

Statement of Common Ground
between
Portsmouth City Council as Local Planning
Authority
&
Portsmouth City Council as Site Promoter

March 2026

In respect to City Centre North,
As part of the Portsmouth City Centre Strategic Site



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1. Introduction

What is a Statement of Common Ground?

1.1 This Statement of Common Ground (SCG) is a jointly agreed statement between Portsmouth City Council as Local Planning Authority (PCC LPA) and Portsmouth City Council as site promoter (PCC SP) of City Centre North, part of the Portsmouth City Centre Strategic Site. This SCG supersedes the previous SCG agreed in August 2024¹. It sets out the position and understanding with respect to key issues between the two parties regarding the proposed allocation in the Portsmouth Pre-Submission Local Plan Addendum 2025 of Portsmouth City Centre (relating to the City Centre North part of the allocation). This SCG is not binding on either party, but sets out a clear and positive direction to inform ongoing strategy and plan making. It should be noted that this is a bilateral agreement between these two parties only.

1.2 The following documents form appendices to the SCG:

- 1) Cabinet Report on City Centre North Regeneration², 10 February 2026 (including non-confidential appendices - A³ and D⁴)
- 2) Policy PLP6 of the Portsmouth Pre-Submission Local Plan Addendum 2025⁵.

Role of the two Parties

1.3 PCC LPA is responsible for the preparation of the Local Plan for Portsmouth.

1.4 PCC SP is the majority landowner and developer in respect to City Centre North, a site which is part of the Portsmouth City Centre Strategic Site, subject to a proposed allocation in the Portsmouth Pre-Submission Local Plan Addendum 2025.

1.5 The City Council has put handling arrangements in place to ensure:

- Functional separation between PCC LPA and PCC SP for the purposes of progressing this allocation in the emerging Portsmouth Local Plan;
- Transparent, fair and proper policy making; and
- The avoidance of any conflict of interest.

1.6 Both parties agree to adhere to these handling arrangements in order to ensure a functional separation between the two teams. However, it is acknowledged that it is necessary for there to be continued dialogue throughout the plan-making process between PCC LPA and PPC SP, as there would be with any other third party applicant.

¹ <https://www.portsmouth.gov.uk/wp-content/uploads/2024/10/City-Centre-North-Statement-of-Common-Ground-Signed-August-24-FINAL.docx.pdf>

² <https://democracy.portsmouth.gov.uk/documents/s61470/City%20Centre%20North%20Regeneration.pdf>

³ <https://democracy.portsmouth.gov.uk/documents/s61471/Appendix%20A%20-%20Executive%20Summary%20from%20MACE%20report.pdf>

⁴ <https://democracy.portsmouth.gov.uk/documents/s61472/Appendix%20D%20-%20Programme%20and%20milestones.pdf>

⁵ <https://www.portsmouth.gov.uk/wp-content/uploads/2025/11/pre-submission-local-plan-addendum-nov-2025-aa-accessible.pdf>

2.1 Both parties agree that the extent of the land control of PCC SP in respect to City Centre North as shown in Figure 1 below is correct. The site is located in the northern part of the Portsmouth City Centre Strategic Site.

3.1 This section covers the key matters as identified by PCC LPA and PCC SP in regard to City Centre North and sets out matters of agreement between the two parties; there are no matters of disagreement.

3.2 City Centre North is expected to deliver employment floorspace within the plan period as set out in Table 1.

Table 1: Employment Delivery for City Centre North

	2025 - 30	2030 -35	2035 - 40	After 2040	Total
Amount of Employment Floorspace (sqm)	-15,754	5,000 (gross)	5,000 (gross)	0	-5,754

3.3 Both parties agree with the quantum of employment growth and the phasing set out in Table 1.

(b) Housing Delivery

3.4 City Centre North is expected to deliver housing within the plan period as set out in Table 2.

Table 2: Housing Delivery for City Centre North

	2025 - 30	2030 -35	2035 - 40	After 2040	Total
Amount of Housing (no. dwellings)	550	525-875	525-875	0	1,600-2,300

3.5 Both parties agree with the quantum of housing delivery and the phasing set out in Table 2.

(c) Deliverability and Viability

3.6 PCC SP agrees that City Centre North is deliverable and viable, with a reasonable prospect that the proposed development will come forward in line with the phasing set out in Tables 1 and 2 above. Further detail on this is set out in a report to cabinet dated 10 February 2026 (and associated non-confidential appendices A and D) which is appended to this report at Appendix 1. This indicates positive interest from developers in the City Centre North site, and outlines delivery options and next steps PCC SP are intending to take.

(d) Policy compliance

3.7 Policy PLP6 of the Portsmouth Pre-Submission Local Plan Addendum 2025, as set out in Appendix 2, sets out the development requirements for Portsmouth City Centre Strategic Site (within which City Centre North sits) as: 3,458-4,158 dwellings (of which 1,600-2,300 dwellings are anticipated to be at City Centre North); 21,600 sqm of employment floorspace (5,846 sqm net) (City Centre North proposals would result in a net loss of 5,574 sqm of employment floorspace); a new area of green space of up to 2.9 hectares (the entirety of which will be within City Centre North); and cultural, civic, educational and leisure uses.

3.8 Specifically to City Centre North, in addition to the uses set out in Tables 1 and 2, both parties agree that proposals will include areas of new open space as part of the mix of uses. The spaces will be central to the new development with good green links to the surrounding areas of the City in order to create wider community benefits. The development will be outward looking in approach and will integrate well with the existing areas.

3.9 Both parties agree that development at City Centre North will contribute proportionally to the relevant transport and highways mitigation measures identified within the Local Plan Strategic Transport Assessment and Infrastructure Delivery Plan and will work together to ensure the air quality in adjoining Air Quality Management Areas is not worsened.

3.10 Both parties agree that development at City Centre North will deliver 20% biodiversity net gain in line with policy PLP40 of the Portsmouth Pre-Submission Local Plan 2024.

3.11 Neither party knows of any material considerations that would make it impossible to meet all of these development requirements.

4. Signatories

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

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

Signed:	Signed:
	
Name: Lucy Howard	Name: Anna Limburn
Position: Head of Planning Policy	Position: Strategic Project Manger
Portsmouth City Council Local Planning Authority	Portsmouth City Centre Site Promoter
Date: 10.03.26	Date: 10.03.26

**Appendix 1 Report to Cabinet regarding City Centre North Regeneration 10
February 2026 including non-confidential appendices A and D**



Title of meeting: Cabinet

Date of meeting: 10 February 2026

Subject: City Centre North Regeneration

Report by: Anna Limburn, Strategic Project Manager, on behalf of Tom Southall, Assistant Director of Property & Investment

Cabinet Member: Councillor Steve Pitt - Leader Portsmouth City Council

Wards affected: All

Key decision: Yes/~~No~~

Full Council decision: Yes/~~No~~

1. Purpose of report

- 1.1. To update members on the City Centre North Regeneration scheme, including City Centre Roads and seek authority to progress all work packages required to select a suitable development partner.

2. Recommendations

- 2.1. Note the positive interest from developers in both Portsmouth as a city and City Centre North (CCN) as a regeneration project, following the conclusion of the recent Preliminary Market Engagement (PME) process.
- 2.2. Note the delivery options and commence the next phase of the project, as per the recommendations outlined in the attached Mace report (Executive Summary Appendix A, and Full report in the confidential exempt Appendix B). This is to seek an agreement with a Master Developer to deliver the vision for the City Centre.
- 2.3. To delegate authority to the Assistant Director of Property & Investment and Assistant Director of Procurement, in consultation with the Leader, to:
- 2.3.1. Following determination of the preferred option, procure a Master Developer partner.
- 2.3.2. Prepare a Development Management Services Agreement (DMSA) to be entered into with the Master Developer Partner.
- 2.3.3. Commission key site surveys to support the DMSA Business case.



