maintain the monthly cost of ownership would be at a level much higher than that required for Shared Ownership homes, and	Update and consistency with national policy

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		therefore it would appear that First Homes <u>and other forms of discounted market sales housing</u> do not offer a genuine 'affordable' alternative to market homes compared to Shared Ownership, which has been a proven and in-demand form of affordable tenure for the City. It is for these reasons that the Council will not seek for specific provision to be made for First Homes <u>or other forms of discounted market sales housing</u> in development proposals.	
6	PLP17 (1)	Development proposals for major development <u>Major Development</u> , where a gross number of 10 or more residential dwellings will be provided (or the site has an area of 0.5ha or more) will be permitted where they:	Typo
6	PLP17 1.b)	b) Provide the tenure mix of the affordable homes as 70% affordable rent and/or social rent, and 30% as another <u>affordable routes</u> to home ownership or discounted market sales housing); and	Clarification
6	6.29	The purpose of this policy is to set out the minimum target number of homes that should be delivered as affordable homes for major development <u>Major Development</u> schemes involving residential use where either:	Typo
6	6.30	The policy applies to all major development <u>Major Development</u> where ten or more residential dwellings (gross) are proposed, or the site has an area of 0.5ha or more, including mixed use schemes, specialist and supported housing, such as for older people and communal and co-living schemes, and other forms of residential development where relevant.	Typo
6	6.33	The target threshold and tenure mix of affordable homes will be calculated from the total residential dwellings of the site. For the purpose of this policy, residential dwellings are dwellings within Use Class C3. The target threshold is a minimum of 30% of the total residential dwellings are to be affordable homes, with the resulting quantum then used to work out the percentage mix required for the various uses.	Internal consistency
6	6.35	The HEDNA recommended that the <u>The Council has decided</u> should not to have a rigid policy for the split between social and affordable rent housing, although the analysis is clear that both tenures and particularly social rented housing are likely to be required.	Consistency with national policy and the

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		Social rents should therefore be prioritised where delivery does not prejudice the overall delivery of affordable homes.	HEDNA Update 2025
6	6.85	One of the features of communal or co-living schemes is the ability to offer short-term contracts. Co-living accommodation is for rental periods longer than traditional short stay accommodation, but not for permanent occupation . This is usually seen as an advantage for the target user.	In response to Reg 19 rep from PDPLA.
6	Footnote 115	https://www.portsmouth.gov.uk/newlocalplanevidencedocm https://www.portsmouth.gov.uk/wp-content/uploads/2025/02/Urban Characterisation Study 2025-Update-of-March-2011-version.pdf	Updated link in footnote
6	6.114 Footnote 115	https://www.portsmouth.gov.uk/newlocalplanevidencedocm https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan-evidence/	Updating link in footnote
6	6.123	Analysis of past completions between 2015-2020 in the City found a strong correlation between the size of dwellings (number of beds) and the proportion that met the NDSS. Smaller dwellings with fewer beds were significantly less likely to be compliant with the NDSS than larger dwellings <u>with more beds</u> . Only 32% of the one-bed / one person dwellings permitted met the NDSS. By comparison, the NDSS were met by 100% of the permitted three-bed/five person dwelling and 82% of the two-bed / four-person dwellings.	Clarification.
6	6.123 New Footnote	https://www.portsmouth.gov.uk/wp-content/uploads/2021/09/Space Standards Background Paper July 2021 compressed.pdf	New footnote
6	6.138	Estate renewal will be expected to provide a high quality of design and sustainability, including high levels of energy and water efficiency and green infrastructure in line with relevant Local Plan policies. <u>The significance and character of any affected heritage assets should also be taken into account.</u>	In response to Historic England rep

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
6	6.138	Estate renewal will be expected to provide a high quality of design and sustainability, including high levels of energy and water efficiency and green infrastructure in line with relevant Local Plan policies. <u>The significance and character of any affected heritage assets should also be taken into account.</u>	In response to Historic England rep
7	7.10	The City Council's ambitions for a thriving economy are in line with the Government's <u>Modern</u> Industrial Strategy ¹²⁵ . This aims to boost productivity by backing businesses to create good jobs and increase the earning power of people throughout the UK with investment in skills, industries and infrastructure, <u>with focus on supporting high-growth sectors</u> . The policies in this chapter are consistent with the NPPF, which requires Local Plan policies to help create the conditions in which businesses can invest, expand and adapt. As illustrated in figure 7.1, the Portsmouth economy specialises in advanced manufacturing and engineering particularly in the marine and space sectors linked to both the Royal Navy and the University of Portsmouth. This Local Plan seeks to ensure that the City can be a global leader in driving innovation, that there are sufficient fit for purpose business premises and that there is a skilled local workforce.	Updating in response to new Industrial Strategy
7	7.10 footnote 125	https://www.gov.uk/government/topical-events/the-uks-industrial-strategy https://assets.publishing.service.gov.uk/media/68595e56db8e139f95652dc6/industrial_strategy_policy_paper.pdf	Updated document
7	Table 7.2	In the description box, at the end of each paragraph for Commercial Road, Gunwharf Quays, Southsea, Albert Road, Fratton, North End and Cosham, add the following wording: <u>This centre contains a core commercial area.</u>	Clarity
7	7.51	The Local Plan takes a positive approach to planning for its town centres by: Defining a hierarchy of centres including their boundaries and where relevant Core Commercial area as defined on the policies map, <u>Figure 7.2 and Table 7.2.</u>	Clarity

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7	7.52 Footnote 135	https://www.portsmouth.gov.uk/newlocalplanevidencedocx https://www.portsmouth.gov.uk/wp-content/uploads/2024/07/Portsmouth-Retail-Study-Update-2024.pdf	Updated link in footnote
7	7.52 Footnote 136	https://www.portsmouth.gov.uk/newlocalplanevidencedocx https://www.portsmouth.gov.uk/wp-content/uploads/2024/11/FINAL Town Centres Assessment July 2024.pdf	Updated link in footnote
7	7.71	The Council's Economic Development and Regeneration Strategy outlines that to create a thriving and competitive business environment it will invest in and strengthen the visitor and creative industries sector, and this is key to diversifying the local economy and revitalising and regenerating the City Centre and other parts of the City. The definition of the cultural sector and creative economy can be found in the Thriving Economy Topic <u>Cultural, Creative and Visitor Economy Background</u> Paper, and broadly the cultural sector includes: arts, film, TV, music, radio, photography, crafts, museums and galleries libraries and archives, cultural education, and operation of historical sites and similar visitor attractions. Creative industries have their origin in individual creativity, skill and talent, and include a number of overlapping sub-sectors with the cultural sector, as detailed to in the Background Topic <u>Paper</u> .	Clarification
7	7.78	Portsmouth maritime heritage and culture creates a distinct pride of place and local identity. Portsmouth's Heritage Strategy ^{EN} (draft, 2024-2029) sets a vision to create a City where heritage is understood, celebrated and integral to the City's life and success. It provides details about opportunities to reinforce and develop historic identify, invest in historic assets and to ensure heritage is an integral part of the city's economic success. It also seeks to ensure people are engaged and actively involved in the heritage environment, assets and stories. This engagement can be a tool to tackle low engagement and socio-economic deprivation, and work done through local cultural enterprises has sought to both increase access to museums, galleries and other cultural institutions to a wider range of the City's residents and to take culture to the community, as a form of outreach. This can contribute to positive social and well-being outcomes and demonstrates the holistic role of heritage and culture in the City.	Update

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
7	7.78 New footnote	https://www.portsmouth.gov.uk/wp-content/uploads/2024/10/heritage-strategy-aa-accessible-September-2024.pdf	New footnote with hyperlink to final document
7	PLP30	5) Access and connections to and between cultural facilities and visitor attractions and the , <u>transport hubs</u> , <u>City and identified town centres</u> should be improved to maximise usage and ensure engagement with as wide an audience as possible. This may be through enhancement to building design, public realm, signposting and <u>wayfinding and active travel</u> .	Response to Network Rail rep at Reg 19.
7	7.88	As part of ensuring effective access arrangements, design and layout of sites should be considered, and a Travel Plan and Transport submitted for hotels and other major development <u>Major Development</u> that would generate significant trips and movement, in line with national policy.	Typo
7	7.89	Some major attractions in the city are relatively cut off and disconnected, and an approach to enhance connectivity, particularly for pedestrians and cyclists, should be sought to enable better access and links. This should be promoted at Gunwharf Quays and the Historic Dockyard, in terms of linkages with the City Centre, particularly the Guildhall and Commercial Road areas, and Old Portsmouth. This is also relevant to development at Fratton Park and Tipner West and Horsea Island East. This can be taken forward through improved wayfinding and public realm, and where relevant, through creation of heritage and culture trails. <u>Delivery of Portsmouth's LCWIP would help to address many of these connectivity issues.</u>	In response to LHA rep
8	8.1	The Council then adopted a Climate Emergency <u>Change</u> Strategy that sets out how it intends to meet the objectives of the Climate Emergency Declaration.	Typo
8	Table 8.1	Add to 'Strategies addressing the Climate Emergency section of the table: <u>Greening Strategy and Delivery Plan (2023)</u>	In response to PCC Public Health comments
8	Figure 8.1	Updated to show latest flood data.	Updated to latest flood data.

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		<i>Replacement figure in Appendix 1 of Schedule</i>	
8	8.7	There are two significant flood defence schemes currently being developed along Portsmouth's coastline namely the North Portsea Island (NPI) scheme (with an expected completion year of 2026) and the Southsea Coastal Scheme (with an expected completion year of 2029). The NPI scheme covers 8.4km of Portsmouth's coastline and aims to reduce the risk of flooding from the sea to over 4,200 homes, 500 businesses and critical infrastructure over the next one hundred years. The NPI Scheme delivers a 1 in 500 year standard of protection for 100 years. This provides protection to an extreme flood event for a long period of time. <u>When the North Portsea Island scheme is complete it will reduce the risk of tidal flooding to the Eastern Road and A3, but only the sections of those highways that lie within the benefit area to the south of the upgraded flood defences.</u> When the scheme is fully complete it will protect the eastern road access and also the A3. The Southsea Coastal Scheme aims to reduce the risk of flooding for more than 10,700 properties along the coast from Old Portsmouth to Eastney for the next one hundred years.	In response to rep from the EA
8	8.8	In addition to the EA flood mapping, the Partnership for South Hampshire (PfSH) undertook a Level 1 Strategic Flood Risk Assessment (SFRA)143 for South Hampshire <u>in 2024</u> .	In response to rep from Coastal Partners
8	8.8	This allows the identification of severity and variation of flood risk within medium and high risk flood areas and allows application of the exception test; in particular <u>the second part of the exception test 'b'</u> . Part 'b' <u>The second part of the exception test</u> requires demonstration that development will be safe for its lifetime, taking into account the vulnerability of its users without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.	Clarification
8	8.9	The SFRA also identifies Portsmouth's approach to tidal Floodzone <u>flood zone 3b</u> . Identification of functional floodplain (<u>tidal</u> Flood zone 3b) should take account of local circumstances and not be defined solely on rigid probability parameters, as set out within national planning guidance. Following an agreed approach with the Environment Agency, there are no areas identified as <u>tidal</u> Flood Zone 3b within Portsmouth.	Regulation 19 representations by the EA and typo

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		However, where development is proposed within these higher risk areas, flooding must be a key consideration from the outset and throughout.	
8	8.10	The approach to flood risk in Portsmouth is set out in more detail in the Development and Tidal Flood Risk Topic Paper.	Typo
8	8.10 Footnote 144	https://www.portsmouth.gov.uk/newlocalplanevidencedoci https://www.portsmouth.gov.uk/wp-content/uploads/2025/11/Flooding-Topic-Paper-2025-final.pdf	Updated link in footnote
8	8.10 Footnote 148	[±] https://www.portsmouth.gov.uk/newlocalplanevidencedoci https://www.portsmouth.gov.uk/wp-content/uploads/2024/07/PCC-Development-Viability-Assessment-Update_2024.pdf	Updated link in footnote
8	8.16	National guidance provides further details on how to undertake a site specific flood risk <u>assessment</u> and what it should include.	In response to EA rep
8	8.25	Where flood defences are present, it should be remembered that these cannot remove risk of flooding entirely and there is always a chance that defences could fail, by being overtopped or breached, during an extreme event. Proposals will therefore need to consider residual risks of flooding in areas which might already benefit from defences (or will benefit from defences in the future) and should incorporate a range of measures to appropriately manage and mitigate residual risk. <u>Funding is not guaranteed for the continued maintenance of flood defences.</u>	In response to Coastal Partners rep
8	8.29	Due to the low lying island geography of Portsmouth and the risk of flooding; site specific FRA's should adopt the upper end climate change allowance in order to measure the worst case scenario.	Typo
8	Policy PLP32 (5c)	Surface water will be separated from foul water flows within the site or it may be discharged into the sea, a watercourse or surface water sewer. <u>Surface water is managed as close to its source as possible, using the following discharge hierarchy: i. Rainwater re-use (rainwater harvesting) ii Discharge into the ground; then iii. Discharge to a surface water body; and then iv. Discharge to a surface water sewer or highway</u>	In response to Southern Water Regulation 19 representation

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		<u>drain or other drainage system</u> . If all options have been robustly demonstrated not to be possible, the post development rate of discharge of surface water to the combined system should be no greater than the existing rate. Surface water connections to the foul sewer system will not be accepted;	
8	Policy PLP32 - New policy criterion	e) Details for future maintenance over the lifetime of the development shall be included with the proposal as part of a sustainable drainage strategy; and f) A joined up approach is taken across the whole site; <u>and</u> g) <u>Existing flow routes and drainage features within the development site are identified and conserved, for example, ditches, seasonally dry watercourses and historic ponds.</u>	In response to Southern Water Regulation 19 Representation
8	8.43 Footnote 148	https://www.southernwater.co.uk/media/4532/suds-outline-guidance.pdf https://www.southernwater.co.uk/media/l4ndl3db/suds-final-080824.pdf	Updated link in footnote
8	8.46	The Climate Change Committee report 'The Seventh <u>Sixth</u> Carbon Budget: Buildings ¹⁴⁹ <u>recommends a 75% reduction in emissions by 2038-42 and sets out to achieve these emissions reductions over the next 15 years.</u> states that the built environment is estimated to account for 23% of greenhouse gas emissions, both direct and indirect, in the UK. <u>The Net Zero Whole Life Carbon Roadmap^{FN} shows that the UK built environment is currently responsible for 25% of total UK gas emissions.</u> Reducing greenhouse gas emissions is therefore essential to contribute to the ambition of carbon neutrality by 2030, as set out in the Climate Emergency Declaration.	Update
8	8.46 FN 149	https://www.theccc.org.uk/publication/sixth-carbon-budget/ https://www.theccc.org.uk/publication/the-seventh-carbon-budget/	Updated hyperlink
8	8.46 Insert Footnote	https://www.ukgbc.org/wp-content/uploads/2021/11/UKGBC-Whole-Life-Carbon-Roadmap-Technical-Report.pdf	New footnote

