

Main Modifications to the Pre-Submission Portsmouth Local Plan 2024 and the Pre-Submission Portsmouth Local Plan Addendum 2025

Version 1.0 1 May 2026



Main Modifications to the Pre-Submission Portsmouth Local Plan 2024 and the Pre-Submission Portsmouth Local Plan Addendum 2025

Key to Main Modifications:

Modifications to text are shown as underlined for additions and as ~~struck through~~ for deletions. How the modification is to be made is written in *italics*.

All references to paragraph numbers and footnotes relate the Pre-Submission Portsmouth Local Plan 2024 or the Pre-Submission Portsmouth Local Plan Addendum 2025, and do not take account of the deletion or addition of text. Footnotes in the Composite version of the Pre-Submission Portsmouth Local Plan (combining the 2024 and 2025 pre-submission plans) are numbered differently and so where appropriate the footnote number for the Composite is also shown in brackets.

This schedule (PCC03), along with the Additional Modifications Schedule (PCC04) replace the Schedule of Changes to the Pre-Submission Portsmouth Local Plan 2024 for Submission (KD32) and the Schedule of Changes to the Pre-Submission Portsmouth Local Plan Addendum 2025 for Submission (KD33) at the Inspectors' request.

The modifications are presented in chronological order as they will appear in the final Local Plan once the Pre-Submission Portsmouth Local Plan 2024 and the Pre-Submission Portsmouth Local Plan Addendum 2025 are combined (following the order in the Pre-Submission Portsmouth Local Plan Composite). Each section shaded dark blue, for example chapter number, denotes which document the modifications below it relate to.

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
Preface			
		<i>No main modifications proposed to this section.</i>	
Chapter 1: Introduction (Pre-Submission Portsmouth Local Plan 2024)			
MM1	1.11	<i>Amend paragraph:</i> The plan period for the Portsmouth Local Plan is 20205-2040. This is in line with the Imagine Portsmouth 2040 Vision, <u>but is slightly less than that required by</u> and national	Update re Addendum

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		policy, which that requires strategic policies to look ahead over a minimum fifteen year period from adoption. <u>This was due to a delay in Local Plan preparation caused by the Government's opinion on Tipner West that necessitated the preparation of an Addendum.</u>	
MM2	New para after 1.15	<i>Insert new paragraph after para 1.15:</i> <u>Planning Practice Guidance on Plan-Making allows a local planning authority to include changes to a Pre-Submission Local Plan in an Addendum to the Plan. Where the local planning authority intends the changes to be treated as part of the submitted Plan, the Addendum, together with any necessary sustainability appraisal of it, should be subject to further consultation, equivalent to the consultation on the publication version, before submission. This was the approach followed in the Portsmouth Local Plan Addendum.</u>	Update re Addendum
MM3	1.19	<i>Amend paragraph:</i> The objective of the Habitat Regulation Assessment (HRA) is to identify any aspects of the Local Plan that would cause Likely Significant Effects on, or adverse effects on the integrity of internationally designated nature conservation sites. The assessment is undertaken alone and where necessary in-combination with other plans and projects. Under the Conservation of Habitats and Species Regulations 2017 (as amended), an Appropriate Assessment is required where a plan or project is likely to have a significant effect upon a European Site, either individually or 'in combination' with other projects. Should the HRA identify potential adverse effects, it also advises on appropriate policy mechanisms for delivering mitigation. Due to the allocation of Tipner West and Horsea Island East, it has not proved possible to avoid or mitigate all adverse effects on integrity. Therefore a further stage of the HRA has been required that sets out a series of derogation tests, which must be passed before the Local Plan can be adopted.	Update re Addendum

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
Chapter 2: Vision & Objectives (Pre-Submission Portsmouth Local Plan 2024)			
		<i>No main modifications proposed to this section</i>	
Chapter 3: Development Strategy (Pre-Submission Portsmouth Local Plan Addendum 2025 - from paragraph A1 to A25)			
		<i>No main modifications proposed to this section</i>	
Chapter 3: Development Strategy & Core Policies (Pre-Submission Portsmouth Local Plan 2024 - from paragraph 3.26 to 3.72)			
MM4	PLP1: Design	<i>Amend policy:</i> The Council will <u>seek to</u> ensure that a high standard and quality of design and place-making that support beauty is achieved in the City.	Consistency with national policy
MM5	PLP1: Design (2a,iii)	<i>Amend policy:</i> iii. Existing buildings or townscapes of heritage value <u>and the significance of heritage assets,</u> and	In response to representation from Historic England
MM6	PLP1: Design (7)	<i>Amend policy:</i> Development proposals for a tall building(s) <u>must be of a high architectural quality and</u> will be assessed against the following criteria:	In response to representation from Historic England
MM7	3.39	<i>Amend paragraph:</i> It is expected that applicants/developers use the ten characteristics of a well-designed place as a lens through which the design of a proposal is formulated, and justification can be made to demonstrate that it makes a positive contribution to achieving the Portsmouth design vision. <u>Applicants should also reference the Manual for Streets and</u>	In response to PCC as LHA representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<u>its user hierarchy, with consideration being given to road users in the following order of priority: pedestrians, cyclists, public transport users, specialist service vehicle, other motor traffic.</u>	
MM8	3.48	<i>Amend paragraph:</i> The Council has identified eight <u>seven</u> areas of opportunity where tall buildings are considered acceptable in principle.	In response to representation from Historic England
MM9	PLP2: Climate Emergency New criterion after PLP2 (1)	<i>Add new first criterion to policy PLP2, 1, before current criterion 1.a).</i> <u>Take opportunities to store carbon and avoid the release of embodied carbon;</u>	Clarification
MM10	PLP2: Climate Emergency (1a)	<i>Amend policy:</i> a) Reduce greenhouse gas emissions and store carbon <u>Minimise the amount of greenhouse gases that it emits during construction and across its lifetime;</u>	Clarification
MM11	PLP2: Climate Emergency (1g)	<i>Amend policy:</i> g) Prioritise active travel <u>including shared modes</u> and effective public transport over car use wherever possible;	Clarification

Chapter 4: Strategic Sites (Pre-Submission Portsmouth Local Plan Addendum 2025 - from paragraph A26 up to end of Table 4.2, after paragraph A60)

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM12	PLP3: Tipner West (5)	<i>Amend policy:</i> 5. The Listed Buildings located on Tipner West must be retained, restored and re-used. Development proposals must fully assess the significance of these assets and give great weight to the conservation and where possible the enhancement of their fabric and/or setting. In addition, any proposals must demonstrate a full understanding of the contribution of views towards the site, to the setting and therefore the significance of both the Scheduled Portchester Castle across the Harbour, and the D-Day Slipways adjoining Horsea Island East, and <u>should avoid or minimise harm to their significance from development in their setting.</u> seek where possible to avoid or mitigate any unnecessary harm to their setting. The impact (or potential impact) of any proposals on non-designated archaeology either within, and/or if necessary, below mean high water springs around the site, shall also be assessed and recorded and where possible mitigated in proportion to the significance of any find(s).	In response to Historic England's representation
Chapter 4: Strategic Sites (Pre-Submission Portsmouth Local Plan 2024 - from paragraph 4.39 to end of Table 4.4 after paragraph 4.80)			
MM13	4.42	<i>Amend paragraph:</i> A new sea wall path and adjacent open space will be a considerable asset to the development, but will need to be closed when high tides and strong winds combine. <u>The asset owner will be responsible for the operation and maintenance of this.</u>	Clarity and in response to representation from Coastal Partners
MM14	PLP4: Tipner East (2b)	<i>Amend policy:</i> b) <u>Where the site bounds the M275</u> Bbreak down the barriers, both physical and perceived, created by the M275 motorway and Ports Creek. This will be achieved through the design of both buildings and spaces to create excellent connections with new development at Tipner West and the wider area;	SCG with Homes England