2.3.4. Incur expenditure as required to progress these activities and other associated activities related to the scheme up to the estimated value of £2.63m (exempt Appendix C).

2.4. Note that a further report seeking authority to enter into the DMSA with the Master Developer, enabling the preparation of a detailed business case will be brought to Cabinet in summer 2026.

2.5. Support the submission of the Strategic Outline Business Case (SOBC) for the City Centre Road project to the Department of Transport via the Major Road Network Fund (noting this is currently under review by DfT).

3. Background

3.1. The regeneration of the city centre has been a long-held ambition of the city council, outlined by previous Cabinet reports of [05 October 2021](#) and [08 March 2022](#).

3.2. Following the approval to grant planning consent for the CCN masterplan in 2023 (Application Reference 22/01243/CS3), the council has been developing options for delivery, culminating in a period of Preliminary Market Engagement (PME) running from May 2025. This PME included market interviews and peer reviews throughout September and October 2025. This activity has been led by a team of technical experts from Mace, Montague Evans and Vail Williams.

3.3. The concluding report (exempt Appendix B) elaborates on the changing economic and regulatory climate and recommends a possible way forward for delivery of 900+ homes and green infrastructure as an early phase with later phases delivering the total ambition laid out in the Masterplan, which remains the Council's vision for the City Centre.

3.4. Attached at Appendix A is the Executive Summary of our expert consultant's report, which outlines the next steps for the scheme. As per the recommendations at paragraph 2, this includes entering into a period of further consideration of procurement routes, to solidify a procurement strategy.

4. Reasons for recommendations

4.1. The approach of appointing a Master Developer allows the opportunity to deliver the holistic masterplan. It would allow for a strategic, multi-phase scheme that enables short, medium and longer-term development. It would also provide a coherent approach to infrastructure and transport connectivity as well as facilitate the placemaking and regeneration ambitions of the Council.

4.2. The procurement of a Master Developer will lead into a DMSA and developer led Business Case. Further detail of this process and its timescales are in the attached Mace report. There are milestones (approval points), where the Council undertakes to further commit to a preferred Master Developer to enter the DMSA, and then later



entering a contractual relationship for delivery (Development Agreement) with the Master Developer. These are set out in exempt Appendix D.

- 4.3. In order to progress the next phase, it will be necessary to incur estimated expenditure of c.£2.3m (over the period Jan '26 to Mar '27, depending on the chosen procurement route). This activity will include the costs of the determined procurement route for the Master Developer, relevant due diligence reports for Phase 1 and 2 areas, internal costs and other necessary project costs further detail is shown in exempt Appendix C.
- 4.4. There is headroom within the total overall approved CCN project (£20.85m) within the approved capital programme which can fund the Master Developer stage. A bid for further capital funding will be submitted as part of the Councils next capital bids process for the period 2027/28 to 2029/30.
- 4.5. Alongside the development of the masterplan and preliminary market engagement, the City Centre Road (CCR) project has continued to progress. This work is closely integrated with the wider regeneration programme, delivering new infrastructure, unlocking land for regeneration through the rerouting of traffic away from Market Way and Commercial Road, and creating enhanced public transport corridors; east/west along Charlotte Street and Lake Road, and north/south along Commercial Road North.
- 4.6. Localised challenges, including air quality and queue lengths, are being addressed through a holistic approach embedded within the strategic narrative of the business case.

5. Integrated impact assessment

- 5.1. An integrated impact assessment is not required as the recommendations do not directly impact on service or policy delivery. Any changes made arising from this report would be subject to investigation in their own right.

6. Legal implications

- 6.1. Legal Services are required to support procurement activities, with procurement activities needing to give consideration to the relevant public procurement regulations in order to ensure transparency, competition and value for money.
- 6.2. Legal Services will also be key for negotiation of DMSA scope and Heads of Terms for a Development Agreement, which will need to align with the Council's constitution and delegated authority arrangements - ensuring that Cabinet retains strategic control while operational delivery is managed under contract.
- 6.3. The Council has the necessary statutory powers to undertake large-scale regeneration under the following legislation:
 - Town and Country Planning Act 1990 (TCPA) – Provides authority for granting planning permission and setting planning policy.



- Levelling-Up and Regeneration Act 2023 – Introduces streamlined Local Plans and National Development Management Policies, supporting regeneration objectives.
- Local Government Act 1972, Section 122 – Permits appropriation of council-owned land for regeneration purposes.
- Localism Act 2011 – Confers the General Power of Competence, enabling the Council to act as an individual could, including promoting economic development.

6.4 In relation to land assembly powers, the Council can use Compulsory Purchase Orders (CPOs) under TCPA s.226, which allows for the acquisition of land required for development or improvement in the public interest and recent reforms under the Levelling-Up and Regeneration Act 2023 enable exclusion of “hope value” from compensation, reducing costs and streamlining the process.

6.5 At all stages during any procurement exercises undertaken, the commissioner undertaking the procurement must satisfy themselves as to the Council's statutory duty of best value (pursuant to section 3 of the Local Government Act 1999) to secure continuous improvement in the way in which functions are exercised and having regard to a combination of economy, efficiency and effectiveness.

6.6 Legal risks include potential judicial review of planning decisions and compensation claims arising from CPOs. These risks will be mitigated through adherence to statutory processes and robust governance, noting that all actions must comply with planning law, procurement regulations, equality and human rights obligations.

6.7. It has been confirmed that external legal support, namely Beven Brittan, is being retained for the activities outlined in this report and are being engaged for the next phases of the project.

7. Director of Finance's comments

7.1. Details of the expenditure incurred to date (31/12/25) amounts to £18.22m is shown below. The funding is met from a range of sources and is contained within the City Centre North Regeneration scheme part of the approved Council Capital Programme.

Element	Cost £m	Explanation
Master planning (RIBA Stages 1 & 2)	£ 4.08	Work undertaken to inform the planning application
Land acquisition (incl. Legal Fees)	£ 10.88	Delancey Assets, other property within redline boundary
Other Professional Fees	£ 0.27	Route to Market, Land Referencing, CPO Support
Internal Fees	£ 2.24	Charges from internal council services since 2021
Legal Fees	£ 0.08	Pre-submission external legal advice
Local Planning Fees	£ 0.42	Planning performance agreement (PPA) with LPA
Meanwhile Use Refurbishment	£ 0.25	Capital Refurbishments of City Buildings site
Total	£ 18.22	



- 7.2. The recommendations within the report can be funded from the £2.63m remaining approved City Centre North Regeneration scheme funding within the Council's approved capital programme (as approved by Full Council 25th February 2025). However, the scheme will require additional capital resources to be approved to fund outputs from the Master Developer stage and to fund further land acquisition costs for later phases. A bid for further capital funding will be submitted as part of the Council's next capital bids process for the period 2027/28 to 2029/30 as any plans become further developed.
- 7.3. At this stage the delivery options presented in Appendix A are an indication of the alternative development options for the scheme. This will continue to go through significant revision and adjustment during the process of strategy determination, informed by the robust developer led business case. Therefore, detailed financial evaluations of the delivery options are not yet capable of being completed.
- 7.4. The potential costs, external funding opportunities and residual financial requirement (and risk) to the Council associated with the finalised development options for the scheme will need to be assessed in due course.
- 7.5. Whilst there remains significant refinement and adjustment to be completed to each of the options as part of the engagement with the Master Developer, early estimates suggest that the delivery options outlined in the appendices are likely to result in considerable residual funding gaps both for the early and longer-term phases of delivery. As set out in the Mace report:
- "this is a not uncommon situation for comparable complex urban projects. Initial assessment in advance of site surveys indicate the level of grant support required could be at a level supportable by grant funding authorities however this needs to be identified and robustly tested through a developer led business case."*
- 7.6. To minimise any funding gap, it is clear that as part of the further refinement and adjustment of options, the Council (in conjunction with its Master Developer partner) will need to design a scheme that:
- Maximises the opportunity for additional external funding
 - Optimises the revenues that can be generated from the scheme through the sale of serviced land parcels
 - Continues to value engineer costs whilst seeking to maintain the vision for the City Centre
- 7.7. It is expected that Homes England would be the most likely funders of sufficient scale to contribute towards any funding gap. There may be other opportunities to explore when the new Combined Authority is properly established.
- 7.8. If further external funding is required, the Assistant Director of Property & Investment and the S151 officer will actively be engaged in bidding.