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
8	8.47	The Climate Change Committee's (CCC) <u>seventh</u> sixth carbon budget report suggests that in order to deliver net zero by 2050 As required by the Climate Change Act (2008), all there is a need for emissions reductions to speed up quickly in most sectors including surface transport, buildings and land use. All new development should target net zero as soon as possible to avoid additional emissions and catalyse the wider decarbonisation.	Update
8	8.54 Footnote 151	https://www.portsmouthwater.co.uk/new-reservoir/ https://www.portsmouthwater.co.uk/new-reservoir/	Delete duplicate link
8	PLP33 (2)	Development proposals for major development <u>Major Development</u> must demonstrate using a Sustainability Statement that all resources are used efficiently, as part of the construction and operation of a building, including consideration of embodied emissions.	Typo
8	Policy PLP33 (3)	All developments must follow the principles of the energy hierarchy, to ensure that the design of a building is of a high energy efficient standard, prioritising <u>prioritises</u> energy reduction through highly energy efficient fabric measures, lighting, ventilation, and orientation thus avoiding the need for future retrofit . Once energy demand is minimised and efficiency design measures are in place, renewable energy technologies will be used <u>where practicable</u> to meet residual energy demand.	In response to HBF rep and PCC Energy Officer
8	Policy PLP 33 (8)	Development proposals should incorporate Swift <u>Bricks or</u> Boxes.	In response to Hampshire Swifts rep
8	Add new paragraph after paragraph 8.55	<u>Development proposals will be permitted where they are designed to reduce their impact on the environment during construction. Proposals should consider the following:</u> <u>Noise of construction</u> <u>Minimising waste during construction</u> <u>Energy efficiency and emissions during construction</u> <u>Impact upon protected species (notably but not limited to Brent Geese and waders) of construction</u>	In response to HBF rep

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
8	8.57	Development proposals for major development Major Development must be supported by a Sustainability Statement, either as a standalone document or as part of a Design and Access Statement, which clearly demonstrates how it will address climate change mitigation and adaptation, encourage the decarbonisation of energy and transport, and support the delivery of a carbon neutral City by 2030.	Typo
8	8.58 Insert two new bullet points	• <u>Renewable energy generation</u> • <u>Low carbon heating system</u>	In response to PCC Energy Officer
8	8.65	New development should look to incorporate Swift <u>Bricks or Boxes</u> in order to providing space for Swifts to breed. Details on the types of <u>Swift bricks or boxes</u> that can be installed in new buildings and advice on what would work best of specific development proposals is provided by Hampshire Swifts. <u>Development should also provide bee bricks to encourage pollinators and hedgehog highways to create linked habitat for hedgehogs.</u>	In response to Hampshire Swifts Rep and HIWWT
8	8.66	New Development <u>Where possible new development</u> should look to incorporate <u>heat pumps and solar panels where suitable low carbon heating, such as heat pumps or heat networks and renewable energy such as solar panels and batteries to avoid the need for retrofit in the future.</u> Consideration will need to be given to the heritage impact of the installation of these technologies especially in regard to Listed Buildings and Conservation Areas.	In response to PCC Energy Officer
8	8.68	...This includes the <u>aim target set in the Clean Power 2030 Plan for 85% renewable generation by 2030^{FN}. UK Renewable Energy Strategy (2009) for 15% of energy to come from renewable sources by 2020.</u> Low carbon technologies are those that significantly reduce emissions when compared to the conventional use of fossil fuels.	Update
8	8.68 Insert Footnote	https://www.gov.uk/government/publications/clean-power-2030-action-plan/clean-power-2030-action-plan-a-new-era-of-clean-electricity-main-report#our-pathway-to-2030	Update
8	Policy PLP34 (1)	Development proposals for wind turbines and solar photovoltaic arrays will be supported in principle at appropriate locations subject to it being demonstrated that there are no adverse impacts (or that they can be made acceptable) on living conditions including those from vibration, noise, shadow flicker, glint, glare and air quality.	In response to PCC Energy Officer

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
8	Policy PLP34 (5)	The development of Combined Heat and Power networks will be encouraged provided that: <u>The development of heat networks will be encouraged provided that they use renewable and low carbon heat sources or waste heat.</u> (a) They use renewable and low carbon forms of energy generation; and (b) Individual developments make all reasonable efforts to meet net zero through onsite measures, before connecting to a heat network.	In response to PCC Energy Officer
8	Policy PLP34 Add a new Criterion 6	<u>Developments within future heat network zones, as and when designated by the Governmnet, will be expected to connect to a heat network where viable.</u>	In response to PCC Energy Officer
8	8.72	Proposals for wind turbines will need to take account of specific constraints related to the presence of protected Brent Geese. Proposals will also need to consider the potential impact upon protected Ministry of Defence <u>sites</u> / facilities around the City	In response to Historic England and DIO rep
8	8.76	Combined heat and power (CHP) is a highly efficient process that captures and utilises the heat that is a by-product of the electricity generation process. By generating heat and power simultaneously, CHP can reduce carbon emissions by up to 30% compared to the separate means of conventional generation via a boiler and power station. <u>Heat networks use insulated underground pipes to distribute heat from centralised sources to a variety of different customers, such as public buildings, shops, offices, hospitals, universities and homes.</u>	In response to PCC Energy Officer
8	8.77	The heat generated during this process is supplied to an appropriately matched heat demand that would otherwise be met by a conventional boiler. CHP systems are highly efficient, making use of the heat which would otherwise be wasted when generating electrical or mechanical power. This allows heat requirements to be met that would otherwise require additional fuel to be burnt. <u>These highly efficient systems remove the need for individual boilers or heaters in each building and can utilise local sources of low carbon heat, which would otherwise go to waste. This could be from factories, the ground or even from rivers.</u>	In response to PCC Energy Officer

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
8	Add new paragraph after paragraph 8.77	<u>In high density urban areas, they are often the lowest cost, low carbon heating option. This is because they offer a communal solution that can provide heat to a range of homes and businesses by capturing or generating heat locally. Heat networks are vital to making net zero a reality in the UK. In 2023, around 2-3% of heat in the UK was provided by heat networks. It is estimated that heat networks will need to be supplying almost 20% of heat by 2050 to enable the UK to reach net zero. Making use of the heat which would otherwise be wasted when generating electrical or mechanical power. This allows heat requirements to be met that would otherwise require additional fuel to be burnt.</u>	In response to PCC Energy Officer
8	8.79 footnote 163	https://www.portsmouth.gov.uk/newlocalplanevidencedocx https://www.portsmouth.gov.uk/wp-content/uploads/2024/07/Portsmouth-Emissions-Assessment-LP-Report-v5.pdf	Updated link in footnote
8	Policy PLP35.3	Major development <u>Development</u> proposals will be required to undertake an accompanying Health Impact Assessment, demonstrating how the planning application has been informed by the findings of the assessment in regard to air quality <u>and pollutants</u> .	In response to NHS rep and typo
8	8.80	The purpose of Policy PLP35 is to improve air quality in the City and thus also improve the health of the City's residents. <u>'The World Health Organisation global air quality guidelines (2021) state that there is no evidence for a safe level of air pollution. In the revised guideline, WHO's annual average targets were reduced from 10 to 5 µg/m3 for fine particulate matter (PM2.5) and 40 to 10 µg/m3 for NO2. Increased understanding and growing awareness of the threat to health posed by air pollution is likely to lead to a reduction of the legal levels in the UK in line with WHO guidance'</u>	In response to PCC Public Health rep
8	8.82	It is crucial that the design of new development takes into account health and wellbeing at an early stage including consideration of the <u>impact</u> of air quality issues <u>and pollutants</u> . Proposals should demonstrate how negative impacts on health have been minimised and how opportunities for protecting and improving people's health and wellbeing have been fully considered.	In response to NHS rep

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
8	8.84	Major development <u>Development</u> must be accompanied by a Health Impact Assessment, proportionate to the size and scale of the development.	Typo
8	8.86 Footnote 168	https://www.portsmouth.gov.uk/new/localplan/evidencedocx https://www.portsmouth.gov.uk/wp-content/uploads/2024/07/Portsmouth-Emissions-Assessment-LP-Report-v5.pdf	Updated link in footnote
8	Figure 8.6: Coastal Zone	Amend boundary of Coastal Zone in Milton <i>Replacement figure in Appendix 1 of Schedule</i>	SCG with Milton Forum
8	8.87	Air Quality Impact Assessments (AQA's) on major developments Major Developments should consider air quality impacts at all stages of a proposal, from the initial designs through to construction and occupation with consideration of appropriate mitigation.	Typo
8	8.90	The Coastal Zone was defined based upon the open nature of the of the landscape bordering the shoreline.	Typo
9	Heading before para 9.7	The benefits of green <u>and blue</u> spaces in cities	In response to Langstone Harbour Board rep
9	New paragraph after paragraph 9.10	<u>The City has close connections with the sea in the form of the blue spaces of the Solent and Portsmouth and Langstone Harbours. The interface of these blue spaces with the terrestrial green spaces enhances the benefits of those spaces for wildlife, recreation and enjoyment.</u>	In response to Langstone Harbour Board rep
9	9.11	The Greening Strategy and Development Plan ^[1] , adopted in October 2023 has a series of Green Infrastructure Objectives, which set out the Council's ambitions for greening:	Typo
9	9.12	In recognition of these multiple benefits, the Council expects major development <u>Major Development</u> to provide green infrastructure either on-site (integrated within the development and connected to the wider green infrastructure network where possible)	Typo

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		or as part of an offsite contribution which connects to the wider green infrastructure network.	
9	9.15	At a local level, the Green Infrastructure Background Paper ¹⁷⁷ identified-identified a wide variety of open spaces in the City that form the foundation of the green infrastructure network.	Typo
9	9.16	The Background Paper identifies a proposed Green Grid made up of <u>existing and proposed</u> and existing Green Corridors and areas of potential focus for the Urban Greening Factor. The Urban Greening Factor will be <u>a</u> City wide standard in line with emerging Natural England Guidance...	Improved readability
9	Figure 9.1	Amend boundary of Portsdown Hill Local Green Space <i>Replacement figure in Appendix 1 of Schedule</i>	Excluded land needed for essential water infrastructure buildings
9	Figure 9.1	Amend to include Allaway Avenue in the Green Grid <i>Replacement figure in Appendix 1 of Schedule</i>	To link currently proposed sections of Green Grid and open space
9	Policy PLP38.1-3	1. Development proposals will be permitted-supported provided that they maintain, protect and enhance the function, integrity, quality, connectivity and multi-functionality of the existing green and blue infrastructure network and individual sites. 2. Development will be permitted where it provides or contributes to green infrastructure, in line with the five key standards as set out in the Natural England Green Infrastructure Framework including the 15 GI Principles and emerging Portsmouth City Council Greening Strategies.	Consistency

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		3. Development should look to <u>will be permitted where they</u> conserve and enhance the Green Grid, as shown in Figure 9.1 and on the Policies Map, and should meet the green infrastructure priorities set out in the Portsmouth City Council Green Infrastructure Background Paper.	
9	9.20	Proposals should consider the 15 GI Principles as set out by Natural England. Further detailed Guidance on these principles and how they can be implemented in development have been published by Natural England's 'Process Journey for Developers and Design Teams'.	Typo
9	9.21 Footnote 178	UGF 3.3 User Guide (naturalengland.org.uk) https://designatedsites.naturalengland.org.uk/GreenInfrastructure/downloads/Urban%20Greening%20Factor%20for%20England%20User%20Guide.pdf	Updated footnote link to show full hyperlink
9	9.21	Greening the City is a City-wide requirement for major development <u>Major Development</u> and should be evidenced by the use of an Urban Greening Factor.	Typo
9	9.23	The Green Grid is intended to create green corridors, which provide benefits for both nature and the health and wellbeing of residents. <u>This is intended to help the City meet Natural England's accessible greenspace standard which aims to promote access to good quality green and blue space within 15 minutes' walk from home. In addition, development should take opportunities to improve access to green and blue spaces for residents wherever possible.</u> Opportunities should be taken through the provision of signage and other ways which are accessible to the wider community to raise awareness of these benefits.	In response to rep from PCC Public Health
9	Figure 9.2	Correction to show all nature conservation areas in full <i>Replacement figure in Appendix 1 of Schedule</i>	Correction

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
9	Policy PLP 39.1	Development proposals will be permitted where they conserve and enhance biodiversity, giving particular regard to ecological networks and areas with high potential for priority habitat restoration or creation, <u>including those identified in the Local Nature Recovery Strategy (LNRS)</u> . Up-to-date ecological information should be submitted which demonstrates that development proposals:	Response to HIOWWT rep
9	Policy PLP39.1.b	Contribute to the creation of larger improved wildlife habitats through the creation of linkages between sites to create and enhance local and regional ecological networks, <u>and deliver the LNRS spatial priorities;</u>	Response to HIOWWT rep
9	Policy PLP39.1.e	Contribute to the protection, management and enhancement of biodiversity for example by supporting the delivery of green infrastructure and Biodiversity Action Plan targets, <u>the LNRS priorities and measures</u> , and enhance Biodiversity Opportunity Areas; and	Response to HIOWWT rep
9	Policy PLP39.2.e	Outside of designated sites: i. Development proposals should identify and incorporate opportunities to conserve, enhance, restore and recreate priority habitats and ecological networks. Development proposals should take opportunities to contribute and deliver on the aims and objectives of the relevant biodiversity strategies including the emerging Local Nature Recovery Strategy <u>where possible;</u>	Response to HIOWWT rep
9	9.41	..have significant overlap with the SPA's). The three SSSI sites comprise:	Typo
9	9.45	...These include priority habitats and non-statutory designations such <u>as</u> Biodiversity Opportunity Areas.	Typo
9	9.47	<u>Guidance for the p</u> Protection of UK Biodiversity Action Plan priority habitats is set out in the Biodiversity 2020 Strategy and under Section 41 of the Natural Environment & Rural Communities Act.	Typo