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM15	PLP4: Tipner East (2c)	<i>Amend policy:</i> c) Integrate green and blue infrastructure into the masterplanning and design of the development and seek to mitigate the urban heat island effect and uncomfortable/unsafe wind conditions <u>that are compatible with ground conditions and contamination</u> ;	SCG with Homes England
MM16	PLP4: Tipner East (2e)	<i>Amend policy:</i> e) Improve off-road accessible <u>Provide enhanced</u> pedestrian and cycle provision linking Port Solent and connecting Tipner to the City Centre, nearby public open spaces including Horsea Island Open Space, recreational facilities including the Mountbatten Centre and other local shops and services;	Consistency with PLP3 2(j) of the Addendum
MM17	PLP4: Tipner East (2h)	<i>Amend policy:</i> h) <u>Where the site bounds the waterfront</u> P provide for public access along the waterfront where feasible and without causing unmitigated recreational disturbance to protected bird populations;	SCG with Homes England
MM18	PLP4: Tipner East (2m)	<i>Amend policy:</i> <u>m) For the parts of the site that sit within Zones 2 and 3 or are at risk from surface water flooding,</u> D deliver surface water management measures to make provision for storage during high tide events, when the surface water drainage may be subject to tide locking;	SCG with Homes England
MM19	PLP4: Tipner East (2n)	<i>Amend policy:</i> n) Future development of the site <u>for the areas within Zones 2 and 3</u> will require land raising and construction of flood defences. Their implementation should be informed by the SFRA Level 1 and 2;	SCG with Homes England

Modification Reference	Policy/Paragraph	Proposed Changes					Reason for change
MM20	4.51	<i>Amend paragraph:</i> The site is flat and low-lying and a small part of <u>the northern part of</u> Tipner East lies in flood zones 2 and 3. It was assessed as part of the Level 2 Strategic Flood Risk Assessment, which made a number of recommendations to avoid and control flood risk.					SCG with Homes England
MM21	4.54	<i>Amend paragraph:</i> Non-breeding bird surveys between October and March (typically two survey seasons <u>under suitable habitat management conditions</u>) will be required to inform the detailed design of the offsetting mitigation habitat that will be provided to ensure no adverse effect on integrity.					Response to RSPB representation
MM22	Table 4.3: Monitoring and Delivery Framework for Tipner East	<i>Amend table:</i>					SCG with Homes England and Environment Agency representation
		Types & amounts of development	Timescale	Delivery	Monitoring	Triggers & potential actions	
		Enabling works and sea defence wall	2023-2025	Vivid are constructing the sea wall and associated infrastructure <u>(22/01292/FUL)</u>	Environment Agency <u>In line with the planning condition/legal agreement</u>	Underway	
		1,056 homes	434 <u>210</u> (2025-2030) 625 846 (2030-2040)	Bellway <u>(21/01357/FUL)</u> and Vivid <u>(22/01292/FUL)</u> building out	Residential monitoring within the AMR	Development progress will be monitored through the AMR. If there is a lack of progress	

Modification Reference	Policy/Paragraph	Proposed Changes					Reason for change
						further work will be undertaken to ascertain the reason and propose interventions	
		Transport hub with 2,650 car parking spaces and 38 bus services per hour	Phase 1 of 1 no. multi story car park and active travel hub by 2030; Phase 2/3 of 2 no. multi story car parks by 2035	PCC as landowner is actively seeking external partners and funding <u>(22/00024/OUT)</u>	Monitoring of the Local Transport Plan (LTP4)	Reserved matters application needs to be permitted by June 2025 to keep extant permission	
		716 m ² commercial floorspace <u>on the VIVID site</u>	2030-2035	To be delivered along with the <u>residential development on the VIVID site</u> <u>(22/01292/FUL)</u> <u>transport hub</u>	Commercial monitoring within the AMR	Development progress will be monitored through the AMR. If there is a lack of progress	
		840 m ² ancillary commercial uses at the transport hub	2030-2035	To be delivered along with the transport hub <u>(22/00024/OUT)</u>	Commercial monitoring within the AMR	further work will be undertaken to ascertain the reason and	

Modification Reference	Policy/Paragraph	Proposed Changes					Reason for change
						propose interventions	
MM23	4.62	<i>Amend paragraph:</i> Since Lakeside is a business park located on the edge of the City, one of its business attractions is the substantial on-site car parking available for employees and visitors to the site. In order to promote sustainable modes of travel to and from the site, all development proposals to expand the business offer must safeguard and where possible enhance pedestrian, and cycle <u>and public transport</u> links to the City Centre and Cosham. When <u>constructed, the Cosham Transport Hub has the potential to improve sustainable connectivity to the Lakeside site.</u>					In response to representation from LHA
MM24	PLP5: Lakeside North Harbour (4a)	<i>Amend policy:</i> a) A masterplan and design code for the whole site should be prepared, submitted and approved as part of a site-wide planning application application <u>applications</u> , to ensure that all future development at Lakeside is brought forward in a holistic manner;					Typo
MM25	PLP5: Lakeside North Harbour (4d)	<i>Amend policy:</i> d) To meet the requirements of the Conservation of Habitats and Species Regulations 2017 (am amended), the developer should provide evidence that the allocated site will not result in the loss of habitat that is functionally linked (Candidate Site P138) to Solent's SPAs / Ramsars. To demonstrate this, non breeding bird surveys between October and March (typically two <u>three</u> survey seasons) may be required to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat.					In response to representation from Natural England

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM26	4.72	<i>Amend paragraph:</i> Non-breeding bird surveys may be required between October and March (typically two survey seasons <u>under suitable habitat management conditions</u>) to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat, <u>and inform the detailed design of any mitigation and / avoidance measures that may need to be provided to ensure no adverse effect on integrity.</u>	Response to RSPB representation
MM27	4.72	<i>Amend paragraph:</i> Non-breeding bird surveys may be required between October and March (typically two <u>three</u> survey seasons) to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat. If the site is found to be functionally linked to Habitats sites,	Response to NE representation
MM28	4.78	<i>Amend paragraph:</i> Lakeside is located on an historic landfill associated with the reclamation of land in Portsmouth Harbour. Development at the site, including piling foundations, poses risks to groundwater from mobilising contaminants and creating new pathways for pollutants. <u>Development proposals must evidence the current and historical contamination of the site and provision made for any necessary remediation to the satisfaction of the local planning authority.</u>	Clarity on evidence
Chapter 4: Strategic Sites (Pre-Submission Portsmouth Local Plan Addendum 2025 - from paragraph A61 to end of Table 4.6, after paragraph A123)			
MM29	A94	<i>Amend paragraph:</i> Proposed buildings of height and <u>increased</u> density should consider <u>any impacts on the significance</u> the setting of Portsmouth and Southsea Station (Grade II listed), the	In response to representation from Historic England

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		Cenotaph (Grade II* listed) and Victoria Park (Grade II listed) <u>through development in their settings.</u>	
MM30	A99	<i>Amend paragraph:</i> ...Proposals will need to take account of <u>any impacts on the significance the settings</u> of heritage assets <u>through development in their settings.</u> 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*).	In response to representation from Historic England
Chapter 4: Strategic Sites (Pre-Submission Portsmouth Local Plan 2024 - from paragraph 4.146 to end of Table 4.7, after paragraph 4.175)			
MM31	PLP8: St James' & Langstone Campus (2a)	<i>Amend policy:</i> a) Retain, and conserve the significance and setting of St James' Hospital (Grade II listed), and the Chapel (Grade II listed), and all other heritage assets in the hospital grounds; <u>and all other heritage assets in the hospital grounds and conserve or enhance their significance (including their setting);</u>	In response to representation from Historic England
MM32	PLP8: St James' & Langstone Campus (2e)	<i>Amend policy:</i> e) Integrate the following open spaces into new development to ensure public access is retained: The St James' Hospital Cricket Pitch, <u>St James' Green</u> The Dog Park , land to the north west of the listed chapel and land to the east and west of Chapel Way;	SCG with Milton Forum