- 7.9 If the delivery options ultimately contain residual funding gaps, in order to progress, these would need to be provided from Council funds (capital or revenue) and would naturally be in competition with all of Capital Investment priorities of the City Council.
- 7.10. To guard against significant costs becoming abortive due to planning permission lapsing or surveys becoming time expired and needing to be refreshed, it is important that progress can continue to avoid this occurring whilst working towards the vision for the City Centre.

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Signed by: Tom Southall, Assistant Director of Property & Investment

Appendices:

- Appendix A - Executive Summary from Exempt MACE report
Appendix B - Confidential Exempt Mace report
Appendix C - Confidential Exempt Activity budget table
Appendix D – Programme and Milestones

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....
Signed by:



CITY CENTRE NORTH REGENERATION

Viability Assessment & Delivery Strategy

Portsmouth City Council

NOVEMBER 2025



EXECUTIVE SUMMARY

City Centre North (CCN) represents a strategic ambition for Portsmouth City Council (PCC) to transform the northern gateway of the city into a vibrant, sustainable, and inclusive urban quarter. The project aligns with the Local Plan aim to deliver new homes, commercial space, and public realm improvements and the Imagine Portsmouth 2040 Vision by contributing to the city's long-term goals for a greener, fairer, and more prosperous future, including improved connectivity, sustainable development, and inclusive growth.

Previous proposals brought forward for this area of the city by Delancey did not progress due to structural changes to the UK retail market which fundamentally altered the basis for city centre retail led projects across the country. In response to this economic change, and recognising the need for a proactive approach, PCC acquired strategic land holdings in CCN, including the former Tricorn and Sainsbury's sites, and secured a resolution to grant for a hybrid planning permission in 2023, for a residential-led, mixed-use masterplan.

Since the PCC planning application was submitted a number of national trends have emerged, namely, high construction cost inflation, and changes in developer appetite for high-density, residential schemes. In response, PCC commissioned this report to reassess the financial viability of the current "Resolution Scheme", test market interest, and identify a credible delivery strategy that aligns with the Council's regeneration objectives and the realities of the current market.

This report prepared by Mace, Montagu Evans and Vail Williams sets out the findings based on a three-stage approach:

Stage 1: assessing the financial viability of the current scheme to establish a "baseline" position

Stage 2: the outputs from Stage 1 informed considerations for unlocking the delivery of early phases whilst meeting PCC's regeneration objectives

Stage 3: Undertaking market testing to understand developer and investor views about the approach to deliver CCN and inform future procurement considerations

Viability Review, Market Context and evolving the CCN Masterplan

Our financial assessment of the Resolution Scheme highlighted a significant viability gap arising due to the national trends noted above and a combination of high infrastructure and site preparation costs, elevated construction costs for buildings over 18 metres, and modest residential sales values by comparison to the construction costs. Our baseline assessment also included the historic PCC sunk costs and future land assembly requirements to provide a complete picture of the baseline position. It is important to note the baseline viability excluded the costs associated with the City Centre Roads (CCR) scheme.

The viability findings reflect the broader market trends affecting the viability of complex urban brownfield schemes based on high-density residential typology since 2022, which has prompted a shift in schemes towards lower-rise, mixed-tenure models and alternative funding structures.

From our analysis (supported by market engagement with a cross section of developers and investors), we are of the view there is the basis for establishing a robust delivery strategy, which is underpinned by preserving PCC's regeneration objectives and taking a holistic approach to masterplanning and infrastructure delivery but is capable of establishing momentum by initially focussing on early phases on land owned by PCC.

Despite the viability challenges, from the project review and market testing we have identified opportunities for the CCN delivery strategy to be capable of attracting credible developer interest, by:

- Optimising PCC's control of key development sites, i.e. the Tricorn CP and former Sainsbury's sites/surrounding area, to establish early phases to create momentum and deliver impactful scale of development.

- PCC's scale of land ownership, with sites that can be brought forward for early development is important for developers and a positive attribute to support grant applications for infrastructure funding to show the ability to deliver with certainty and at pace.
- The early phase sites could deliver circa £200 million of development representing in the region of 5 to 7 years of activity that can be delivered in parallel with progressing the City Centre Roads (CCR) scheme, to provide flexibility for the developer partner
- To accommodate the flexibility in the scheme phasing, a broader tenure mix, and building typologies (with early phases likely to be up to 6 storeys), the CCN masterplan can be evolved whilst still retaining PCC's regeneration objectives, including the provision of significant green space and integration of the sites with adjacent areas.
- The site capacity could be in the region of 1,600 residential units based on lower density early phases, though the ambition remains for CCN to seek to achieve up to 2300 units. However, it is noted the overall number of units will be subject to future viability testing through each phase and dependant on economic conditions and grant opportunities over the lifetime of the project which could be c 15 - 20 years.

Financial Considerations

- From our analysis it is expected early phases will require public sector infrastructure funding support to de-risk sites and address the viability gap (amount subject to factors such as tenure mix/site due diligence) to attract developer interest. This is a not uncommon situation for comparable complex urban projects. Initial assessment in advance of site surveys indicate the level of grant support required could be at a level supportable by grant funding authorities however this needs to be identified and robustly tested through a developer led business case.
- Linked to the point above, we think it is unlikely in the foreseeable future that developers will contribute towards future land assembly costs. The Council also need to consider the funding implications from developers being unlikely to contribute to PCC's historic project costs to date.
- However, PCC can demonstrate to grant bodies such as Homes England, its commitment to facilitating regeneration through its land purchase programme and investment in the masterplan/planning application, to show a positive case for future funding.

Market Engagement Insights

Structured market engagement was undertaken with a cross-section of developers, investors, and operators to inform the delivery strategy considerations. The feedback was encouraging and reinforced the approach to unlocking early delivery whilst retaining a holistic approach to the long term aims of the project. Key findings are:

- There is interest from developers particularly in early phases, with parties acknowledging the need for early public sector support to assist viability.
- A mix of tenures, including Build-to-Rent, affordable housing, later living, and hotel uses, was supported to aid placemaking and financial viability.
- Developers are supportive of lower rise development in early phases with flexible phasing to manage infrastructure dependencies.
- Developers support PCC's vision for CCN, and the regeneration-focused Master Developers are attracted by the scale and nature of the opportunity.
- To ensure a holistic approach to delivery which supports PCC's wider placemaking and infrastructure objectives including CCR, the delivery strategy would be suited to the appointment of a suitably qualified and resourced Master Developer to lead delivery and ensure coherence across all phases. From the market testing there is potential developer interest from suitable parties, though noting there are limitations to the depth of market interest in general, and the level of initial financial resourcing developers may commit to produce an early project business case to assess the viability and source of gap funding in greater detail.
- There is appetite to engage in procurement, with several parties' expressing preference for streamlined processes and use of the Pagabo framework.

Recommendations and Next Steps

Whilst noting the viability challenges related to the current CCN masterplan scheme, from this project review we are of the opinion there is a route to establishing a delivery strategy which provides a platform to attract developer interest which is aligned to achieving PCC's regeneration objectives.

PCC's land control, strategic vision, and progress with infrastructure business case discussions with DfT regarding the CCR provide a foundation for success. We recommend that PCC proceed with a strategy to appoint a suitable Master Developer (who can demonstrate a track record of comparable projects and working with the public sector to secure grant funding) to lead the delivery of CCN.