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		The most common priority habitats in the City include lowland calcareous grassland, Coastal Flood Plain <u>Plain</u> and Grazing Marsh, Coastal Saltmarsh and Intertidal Mudflats.	
9	9.48	Hampshire county council <u>County Council</u> undertakes much of the habitat work on <u>of</u> the behalf of the City Council	Typo
9	9.52	The Partnership for South Hampshire Strategic Environment Planning Officer (PfSH SEPO) has commissioned a piece of pilot work on the behalf of the PfSH authorities	Typo
9	9.52	The initial results of the PfSH trial has shown that approximately 50% of the Cities <u>City's</u> sites assessed....	Typo
9	PLP40.1.b	Development proposals should p <u>Prioritise</u> on site Biodiversity Net Gain and only use offsite banks and credits where this is not achievable.	Typo
9	PLP40.1.c	Development proposals on <u>City Council</u> owned land within the strategic sites of Portsmouth City Centre and Lakeside and the allocation site of Somers Orchard will be permitted where they demonstrate a 20% net gain for biodiversity accounted for in a biodiversity net gain plan.	Response to HBF rep
9	PLP40.1.c	Development proposals within the strategic sites of Portsmouth City Centre (<u>City Centre North</u>) and Lakeside and the allocation site of Somers Orchard will be permitted where they demonstrate a 20% net gain for biodiversity accounted for in a biodiversity net gain plan.	Clarification
9	9.54	The City Council is looking to improve on this position by introducing a 20% target on a number allocated three strategic sites / allocations owned by the City Council including Lakeside (PLP5), Somers Orchard (PLP15) and City Centre North (part of PLP6).	Typo
9	9.55	Off-site provision should follow this order: close proximity to <u>the</u> site the ; then within the City of Portsmouth; then within the eastern portion of the South Hampshire sub region.	Typo

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
9	9.55	The City Council is keen to provide BNG on site as a priority to provide benefits to local residents. Off-site provision should follow this order: close proximity to the site the ; then within the City of Portsmouth; then within the eastern portion of the South Hampshire sub region.	Typo
9	9.56	... Trees form a vital part of the urban ecosystem contributing to many of the wider objectives set out in this chapter including the Green Grid <u>grid</u> and the delivery of BNG.	Typo
9	9.57	The Council has previously undertaken an in-depth study of tree coverage across Portsmouth using data sourced from aerial imagery. This research is presented in a separate paper <u>An assessment of Tree Cover in Portsmouth</u> the Council's i-tree Eco survey ¹⁸⁹ . Headline findings from that study <u>the survey</u> reveal that there are approximately 86,500 <u>111,800</u> trees in total within the City's administrative boundaries. The area of the City with tree canopy cover equates to 9.8 <u>8.9%</u> of the land ^{FN} , which is a lower proportion of canopy cover than other comparative cities such as Southampton, Plymouth and London. The study also found that the density of trees per hectare varied <u>varies</u> considerably with wards the area of the City on the mainland benefitting from <u>the</u> highest number of trees, whilst those on Portsea Island, particularly to the south, had <u>having</u> the least trees <u>as shown in the tree equity score for the different parts of the City</u> ^{FN} . This trend was also reflected in the ratio of trees to heads of the population, with Drayton and Farlington wards to the north having the highest ratio at about one tree per head of the ward population, and central Southsea ward in the south the poorest ratio at one tree to ten heads of the population.	Feedback from the PCC Green and Healthy City Project Officer and updated data
9	FN 189 For para 9.57	https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/development-and-planning-an-assessment-of-tree-cover-in-portsmouth.pdf https://www.forestresearch.gov.uk/research/i-tree-eco/i-tree-eco-projects/i-tree-eco-portsmouth/	Replacement footnote
9	New footnote for para 9.57	https://cdn.forestresearch.gov.uk/2024/12/Portsmouth-iTree-Technical-Report-07.02.25.pdf	New footnote

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
9	New footnote for para 9.57	FN3: https://uk.treeequityscore.org/map	New footnote
9	9.58	In addition the The City Council has a Tree Charter ¹⁹⁰ which commits to <u>maintaining the planting 30,000 new trees in the Council's area</u> . The charter sets out that the City Council will improve the quality, quantity and variety of the City's tree stock by implementing a long-term management plan. This management plan will, wherever practicable, ensure a commitment to the residents and visitors of Portsmouth to enhance the City's trees. <u>The Council has recently published an Urban Forest Masterplan, which is the principle guiding document for creating a resilient treescape, including a revised approach to overall tree planting approaches and targets.</u>	In response to the PCC Green and Healthy City Project Officer.
9	9.59	Many <u>More than 3,000</u> trees in the City are protected by Tree Preservation Orders (TPO).	Clarification
9	9.59	Full details of the requirements that need to be met when undertaking work to a TPO tree are set out in full on the Council's web page ¹⁹¹ and in the Planning Practice Guidance ¹⁹² .	Typo
9	PLP41: 1(c)	Tree canopy cover is increased in line with the Natural England Green Infrastructure Urban Tree Canopy Cover Standard <u>and</u> as follows: i. Tree canopy cover of at least 15% <u>after 20 years</u> is provided on new major <u>development</u> ; <u>and</u> ii. Replace lost trees at a ratio of <u>at least</u> 1:1 <u>dependent upon the value of the trees lost</u> .	In response to the PCC Green and Healthy City Project Officer and The Woodland Trust.
9	PLP41: 2	Development proposals resulting in the loss or deterioration of aged or veteran <u>or notable</u> trees, or impacting on their immediate surroundings, will be refused unless there are wholly exceptional reasons and a suitable compensation strategy has been agreed in writing with the Council.	In response to the PCC Green and Healthy City Project Officer.

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
9	9.62	New and existing trees should be incorporated into new developments, and development that incorporates new trees should ensure new streets should be <u>are</u> tree lined.	Typo
9	9.63	If Retention of trees should be prioritised, however, if removal of any trees or hedgerows is necessary, an appropriate replacement of at least 1 to 1 least equal value will need to be provided. on site, unless it is demonstrated to be impractical to do so. This is dependent upon the value of the trees lost and the number / value of required replacement trees. It will be agreed between the applicant and the LPA Tree Officer and will be informed by the age, size, condition and species of trees being considered. Where the tree cannot be secured onsite then suitable offsite provision will need to be agreed with the Council. These discussions will be informed by guidance currently being prepared by the Council on tree planting in the City. Where on-site planting is not possible, the provision off-site compensation should be considered where possible to negate losses in canopy cover in the local area.	In response to the PCC Green and Healthy City Project Officer.
9	9.63	Where on-site planting is not possible, the provision <u>of</u> off-site compensation should be considered.	Typo
9	Para 9.64	Natural England has developed an Urban Tree Canopy Cover Standard as one of its five key standards for Green Infrastructure, as set out in the Natural England its Green Infrastructure Framework. Tree cover in the City's wards ranges from 5% <u>3.4%</u> to <u>16.4%^{FN} 44%[;]</u> ; this covers all trees, including those on open spaces. The Council is looking to secure 15% tree canopy cover <u>twenty years after permission is granted for on major development</u> <u>Major Development</u> , in line with <u>Forest Research recommendation for coastal towns and cities^{FN2}</u> guidance produced through the South Coast Tree Standards. This is intended to contribute towards the ambition to double tree cover in the city City over the next 25 years. In addition, all development should look to provide an increase in the levels of tree cover on site.	Clarification

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
9	9.64	Tree cover in the City's wards ranges from 53.4% to 44 16.4% ^{FN1} , this cover all trees, including those on open spaces. The Council is looking to secure 15% tree canopy cover on m Major d Development, in line with <u>Forest Research recommendations of 15% canopy cover for coastal towns and cities</u> ^{FN2} . guidance produced through the South Coast Tree Standards. This is intended to contribute towards the ambition to double tree cover in the city over the next 25 years. In addition all development should look to provide an increase in the levels of tree cover on site.	Update
9	New footnote for para 9.64	FN1: https://data-forestry.opendata.arcgis.com/datasets/ecba26cfaf9d4b61bddc0e3284348d79_0/explore	Update
9	New footnote for para 9.64	FN2: https://cdn.forestresearch.gov.uk/2022/02/fr_fc_treecanopydata_leaflet.pdf	New footnote
		Works to aged and veteran trees should be determined in line with Standing advice from Natural England and the Forestry Commission 193. This advice states that development that will result in the loss or deterioration of ancient woodland, ancient trees and veteran trees should be refused planning permission unless both of the following applies: there are wholly exceptional reasons and a suitable compensation strategy in place. <u>Notable trees are defined by the Woodland Trust^{FN} as trees that stand out in the local environment.</u>	In response to the Woodland Trust rep
9	New footnote for para 9.65	https://ati.woodlandtrust.org.uk/what-we-record-and-why/what-we-record/notable-trees/	Footnote
9	9.66	The Solent Waders and Brent Goose Strategy (2020) (SWBGS) ¹⁹⁴ relates to internationally important brent goose <u>Brent Goose</u> and wading bird populations within and around the SPA and Ramsar wetlands of the Solent Coast. The Strategy is also concerned with the functionally linked land, those areas that falls outside the sites designated for Waders and Brent Geese (SPA's) the functionally linked land is identified in supporting mapping for the Strategy ¹⁹⁵ .	Typo

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
9	9.68	The SWBGS is currently <u>was originally</u> concerned <u>only</u> with overwintering birds. However, PfSH have funded a study to understand the impacts of recreational pressure on summer/breeding SPA birds. <u>The study concluded that any plan or project that results in a general increase in local population, such as plan-led housing growth, could trigger likely significant effect for summer/breeding birds. It also noted that it would be difficult to rule out adverse effects on integrity without adequate protective measures, namely mitigation, being secured. This was addressed in the Revised Bird Aware Strategy. The results of this are expected to be available in early 2024 at which point PfSH may consider expanding the remit of Bird Aware to cover these too.</u>	Update
9	PLP42.1	Functionally linked sites which are used by Solent Waders and /or Brent Geese, as shown on the Solent Waders and Brent Goose mapping, will <u>wherever possible be conserved and opportunities to enhance the quality and extent of feeding and roosting resource encouraged.</u> These sites will be protected from adverse impacts commensurate to their status in the hierarchy in the Solent Waders and Brent Goose Strategy.	Response to RSPB
9	PLP42 (2)	Proposals that impact <u>harm</u> the functionally linked sites will need to provide mitigation as set out in the Solent Waders and Brent Goose Strategy (Guidance on Mitigation and Off- setting Requirements) document, and future updated guidance.	Improve word used
9	9.77	Research done by Bird Aware showed that additional disturbance will affect the birds' survival unless mitigation measures <u>are</u> were put in place.	Typo
9	9.75	An indication of the anticipated costs of mitigation are also included, including worked examples.	Response to rep from NE
9	9.76	In addition to the mitigation requirements from schemes where there is a direct impact upon the habitat used by the Brent Geese and Waders as set out in Policy PLP42 there is also a need to offset the impact of recreational disturbance from new development. Bird Aware Solent was set up in order to lessen potential recreational impacts from increased local housing development. The initiative is run by the Solent Recreation Mitigation Partnership, which is made up of 19 organisations and funded by contributions from all new residential dwellings within 5.6km of the SPAs. The <u>Revised</u>	Update

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		mitigation Strategy ^{FN} <u>was approved by PfSH and its constituent local authorities including Portsmouth City Council in 2024. It has an end date of 31st March 2034 2050 which is six ten years before after the end date of this Local Plan. It is intended that the Strategy is updated well in advance of its end date to inform future Local Plan updates.</u>	
9	New footnote	https://birdaware.org/solent/wp-content/uploads/sites/2/2024/09/PFSH-30-September-Strategy-Review.pdf	Update
9	9.79	The main measures being implanted <u>implemented</u> through the Strategy are a team of rangers to work with coastal visitors and communities to educate them about the birds and the adverse impact of recreational disturbance on them.	Typo
9	9.80	PfSH provides governance to the Bird Aware Partnership, who mitigate recreational disturbance to SPA overwintering birds from additional pressures resulting from new house building. PfSH have funded a study to understand the impacts of recreational pressure on summer/breeding SPA birds, the results of this are expected to be available in early 2024, at which point PfSH may consider expanding the remit of Bird Aware to cover these too. <u>The Bird Aware Solent Revised strategy (September 2024) takes account of summer breeding birds which were not accounted for in the previous strategy. In summer, coastal birds need to be left undisturbed so they can successfully breed and raise their young.</u>	Update
9	PLP43(3)	Development should avoid noise <u>and visual</u> disturbance impacts on birds at the SPA sites and/or at identified terrestrial SPA supporting habitat sites though the overwintering period.	In response to Natural England rep
9	New paragraph after 9.87	<u>Development proposals which may result in the visual disturbance of qualifying SPA / Ramsar bird species in Habitats Sites or functionally linked habitats will need to undertake an assessment of impacts and outline mitigation measures. Types of visual disturbance which will need to be considered include behavioural changes arising from construction activities such as flight from the nest and cessation of foraging and post-construction disturbance from site usage, road traffic and operational lighting.</u>	In response to Natural England rep
9	9.84	This should be carried out in consultation with Natural England <u>.</u>	Typo