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM33	PLP8: St James' & Langstone Campus (2g)	<i>Amend policy:</i> g) Provides off site highway network improvements including the junction improvements at Locksway Road / Milton Road and Milton Road / Goldsmith Avenue to improve traffic flow and reduce any highway safety concerns <u>ensure highways impacts will be acceptable.</u>	Clarification
MM34	PLP8: St James' & Langstone Campus (4b)	<i>Amend policy:</i> b) Proposals should meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended). The developer should provide evidence that the allocated site will not result in the loss of habitat that is functionally linked (Core Area P23B, Secondary Support Area P25) to Solent's SPAs / Ramsars. To demonstrate this, non-breeding bird surveys between October and March (typically two <u>three</u> survey seasons) may be required to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat.	Response to NE representation
MM35	4.168	<i>Amend paragraph:</i> Measures must be taken to ensure that any direct recreational impact on nationally designated sites and supporting habitat is alleviated. The site contains Core and Secondary support areas for Brent Geese and is located in close proximity to several others. The developer should provide evidence that the allocated site will not result in the loss of <u>or damage to</u> habitat that is functionally linked to Solent's SPAs / Ramsars (Core Area P23B and Secondary Support Area P25). To demonstrate this, aNon-breeding bird surveys between October and March (typically two <u>survey seasons under suitable habitat management conditions</u>) may be required to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat. If the site is found to be functionally linked to Habitats sites, inform the detailed design of suitable mitigation and / or avoidance measures will be required, and the planning application	Response to RSPB representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		will need to be supported by a bespoke Habitats Regulations Assessment to ensure that the development does not result in adverse effects on site integrity. Proposals will need to be determined in line with Policy PLP42 of this Local Plan and the Guidance on Mitigation and Off-setting Requirements. These include the Solent Waders and Brent Goose Strategy 2020, Milton Common Local Nature Reserve Mitigation and Management Framework 2022 and any subsequent guidance documents. Mitigation must also be to the satisfaction of the Local Planning Authority and Natural England.	
MM36	4.168	<i>Amend paragraph:</i> To demonstrate this, non-breeding bird surveys between October and March (typically two <u>three</u> survey seasons) may be required to determine if the allocation itself or land adjacent to it,	Response to NE representation
Chapter 4: Strategic Sites (Pre-Submission Portsmouth Local Plan Addendum 2025 - from paragraph A124 to end of Table 4.8 after paragraph A142)			
MM37	PLP9: Horsea Island Strategic Open Space (1c)	<i>Amend policy:</i> c) Infrastructure supporting the ongoing <u>management</u> remediation of the <u>disused</u> former landfill site.	Feedback from PCC Contaminated Land Team
MM38	PLP9: Horsea Island Strategic Open Space (3b)	<i>Amend policy:</i> b) The open space provides for a mosaic of habitat that links to and supports the habitat of the neighbouring Portsmouth Harbour Special Protection Area (SPA) and recognises the role of the site as Core and Primary Supporting habitat for Solent Waders and Brent Geese (P48A, P48B, <u>P48C</u> and P75);	Omission

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM39	PLP9: Horsea Island Strategic Open Space (3c)	<i>Amend policy:</i> To meet the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended), the developer should provide evidence that the development of the allocated site will not result in the loss of <u>or damage to</u> habitat that is functionally linked to the Solent's SPAs⁷⁴. To demonstrate this, non-breeding bird surveys between October and March (typically three survey seasons <u>under suitable management conditions</u>) may be required to <u>inform the detailed design</u> determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat. If the site is found to be functionally linked to Habitats sites, mitigation and / or avoidance measures will be required., and <u>the</u> planning application will need to be supported by a bespoke Habitats Regulations Assessment to ensure that the development does not result in adverse effects on site integrity.' Proposals will need to comply with and Policy PLP 42: Solent Waders and Brent Geese Sites and take account of the guidance set out in and the Solent Waders and Brent Goose Strategy⁷⁵ and <u>take account of the</u> Guidance on Mitigation and Off-setting Requirements⁷⁶;	In response to RSPB representation
Chapter 5: Site Allocations (Pre-Submission Portsmouth Local Plan Addendum 2025 - from paragraph A143 to end of Table 5.3, after paragraph A183)			
MM40	PLP10: Land West of Portsdown Technology Park (2i)	<i>Amend policy:</i> Any new build development proposals for the site will respond positively to the presence <u>and significance</u>" of the following heritage assets: i. Fort Southwick Scheduled Monument and Grade I Listed Building and its setting; and ii. Any undesignated heritage assets within the site	In response to Historic England representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM41	Paragraph A159	<i>Amend paragraph:</i> The site is located adjacent to Fort Southwick, which is a Scheduled Monument and Grade I listed building built (c.1860) as part of the Palmerston Portsmouth defences. The site has some archaeological potential for prehistoric and/or Roman remains with evidence of barrows and enclosures. Careful consideration should be given to ensure that proposals respond positively to the presence <u>and significance</u> of heritage assets.	In response to Historic England representation
MM42	Paragraph A162	<i>Amend paragraph:</i> Portsmouth City Council have the freehold interest in the site; however, Premier Marinas <u>and CBRE Investment Management</u> are long-term leaseholders with occupational tenants. All parties have been effectively engaged with throughout the allocation process.	Discussions with Site Promoter
MM43	Policy PLP11: Port Solent (2b)	<i>Amend policy:</i> b) Provide high quality designed buildings to complement, in design and scale, the existing built form. All development proposals for this site must form part of a framework masterplan, alongside a site-wide design code <u>and phasing strategy</u> to be agreed in writing by the local planning authority.	Increased certainty on site development
MM44	Policy PLP11: Port Solent (new criterion after 2n)	<i>Amend policy to add new criterion after 2n:</i> <u>Mitigate and/or remediate contamination from the disused and dispersed landfill site, incorporating bespoke design solutions for residential development that fully protect future residents from the adverse effects of ground gas, subsidence and other ground contaminants. Developers will need to provide desk study and up to date site investigation data as part of any planning application, incorporating recommendations</u>	Feedback from PCC Contaminated Land Team.