This approach offers the opportunity to deliver a coherent, multi-phase scheme that considers short, medium and long term thinking in the evolution of the CCN approach and integrates transport infrastructure planning as a key component given its importance to facilitating scheme placemaking aims and delivery of wider city centre transport improvements.

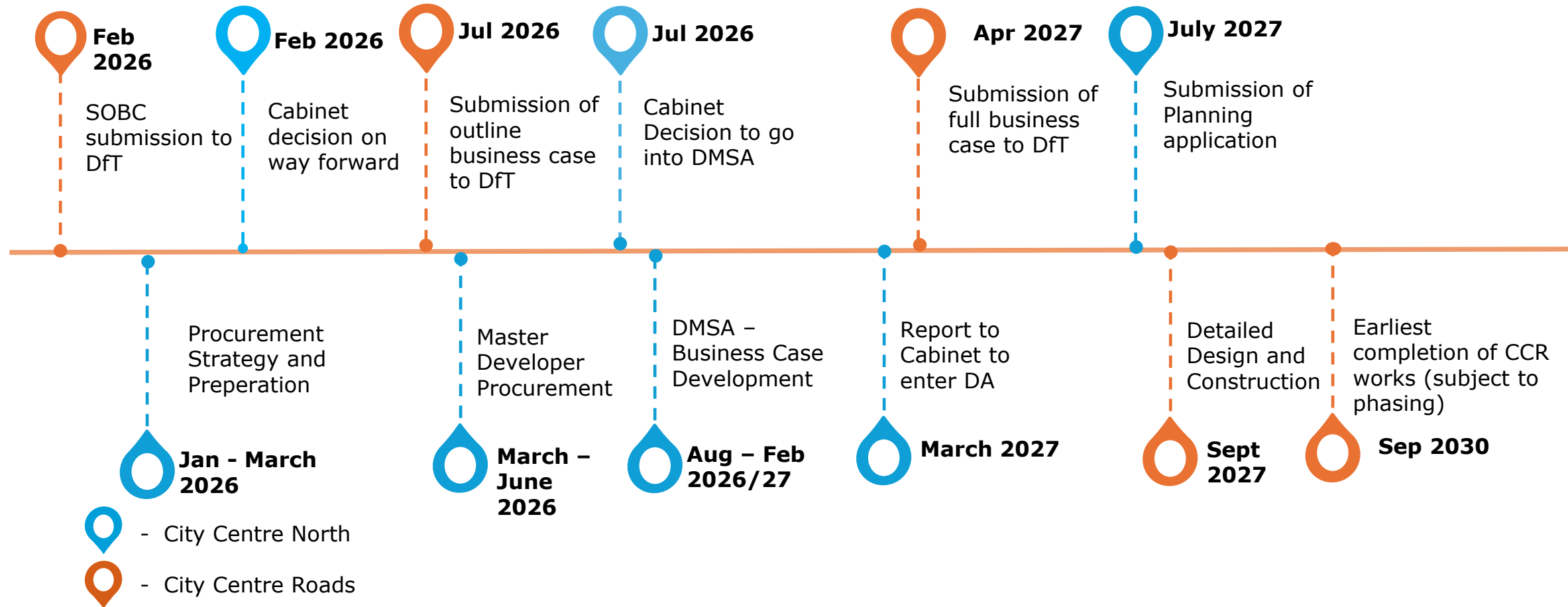
To progress the Delivery Strategy, we recommend the following next steps:

- Appoint a Master Developer with the appropriate track record, resources, and commitment to deliver a long-term, multi-phase regeneration scheme. This partner should be capable of leading planning, infrastructure delivery, and coordination of specialist developers across tenures.
- PCC continues to progress and support CCR given the feedback from potential master developers who recognised the importance of this enabling infrastructure in facilitating the CCN scheme vision and unlocking the place making benefits.
- Narrow the procurement options to three potential routes:
 - A Direct Award (e.g. to ECF) via Pagabo
 - A Mini-Competition via Pagabo, using the new framework (subject to confirmation)
 - A Streamlined Open Two-Stage Tender, focused initially on selecting a partner to undertake a Business Case before entering into a Development Agreement
- Undertake a further stage of detailed consideration over a circa 2 month period to assess the relative merits of the three procurement routes. This process could conclude in early 2026 and would reflect additional market engagement and assessment of the implications from the Pagabo Developer Framework renewal timescales. It is recommended legal opinion should also be sought on the technical merits of different options and potential justification for any reduced competition.
- Prioritise the preparation of a robust developer led Business Case as an early milestone in the procurement process. This will provide confidence in the delivery strategy and form the basis for public sector funding applications, including to Homes England and the new Mayoral Authority. This sequencing would involve a procurement process predicated on securing a developer initially under a Pre-Development Agreement, which leads into a Development Agreement after the adoption of the Business Case
- Commission site due diligence reports for Phase 1 and 2 areas. These investigations will support the Business Case and strengthen funding bids by demonstrating readiness and clarity on infrastructure requirements.
- Develop a public sector funding strategy for CCN. Early engagement with Homes England and the Mayoral Authority will be critical to securing infrastructure funding and positioning CCN as a priority regeneration project.
- Engage with strategic stakeholders, including the MOD, the Royal Navy, and Port, to explore accommodation needs and potential synergies. This could inform future delivery phases and strengthen the case for public sector support.

From our initial consideration of the lead-in timelines for the three developer procurement options to be assessed as an early priority, we recommend setting a target to appoint a developer to commence a Business Case by summer 2026. This will allow 5 - 6 months (for the selected developer) to undertake a robust Business Case and enable a report to Cabinet on the outcomes to be presented in early 2027. Subject to a positive outcome of the Business Case between the developer and PCC,

this would enable to the parties to move swiftly into a longer term contractual relationship and act as the catalyst for a hybrid planning application.

CCN / CCR Programme



**Appendix 2 Policy PLP6 from the Portsmouth Pre-Submission Local Plan
Addendum 2025**

Portsmouth City Centre

Introduction

A61 Portsmouth City Centre is recognised as a focal point for new development and regeneration for the City and the wider sub-region. The Council is committed to the regeneration of the City Centre to create a thriving, attractive and vibrant environment for its residents, businesses and visitors. A map of the strategic site is shown at figure 4.5.