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
9	9.88	This is having a recognised, detrimental impact upon the region's internationally protected habitats.	Typo
9	9.93	Add spacing before 9.93.	Formatting
9	New footnote for para 9.104	Agreed mitigation measures would need to be delivered prior to first occupation, which is when the 'harm' from additional wastewater would occur. A phasing of delivery and mitigation is possible for larger developments. Full details of offsetting options can be found in the Updated Interim Nutrient Neutral Mitigation Strategy for New Dwellings ^{EN} . https://www.portsmouth.gov.uk/wp-content/uploads/2022/07/Updated_Nutrient_Neutral_Strategy_post_cabinet_version-June22.pdf	Link to evidence
9	New para 9.105)	<u>The main waste water treatment works for the City is located at Budds Farm in Havant Borough. The Council will generally support upgrades to wastewater treatment infrastructure due to its purpose of environmental protection.</u>	Response to Southern Water rep.
9	9.105 Footnote 201	https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/development-and-planning-open-spaces-assessment.pdf https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/development-and-planning-open-spaces-assessment.pdf	Delete duplicate link
9	PLP45.3	Development proposals for 50 or more new homes will be permitted where they provide an area of open space to the ratio of 1.65 ha per 1,000 people. Proposals should provide a split of open space in line with the table of open space type requirements above where possible. <u>The priority should be onsite open space provision, where it can be demonstrated that this is not feasible, an appropriate off - site provision and /or enhancement will be secured.</u> In the last resort an appropriate developer contribution, will be used to enhance open space elsewhere in the city.	Strengthen wording in response to PCC Public Health rep
9	9.109	The purpose of this policy is <u>to</u> protect and enhance existing open spaces and to ensure that new open space provision is secured to meet the needs of the new and existing residents...	Typo

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
9	9.116	Improvements to open space should take incorporate biodiversity improvements in line with the Policy PLP40 on Biodiversity Net Gain.	Typo
9	9.123	The Council will be supportive of development proposals on Local Green Spaces, which enhance the provision of facilities for amenity sport and recreation uses. The Council <u>has identified</u> has significant need identified for a range of recreation, sports and amenity uses and limited space in the City in which they can be provided. The Council recognises the importance of the City's Local Green <u>Spaces</u> spaces and will only allow proposals which are in keeping with and provide enhancement to their character and setting.	Improved readability
10	10.01	This section of the Local Plan covers six policy areas comprising one strategic policy and five development management policies relating to infrastructure development. The first strategic <u>Strategic</u> policy PLP47 Movement and Transport seeks to support sustainable transport networks and prioritise development which encourages walking, cycling, and public transport. Development Management Policy PLP48 Access and Parking addresses cycle parking, car parking and electric vehicle space allocations. The second Development Management Policy PLP49 Public Realm focusses on enhancing the quality and design of the public realm. Policy PLP50 Infrastructure Delivery sets out the requirement for sufficient provision of infrastructure. Policy PLP51 Electronic Communication and Utilities Infrastructure seeks to support and improve digital connectivity and minimise the impact on the environment. Lastly, policy PLP52 New and Existing Community and Leisure Facilities deals with existing and new community facilities for local people.	Consistency
10	10.2	Grey: roads, pipes, dams, seawalls, water <u>and wastewater</u> treatment plants and drains	Response to Southern Water rep
10	10.3	All types of infrastructure are required to support growth in the City. Portsmouth, like other towns and cities across the UK, faces a number of urgent challenges to growth and sustainable development relating to its existing infrastructure including limited public transport options, a fragmented walking and cycling network, <u>shortage of primary care capacity across the City</u> and poor air quality contributing towards above average	In response to NHS ICB rep

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		incidences of health issues. From these challenges, there are opportunities for the development of sustainable and well-designed infrastructure facilities, services and systems and their surrounding spaces. These are required so that communities can thrive and to ensure progression towards meeting the Portsmouth V ision and objectives.	
10	New paragraph between 10.16 and 10.17	<u>Portsmouth will continue to work with neighbouring authorities to develop and deliver strategic transport improvements.</u>	In response to Southampton City Council representation
10	10.17 Footnote 211	https://www.portsmouth.gov.uk/newlocalplanevidencedocu 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	Updated footnote link
10	PLP47.5	Applications should be supported by a Travel Plan along with a Transport Statement or Transport Assessment in accordance with regard to the thresholds set out in the Parking Standards and Transport Assessments SPD ²¹² or future equivalent.	In response to HBF rep
10	10.18	The purpose of this policy is to deliver an approach to development that minimises the need to travel and maximises the availability of relevant sustainable transport options. <u>This will ensure so that growth in private vehicle use is kept to a minimum and encourage a shift towards public transport, walking and cycling.</u> It further seeks to ensure that highway safety is a priority for all development which impacts vehicular movement.	In response to Portsmouth Cycle Forum rep
10	10.21	Developments should be designed with accessibility, permeability and integration with existing networks in mind, considering all users, ensuring provision of, or access to, local services and facilities. <u>The design and site layout of new development should take account of guidance within Manual for Streets ^{FN}.</u>	In response to PCC LHA rep

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
10	New footnote to para 10.21	https://assets.publishing.service.gov.uk/media/5a7e0035ed915d74e6223743/pdfmanforstreets.pdf	New hyperlink
10	10.22	The Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP) highlights our priorities to improve walking and cycling infrastructure, emphasising the need to create an active travel network that encourages City-wide use. It aims to ensure that new infrastructure for walking and cycling will be accessible to everyone, including residents, people who work in the City, visitors and businesses. Applications for development will be required to contribute to the delivery of the LCWIP (and/or any successor documents) to raise the profiles of cycling and walking as viable alternatives to driving. <u>Development should also take account of Local cycling and Walking Infrastructure Plans adopted by Hampshire County Council in the neighbouring authorities of Winchester, Gosport, Fareham and Havant to ensure cross boundary cycle and pedestrian connections.</u>	In response to HCC rep
10	10.23	Active Travel England is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England. As a statutory consultee, they must be engaged with early on in the planning process. <u>Walking and cycling infrastructure should follow design standards set out in guidance published by Department for Transport/Active Travel England, in particular that set out in Local Transport Note 1/20 ^{FN}, Manual for Streets and Portsmouth Transport Strategy (LTP4).</u>	In response to PCC as LHA rep
10	New footnote to para 10.23	https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf	New hyperlink
10	10.24	A Travel Plan (TP) and Transport Assessment (TA), or Transport Statement (TS) will be required on development that generates significant amounts of movement in accordance with regard to the thresholds set out within the current and any future Parking Standards and Transport Assessments SPD. Applications should be supported by a Travel Plan that will identify measures to facilitate and encourage the use of sustainable and active travel modes, thereby reducing the need to travel by motor vehicle.	In response to HBF rep

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
10	10.31	The unique <u>island</u> geography and history of Portsmouth has resulted in the high density of local roads and terraced housing in the City. <u>Combined with this, The the</u> growth of car ownership in recent years, combined with this has led to local roads struggling with the level of traffic that use them and in particular, issues around parking. These roads are often at full parking capacity, making movement and access through them hard at times.	Improve readability
10	PLP48.2	If parking is deemed desirable or necessary as part of a development it should <u>have regard to be provided in accordance with</u> the Parking Standards set out in the Parking Standards and Transport Assessments SPD or future equivalent and made neighbourhood plans as relevant. All new private and public parking provision must:	In response to HBF rep
10	PLP48.3	New development should be located and designed to incorporate infrastructure for charging plug-in electric vehicles and other ultra-low emission vehicles and consider provision of car clubs and other shared transport, <u>in accordance with having regard to</u> the Parking Standards set out in the Parking Standards and Transport Assessments SPD or future equivalent.	In response to HBF rep
10	PLP48.4	Development proposals will be permitted where they provide sufficient levels of private, weatherproof and secure cycle and other micro-mobility parking to serve the needs of that development <u>including any need for accessible cycle parking for users of adapted cycles and cargo bikes in accordance with regard to</u> levels set out in the Parking Standards and Transport Assessments SPD or future equivalent.	In response to HBF/ Portsmouth Cycle Forum rep
10	10.38	Parking provision should be made for everyone including those with disabilities and reduced mobility. Portsmouth's Parking Standards are set out in supplementary guidance which sets maximum levels of provision. If parking is deemed necessary as part of a development, the provision of vehicle and cycle parking for new development should <u>be in accordance with have regard to</u> the Parking Standards SPD and any successor documents.	Response to HBF rep

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
10	PLP49.2	Major development <u>Development</u> proposals and allocated sites will be expected to create and enhance the public realm, supporting the wider sustainability of the city <u>City</u> and providing site-specific multi-functional social and environmental benefits.	Typo
10	10.50	When designing a development proposal, the public realm should be considered as early on in the process as possible to ensure it meets all the requirements set out in Policy PLP49. The public realm must be accessible for everyone of all ages and abilities to enjoy and feel safe. Portsmouth's Reducing Crime through Design SPD sets out several good design principles that improve perceptions of safety and those which should be avoided. A safe public realm would provide significant socio-economic benefits allowing everyone to enjoy the space. <u>The design and layout of the public realm should take account of guidance within Manual for Streets^{FN1} and consider how it performs against the Healthy Streets Indicators^{FN2}. Walking and cycling infrastructure should follow design standards set out in guidance published by Department for Transport/Active Travel England, in particular that set out in Local Transport Note 1/20^{FN3}.</u>	In response to reps from PCC as LHA and PCC as Public Health
10	10.50	<i>New footnotes for paragraph 10.50:</i> 1. https://assets.publishing.service.gov.uk/media/5a7e0035ed915d74e6223743/pdf/manforstreets.pdf 2. https://www.healthystreets.com/what-is-healthy-streets 3. https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf	New hyperlinks
10	PLP51.2&3	<i>Change order of criteria:</i> <u>23.</u> Where one or more infrastructure providers have agreed to provide superfast broadband connectivity or full fibre, the development should be designed to connect to this service and make it available to occupiers. <u>3 2.</u> Development proposals for all residential and non-residential buildings will be expected to be served by superfast broadband connection as a minimum and full fibre connections where available. If this cannot be achieved, it must be robustly	Improved readability

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		demonstrated with evidence of consultation with relevant service providers confirming this would not be deliverable.	
10	10.88	There is a presumption that e Community and leisure facilities should be retained or replaced with proposals of at least an equivalent standard.	Improved clarity
11	Table 11.1	Tabel 11.1 Historie <u>Heritage</u> assets in Portsmouth	In response to Historic England rep
11	11.6	The wider social, cultural, economic and environmental benefits that conservation of the e City's- historic environment can bring; and	Typo
11	11.7	The policies are tailored to the specific needs and priories <u>priorities</u> of Portsmouth and seek to ensure a degree of pro-activity in the management of the City's assets sufficient to: make a positive contribution to Portsmouth's local character and distinctiveness, afford appropriate protection for the City's assets, and to provide a clear and positive strategy for their conservation.	Typo
11	11.9	The City's HER is based within Portsmouth Museum Service' and will be consulted as part of the process to identify, record and manage such assets.	Typo
11	11.18	At risk assets are those which have been identified through the Historic England Risk Register. They are considered to be falling into disrepair and therefore 'at risk' of serious deterioration or loss through neglect, decay or other threats The identification, monitoring and where possible enhancement of Buildings at Risk is an area of concern for the Council. Portsmouth's significant legacy of military and other types of buildings, some of which, by their nature are obsolete, can raise particular challenges. These have been previously addressed through the integration of threatened assets in to new developments.	Unnecessary text
11	11.23	Any Buildings <u>buildings</u> or structures on the Council's list of locally important assets (The the Local List) is are defined as a 'non designated heritage <u>assets</u> asset '. Where a building or structure is not included on the Local List the Authority may nevertheless still	Typos

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		judge (at its discretion) that it has the status of a non-designated asset for the purposes of decision making. The City's HER will be consulted as part of the process to identify any non-designated assets not included on the Local List. The significance of non-designated heritage assets should be carefully assessed, and the desirability of their conservation weighed against wider public benefits as planning applications are considered and determined.	
11	11.25	‡ <u>It</u> is incorrect to assume that older buildings will inevitably be less energy efficient than modern ones. Historic buildings can, and many do, perform well in terms of energy efficiency... The retention of original/ historic materials and features <u>is</u> frequently more cost effective in energy terms than their replacement with modern equivalents.	In response to Historic England rep and typo
11	11.26	Where a proposal related to the improvement of an asset's energy efficiency is considered necessary, and would require Planning Permission and/ or Listed Building Consent, technologies/ solutions that minimise and or mitigate any potential <u>harm impacts</u> should be prioritised. <u>Typically, this requires heritage expertise to inform the decisions taken.</u>	In response to Historic England rep
11	Policy PLP54:	1a) They preserve or enhance the significance of the listed building and its setting by demonstrating <u>how significance is better revealed and/or how</u> that loss of historic fabric and detail of significance, including internal features, floor plans and the integrity of the rooms, is avoided; or	In response to Historic England rep
11	Policy PLP55.3	Within a conservation area, Development proposals which involve the total or substantial demolition of buildings or structures that make a positive contribution to the significance of the Conservation Area will only be permitted when they comply with the NPPF or its future equivalent. where it is demonstrated that: a) The current buildings or structures makes an insufficient positive contribution to the character or appearance of the conservation area; and b) A replacement building of equal or greater quality is proposed and planning permission is applied for at the same time.	Consistency with national policy

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
11	PLP56.2	There will be a presumption in favour of preservation in-situ for Scheduled Monuments and other archaeological heritage assets of equivalent significance;	Move policy wording to the supporting text
11	11.38	The most significant known archaeological heritage assets are usually designated as scheduled monuments and are of national or international importance. <u>There will be a presumption in favour of preservation in-situ for Scheduled Monuments and other archaeological heritage assets of equivalent significance.</u> It is widely recognised...	Move policy wording to the supporting text
12	Table 12.1: PLP 1	Ensuring all new development in the City achieves a high standard and quality of design and place-making. that supports beauty	National consistency
12	Table 12.1: PLP15	Delivery of 565 <u>566</u> homes between 2030-35	Update
12	Table 12.1: PLP38	Contributions from Major development <u>Development</u> s106 towards green infrastructure	Typo
12	Table 12.1: PLP47	Developments granted planning permission for transport infrastructure <u>including infrastructure for alternatively fuelled vehicles</u> Progress towards delivery of attractive, inclusive, safe and accessible walking and cycling routes across the City (LTP4 Policy G). <u>Deliver high quality transport interchanges, stations and stops (LTP4 Policy L)</u> Progress towards delivery of strategic transport improvements identified within the Strategic Transport Assessment.	In response to PCC as LHA rep
12	Table 12.1: PLP48	Make efficient use of land in Portsmouth and provide appropriate vehicle, <u>cycle and micro-mobility and multi-modal parking</u> bicycle and alternative parking (e.g. scooters) in terms of amount, design and layout for residential and non-residential developments	In response to PCC as LHA rep
Appendix 1	The Portsmouth Plan	Existing Policy superseded Portsmouth Local Plan Policy	Consistency with new policy for PLP3