Modification Reference	Policy/Paragraph	Proposed Changes					Reason for change										
		<u>for mitigation, including design specific and long term management solutions which should be incorporated into the development proposals.</u>															
MM45	Table 5.3: Monitoring and Delivery Framework for Port Solent	Amend table: <table><tr><th>Types & amounts of development</th><th>Timescale</th><th>Delivery</th><th>Monitoring</th><th>Triggers & potential actions</th></tr><tr><td>500 residential dwellings</td><td>2035-2040 <u>250 homes 2030-35</u> <u>250 homes 2035-40</u></td><td>Through the development management process; working in partnership with developer, freeholder and leaseholder.</td><td>Housing monitoring in the AMR</td><td>Ongoing liaison with PCC as the freeholder and the long-term leaseholder to understand delivery timescales more precisely.</td></tr></table>					Types & amounts of development	Timescale	Delivery	Monitoring	Triggers & potential actions	500 residential dwellings	2035-2040 <u>250 homes 2030-35</u> <u>250 homes 2035-40</u>	Through the development management process; working in partnership with developer, freeholder and leaseholder.	Housing monitoring in the AMR	Ongoing liaison with PCC as the freeholder and the long-term leaseholder to understand delivery timescales more precisely.	Amend phasing
Types & amounts of development	Timescale	Delivery	Monitoring	Triggers & potential actions													
500 residential dwellings	2035-2040 <u>250 homes 2030-35</u> <u>250 homes 2035-40</u>	Through the development management process; working in partnership with developer, freeholder and leaseholder.	Housing monitoring in the AMR	Ongoing liaison with PCC as the freeholder and the long-term leaseholder to understand delivery timescales more precisely.													
Chapter 5: Site Allocations (Pre-Submission Portsmouth Local Plan 2024 - from paragraph 5.40 to end of Table 5.7, after paragraph 5.102)																	
MM46	Policy PLP12: St John's College (2b)	Amend policy: c) Retain, restore, and where possible enhance the fabric and setting(s) of any historic <u>heritage</u> assets on the site, as shown in figure 5.4;					In response to representation from Historic England										
MM47	PLP12 (2c)	Amend policy:					Greater clarity										

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		d) Conserve or enhance the character and appearance of the Owen's Southsea Conservation area and ensure the retention and protection of any <u>important</u> trees on the site;	
MM48	5.57	<i>Amend paragraph:</i> At the time of writing (autumn 2023 <u>winter 2026</u>) the site is the subject of a current planning application <u>has been given resolution to grant planning permission</u> (19/00420/FUL) for the part demolition, redevelopment and conversion of three existing structures and the construction of new buildings to create 116 apartments and 18 houses, new sea wall flood defences and a related walkway (to include removal and reinstatement of tank traps).	In response to representation from Historic England
MM49	Policy PLP13: Fraser Range (2f)	<i>Amend policy:</i> f) Any new build development proposals for the site must respond positively to the presence of the following heritage assets: i. Fort Cumberland (Scheduled Ancient Monument and Grade II* listed); ii. World War II Anti Tank Defences (Grade II listed); and iii. Any undesignated heritage assets within the Range site including where possible the remains of any gun emplacements on the eastern part of the site that shall be retained and their significance and setting conserved.	In response to representation from Historic England
MM50	5.63	<i>Amend paragraph:</i> The developer should provide evidence that the allocated site will not result in the loss of <u>or damage to</u> habitat that is functionally linked to Solent's SPAs / Ramsars. These are the Primary Support area P78 and P14295 and the Low Use site P144 both of which are located on the beach adjoining the site. To demonstrate this, a Non-breeding bird	In response to RSPB representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		surveys between October and March (typically two survey seasons <u>under suitable habitat management conditions</u>) may be required to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat. If the site is found to be functionally linked to Habitats sites, <u>inform the detailed design of suitable</u> mitigation and / or avoidance measures will be required, and the planning application will need to be supported by a bespoke Habitats Regulations Assessment to ensure that the development does not result in adverse effects on site integrity. Advice received from Natural England in December 2023 and April 2024 stated that the development of Fraser Range may also have an 'alone' impact on the functionally linked habitat and that it is likely to require site specific mitigation over and above the contributions to the Solent Recreation Mitigation Strategy. Evidence of how this mitigation will be achieved will need to be provided by the developer and agreed by PCC.	
MM51	5.63	<i>Amend paragraph:</i> To demonstrate this, non-breeding bird surveys between October and March (typically two <u>three</u> survey seasons) may be required to determine if the allocation itself or land adjacent to it, constitute an area of significant supporting habitat.	In response to NE representation
MM52	5.66	<i>Amend paragraph:</i> The site's coastal location means that a majority of its area is located within Flood Zone 3. It should be noted that this designation does not however consider the presence of any flood defences. The current seawall surrounding the site is in poor condition. Ultimately it will not be capable of defending this part of the coast, and therefore any development on the site from inundation. For this reason, the erection of comprehensive new sea defences, that integrate effectively with proposed enhancements to existing defences adjacent to the site and secure the site against flooding, <u>including obligations for the long term management and maintenance of these defences for the lifetime of the development,</u> will be necessary. This should be informed	In response to Coastal Partners representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		by the SFRA level 1 and 2 and must incorporate detailed site specific wave overtopping calculations along with suitable calculations for freeboard.	
MM53	5.71	<i>Amend paragraph:</i> The News Centre site is owned by First Bus, who intend to develop a new purpose built 'super depot' to accommodate a fleet of electric buses. This use aligns well with the Council's aim to prioritise sustainable transport and will help make a real contribution to climate change mitigation <u>in the City</u> . The site's location on a major road with good links to the rest of the City and the strategic road network makes it suitable for a sustainable transport hub.	Specificity
MM54	5.73	<i>Amend paragraph:</i> The News Centre was a 1960s modernist style building, designed by local architects, Cogswell & Sons, with a pond and landscaping facing onto London Road. The building was and site still is locally distinct.	Update
MM55	5.74	<i>Amend paragraph:</i> The site and surrounding area is located within flood zone <u>3 and 2</u> . It should be noted however that this is an undefended scenario. The final phase (Phase 5) of the North Portsea Island scheme, which is expected to be delivered by 2026, <u>is expected to</u> should reduce the flood risk <u>at the News Centre</u> to an acceptable level.	Update
MM56	5.76	<i>Amend paragraph:</i> Historic Environment Records show <u>the site is in</u> close proximity of the site to a number of sensitive archaeological and historic assets, including the Hilsea Lines <u>Scheduled Monument</u> and a number of Listed Buildings.	Response to Historic England representation and correct wording

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM57	5.77	<i>Amend paragraph:</i> Prior approval for demolition of the News Centre and associated ancillary buildings was approved in August 2023. Demolition of the former News Centre building was complete in spring 2024. <u>A planning application for a new Bus Depot (23/01470/FUL) on the southern part of the site was approved in summer 2025.</u> There is no other relevant planning history on the site.	Update
MM58	PLP14: The News Centre, Hilsea (1)	<i>Amend policy:</i> 1. The News Centre, as shown on the Policies Map, is allocated for comprehensive mixed use development for the following uses:	Consistency
MM59	PLP14: The News Centre, Hilsea (3c)	<i>Amend policy:</i> c) The design of the site should seek to respond to and celebrate distinct elements of the original building's historic presence and architecture, <u>while respecting the setting of nearby heritage assets.</u>	Response to Historic England representation
MM60	5.80	<i>Amend paragraph:</i> The location is suitable for residential development that makes efficient and effective use of land while fitting with the context and character of the area. Therefore a density towards the higher end of the medium density range described in Policy PLP21: Residential Density is appropriate. Exemplar design which meets or exceeds the high standard and quality required by Policy PLP1 - Design is sought on the site. The site's design should positively relate to the site's context, local character and identity. <u>The site may be suitable to also meet the housing needs of older people and other specialist needs. Such accommodation may include a care home and/or extra care/assisted living</u>	Discussions with key stakeholder for the site