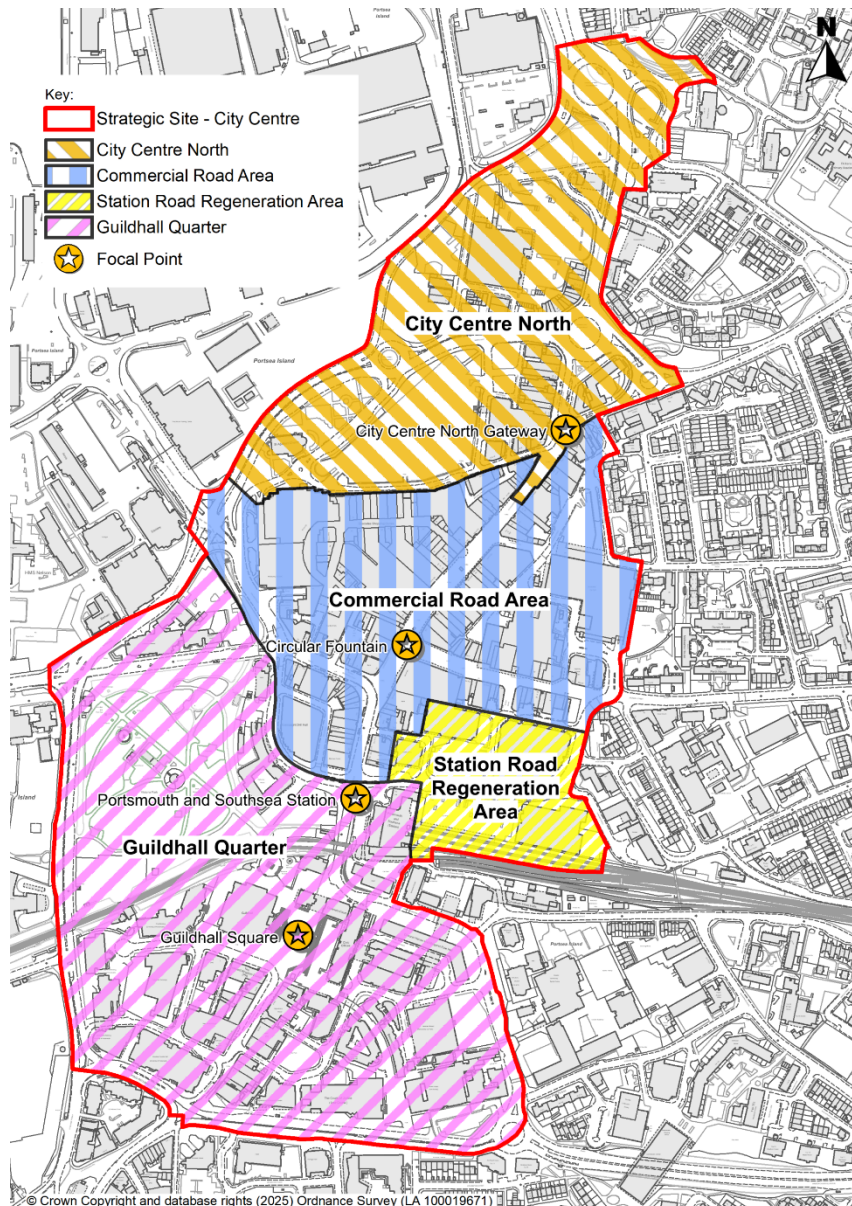


Figure 4.5: Map of Portsmouth City Centre

A62 Located on the western side of Portsea Island, the City Centre is an area of around 60 hectares extending from Hope Street in the north to Guildhall Walk and Winston Churchill Avenue in the south. Directly adjacent to the west of the City Centre lies HM Naval Base Portsmouth. To the east and south lie the respective residential areas of

Buckland, Landport and Somerstown. At the heart of the City Centre is the Commercial Road shopping area, which also includes the shops and commercial uses on Arundel Street and in the Cascades Shopping Centre. To the south of Commercial Road lies Portsmouth & Southsea Railway Station, a Grade II listed building, with a railway viaduct forming a physical barrier to the southern part of the strategic site. The Station Road Regeneration Area has seen some recent development in the form of purpose-built student accommodation. To the west lies Victoria Park (Grade II listed registered Park and Garden) and Portsmouth St John RC Cathedral (Grade II listed building). The southern area of the City Centre comprises the civic areas of the Guildhall and its square. Opposite the Guildhall lies the Civic Offices. To the south is Guildhall Walk, which is known for its cultural and leisure offer with pubs, restaurants and cafés plus it is the home of the refurbished and extended New Theatre Royal. Adjoining Winston Churchill Avenue are the law courts, the police station and student accommodation.

A63 The site is currently located within flood zone 1, although it is predicted that by 2122 the southwest portion of the site will be located within flood zones 2 and 3a. More vulnerable development should, if proposed, provide mitigation and ensure they are safe for their lifetime in these locations. Development should take account of the recommendations set out within the SFRA Level 2 particularly on surface water flooding.

A64 It is considered that, through long-term redevelopment, the City Centre has the potential to become a more diverse, vibrant and attractive area with the capacity to deliver a large number of new homes, business premises, social/leisure venues and community facilities. This will make a major contribution to meeting the City's development needs and strengthen the identity and vitality of the City Centre and its economy including both the daytime and nighttime activity. In 2021, the City Council published a City Centre Development Strategy¹. This set out 12 design principles for the City Centre to be welcoming, connected, diverse, delightful, beautiful, green, healthy, safe, enduring, resilient, intelligent and playful. The Development Strategy divided the City Centre into five areas with proposals for each.

A65 The City Centre is a dynamic place for development and significant development has been proposed and, in some cases, built out since the City Centre Development Strategy was adopted. Purpose-built student accommodation has been completed including Catherine House, Stanhope House and Crown Place. Development proposals for City Centre North have been put forward, which propose the demolition of existing buildings and the construction of 1,600 to 2,300 residential units and up to 10,000m² (gross) non-residential uses. The scheme proposes the realignment of the road network, most notably the diversion of traffic onto Hope Street and developing part of the area currently occupied by Market Way. There have also been proposals for residential and hotel uses for Slindon Street Post Office. There have also been proposals for residential / hotel development at land adjacent to Catherine House and mixed residential/commercial scheme proposed for the former Debenhams site on Commercial Road and former Matalan site on Station Road.

¹ https://www.portsmouth.gov.uk/wp-content/uploads/2021/09/Portsmouth-City-Centre-Development-Strategy-Jan-21_compressed.pdf

A66 A number of evidence-based studies support the allocation of this strategic site. This includes the HELAA, which identified a total of fourteen sites in the City Centre with potential to deliver 3,458 to 4,158 dwellings and 21,600m² of gross employment floorspace (5,846m² net gain when losses are taken into account). The Portsmouth Emissions Based Assessment² looked at the City Centre because poor air quality is a recognised issue with three AQMAs designated in the vicinity (7, 11 and 12). The assessment found that there is a predicted increase in nitrous oxide (Nox) in the short-term impacting parts of AQMA 11, however, it is expected that the NOx emissions will substantially decline across the plan period, due to changes in the vehicle fleet. The Portsmouth City Centre Road Scheme - Air Quality Assessment for the Local Plan (Feb 2025)³ carried out more detailed assessment of the impact of the City Centre Road proposals. The Assessment concluded that the predicted concentrations of pollutants at all selected sensitive receptors and compliance locations are estimated to be well below the relevant Air Quality Strategy objectives and NO2 limit value with and without the City Centre Road Scheme in 2041.

Vision

A67 In 2040, Portsmouth City Centre will fulfil its potential as a centre of culture and creativity for the City. There will be a thriving business and retail offer centred around Commercial Road and enhanced cultural provision focused on Guildhall Square and Guildhall Walk. The new green space at City Centre North and the historic Victoria Park will, along with tree lined thoroughfares, make it a green and pleasant centre for residents and visitors. People will live in a variety of good quality homes, which are carbon neutral and located close to jobs and bustling services. People will make fewer journeys by car and instead will make use of new and improved public transport connections including the enhanced of Portsmouth and Southsea Train Station. Rapid Transit improvements will provide easy access to wider South Hampshire including its two national parks, London and the continent. It is the home of the University of Portsmouth, which is one of the top one hundred and fifty young universities in the world (2025). Overall, the new City Centre will be a green cultural centre for the City, which is home to a happy, healthy and thriving community.