Chapter	Paragraph / Policy	Text / graphic change		Reason for change
	(Portsmouth's Core Strategy) 2012	PCS1: Tipner	PLP3: Tipner West & Horsea Island East PLP4: Tipner East	
Appendix 1	The Portsmouth Plan (Portsmouth's Core Strategy) 2012	Existing Policy superseded PCS3: Horsea Island	Portsmouth Local Plan Policy PLP3: Tipner West & Horsea Island East PLP9: Horsea Island Strategic Open Space	Consistency with new policies for PLP3 and PLP9
Glossary	Update entry to Glossary	Affordable Housing This term encapsulates social rented, affordable rented and intermediate housing, which is provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. <u>Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</u> a) Social Rent: <u>meets all of the following conditions: (a) the rent is set in accordance with the government's rent policy for Social Rent; (b) the landlord is a registered provider; and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.</u> b) Other affordable housing for rent: <u>meets all of the following conditions: (a) the rent is set in accordance with the government's rent policy for Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the</u>		Consistency with national policy

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		<u>landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</u> <u>(c) Discounted market sales housing:</u> <u>is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</u> <u>(d) Other affordable routes to home ownership:</u> <u>is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to government or the relevant authority specified in the funding agreement.</u>	
Glossary	Update to entry in Glossary	Affordable Rented A maximum rent not exceeding either 80% of the open market rent for the relevant property type, size and location (including service charges) or the Local Housing Allowance rate, whichever is lower.	Removed as this is now covered by the 'affordable housing' definition above.
Glossary	Add new entry to Glossary	<u>ALERT layer</u> <u>The ALERT layer is a map layer on the City Council's Geographical Information System (GIS) that was prepared by, is also available to, and is used by, the Authority's</u>	Clarification

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		<u>Archaeological services provider, Hampshire County Council. The map layer seeks to balance the extensive data available on archaeological finds through the Council's Historic Environment Record (HER), with the diverse locations, scale and nature of planning applications that are submitted.</u> <u>Alongside a diverse range of individual find/ event spots, the layer also identifies 12 larger broad locations, Areas of Archaeological Potential, where planning applications are considered more likely to have archaeological implications.</u> <u>The layer is intended as a tool to assist both DM officers, and principally the LPA's Planning Archaeology provider in making a judgement regarding the requirement for the imposition of archaeological conditions on any relevant planning applications. The purpose of these conditions is to require a watching brief, and/or recording and the deposition of findings with the HER.</u>	
Glossary	Add new entry to Glossary	<u>Ancient Woodland</u> <u>An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).</u>	Clarification
Glossary	Add new entry to Glossary	<u>Archaeological Interest</u> <u>There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.</u>	Clarification
Glossary	Update entry to Glossary	Biodiversity Metric The biodiversity metric is a tool (published by Natural England) used to calculate how a development, or change in land management, will change the biodiversity value of a site. The metric calculates the values as 'biodiversity units,' using the size, quality and location of the habitat. The Metric will be used for major development from February 2024, with a 'small sites metric' to be used on minor development from April 2024.	Update

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
Glossary	Update entry to Glossary	<u>Biodiversity Net Gain (BNG)</u> Biodiversity net gain <u>BNG</u> is a way of contributing to the recovery of nature while developing land, making sure that the habitat for wildlife is in a better state than it was before development occurred. BNG is mandatory under the <u>Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021)</u>. Developers must deliver a BNG of 10%. The Environment Act contains a new 10% biodiversity net gain condition for planning permissions, which will become mandatory in November 2023. A 'biodiversity metric' can be used to measure the amount of biodiversity net gain (see <u>definition</u> above).	Clarification
Glossary	Update entry to Glossary	<u>Brownfield Land/Sites (also known as 'previously developed land')</u> Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. <u>Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.</u>	Consistency with NPPF
Glossary	Update entry to Glossary	<u>Clean Air Zone (CAZ)</u> A clean air zone CAZ in an area where targeted action is taken to improve air quality and deliver improved health benefits and support economic growth. CAZs aim to reduce	Typos

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		all sources of pollution, including nitrogen dioxide and particulate matter, using a range of measures tailored to the particular location. The Portsmouth Clean Air Zone <u>CAZ</u> launched on 29 November 2021. For the Portsmouth CAZ, non-compliant vehicles are <u>currently</u> older Heavy Goods Vehicles (including some larger motorhomes), buses and coaches, taxis and private hire vehicles. Private cars and vans are not charged in Portsmouth's CAZ.	
Glossary	Add new entry to Glossary	<u>Commercial development</u> <u>Development that achieves at least one of the following objectives: provides employment opportunities, generates wealth or generates an economic output or product. This includes traditional employment uses.</u>	Added to clarify definition
Glossary	Update entry to Glossary	<u>Conservation Area</u> Local authorities have the power to designate conservation areas, which are Areas of 'special architectural and/or historic interest', designated by Local Authorities, the character and appearance of which they have a duty to preserve or enhance.	Clarification
Glossary	Update entry to Glossary	<u>Conservation Area (Character) Appraisal & Guideline Documents</u> A published document published by the Local Planning Authority, defining that considers a Conservation Area's the special architectural and or historic interest, and sets out guidelines providing advice on an area's conservation. that warranted the area being designation.	Clarification
Glossary	Update entry to Glossary	<u>Deliverable (in terms of housing)</u>	Typo

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular: a) sites which do not involve major development <u>Major Development</u> and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). b) where a site has outline planning permission for major development <u>Major Development</u>, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.	
Glossary	Update entry to Glossary	Density (in the case of residential) A measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.	In response to individual rep
Glossary	Update entry to Glossary	Design and Access (DAS) <u>Statement (DAS)</u> A short <u>concise</u> report that <u>accompanies certain applications for planning permission and applications for listed building consent.</u> and supports a planning application. They provide a framework for applicants to explain how a the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.	Consistency with national policy
Glossary	Update entry to Glossary	Designated Heritage Assets	Consistency with national policy

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		These assets are Listed Buildings, Conservation Areas, Scheduled Monuments, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields and <u>or</u> World Heritage Sites <u>designated under the relevant legislation.</u>	
Glossary	Update entry to Glossary	Design Code A set of illustrated design rules and requirements <u>that provide specific, detailed parameters for which instruct and may advise on</u> the physical development of a site or area. The graphic and written components of the code <u>should</u> are detailed and precise, and build upon a design vision, such as a masterplan or other design and development framework for a site or area.	Consistency with national policy
Glossary	Update to entry to Glossary	Development Plan A document <u>defined by section 38 of the Planning and Compulsory and Purchase Act 2004 which sets out the a</u> local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. This includes, <u>for example,</u> adopted Local Plans, <u>and Neighbourhood Pplans,</u> and the, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.	Clarification
Glossary	Add new entry to Glossary	<u>Dwelling</u> <u>A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or converted farm building.</u>	In response to individual rep
Glossary	Add new entry to Glossary	<u>Employment</u> <u>A type of commercial development relating only to the following uses as defined by the Use Class Order: offices to carry out any operational or administrative functions (Eg), research and development of products or processes (E(g)(ii)), industrial processes (E(g)(iii)), general industrial (B2) and storage or distribution (B8).</u>	Added to clarify definition

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
Glossary	Update entry to Glossary	Enabling Development (in relation to Heritage decision making) It is a <u>Development</u> that would not be in compliance with local and/or national planning policies, and would not therefore normally be granted planning permission, except where it contributes to securing viable re-use and conservation of a heritage asset.	Conciseness
Glossary	Update entry to Glossary	EnerPhit Standards It is a <u>A</u> slightly relaxed standard for retrofit projects, where existing architecture and/or conservation issues mean that meeting the Passivhaus standard (see below <u>definition for 'Passivhaus Standard'</u>) is not feasible.	Conciseness and clarification
Glossary	Update entry to Glossary	Environmental Impact Assessment (EIA) It is a tool used to assess any likely significance effects of a development proposal on the environment. A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.	Consistency with national policy
Glossary	Add new entry to Glossary	<u>European Site</u> <u>A European site is protected by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations). The following European sites are protected by the Habitats Regulations and any proposals that could affect them will require a Habitat Regulations Assessment (HRA):</u> • <u>Special Areas of Conservation (SACs)</u> • <u>Special Protection Areas (SPAs)</u> <u>Any proposals affecting the following sites would also require an HRA because these are protected by government policy:</u>	Clarification

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		• <u>proposed SACs</u> • <u>potential SPAs</u> • <u>Ramsar sites - wetlands of international importance (both listed and proposed)</u> • <u>areas secured as sites compensating for damage to a European site</u>	
Glossary	Update entry to Glossary	Exception Test (in relation to Flood Risk) The purpose of an exception test is to show how flood risk will be managed on a proposed site. There are two parts to the test that need to be passed: <u>The Exception Test requires two additional elements to be satisfied before allowing development to be allocated or permitted in situations where suitable sites at lower risk of flooding are not available following application of the sequential test. It should be demonstrated that:</u> - D<u>e</u>velopment that has to be in a flood risk area will provide <u>wider</u> sustainability benefits to the community that outweigh flood risk; and - T<u>h</u>e development will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce food risk overall.	Consistency with national policy and typos
Glossary	Update entry to Glossary	Fabric First It is a<u>An</u> approach to building design which involves maximising the performance of the components and materials that make up the building fabric itself, before considering the use of mechanical or electrical building services systems. This can help reduce capital and operational costs, improve energy efficiency and reduce carbon emissions, whilst also reducing ongoing maintenance costs.	Conciseness
Glossary	Remove entry from Glossary	First Homes A specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. The criteria is that they must be discounted by a minimum of 30% against the market value; sold to a person or persons	No longer applicable to the emerging Local Plan

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		meeting the First Homes eligibility criteria; on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and, after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).	
Glossary	Update entry to Glossary	Flood Risk Assessment (site-specific) <u>A site-specific flood risk assessment is carried out by (or on behalf of) a developer to assess the flood risk to and from a development site and should accompany a planning application where prescribed. The assessment should demonstrate to the decision-maker how flood risk will be managed now and over the development's lifetime, taking climate change into account, and with regard to the vulnerability of its users. An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.</u>	Consistency with national policy
Glossary	Update entry to Glossary	Future Homes Standard (FHS) It is a <u>A</u> standard that , from 2025, will requires all new homes to produce 75-80% less carbon emissions than homes built under the current <u>previous</u> Building Regulations.	Conciseness and update
Glossary	Update entry to Glossary	Green Infrastructure (GI) Green Infrastructure (GI) is defined as a <u>A</u> network of multi-functional green space and other green features, both urban and rural, which can deliver quality of life and environmental benefits for communities. It includes parks, open spaces, playing fields, woodlands – and also street trees, allotments, private gardens, green roofs and walls, sustainable drainage systems (SuDS) and soils. It includes rivers, streams, canals and other water bodies, sometimes called 'blue infrastructure.'	Conciseness

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
Glossary	Update entry to Glossary	Habitats Regulation Assessment (HRA) An assessment <u>under the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations) to test if a plan or project could significantly harm the designated features of a European site.</u> to determine whether or not development proposals are likely to have a significant effect on protected European sites.	Clarification
Glossary	Add new entry to Glossary	<u>Habitats site</u> <u>Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.</u>	Clarification
Glossary	Update entry to Glossary	Health Impact Assessment (HIA) It is a <u>A</u> tool used to identify the health impacts of a plan or project, and to develop recommendations to maximise the positive impacts and minimise the negative impacts, while maintaining a focus on addressing health inequalities.	Conciseness
Glossary	Update entry to Glossary	Heritage Assets A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. This includes both designated (see above) and undesignated heritage assets (see below) <u>and assets identified by the local planning authority (including local listing).</u>	Conciseness and consistency with NPPF
Glossary	Update entry to Glossary	Heritage Statement <u>A document, typically provided in support of a heritage related application, that provides</u> <u>a</u>An assessment of <u>both</u> the significance of any heritage assets and/or their settings <u>as</u>	Clarification

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
		affected by a development <u>proposals</u> , and of the nature and extent of any impacts of that development upon them. <u>It should provide an conservation/heritage-based rationale and justification for any proposed works.</u>	
Glossary	Add new entry to Glossary	<u>Housing Delivery Test</u> <u>Measures net new homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England annually.</u>	Clarification
Glossary	Update entry to Glossary	<u>Imperative Reasons for of Overriding Public Interest (IROPI)</u> If it is established that there are no feasible alternative solutions for a project or plan, the competent authority must be able to identify “imperative reasons of overriding public interest” (IROPI) that justify the plan or project despite the environmental damage it will cause, under Article 6(4).	Typo
Glossary	Update entry to Glossary	<u>Index of Multiple Deprivation (IMD)</u> It is <u>It</u> the official measure of relative deprivation for small areas (Lower Super Output Areas) in England, based on six domains: income, employment, health deprivation and disability, education skills and training, housing, and geographical access to services.	Conciseness
Glossary	Add new entry to Glossary	<u>Irreplaceable Habitats</u> <u>Habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.</u>	Clarification on the term