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<u>units within the meaning of Use Class C2 Residential Institution. A care home may incorporate community uses at ground floor level in the design.</u>	
MM61	5.81	<i>Amend paragraph:</i> The former News Centre building is <u>was</u> a distinctive example of twentieth century architecture, and, while not formally designated, it is <u>was</u> locally important in terms of its historical presence. Criteria <u>Criterion iii.3.c.</u> of Policy PLP14 seeks to ensure <u>that where possible, development proposals retain and incorporates</u> remaining elements historical reference to <u>of the former site and building, by celebrating its distinct elements, where possible.</u> This should <u>may</u> be through <u>retention of the three Concrete 'News' totems, the landscaped pond at the north west part of the site, and the conservation and imaginative re-purposing of any of the</u> abstract pre-cast concrete panels which formed part of the construction of the original print works.	Typo and further clarity on heritage
MM62	5.83	<i>Amend paragraph:</i> Due regard should be given <u>to conserving the significance</u> conserving the setting of a number of sensitive archaeological and historic assets, including the Hilsea Lines and a number of Listed Buildings, which fall within a 500m radius of the site. Applicants should consult the Historic Environment Records held by the City Council.	Correct wording
MM63	5.85	<i>Amend paragraph:</i> As a mixed use allocation, development may include small scale ancillary uses, including for commercial purposes. These should complement the allocated uses of the site, and will not be permitted where they are out of scale to the point of undermining delivery of those allocated uses, or where they are considered to have a significant adverse impact on centres designated within the City's Town Centre Hierarchy, in line with <u>Policies PLP28: Town Centres and PLP23 PLP29.</u> Small <u>Local</u> Shops.	Correct policy reference and add reference to another policy (PLP28)

Modifica tion Referen ce	Policy/Para graph	Proposed Changes	Reason for change
MM64	5.90	<i>Amend paragraph:</i> Somers Orchard was identified in the Council's HELAA as having potential for 565 <u>566</u> dwellings, following clearance of the former Horatia and Leamington Houses. The Somers Orchard site is being brought forward through the City Council's Housing Revenue Account, as part of the design evolution for the site there has been significant public consultation over a period of several years. A planning application is expected to be submitted in the autumn of 2023 <u>The site received planning permission for 566 new homes (gross) in December 2025.</u>	Typo, updated housing figure for PLP16 and planning update
MM65	PLP15: Somers Orchard (1a)	<i>Amend policy:</i> a) 565 <u>566</u> dwellings (293 net gain, taking into account the recently demolished 272 units);	Corrected number
MM66	5.97	<i>Amend paragraph:</i> The purpose of this policy is to ensure that the development at Somers Orchard, <u>uses high densities and tall buildings to deliver</u> delivers significant amounts of good quality social and private rented housing <u>and complementary open space</u> in a way that integrates with and is a positive addition to the existing community.	Clarification
MM67	5.98	<i>Amend paragraph:</i> Within the site are two main areas proposed for housing. The largest area of housing comprises the site of the two former towers along with Melbourne Place car park has the potential for 549 <u>520</u> dwellings and the Gibson Centre redevelopment is expected to deliver a further 46 units. The demolition of the two towers resulted in the loss of 272 dwellings, which <u>has</u> been counted in the City Council's land supply position as a loss <u>prior to the start of the plan period</u>. Therefore it is expected that the site will deliver a	Clarification

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change										
		total of 565 <u>566</u> (gross) dwellings, <u>with the full 566 dwellings counting against the Council's housing target.</u>											
MM68	5.98	<i>Amend paragraph:</i> The largest area of housing comprises the site of the two former towers along with Melbourne Place car park, <u>which has been granted the potential planning permission</u> for 519 dwellings and the Gibson Centre redevelopment is expected to deliver a further 46 units.	Update										
MM69	Table 5.7: Monitoring and Delivery Framework for Somers Orchard	<table><tr><th>Types & amounts of development</th><th>Timescale</th><th>Delivery</th><th>Monitoring</th><th>Triggers & potential actions</th></tr><tr><td>519 <u>520</u> Dwellings (Horatia and Leamington) (gross)</td><td>6-10 years</td><td>Through the development Management process; working in partnership with Developer, freeholder and leaseholder.</td><td>Housing monitoring in the AMR</td><td>Ongoing liaison with The developer / The City Council's Housing Revenue Account team.</td></tr></table>	Types & amounts of development	Timescale	Delivery	Monitoring	Triggers & potential actions	519 <u>520</u> Dwellings (Horatia and Leamington) (gross)	6-10 years	Through the development Management process; working in partnership with Developer, freeholder and leaseholder.	Housing monitoring in the AMR	Ongoing liaison with The developer / The City Council's Housing Revenue Account team.	Typo
Types & amounts of development	Timescale	Delivery	Monitoring	Triggers & potential actions									
519 <u>520</u> Dwellings (Horatia and Leamington) (gross)	6-10 years	Through the development Management process; working in partnership with Developer, freeholder and leaseholder.	Housing monitoring in the AMR	Ongoing liaison with The developer / The City Council's Housing Revenue Account team.									
Chapter 6: Homes (Pre-Submission Portsmouth Local Plan 2024 - paragraph 6.1 only)													
		<i>No main modifications proposed to this section</i>											
Chapter 6: Homes (Pre-Submission Portsmouth Local Plan Addendum 2025 - from paragraph A184 to paragraph A200)													

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<i>No main modifications proposed to this section</i>	
Chapter 6: Homes (Pre-Submission Portsmouth Local Plan 2024 - from paragraph 6.19 to 6.155)			
MM70	6.19	<i>Amend paragraph:</i> ...The HEDNA <u>Update</u> analysis identifies a notable need for affordable housing in the City <u>amounting to 763 affordable homes per year</u>. However, it is difficult to link the need for affordable housing to the overall housing need; indeed, there is no justification for trying to make the link.	Now provides the latest figure from the HEDNA Update (2025)
MM71	6.23	<i>Amend paragraph:</i> ...However, it is clear that social rents are more affordable and could benefit a wider range of households. <u>Whilst national policy requires planning policies to specify the type of affordable housing required, including the minimum proportion of social rent homes required, the Council has chosen not to set a specific requirement for social rent due to potential impacts on the overall viability of affordable housing. To add a specific requirement for social rent would negatively impact on viability, meaning that less affordable housing could be delivered overall. Social rent is already included in the requirement for 30% of affordable housing provision to be either affordable/social rent, and the Council has decided not to be more specific than this.</u>	Consistency with national policy
MM72	6.26-6.27	<i>Amend paragraphs:</i> 6.26 For Portsmouth, the Council considers that First Homes <u>and/or other forms of discounted market sales housing</u> are not required to be specifically provisioned for as part of the delivery of affordable home ownership. This is based on evidence from the HEDNA, <u>HEDNA Update</u> and the Local Plan Viability Assessment, whereby the delivery of First Homes <u>and/or other forms of discounted market sales housing</u> could detrimentally impact the delivery of other affordable tenures that the Council deem as	Update and consistency with national policy

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		priorities for the City namely affordable and/or social rent and Shared Ownership. The market discount that is applied to First Homes is a cost that would need to be borne by a developer. The Viability Assessment has found that the provision of First Homes versus other forms of affordable home ownership, such as Shared Ownership, does not have a material impact on development viability. The approach will better meet the specific, evidence need for affordable home ownership in the City, and does not preclude development of First Homes <u>and/or other forms of discounted market sales housing</u> should need arise during the plan period. 6.27 In addition, the HEDNA found that there is evidence that there is only a small gap in the incomes needed to buy or rent a home in the City, and therefore points to a very limited need for First Homes <u>and/or other forms of discounted market sales housing</u>. Indeed, the income required and upfront capital to purchase a First Home <u>or other form of discounted market sales housing</u> and to maintain the monthly cost of ownership would be at a level much higher than that required for Shared Ownership homes, and therefore it would appear that First Homes <u>and other forms of discounted market sales housing</u> do not offer a genuine 'affordable' alternative to market homes compared to Shared Ownership, which has been a proven and in-demand form of affordable tenure for the City. It is for these reasons that the Council will not seek for specific provision to be made for First Homes <u>or other forms of discounted market sales housing</u> in development proposals.	
MM73	PLP17 (1b)	<i>Amend policy:</i> b) Provide the tenure mix of the affordable homes as 70% affordable rent and/or social rent, and 30% as another <u>affordable routes</u> to home ownership or discounted market sales housing); and	Clarification
MM74	6.33	<i>Amend paragraph:</i>	Consistency