Strategic Site Allocation Policy PLP6: Portsmouth City Centre

1. Portsmouth City Centre, as shown on the Policies Map, is allocated for the comprehensive mixed-use development of the following uses:

- a) 3,458 to 4,158 dwellings;**

² <https://www.portsmouth.gov.uk/wp-content/uploads/2024/07/Portsmouth-Emissions-Assessment-LP-Report-v5.pdf>

³ https://www.portsmouth.gov.uk/wp-content/uploads/2025/07/Portsmouth-CC-Local-Plan-AQ-Assessment_v3.0.pdf

- b) 21,600m² office class E(g)(i) floorspace (5,846m² net);**
 - c) A new 2.9 ha area of green space at City Centre North; and**
 - d) Cultural, civic, educational and leisure uses.**
- 2. Development proposals for the above named uses will be permitted provided that they meet the following site-specific development requirements:**
- a) Enhance or complement the range of City Centre commercial uses;**
 - b) Protect and enhance the existing open spaces;**
 - c) Improve pedestrian and cycle connectivity to the surrounding residential areas;**
 - d) Incorporate car-free streets wherever feasible, with 'Mobility as a Service' and sustainable transport modes prioritised;**
 - e) Deliver or contribute proportionally to the relevant transport and highways mitigation measures identified within the Local Plan Strategic Transport Assessment and/or Infrastructure Delivery Plan, and Local Transport Plan 4 (Portsmouth Transport Strategy);**
 - f) Mitigate any severe impacts on the highways network identified as resulting from development following a robust assessment and reduce the volume and/or impact of private vehicle traffic to an appropriate level;**
 - g) Provide evidence that air quality in adjoining AQMAs is not worsened;**
 - h) Provide evidence on the current and historical contaminative uses of the site and provision made for any necessary remediation;**
 - i) Complement the proposals set out in the University of Portsmouth Estate Masterplan⁴ where relevant;**
 - j) Proposals for Major Development should demonstrate how its design enhances the Centre's appearance, responds positively to its heritage significance and considers the needs and safety of all its users including reducing crime, through the provision of a design code;**
 - k) Proposals for Major Development should provide a travel plan to demonstrate how it is contributing to a shift to sustainable and public transport in the Centre;**
 - l) Proposals should only provide car parking provision required to meet, wheelchair adaptable standards and wheelchair accessible and adaptable**

⁴ <https://www.port.ac.uk/about-us/our-ambition/our-estate-masterplan>

standards as required by Approved Document M (Part M) of the Building Regulations ;

- m) Protect trees within the City Centre and take opportunities to plant more and provide enhanced greening; and**
 - n) Submit and implement an Arboricultural Impact Assessment, Arboricultural Method Statement and associated Tree Protection Plan that protects trees throughout the site**
- 3. Proposals for the comprehensive redevelopment of the City Centre North (as shown in figure 4.5) for 1,600 to 2,300 dwellings and 10,000m² (gross) of new employment floorspace and provision of new green space will be supported. These proposals will have to demonstrate that they create a mixed residential community with potential tenures including family housing, retirement, extra care and student accommodation with a focus on delivering integrated green space, connectivity and promoting community integration. Proposals at the City Centre North Focal Point should look to create a gateway to development linking it to the northern end of Commercial Road. Proposals in City Centre North should include the following elements: large urban green space, improved connections to wider neighbourhoods and amenities, streets and squares for play and socialising, commercial opportunities, a new primary mobility hub at Commercial Rd and creation of a cyclable and walkable neighbourhood. Biodiversity Net Gain of at least 20% should be demonstrated and secured in perpetuity (at least 30 years) on site. Proposals must take into account the character and significance of the Mile End Conservation Area by minimising harm to the significance and appreciation of the conservation area and responding sensitively to St Agatha's Church (Grade II*) and All Saint's Church (Grade II) in terms of massing, scale and orientation.**
- 4. Proposals falling within the Commercial Road Area (as shown in figure 4.5) should include town centre uses at ground floor level. Proposals which retain and enhance active frontages in this area including outside / street seating will be supported. Outside of the commercial frontages, schemes that deliver high-density mixed-use development will be permitted provided they improve connectivity between the retail area, and the surrounding areas and contribute to a modal shift to sustainable transport. Proposals within this area should provide space to accommodate and avoid negative impact on the markets which use Commercial Road. Interventions at the Arundel Street Focal Point should protect and enhance the fountain and take opportunities to utilise the space for cultural events. Development proposals within the area should also seek to avoid unacceptable harm to the significance of designated heritage assets within the area.**
- 5. Development within the Station Road Regeneration Area (as shown in figure 4.5) will be permitted where they provide a significant contribution to the City's housing, employment and other needs by providing good quality, high density and tall buildings. Proposals impacting the area around Portsmouth and Southsea Train station should contribute to improved connectivity and street scene within**

the City Centre, without unacceptable harm to the historic environment. Proposals in this area should consider the capacity of Portsmouth and Southsea Station and mitigate the impact of additional users. Proposals in this area should create a gateway to the City linking the commercial core around Commercial Road to the Cultural and Civic Centre focused on Guildhall Square and Guildhall Walk.

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

Supporting text

- A68 The purpose of this policy is to shape new development within Portsmouth City Centre so that it will adapt and thrive into the future. The City Centre will be a culture and leisure destination and provide a large number of new homes and significant office space to meet the future needs of the City. The City Centre will also provide educational space to meet the needs of the University of Portsmouth and other educational establishments.
- A69 The City Centre is one of the main locations for residential (3,458 to 4,158 dwellings) and office (21,600m² sqm gross, 5,846m² net) development in the City to 2040. Within the City Centre there are a number of existing commercial buildings that will be converted or redeveloped to create new homes; this reduces the overall gain in office space. Within the City Centre the main area of development is expected to be City Centre North with provision for a total for 1,600 to 2,300 new homes and 10,000m² (gross) of new office floorspace. In addition to City Centre North, there is a cluster of residential and employment development coming forward around Station Road, with large development sites at Debenhams, Matalan, the former sorting Office and land adjacent to Catherine House. In addition to these areas there is anticipated to be further infill housing development within the Centre.
- A70 Proposals should protect and enhance the retail offer of the City Centre, as set out in Policy PLP28: Town Centres and have regard to enhancing / complementing the main focal points for intervention as set out in this policy. It is anticipated that with current retail trends away from traditional big box retailers and the large scale of new residential development proposed in and around the City Centre that the role of the Centre will change over the plan period. The City Centre will become more of a culture and leisure focused destination with an increase in the food and drink offer and more independent retailers.

- A71 With the exception of Victoria Park there is little open space within the City Centre. It is important therefore, that any proposals which impact the open spaces within the City Centre seek to protect and enhance these spaces and their role. Development should contribute to the creation of enhanced green space in the City Centre, either through the provision of green space as part of development or by contributing to the enhancement of existing spaces. The setting of green spaces should include careful consideration of active frontages/ and access to these spaces as well as the visual impact of buildings on the spaces.
- A72 The application proposals at City Centre North include the provision of a significant open space in the form of new green space. It is important that any revised proposals retain this provision and consider carefully the green space's future users and potential for delivering environmental net gain.
- A73 The Council is seeking 20% Biodiversity Net Gain (BNG) on some of the Strategic Sites and Allocations it owns in order to act as an exemplar for greening and environmental led development in the City. The Council recognises that viability makes achieving 20% BNG challenging across the City as a whole. However, the Council feels that it should lead by example and try to achieve a higher standard on its own sites. The City Centre North portion of the City Centre allocation is Council owned, and therefore a target for 20% BNG is being applied to this area. As the City Centre has a low baseline level of biodiversity, there is a significant opportunity to make a positive impact in increased biodiversity. This should be done in accordance with Policy PLP40: Biodiversity Net Gain and the version of the Government metric current at the time of the application.
- A74 Proposals should deliver or contribute proportionally to the relevant transport and highways mitigation measures identified within the Local Plan Strategic Transport Assessment, Infrastructure Development Plan and / or Local Transport Plan (LTP4). Any severe impacts on the highways network identified as resulting from development as part of the City Centre strategic site must be mitigated following a robust assessment and reduce the impact of traffic to an appropriate level. Any assessment must consider the projects included within the LTP4 and contribute to their delivery where appropriate.
- A75 Proposals should encourage a shift to more sustainable modes of transport incorporating 'micromobility' as a service' such as Electric Cycle and Scooter Hire and should incorporate increased cycle parking provision and positively promote Mobility as a service as set out in Policy PLP47: Movement & Transport.
- A76 Air quality in proximity to the City Centre Road network is a recognised issue and in response to this the City Council has implemented a Clean Air Zone which covers the City Centre Area which imposes charges on the most polluting vehicles. The Portsmouth Emissions Based Assessment⁵ and Portsmouth City Centre Road Scheme - Air Quality Assessment for the Local Plan (Feb 2025)⁶ found that air quality in the City Centre is

⁵ <https://www.portsmouth.gov.uk/wp-content/uploads/2024/07/Portsmouth-Emissions-Assessment-LP-Report-v5.pdf>

⁶ [Portsmouth-CC-Local-Plan-AQ-Assessment_Final-Feb-25.pdf](#)

substantially impacted by how the road network of the area is laid out due to the volumes of traffic passing through the Centre. Proposals for the City Centre Road Scheme and those such as City Centre North that propose revised road layouts should ensure that these improve and do not worsen air quality. Development proposals should take opportunities to improve air quality and mitigate negative impacts on air quality in the adjoining AQMAs as required. Development proposals should take opportunities to improve air quality and mitigate negative impacts on air quality in the adjoining AQMAs as required.