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
Glossary	Add new entry to Glossary	<u>Land remediation</u> <u>Land remediation refers to actions taken to reduce or remove unacceptable risks from contamination to human health, controlled waters, property or the wider environment so the land becomes suitable for its intended use.</u>	Feedback from PCC Contaminated Land Team
Glossary	Update entry to Glossary	Local Plan The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community, <u>under the Town and Country Planning (Local Planning) (England) Regulations 2012. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.</u> In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.	Consistency with national policy
Glossary	Add new entry to Glossary	<u>Mobility as a Service (MaaS)</u> <u>A term used to describe digital transport service platforms that enable users to access, pay for, and get real-time information on, a range of public and private transport options. These platforms may also be linked to the provision of new transport services.</u>	In response to RW table
Glossary	Update entry to Glossary	National Nature Reserves (NNRs) Areas designated with the aim of securing protection and appropriate management of the most important areas of wildlife habitat, and to provide a resource for scientific research. All <u>Most</u> National Nature Reserves are Sites of Special Scientific Interest.	Typo

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
Glossary	Remove entry to Glossary	Non-strategic Policies Policies which address more detailed matters for specific areas, neighbourhoods or types of development. For example, site allocations, provision of infrastructure and community facilities at a local level and establishing design principles.	Term is not referenced in the emerging Local Plan
Glossary	Add new entry to Glossary	<u>On-going Management (in terms of land contamination)</u> <u>On-going management refers to the continuing operation, inspection, maintenance or monitoring of installed remediation or containment infrastructure, where contaminants remain in situ but risks are controlled.</u>	Feedback from PCC Contaminated Land Team
Glossary	Update entry to Glossary	Partnership for South Hampshire (PfSH) A partnership of twelve <u>eleven</u> local authorities around the Solent that aim to improve the environmental, cultural and economic performance of the South Hampshire area. Formerly the Partnership for Urban South Hampshire (PUSH).	Arising from East Hampshire District leaving PfSH in 2025
Glossary	Update entry to Glossary	Preservation (relating to heritage) The process of keeping a heritage asset the same or preventing it from being damaged/ destroyed <u>destroyed</u> .	Correct terminology
Glossary	Add new entry to Glossary	<u>Safeguarded Land</u> <u>An area identified in a development plan that is protected from development that would prejudice the long term development of land for a named use. The safeguarded land will be identified in a policy and shown on the Policies Map. The status of safeguarded land can only be changed through the review of the development plan.</u>	Term introduced through the Local Plan Addendum 2025

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
Glossary	Update entry to Glossary	Sequential Test Assessment (relating to flood risk) Sequential testing is used to guide development to areas at lowest risk of flooding, by requiring applicants to demonstrate that there are no alternative lower risk sites available where the development could take place. If there are no other alternative locations, then the development must pass the 'exception test.' (see definition above).	Typo
Glossary	Update entry to Glossary	Sites of Importance for Nature Conservation/ Sites of Nature Conservation Importance (SINC/SNCI) A local site which is of substantial nature conservation value. They are also known nationally as 'Local Wildlife Sites.'	Clarification
Glossary	Remove entry from Glossary	Sites of Nature Conservation Importance (SNCI) Locally important sites of nature conservation adopted by local authorities for planning purposes.	Term no longer referred to in the emerging Local Plan
Glossary	Remove entry from Glossary	Social Rented A form of rent that is paid to registered providers (housing associations) or the council.	Definition provided elsewhere
Glossary	Update entry to Glossary	Special Areas of Conservation (SACs) Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive. <u>Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as importance conservation sites.</u>	Consistency with national policy

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
Glossary	Update entry to Glossary	Special Protection Areas (SPAs) Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive. <u>Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.</u>	Consistency with national policy
Glossary	Update entry to Glossary	Sustainable Drainages Systems (SUDs) A drainage solution which is designed to manage surface and groundwater sustainably, by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. <u>A sustainable drainage system controls surface water run off close to where it falls, combining a mixture of built and nature-based techniques to mimic natural drainage as closely as possible, and accounting for the predicted impacts of climate change. The type of system that would be appropriate will vary from small scale interventions such as permeable paving and soakaways that can be used in very small developments to larger integrated schemes in major developments.</u>	Consistency with national policy
Glossary	Update entry to Glossary	Transport Assessment <u>A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed to deal with anticipated transport impacts of the development.</u> An in-depth assessment of the potential implications a proposed development may have on the local transport network, and the measures that shall be taken to mitigate against them.	Clarification

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
Glossary	Update entry to Glossary	Transport Statement <u>A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.</u> A Transport Statement is a 'lighter touch' version of a Transport Assessment and is used in some cases where transport issues arising out of development proposals do not require a full Transport Assessment. They are typically used for smaller scale developments.	Consistency with national policy
Glossary	Update entry to Glossary	Travel Plan A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed. integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.	Consistency with national policy
Policies Map	Policies Map	Amend boundary of Coastal Zone in Milton <i>Updated map in Appendix 2 of Schedule</i>	SCG with Milton Forum
Policies Map	Policies Map	Amend boundary of Portsdown Hill Local Green Space <i>Updated map in Appendix 2 of Schedule</i>	Excluded land needed for essential water infrastructure buildings
Policies Map	Policies Map	Amend boundary of Elm Grove Local Centre. <i>Updated map in Appendix 2 of Schedule</i>	Arising from review of Town Centres Assessment

Chapter	Paragraph / Policy	Text / graphic change	Reason for change
Policies Map Sheet 2	Policies Map Sheet 2	Amend boundary of Elm Grove Local Centre. <i>Updated map in Appendix 2 of Schedule</i>	Arising from review of Town Centres Assessment

Appendix 1: Changes to figures in the 2024 Pre-Submission Local Plan referenced in this Schedule of Changes

