

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

March 2026

**In respect to 56 Arundel Street (Shopmobility),
Portsmouth, PO1 1NL**
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). It sets out the position and understanding with respect to key issues between PCC LPA and PCC SP regarding the proposed allocation in the Portsmouth Pre-Submission Local Plan Addendum 2025 of Portsmouth City Centre (relating to the site at 56 Arundel Street - Shopmobility). This SCG is not binding on either party, but sets out a clear and positive direction to inform ongoing strategy and plan making. It should be noted that this is a bilateral agreement between these two organisations only.

1.2 The following documents form appendices to the SCG:

- 1) Policy PLP6 of the Portsmouth Pre-Submission Local Plan Addendum 2025¹

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 landowner in respect to 56 Arundel Street - Shopmobility, 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.

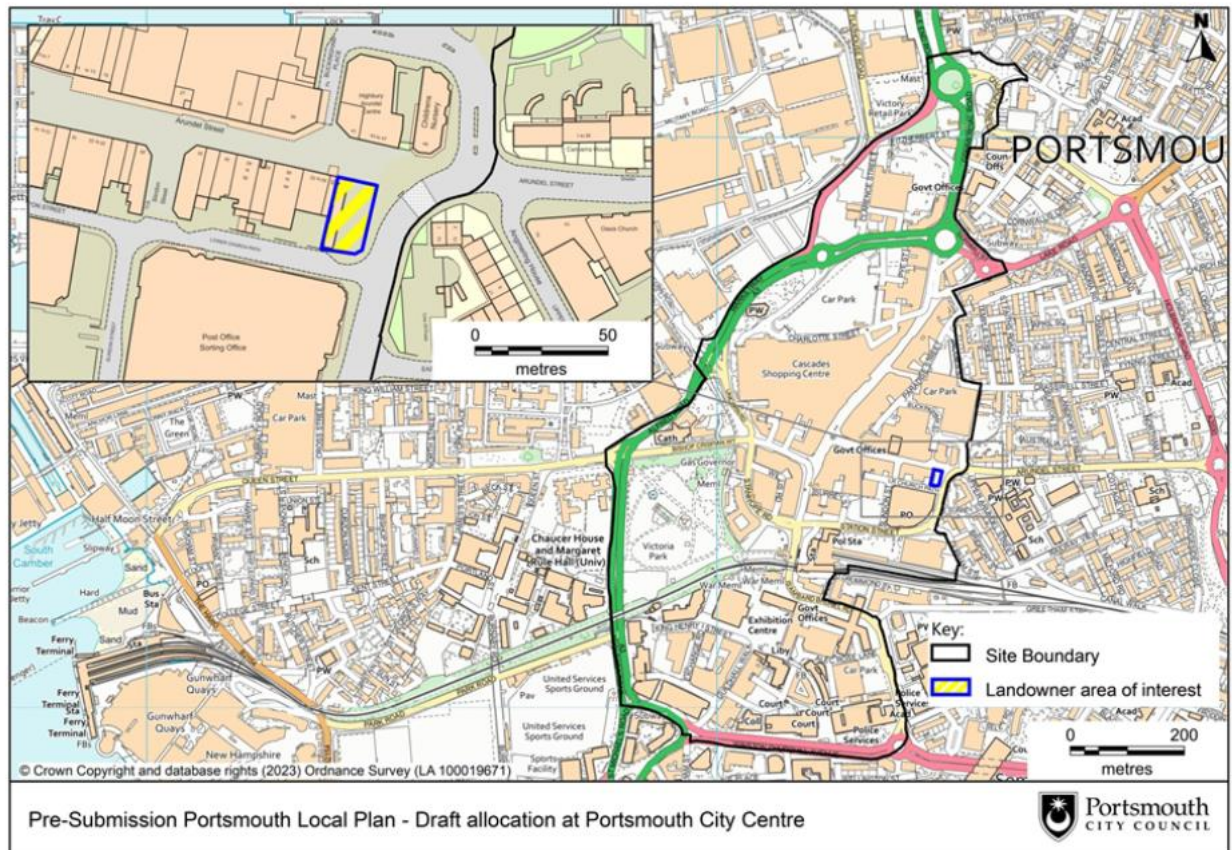
1.6 Both parties agree to adhere to these handling arrangements in order to ensure a functional separation between the two teams. However, it is acknowledged that it is necessary for there to be continued dialogue throughout the plan-making process between PCC LPA and PCC SP, as there would be with any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

2. Location of the Site

2.1 Both parties agree that the extent of the landownership of PCC SP in respect to 56 Arundel Street - Shopmobility as shown in Figure 1 below is correct.

¹ <https://www.portsmouth.gov.uk/wp-content/uploads/2025/11/pre-submission-local-plan-addendum-nov-2025-aa-accessible.pdf>

Figure 1: Landownership of PCC SP in respect to 56 Arundel Street - Shopmobility



3. Key Matters

3.1 This section covers the key matters as identified by PCC LPA and PCC SP in regard to 56 Arundel Street - Shopmobility and sets out matters of agreement between the two parties; there are no matters of disagreement.

(a) Housing Delivery

3.2 56 Arundel Street - Shopmobility is expected to deliver housing within the plan period as set out in Table 1.