A77 To help address Air Quality issues, the importance of prioritising sustainable modes of travel into the City Centre from across the City and beyond, through a wide range of measures to secure modal shift and reduce traffic volumes in the City Centre area in order to mitigate against poor air quality.

A78 Proposals within the City Centre should consider the provision of reduced levels of parking in line with Policy PLP48: Access and Parking and the emerging Parking Supplementary Planning Document, providing parking only where it is required to meet the needs of disabled residents and set out in the Building Regulations 2010. Proposals should include infrastructure for sustainable forms for transport in order to create further modal shift. Wherever possible development should include car free streets, which should link to the existing pedestrianised routes in the City wherever possible. Proposals for further pedestrianisation and for closing roads to private cars will be welcomed. Major Development should provide a travel plan as part of the evidence submitted in order to demonstrate how it is meeting these objectives.

A79 Proposals on the southern edge of the City Centre should take account of the Estate Masterplan⁷ produced by the University of Portsmouth, and developers should work positively with the University where appropriate.

A80 The City Centre is one of the least green parts of the City. Proposals should wherever possible retain tree cover, protect trees covered by TPOs (TPO148, TPO0050, TPO069), retain notable trees and take opportunities to green both spaces and buildings in the City Centre through the use of the Urban Greening Factor in line with policy PLP38: Green Infrastructure.

A81 Major Development in the City Centre should demonstrate how its design enhances the Centre's appearance and considers the needs of all its users, through the provision of a design code. This should include detailed consideration of the needs as defined through equalities impact assessment, and the protected characteristics of those users.

A82 The following supporting text relates to the areas and focal points identified in figure 4.5.

⁷ <https://www.port.ac.uk/about-us/our-ambition/our-estate-masterplan>

City Centre North

A83 City Centre North currently comprises a surface level car park to the north of the Cascades formerly occupied by the Tricorn Centre, the site of a former Sainsbury's store (in meanwhile use as the Pitt Street Skate Park) and a number of tired commercial units and surrounding surface level car parks. In addition, the listed church of St Agatha's, falls within the site area. The area is proposed (and has resolution to grant) for significant redevelopment for 1,600 to 2,300 dwellings, and 10,000m² (gross) of commercial floorspace. The following paragraphs set out the key aspects of the development proposals.

A84 Substantial new green space will create a new link between St Agatha's (grade II* listed) and All Saints Churches (grade II listed) with extended links to the south to Victoria Park and enabling future connections to the north creating a safe network of cycle paths and pedestrian routes. Creating green connections to the City through the implementation of green corridors, green spaces, parks and playgrounds will be used to improve the well-being for the wider community as well as the residents on site. Green avenues will be created to reach out from the central green space and aim to link out to the wider City Centre. These additional green spaces will aim to promote an active lifestyle whilst allowing the community to rediscover the local ecology. City Centre North is expected to deliver 20% BNG. Proposals should protect and incorporate the existing mature trees on the eastern side of Flathouse Road, which the City Council is proposing to protect with TPOs.

A85 City Centre North is the single largest development site in the City with the potential to deliver 1,600 to 2,300 dwellings. In order to achieve this the development will need to make careful use of both density and height. Proposals will need to carefully consider how larger buildings fit within the setting of the area. The northern part of the City Centre North site is potentially suitable for larger / taller buildings. Consideration will need to be given to the interaction with Hope Street and the Dockyard, as well as the frontages facing the new green space. There is potential within the scheme to create new landmark taller buildings, with heights of upwards of 20 storeys possible if well designed. An additional important consideration will be how development, especially any tall buildings, would impact on the character of the Mile End Conservation Area, including the birthplace of Charles Dickens, which is a Grade I listed building. This area currently remains a haven of relative tranquillity. The Mile End Conservation Area Guidelines state that "The Conservation Area is separated from modern development by the boundary wall which blocks off Old Commercial Road at its southern end and serves both as a pedestrian entranceway into the Conservation Area and as a screen to mask the area from modern development". The effectiveness of such screening needs to be considered when large scale development is proposed.

A86 The development of City Centre North should encourage a modal shift away from the use of the private car to prioritise use of sustainable transport given the sustainability of its location. This should be done in a number of ways including: removing Market Way and associated junctions; ensuring pedestrian and other sustainable transport connection to the wider City Centre and City; creating slower routes along Commercial Road that connect back to Queen Street; allowing for safer and more enjoyable

proposed pedestrian routes; providing safer route connections to the wider cycle network in Portsmouth; and creating pedestrian routes around the Cascades Shopping Centre, Victoria Park, Flathouse Road, Ferry Port, Commercial Road retail and Conservation Areas.

A87 City Centre North has the potential to be a mixed community, meeting the varied needs of the City's residents including a mix of different tenures of residential uses potentially including but not limited to: family housing; starter homes; student accommodation; extra care; and elderly persons accommodation. The tenure mix of new residential at City Centre North should be balanced and complement that of the surrounding residential areas.

City Centre North Gateway Focal Point

A88 City Centre North will connect to the City Centre at the northern end of Commercial Road. This gateway will play an important role in the success of both City Centre North and Commercial Road as a retail destination. The gateway should look to use active frontages to blend commercial use into City Centre North and create a welcoming and accessible space for both residents of City Centre North and the wider area.

Commercial Road Area

A89 The cultural and leisure destination of the Commercial Road Area is focused on the key retail and commercial streets of Commercial Road and Arundel Street, as well as the Cascades Shopping Centre. This area forms the Core Commercial Area of the City Centre as defined by Policy PLP28: Town Centres and identified on the Policies Map. Proposed uses should include retail, commercial, leisure, and culture and service use as set out in Policy PLP28. Within the City Centre Commercial Area proposals for non-town centre uses will need to be carefully considered to ensure they do not create adverse impacts upon the commercial role of the Centre. Proposals should protect and incorporate the existing mature trees on Commercial Road which are being considered for future protection by TPO. Within much of this area non town centre uses may be acceptable at above ground floor level only; Policy PLP28: Town Centres sets out the detailed requirements related to town centre uses. The role of the centre is anticipated to change over the plan period, as retail continues to move away from the traditional large national High Street retailers. It is expected that the Centre will have an increased independent retailer and food and drink offer. The proposal for significant levels of new residential development in the wider City Centre will support these types of business, which in turn will support the culture and leisure offer of the Centre. Proposals for these types of users in the Centre will be supported. Proposals will also be supported for businesses creating additional active frontage and using the street for outdoor seating, where they accommodate the markets and other on street events.

A90 Within this Area there are fewer opportunities for large scale redevelopment due to a larger number of landowners and occupiers. The main exception to this is the site currently occupied by the Tesco superstore and NCP car park. This site has potential to deliver additional residential development in conjunction with a re-provided supermarket. There is opportunity to encourage a shift to sustainable transport modes in the City

Centre through a reduction in the overall parking provision and improving the connectivity of the site to Commercial Road and Arundel Street, and to improve pedestrian linkage between the City centre and the adjoining Landport residential area.