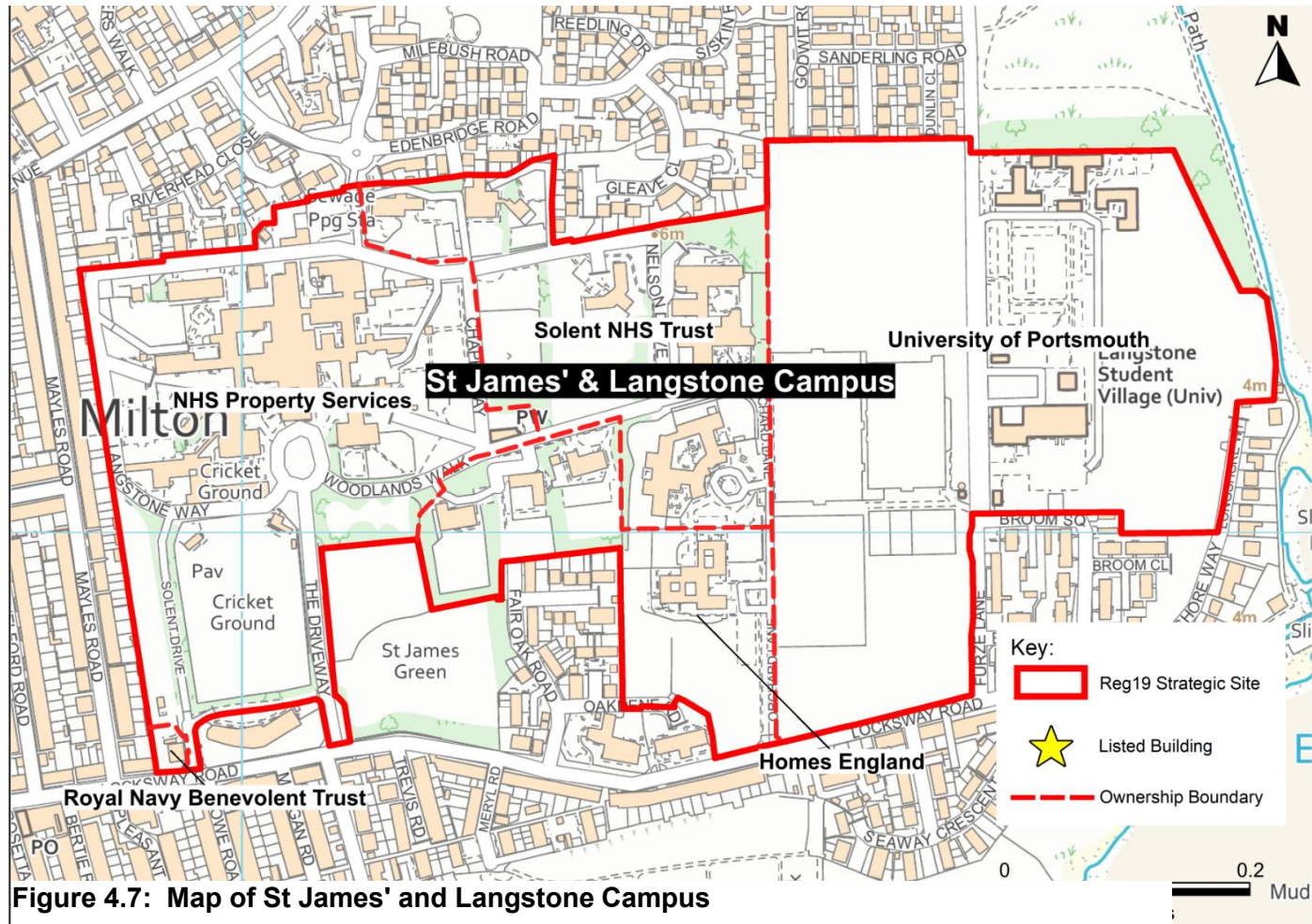


Figure 4.7: Map of St James' and Langstone Campus

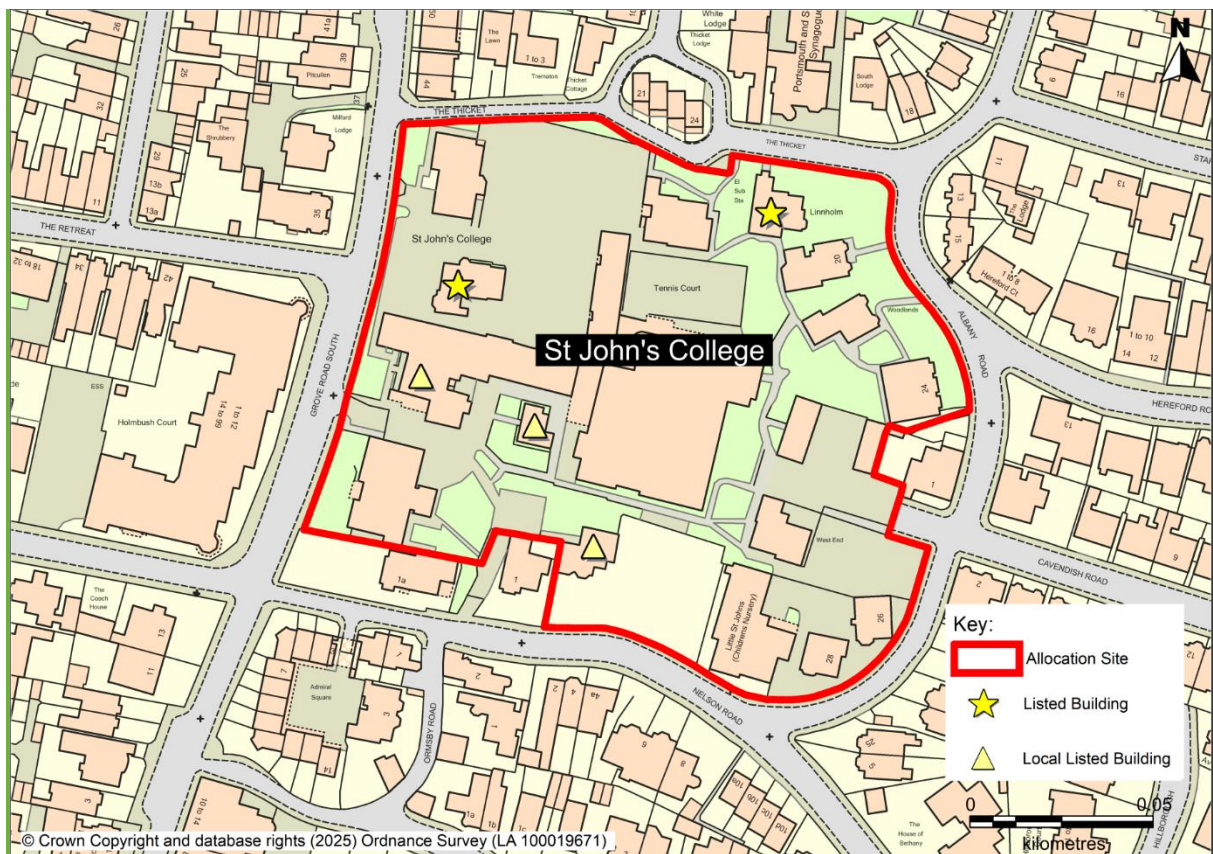


Figure 5.4: Map of St John's College

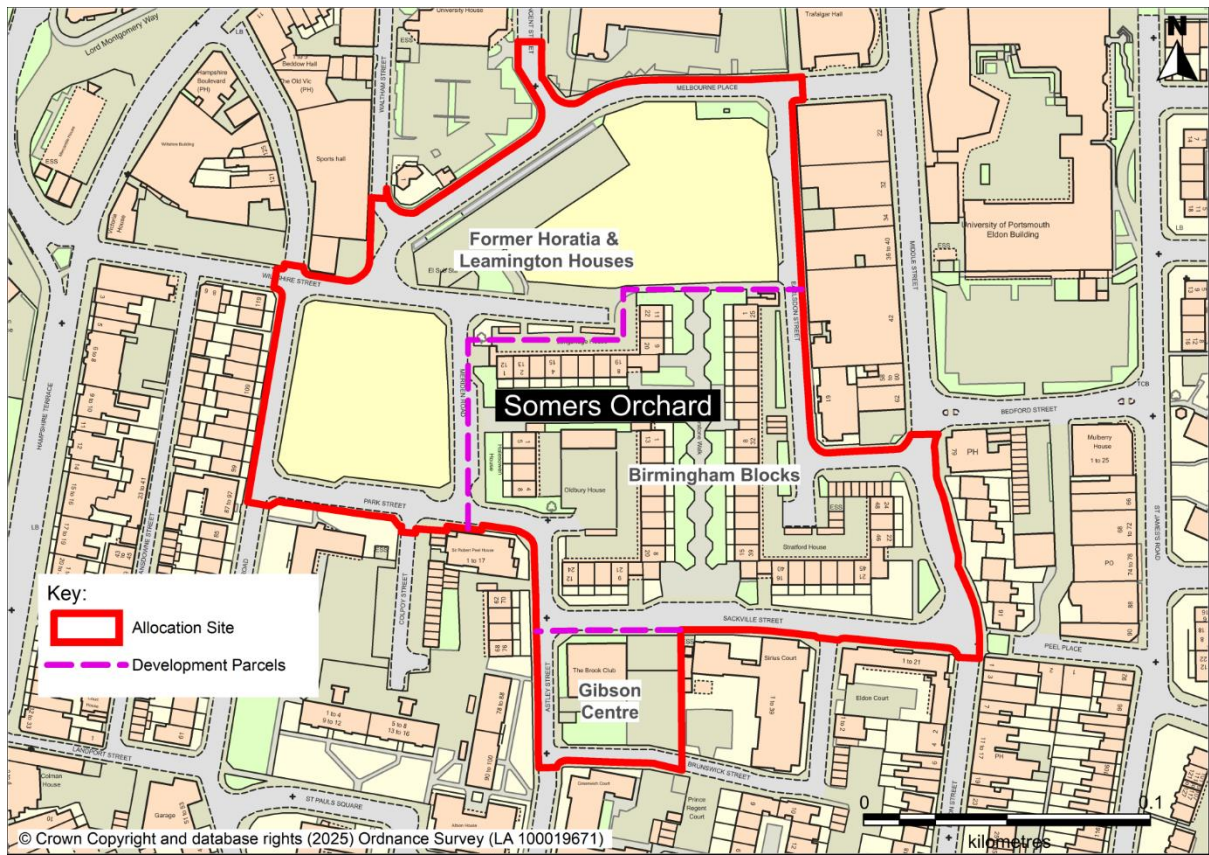


Figure 5.7: Map of Somers Orchard

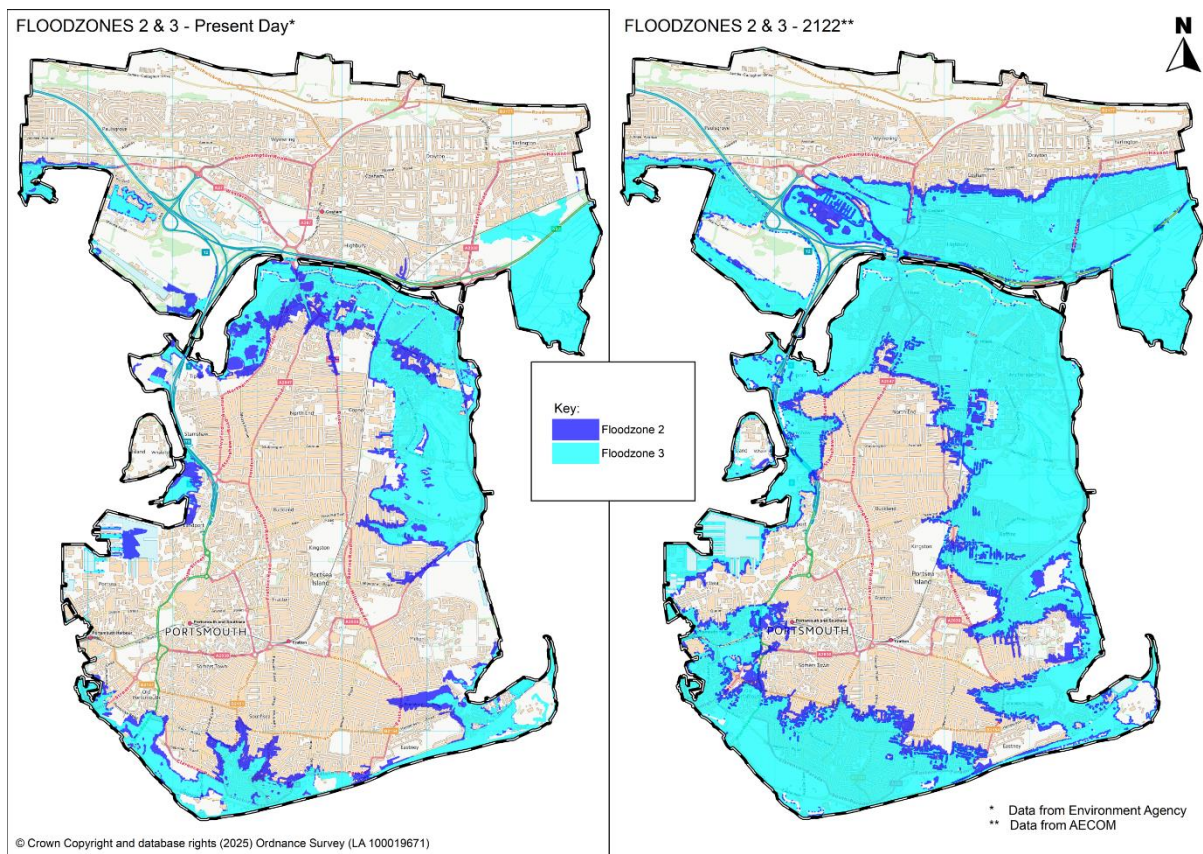


Figure 8.1: Current and Future Flood zones in Portsmouth if defences were not built

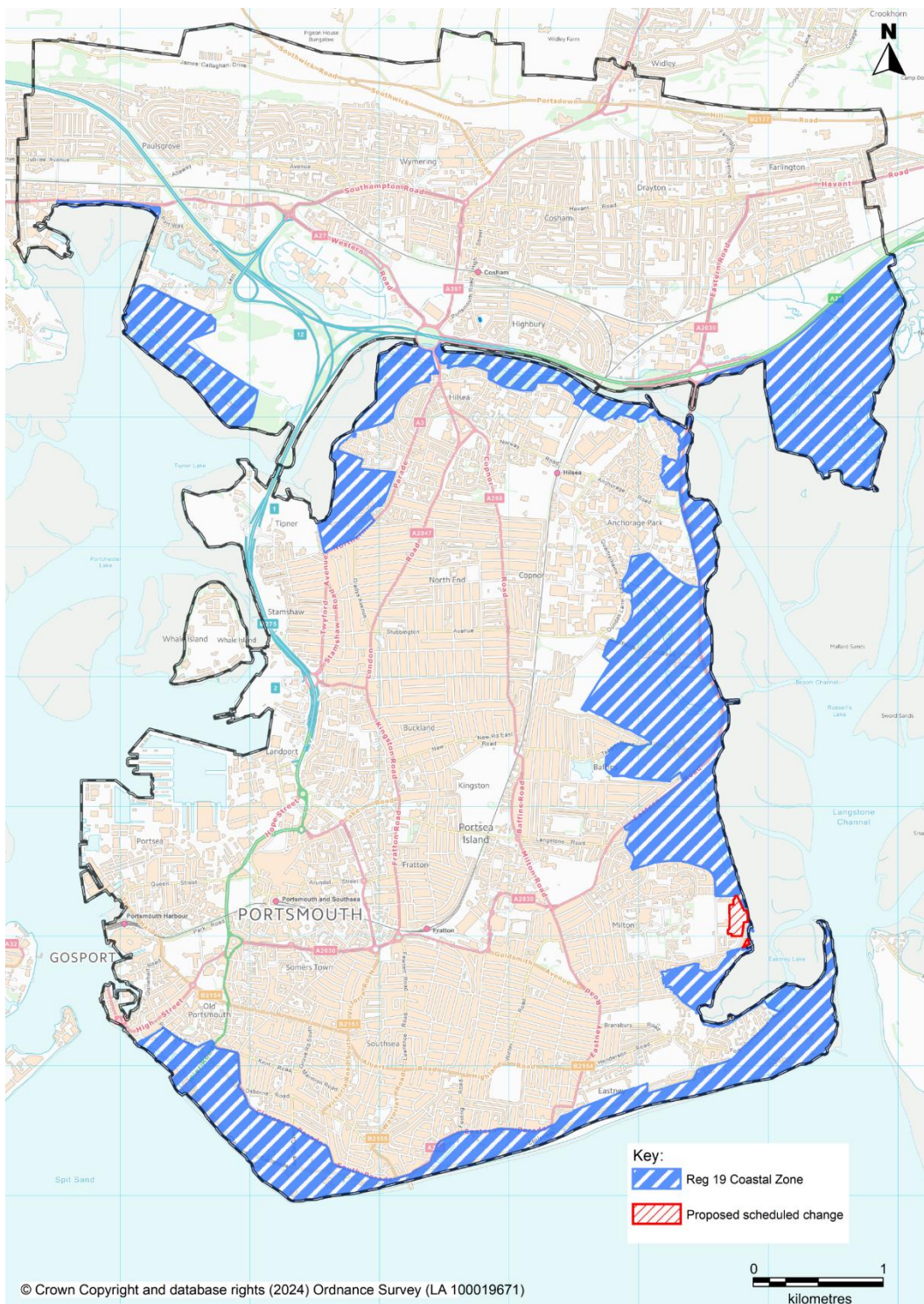


Figure 8.6: Coastal Zone

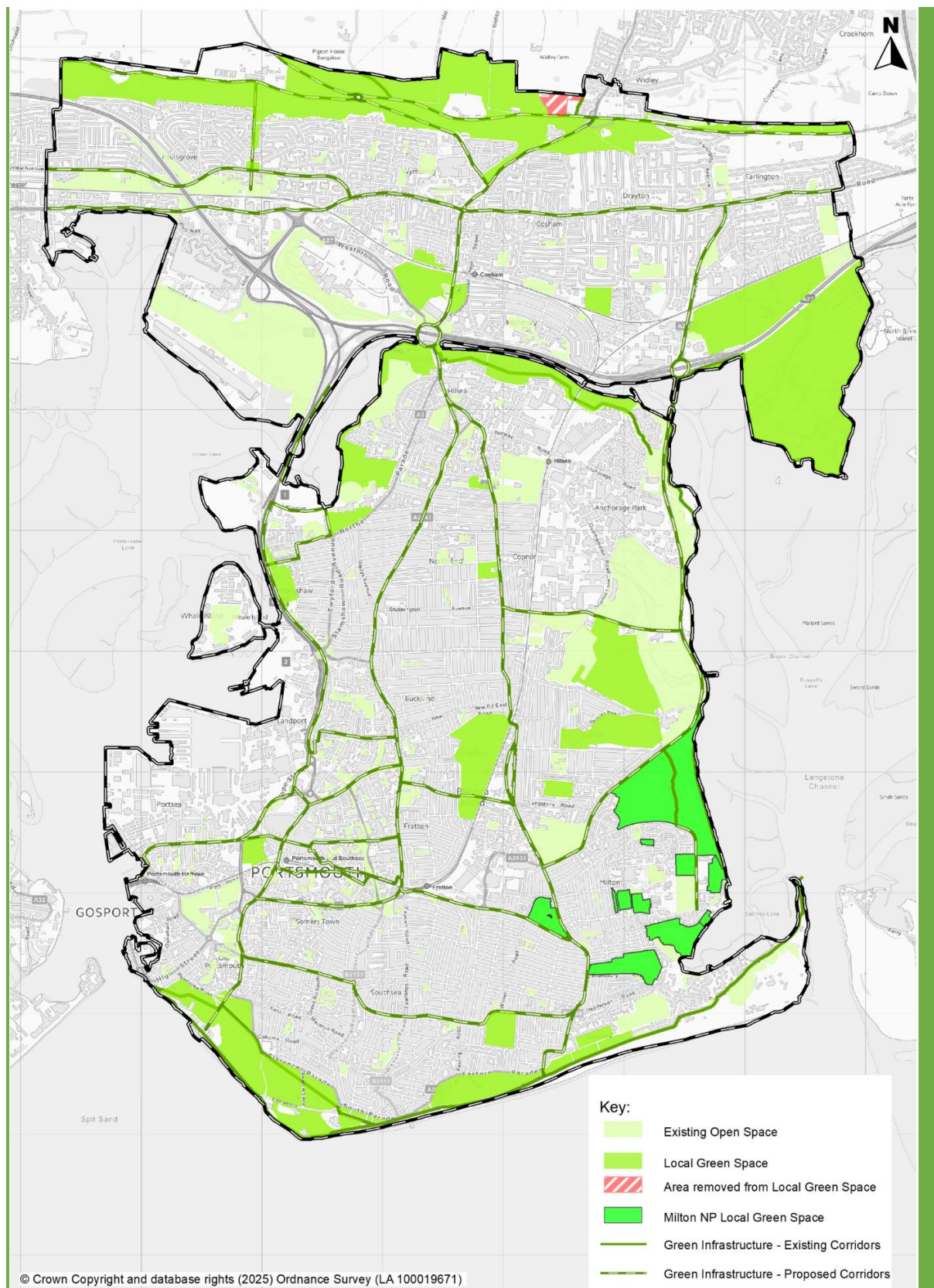


Figure 9.1: The Portsmouth Green Grid including Local Green Spaces and Green Corridors