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		The target threshold and tenure mix of affordable homes will be calculated from the total residential dwellings of the site. For the purpose of this policy, residential dwellings are dwellings within Use Class C3. The target threshold is a minimum of 30% of the total residential dwellings are to be affordable homes, with the resulting quantum then used to work out the percentage mix required for the various uses.	
MM75	6.35	<i>Amend paragraph:</i> The HEDNA recommended that the <u>The Council has decided</u> should not to have a rigid policy for the split between social and affordable rent housing, although the analysis is clear that both tenures and particularly social rented housing are likely to be required. Social rents should therefore be prioritised where delivery does not prejudice the overall delivery of affordable homes.	Consistency with national policy and the HEDNA Update 2025
MM76	6.85	<i>Amend paragraph:</i> One of the features of communal or co-living schemes is the ability to offer short-term contracts. Co-living accommodation is for rental periods longer than traditional short stay accommodation, but not for permanent occupation. This is usually seen as an advantage for the target user.	In response to representation from PDPLA
MM77	6.123	<i>Amend paragraph and add footnote:</i> Analysis of past completions between 2015-2020 in the City found a strong correlation between the size of dwellings (number of beds) and the proportion that met the NDSS. ^{FN} Smaller dwellings with fewer beds were significantly less likely to be compliant with the NDSS than larger dwellings with more beds. Only 32% of the one-bed / one person dwellings permitted met the NDSS. By comparison, the NDSS were met by 100% of the permitted three-bed/five person dwelling and 82% of the two-bed / four-person dwellings.	Clarification and added footnote

Modifica tion Referen ce	Policy/Para graph	Proposed Changes	Reason for change
MM78	6.123 New Footnote	<i>Add new footnote:</i> https://www.portsmouth.gov.uk/wp-content/uploads/2021/09/Space_Standards_Background_Paper_July_2021_compressed.pdf	New footnote
MM79	6.138	<i>Amend paragraph:</i> Estate renewal will be expected to provide a high quality of design and sustainability, including high levels of energy and water efficiency and green infrastructure in line with relevant Local Plan policies. <u>The significance and character of any affected heritage assets should also be taken into account.</u>	In response to Historic England representation
MM80	6.138	<i>Amend paragraph:</i> Estate renewal will be expected to provide a high quality of design and sustainability, including high levels of energy and water efficiency and green infrastructure in line with relevant Local Plan policies. <u>The significance and character of any affected heritage assets should also be taken into account.</u>	In response to Historic England representation
Chapter 7: Thriving Economy (Portsmouth Pre-Submission Local Plan 2024 - from paragraph 7.1 to 7.10)			
		<i>No main modifications proposed to this section</i>	
Chapter 7: Thriving Economy (Portsmouth Pre-Submission Local Plan Addendum 2025 - from paragraph A201 to A221)			
		<i>No main modifications proposed to this section</i>	
Chapter 7: Thriving Economy (Portsmouth Pre-Submission Local Plan 2024 - from paragraph 7.30 to 7.90)			

Modification Reference	Policy/Paragraph	Proposed Changes			Reason for change
MM81	Table 7.2: Town Centre Hierarchy descriptions				Clarity
		Hierarchy level of centre	Centre name(s)	Description (role, function)	
		City Centre	The City Centre is the primary area of economic growth, development of town centre uses and high density residential, taking in two separate centres of Commercial Road and Gunwharf Quays. These centres play distinct roles.		
			Commercial Road	Provides a concentration and range of commercial uses, including shops, business services, cultural and civic uses, and a regular market. Commercial Road serves the local community, the City as a whole and the wider area. In future it will host a thriving retail and business offer, with enhanced leisure and cultural facilities to support existing institutions such as the Guildhall and the New Theatre Royal. The Commercial Road area takes in Guildhall Square and Guildhall Walk, which play an important role in maximising opportunities for and growth of culture and creativity in the City. <u>This centre contains a core commercial area.</u>	

Modification Reference	Policy/Paragraph	Proposed Changes			Reason for change
			Gunwharf Quays	Provides a unique waterfront setting and is the south coast's leading designer shopping outlet, home to over 90 brands and a variety of restaurants, bars and cafes, and a multiplex cinema. It is a vibrant shopping and leisure destination, pulling people in from outside the City, supporting the visitor economy and trade generated from the marina and cruise industry. <u>This centre contains a core commercial area.</u>	
		Town Centre	Southsea	Southsea provides a wide variety of shops, services and restaurants to its local area and more widely across the City. It benefits from an attractive character, a good range of independent business including a monthly market, and a location by Southsea Common. Southsea will grow as a thriving town centre, where redevelopment of two anchor department stores will add to the vitality of the centre, while maintaining its existing character.	

Modification Reference	Policy/Paragraph	Proposed Changes			Reason for change
				<u>This centre contains a core commercial area.</u>	
		District Centres	Albert Road, Fratton, North End and Cosham	Each has a distinct character and provides a good range of shops, services, community and in some centres, cultural facilities, to serve the City's communities. <u>This centre contains a core commercial area.</u>	
MM82	7.51	<i>Amend paragraph:</i> The Local Plan takes a positive approach to planning for its town centres by: Defining a hierarchy of centres including their boundaries and where relevant Core Commercial area as defined on the policies map, <u>Figure 7.2 and Table 7.2.</u>			Clarity
MM83	7.71	<i>Amend paragraph:</i> The Council's Economic Development and Regeneration Strategy outlines that to create a thriving and competitive business environment it will invest in and strengthen the visitor and creative industries sector, and this is key to diversifying the local economy and revitalising and regenerating the City Centre and other parts of the City. The definition of the cultural sector and creative economy can be found in the Thriving Economy Topic <u>Cultural, Creative and Visitor Economy Background Paper</u> , and broadly			Clarification

Modifica tion Referen ce	Policy/Para graph	Proposed Changes	Reason for change
		the cultural sector includes: arts, film, TV, music, radio, photography, crafts, museums and galleries libraries and archives, cultural education, and operation of historical sites and similar visitor attractions. Creative industries have their origin in individual creativity, skill and talent, and include a number of overlapping sub-sectors with the cultural sector, as detailed to in the <u>Background Topic Paper</u> .	
MM84	PLP30: Cultural and Visitor Economy (5)	<i>Amend policy:</i> 5. Access and connections to and between cultural facilities and visitor attractions and the , <u>transport hubs</u> , <u>City and identified town centres</u> should be improved to maximise usage and ensure engagement with as wide an audience as possible. This may be through enhancement to building design, public realm, signposting and <u>wayfinding and active travel</u> .	In response to Network Rail representation
MM85	7.89	<i>Amend paragraph:</i> Some major attractions in the city are relatively cut off and disconnected, and an approach to enhance connectivity, particularly for pedestrians and cyclists, should be sought to enable better access and links. This should be promoted at Gunwharf Quays and the Historic Dockyard, in terms of linkages with the City Centre, particularly the Guildhall and Commercial Road areas, and Old Portsmouth. This is also relevant to development at Fratton Park and Tipner West and Horsea Island East. This can be taken forward through improved wayfinding and public realm, and where relevant, through creation of heritage and culture trails. <u>Delivery of Portsmouth's LCWIP would help to address many of these connectivity issues.</u>	In response to LHA representation

Chapter 8: Climate Emergency (Pre-Submission Portsmouth Local Plan 2024 - from paragraph 8.1 to 8.107)