A91 In common with much of Portsmouth, the City Centre is an area of Post War reconstruction. Clustered towards the southwestern end of Commercial Road, around its junctions with Arundel Street and Edinburgh Road, there are a limited number of buildings that are considered to enjoy more notable architectural and historic interest than much of the rest of the Centre. These buildings share similar prevailing heights, distinctive classically and post war influenced architectural detailing, and the use of high-quality materials including Portland stone. Any proposals that may come forward for redevelopment in this area, should where possible seek to retain these buildings, and be informed by a full understanding of their significance and contribution to townscape. In addition, within the Commercial Road Area of the City Centre allocation, there are four listed buildings: two located at the southern end of Commercial Road, and a further two on Stanhope and Edinburgh Roads respectively. The southern part of the allocation zone also borders the Guildhall & Victoria Park Conservation Area containing Victoria Park and the Roman Catholic Cathedral. Any proposals on sites within the setting of these historic assets should respond sympathetically to their presence. Within the City Centre Commercial Road Area, space will need to be set aside to accommodate the ongoing provision of the market. The Commercial Road Market currently runs every week on Thursdays, Fridays and Saturdays.

Arundel Street Circular Fountain Focal Point

A92 The fountain at the junction of Arundel Street and Commercial Road will be the focus of streetscene improvements. Interventions should protect and enhance the fountain and take opportunities to utilise the space for cultural events.

Station Road Regeneration Area

A93 This Area of the City Centre has seen extensive redevelopment in recent years with more development proposed. The Area forms the setting of one of the main entrances to the City at Portsmouth and Southsea Station and links the commercial centre around Commercial Road to the City's main cultural offer around the Guildhall Square. The area was formerly characterised by mid twentieth century commercial uses of a moderate height with the exception of the former Zurich Building (now Catherine House) and the former Post Office Sorting Office. The Area has seen significant tall building construction in recent years with Catherine House, Stanhope House, Crown Place and the Travel Lodge. Further construction at height is proposed in the Station Road Regeneration Area at land adjacent to Catherine House providing 147 dwellings and a 222 bed hotel, the Debenhams site providing 523 homes, the former Slindon Street Post Office providing 176 homes and Matalan providing a four storey office building.

A94 Proposed buildings of height and density should consider the setting of Portsmouth and Southsea Station (Grade II listed), the Cenotaph (Grade II* listed) and Victoria Park (Grade II listed). Advantage should be taken of the space created by the railway line to

incorporate taller buildings. Proposals for development fronting Commercial Road and adjacent to Portsmouth and Southsea Station should have active ground floor frontage comprising town centre uses. This is intended to improve connection between Commercial Road and Guildhall Square.

Portsmouth and Southsea Train Station focal point

A95 This area is key for the implementation of sustainable transport measures and promoting modal shift in the City Centre. The area in front of the Station has the potential to act as a significant gateway to the City and proposals that enhance the setting of the station and improve the street scene / landscaping of the area will be welcomed. The Station building is listed, however, its quality has been impacted by later additions and poor maintenance, leading to it feeling unkept and unwelcoming. Enhancements to the Station building in order to improve its role as a gateway, its legibility, permeability and accessibility for users will be encouraged. Station improvements to enhance the facilities and accessibility for users will also be sought. Commercial uses in the Station will be supported.

Guildhall Quarter

A96 The southern portion of the City Centre is the focus for the cultural and civic offer of the City. In addition to the Guildhall itself, the Area includes the Civic Offices, Central Library, New Theatre Royal and Law courts. The area includes a significant portion of the University of Portsmouth campus, including both teaching buildings and student accommodation.

A97 Guildhall Walk connects to the southern side of Guildhall Square, hosts the New Theatre Royal, forms a throughfare of cultural and entertainment uses with pubs, restaurants and cafes. Guildhall Walk is well used by the wider population of the City most notably the student population and is one of the City's main cultural and evening economy destinations. Policy PLP28: Town Centres seeks to support opportunities to enhance and grow this part of the City's economy.

A98 To the north west of the Guildhall and university campus lie Victoria Park and the City's Roman Catholic Cathedral. The Registered Park and Garden (grade II listed) is an important green space with a large number of mature trees and historic monuments and features. It lies within the Guildhall & Victoria Park Conservation Area. The park is well loved and used by the public and is the only large area of public open space currently in this part of the City; it is designated as a Local Green Space in the Local Plan.

A99 The Guildhall Quarter is characterised by mid-rise development. The overall quality of the buildings is mixed although there are a number of buildings of high value with much of the area protected by conservation area status. Not every building is of a high quality and there are areas of ground level car parking within the area which do little to add to its setting. Proposals for development / redevelopment within this area of the City Centre should respect the character and setting of the Guildhall & Victoria Park Conservation Area (no.18) and aim to raise the overall quality of the townscape of the

area through careful use of high quality materials reflecting the finer architectural examples around Guildhall Square and Guildhall Walk. Proposals for mid-rise development of a scale similar to the those in the vicinity should be sympathetic to the character and setting of the conservation area and listed buildings. Proposals will need to take account of the settings of heritage assets, which include among others Victoria Park (Grade II), the (Grade II*) Cenotaph and listed buildings along Guildhall Walk including the New Theatre Royal (Grade II*). These and other assets make an invaluable contribution to the character of the area and their heritage significance needs to be protected and better revealed through sensitive design.

Guildhall Square Focal Point

A100 Guildhall Square is one of the most important and recognisable public spaces in the City Centre. It is an attractive and well used space with a programme of events and is used as a setting for formal occasions by the University, City Council and the Royal Navy. The Square also provides a strong civic function as a well as adjoining key cultural and entertainment venues including the Guildhall and the Central Library.

A101 The Square is at the junction of key pedestrian routes through the City Centre particularly the north / south route from Commercial Road past the Station and into Guildhall Walk. The square is busy with a through-flow of people, particularly during the day and thought should be given to community safety after dark.

A102 The Civic Offices are showing their age and do not meet modern standards for energy efficiency. In addition, following COVID and the rise in working from home, the offices are occupied to a lesser degree than previously. Any proposals for the redevelopment of the Civic Offices should provide an enhanced level of active frontage onto the Square to make more use of it as a space when not being used for events.

A103 The Guildhall, Guildhall Square and Guildhall Walk should act as a focal point for cultural and civic activities and create enhanced connectivity between Commercial Road and Portsmouth and Southsea Station to the north and Guildhall Walk and the University to the south.

A104 Proposals that impact the University of Portsmouth's Estate should have reference to its 2025 Estate Masterplan. This document sets out the University's current development proposals. Where schemes may impact or be impacted by proposals in the masterplan it is recommended that a dialogue is had with the University in to establish how their proposals affect schemes.

Monitoring and Delivery Framework

Types & amounts of development	Timescale	Delivery	Monitoring	Triggers & potential actions
3,458 - 4,158 homes	957 dwellings to 2030, 1,976 - 2,326 dwellings 2030-35 525 - 875 dwellings 2035-40.	Through the development Management process; working in partnership with developers and land owners	Housing number and Employment floorspace monitoring in the AMR	Development progress will be monitored through the AMR. If there is a lack of progress further work will be undertaken to ascertain the reason and propose interventions
Employment floorspace 5,846m²	2025-30 -4,154m ² 2030-2035 5,000m ² 2035-2040 5,000m ²	Through the development Management process; working in partnership with developers and land owners	Housing number and Employment floorspace monitoring in the AMR	
Provision of supporting infrastructure including but not limited to street scene improvements, new open space at City Centre North and improved provision for the market	2025-2040	Through the development Management process; working in partnership with developers and land owners	Infrastructure Delivery monitoring in the AMR in line with the requirements set out in the IDP	

Table 4.5: Monitoring and Delivery Framework for Portsmouth City Centre