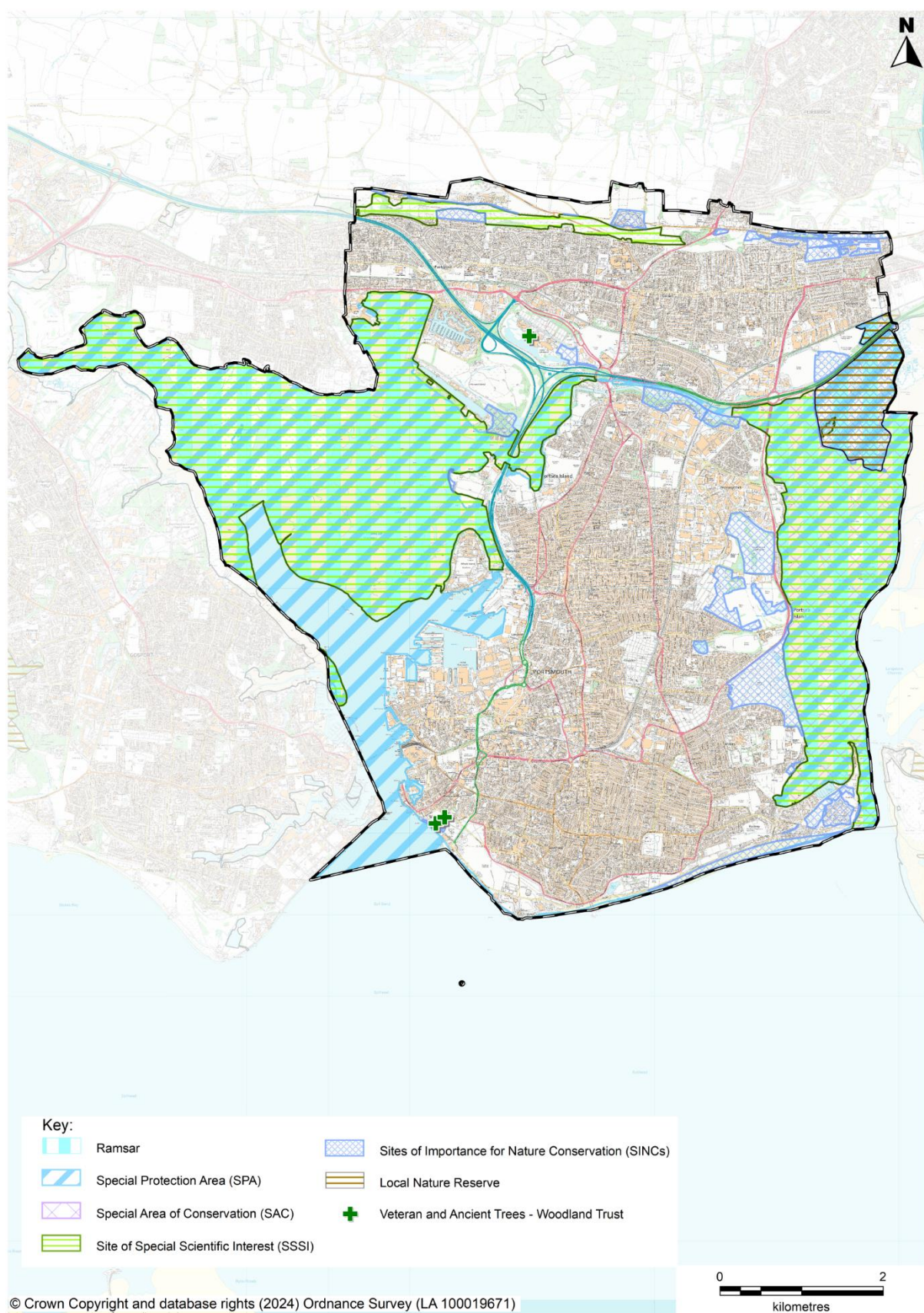
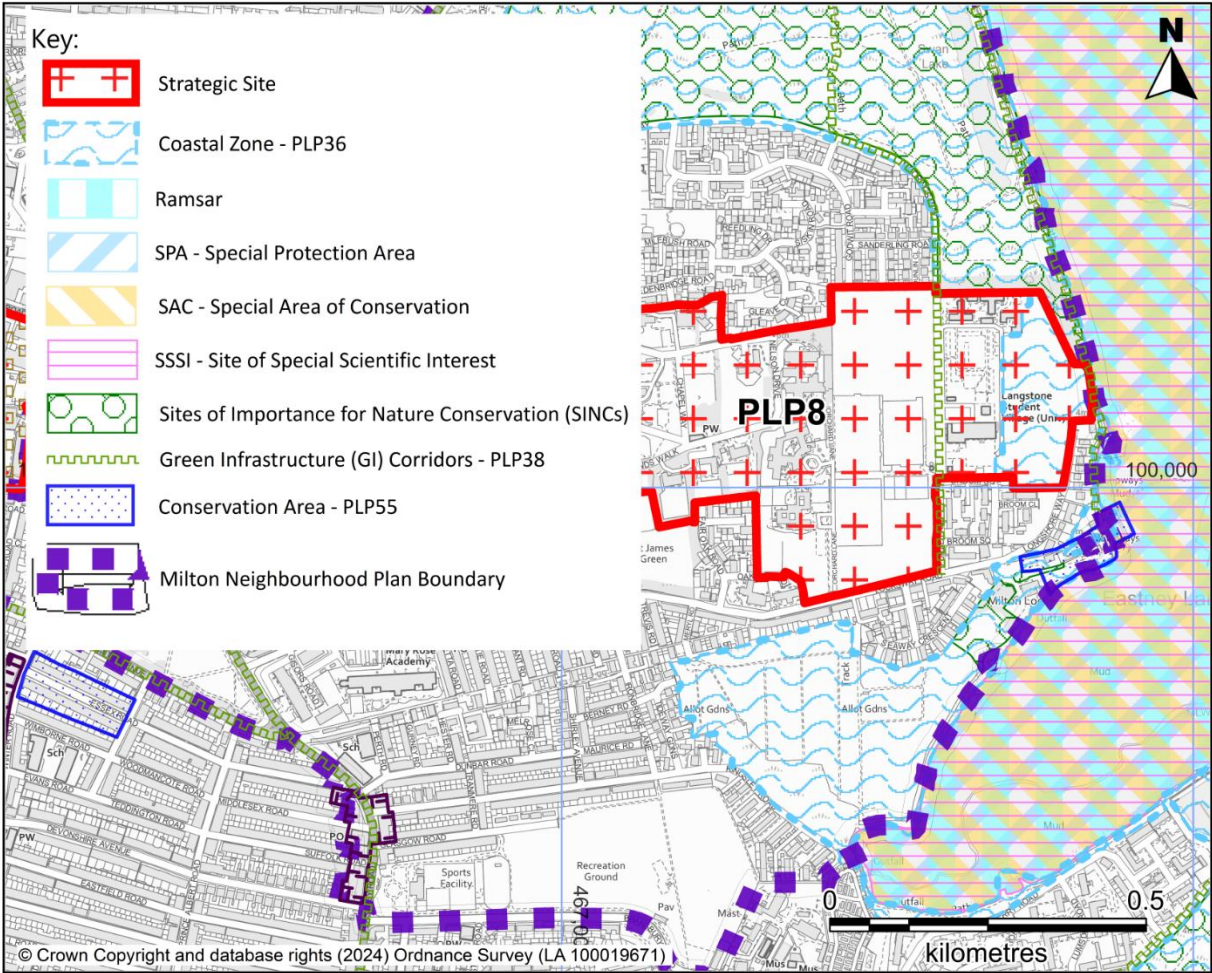
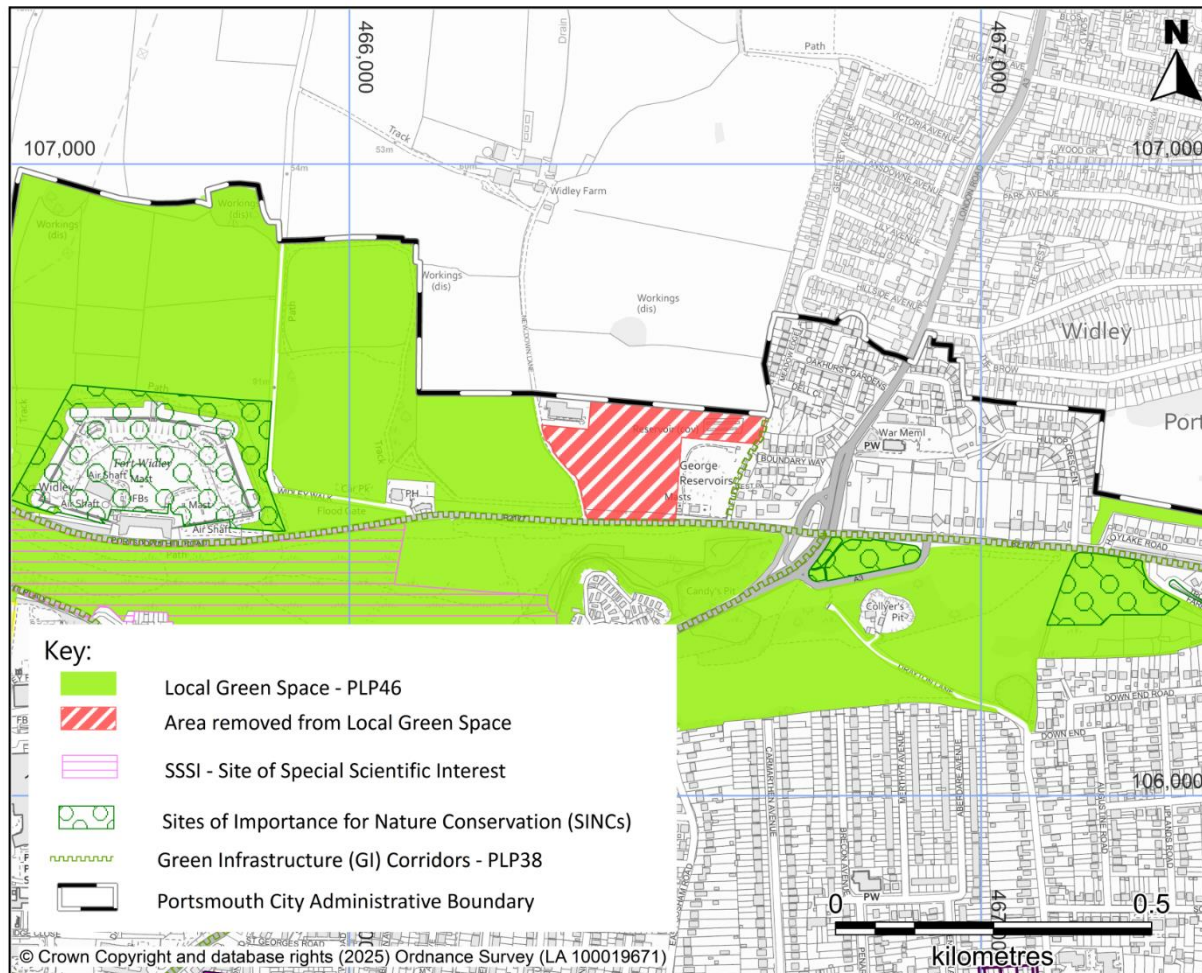


Figure 9.2: Designated nature conservation sites in Portsmouth

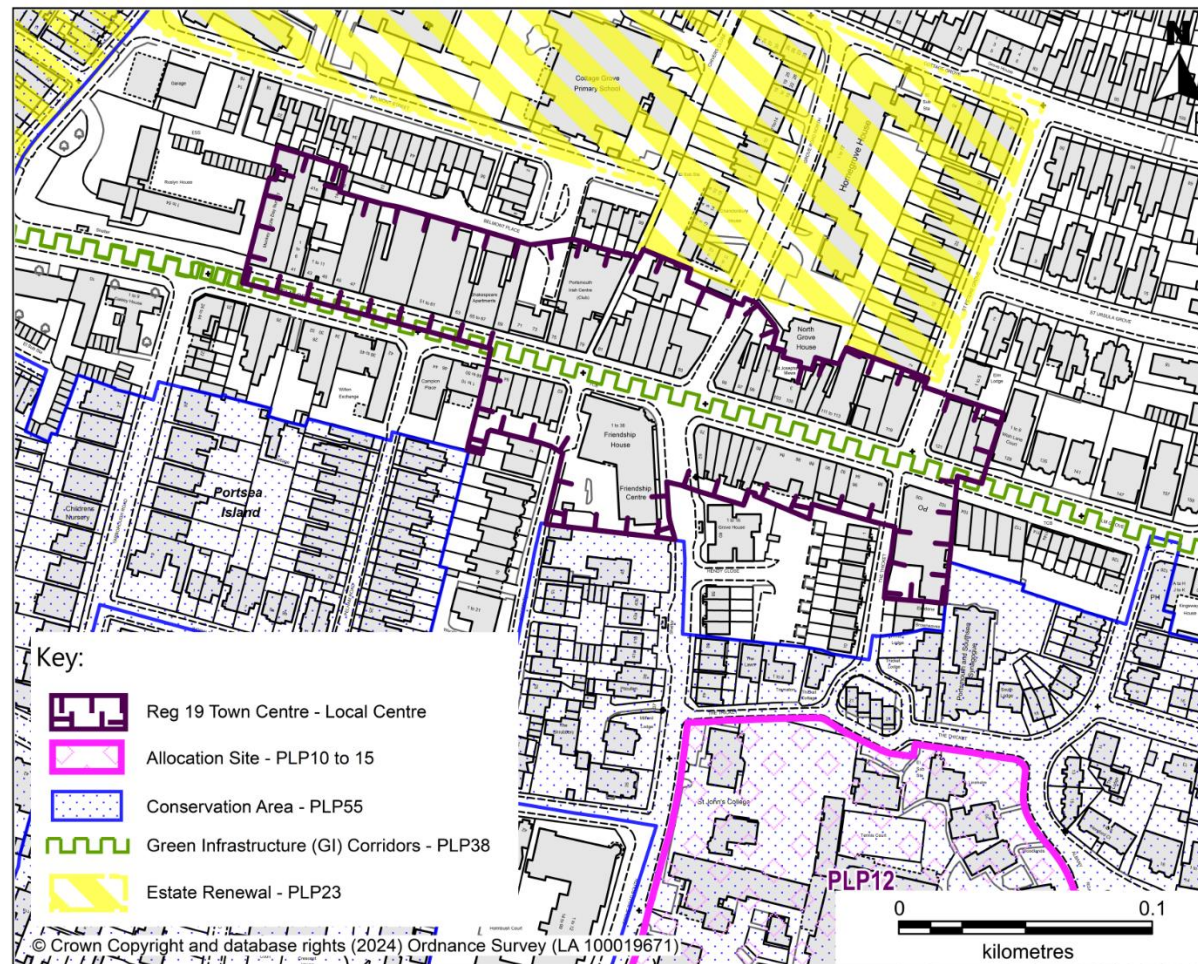
Appendix 2: Changes to the Policies Map for the 2024 Pre-Submission Local Plan referenced in this Schedule of Changes



Extract of Portsmouth Local Plan Policies Map showing revision of Coastal Zone in Milton



Extract of Portsmouth Local Plan Policies Map showing revision of Local Green Space on Portsdown Hill



Extract of Portsmouth Local Plan Policies Map showing revision of Elm Grove Local Centre