Table 1: Housing Delivery for 56 Arundel Street - Shopmobility

	2025 - 30	2030 -35	2035 - 40	After 2040	Total
Amount of Housing (no. dwellings)	0	76	0	0	76

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

(b) Deliverability and Viability

3.4 PCC SP agrees that 56 Arundel Street - Shopmobility is deliverable and viable, with a reasonable prospect that the proposed development will come forward in line with the phasing set out in Table 1 above. The site in question was granted planning permission for 76 dwellings in 2020 under permission 19/01919/CS3, but this permission has since lapsed.

(c) Policy compliance

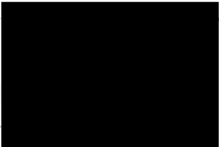
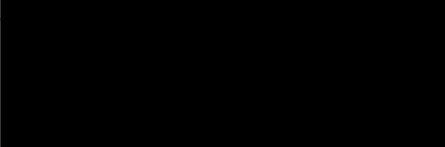
3.5 Policy PLP6 of the Portsmouth Pre-Submission Local Plan Addendum 2025, as set out in Appendix 1, sets out the development requirements for Portsmouth City Centre Strategic Site (within which 56 Arundel Street - Shopmobility sits) as: 3,458-4,158 dwellings (of which 76 dwellings are anticipated to be delivered at 56 Arundel Street - Shopmobility), 21,600 sqm of employment floorspace (5,846 sqm net), a new 2.9 hectare area of green space and cultural, civic, educational and leisure uses. The employment, green space, cultural, civic, educational and leisure uses listed in the policy are not anticipated to be delivered at 56 Arundel Street - Shopmobility.

3.6 Neither party know 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: Kevin Hudson
Position: Head of Planning Policy	Position: Head of Development
Portsmouth City Council	PCC Development
Date: 04/03/2026	Date: 04/03/2026

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.

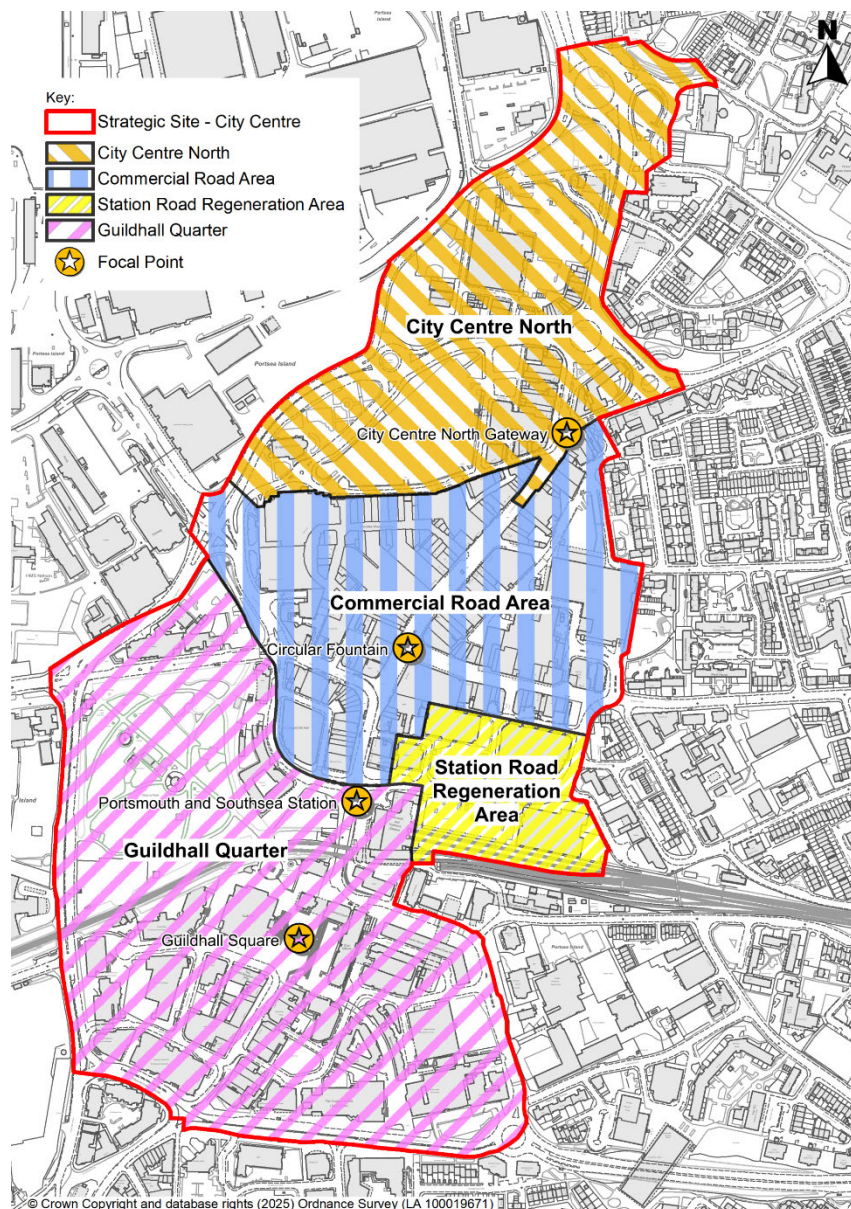


Figure 4.5: Map of Portsmouth City Centre

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