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM86	Figure 8.1: Current and Future Flood zones in Portsmouth if defences were not built	<i>Update figure (Replacement figure in Appendix 1 of this Schedule)</i>	Updated to show latest flood data.
MM87	8.7	<i>Update paragraph:</i> There are two significant flood defence schemes currently being developed along Portsmouth's coastline namely the North Portsea Island (NPI) scheme (with an expected completion year of 2026) and the Southsea Coastal Scheme (with an expected completion year of 2029). The NPI scheme covers 8.4km of Portsmouth's coastline and aims to reduce the risk of flooding from the sea to over 4,200 homes, 500 businesses and critical infrastructure over the next one hundred years. The NPI Scheme delivers a 1 in 500 year standard of protection for 100 years. This provides protection to an extreme flood event for a long period of time. <u>When the North Portsea Island scheme is complete it will reduce the risk of tidal flooding to the Eastern Road and A3, but only the sections of those highways that lie within the benefit area to the south of the upgraded flood defences.</u> When the scheme is fully complete it will protect the eastern road access and also the A3. The Southsea Coastal Scheme aims to reduce the risk of flooding for more than 10,700 properties along the coast from Old Portsmouth to Eastney for the next one hundred years.	In response to representation from the EA
MM88	8.8	<i>Amend paragraph:</i>	In response to representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		In addition to the EA flood mapping, the Partnership for South Hampshire (PfSH) undertook a Level 1 Strategic Flood Risk Assessment (SFRA) ¹⁴³ for South Hampshire <u>in 2024</u> .	from Coastal Partners
MM89	8.8	<i>Amend paragraph:</i> This allows the identification of severity and variation of flood risk within medium and high risk flood areas and allows application of the exception test; in particular <u>the second part of the exception test 'b'</u> . Part 'b' <u>The second part of the exception test</u> requires demonstration that development will be safe for its lifetime, taking into account the vulnerability of its users without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.	Clarification
MM90	8.9	<i>Amend paragraph:</i> The SFRA also identifies Portsmouth's approach to tidal Floodzone <u>flood zone 3b</u> . Identification of functional floodplain (<u>tidal Flood zone 3b</u>) should take account of local circumstances and not be defined solely on rigid probability parameters, as set out within national planning guidance. Following an agreed approach with the Environment Agency, there are no areas identified as <u>tidal Flood Zone 3b</u> within Portsmouth. However, where development is proposed within these higher risk areas, flooding must be a key consideration from the outset and throughout.	In response to representations by the EA and typo
MM91	8.16	<i>Amend paragraph:</i> National guidance provides further details on how to undertake a site specific flood risk <u>assessment</u> and what it should include.	In response to EA representation
MM92	8.25	<i>Amend paragraph:</i> Where flood defences are present, it should be remembered that these cannot remove risk of flooding entirely and there is always a chance that defences could fail, by being	In response to Coastal

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		overtopped or breached, during an extreme event. Proposals will therefore need to consider residual risks of flooding in areas which might already benefit from defences (or will benefit from defences in the future) and should incorporate a range of measures to appropriately manage and mitigate residual risk. <u>Funding is not guaranteed for the continued maintenance of flood defences.</u>	Partners representation
MM93	Policy PLP32: Sustainable Drainage Systems (5c)	<i>Amend policy:</i> c) Surface water will be separated from foul water flows within the site or it may be discharged into the sea, a watercourse or surface water sewer. <u>Surface water is managed as close to its source as possible, using the following discharge hierarchy:</u> <u>Rainwater re-use (rainwater harvesting)</u> <u>Discharge into the ground; then</u> <u>Discharge to a surface water body; and then</u> <u>Discharge to a surface water sewer or highway drain or other drainage system.</u> If all options have been robustly demonstrated not to be possible, the post development rate of discharge of surface water to the combined system should be no greater than the existing rate. Surface water connections to the foul sewer system will not be accepted;	In response to Southern Water representation
MM94	Policy PLP32: Sustainable Drainage Systems, new policy	<i>Amend policy:</i> e) Details for future maintenance over the lifetime of the development shall be included with the proposal as part of a sustainable drainage strategy; and f) A joined up approach is taken across the whole site; <u>and</u>	In response to Southern Water representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
	criterion after 5f	<u>Existing flow routes and drainage features within the development site are identified and conserved, for example, ditches, seasonally dry watercourses and historic ponds.</u>	
MM95	8.46	<i>Amend paragraph and insert footnote:</i> The Climate Change Committee report 'The Seventh <u>Sixth</u> Carbon Budget: Buildings¹⁴⁹ recommends a 75% reduction in emissions by 2038-42 and sets out to achieve these emissions reductions over the next 15 years. states that the built environment is estimated to account for 23% of greenhouse gas emissions, both direct and indirect, in the UK. The Net Zero Whole Life Carbon Roadmap ^{FN} shows that the UK built environment is currently responsible for 25% of total UK gas emissions. Reducing greenhouse gas emissions is therefore essential to contribute to the ambition of carbon neutrality by 2030, as set out in the Climate Emergency Declaration.	Update and insert footnote
MM96	8.46, footnote 149 (footnote 259 in Composite)	<i>Amend footnote:</i> https://www.theccc.org.uk/publication/sixth-carbon-budget/ https://www.theccc.org.uk/publication/the-seventh-carbon-budget/	Updated hyperlink
MM97	8.46	<i>Add new footnote:</i> https://www.ukgbc.org/wp-content/uploads/2021/11/UKGBC-Whole-Life-Carbon-Roadmap-Technical-Report.pdf	New footnote
MM98	8.47	<i>Amend paragraph:</i> The Climate Change Committee's (CCC) seventh <u>sixth</u> carbon budget report suggests that in order to deliver net zero by 2050	Update

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		As required by the Climate Change Act (2008), all <u>there is a need for emissions reductions to speed up quickly in most sectors including surface transport, buildings and land use. All</u> new development should target net zero as soon as possible to avoid additional emissions and catalyse the wider decarbonisation.	
MM99	Policy PLP33: Sustainable Construction and Onsite Renewables (3)	<i>Amend policy:</i> 3. All developments must follow the principles of the energy hierarchy, to ensure that the design of a building <u>is of a high energy efficient standard, prioritising</u> prioritises energy reduction through highly energy efficient fabric measures, lighting, ventilation, and orientation <u>thus avoiding the need for future retrofit</u> . Once energy demand is minimised and efficiency design measures are in place, renewable energy technologies will be used <u>where practicable</u> to meet residual energy demand.	In response to HBF representation and PCC Energy Officer
MM100	Policy PLP 33: Sustainable Construction and Onsite Renewables (8)	<i>Amend policy:</i> 8. Development proposals should incorporate Swift <u>Bricks or</u> Boxes.	In response to Hampshire Swifts representation
MM101	New paragraph after paragraph 8.56	<i>Add new paragraph after paragraph 8.56:</i> <u>Development proposals will be permitted where they are designed to reduce their impact on the environment during construction. Proposals should consider the following:</u> • <u>Noise of construction</u>	In response to HBF representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		• <u>Minimising waste during construction</u> • <u>Energy efficiency and emissions during construction</u> • <u>Impact upon protected species (notably but not limited to Brent Geese and waders) of construction</u>	
MM102	8.58 Insert two new bullet points	<i>Insert new 11th and 12th bullets:</i> • <u>Renewable energy generation</u> • <u>Low carbon heating system</u>	In response to PCC Energy Officer
MM103	8.65	<i>Amend paragraph:</i> New development should look to incorporate Swift <u>Bricks or Boxes</u> in order to providing space for Swifts to breed. Details on the types of <u>Swift bricks or boxes</u> that can be installed in new buildings and advice on what would work best of specific development proposals is provided by Hampshire Swifts. <u>Development should also provide bee bricks to encourage pollinators and hedgehog highways to create linked habitat for hedgehogs.</u>	In response to Hampshire Swifts Representation and HIWWT
MM104	8.66	<i>Amend paragraph:</i> New Development <u>Where possible new development</u> should look to incorporate heat pumps and solar panels where suitable <u>low carbon heating, such as heat pumps or heat networks and renewable energy such as solar panels and batteries to avoid the need for retrofit in the future.</u> Consideration will need to be given to the heritage impact of the installation of these technologies especially in regard to Listed Buildings and Conservation Areas.	In response to PCC Energy Officer
MM105	8.68	<i>Amend paragraph and add footnote:</i>	Update

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		...This includes the aim target set in the <u>Clean Power 2030 Plan for 85% renewable generation by 2030^{FN}</u> . UK Renewable Energy Strategy (2009) for 15% of energy to come from renewable sources by 2020 . Low carbon technologies are those that significantly reduce emissions when compared to the conventional use of fossil fuels.	
MM106	8.68 Insert Footnote	<i>Add new footnote:</i> https://www.gov.uk/government/publications/clean-power-2030-action-plan/clean-power-2030-action-plan-a-new-era-of-clean-electricity-main-report#our-pathway-to-2030	Update
MM107	Policy PLP34: Renewable Energy (1)	<i>Amend policy:</i> 1. Development proposals for wind turbines and solar photovoltaic arrays will be supported in principle at appropriate locations subject to it being demonstrated that there are no adverse impacts (or that they can be made acceptable) on living conditions including those from vibration, noise, shadow flicker, glint, glare and air quality.	In response to PCC Energy Officer
MM108	Policy PLP34: Renewable Energy (5)	<i>Amend policy:</i> 5. The development of Combined Heat and Power networks will be encouraged provided that: <u>The development of heat networks will be encouraged provided that they use renewable and low carbon heat sources or waste heat.</u> (a) They use renewable and low carbon forms of energy generation; and (b) Individual developments make all reasonable efforts to meet net zero through onsite measures, before connecting to a heat network.	In response to PCC Energy Officer
MM109	Policy PLP34: Renewable Energy	<i>Amend policy, add new criterion after criterion 5:</i> <u>Developments within future heat network zones, as and when designated by the Government, will be expected to connect to a heat network where viable.</u>	In response to PCC Energy Officer

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
	New criterion		
MM110	8.72	<i>Amend paragraph:</i> Proposals for wind turbines will need to take account of specific constraints related to the presence of protected Brent Geese. Proposals will also need to consider the potential impact upon protected Ministry of Defence <u>sites</u> / facilities around the City	In response to Historic England and DIO representation
MM111	8.76	<i>Amend paragraph:</i> Combined heat and power (CHP) is a highly efficient process that captures and utilises the heat that is a by-product of the electricity generation process. By generating heat and power simultaneously, CHP can reduce carbon emissions by up to 30% compared to the separate means of conventional generation via a boiler and power station. <u>Heat networks use insulated underground pipes to distribute heat from centralised sources to a variety of different customers, such as public buildings, shops, offices, hospitals, universities and homes.</u>	In response to PCC Energy Officer
MM112	8.77	<i>Amend paragraph:</i> The heat generated during this process is supplied to an appropriately matched heat demand that would otherwise be met by a conventional boiler. CHP systems are highly efficient, making use of the heat which would otherwise be wasted when generating electrical or mechanical power. This allows heat requirements to be met that would otherwise require additional fuel to be burnt. <u>These highly efficient systems remove the need for individual boilers or heaters in each building and can utilise local sources of low carbon heat, which would otherwise go to waste. This could be from factories, the ground or even from rivers.</u>	In response to PCC Energy Officer

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM113	New paragraph after paragraph 8.77	<i>Add new paragraph after paragraph 8.77:</i> <u>In high density urban areas, heat networks are often the lowest cost, low carbon heating option. This is because they offer a communal solution that can provide heat to a range of homes and businesses by capturing or generating heat locally. Heat networks are vital to making net zero a reality in the UK. In 2023, around 2-3% of heat in the UK was provided by heat networks. It is estimated that heat networks will need to be supplying almost 20% of heat by 2050 to enable the UK to reach net zero. Making use of the heat which would otherwise be wasted when generating electrical or mechanical power. This allows heat requirements to be met that would otherwise require additional fuel to be burnt.</u>	In response to PCC Energy Officer
MM114	Policy PLP35: Air Quality and Pollution (3)	<i>Amend policy:</i> 3. Major development <u>Development</u> proposals will be required to undertake an accompanying Health Impact Assessment, demonstrating how the planning application has been informed by the findings of the assessment in regard to air quality <u>and pollutants</u>.	In response to NHS representation and typo
MM115	8.80	<i>Amend paragraph:</i> The purpose of Policy PLP35 is to improve air quality in the City and thus also improve the health of the City's residents. <u>'The World Health Organisation global air quality guidelines (2021) state that there is no evidence for a safe level of air pollution. In the revised guideline, WHO's annual average targets were reduced from 10 to 5 µg/m3 for fine particulate matter (PM2.5) and 40 to 10 µg/m3 for NO2. Increased understanding and growing awareness of the threat to health posed by air pollution is likely to lead to a reduction of the legal levels in the UK in line with WHO guidance'</u>	In response to PCC Public Health representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM116	8.82	<i>Amend paragraph:</i> It is crucial that the design of new development takes into account health and wellbeing at an early stage including consideration of the <u>impact</u> of air quality <u>issues and pollutants</u> . Proposals should demonstrate how negative impacts on health have been minimised and how opportunities for protecting and improving people's health and wellbeing have been fully considered.	In response to NHS representation
MM117	Figure 8.6: Coastal Zone	<i>Amend Figure 8.6 (replacement figure in Appendix 1 of this Schedule)</i>	SCG with Milton Forum
Chapter 9: Greening the City (Portsmouth Pre-Submission Local Plan 2024 - from paragraph 9.1 to 9.123)			
MM118	Heading before paragraph 9.7	<i>Amend heading before paragraph 9.7:</i> The benefits of green <u>and blue</u> spaces in cities	In response to Langstone Harbour Board representation
MM119	New paragraph after paragraph 9.10	<i>Add paragraph after paragraph 9.10:</i> <u>The City has close connections with the sea in the form of the blue spaces of the Solent and Portsmouth and Langstone Harbours. The interface of these blue spaces with the terrestrial green spaces enhances the benefits of those spaces for wildlife, recreation and enjoyment.</u>	In response to Langstone Harbour Board representation
MM120	Figure 9.1: The Portsmouth Green Grid	<i>Amend figure, replacement figure in Appendix 1 of this Schedule (amended boundary of Portsdown Hill Local Green Space)</i>	Excluded land needed for essential water

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
	including Local Green Spaces and Green Corridors		infrastructure buildings
MM121	Figure 9.1: The Portsmouth Green Grid including Local Green Spaces and Green Corridors	<i>Amend figure, replacement figure in Appendix 1 of this Schedule (amended to include Allaway Avenue in the Green Grid)</i>	To link currently proposed sections of Green Grid and open space
MM122	Policy PLP38: Green Infrastructure (1 & 3)	<i>Amend policy:</i> 1. Development proposals will be permitted <u>supported</u> provided that they maintain, protect and enhance the function, integrity, quality, connectivity and multi-functionality of the existing green and blue infrastructure network and individual sites. 2. Development will be permitted where it provides or contributes to green infrastructure, in line with the five key standards as set out in the Natural England Green Infrastructure Framework including the 15 GI Principles and emerging Portsmouth City Council Greening Strategies. 3. Development should look to <u>will be permitted where they</u> conserve and enhance the Green Grid, as shown in Figure 9.1 and on the Policies Map, and should meet the	Consistency

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		green infrastructure priorities set out in the Portsmouth City Council Green Infrastructure Background Paper.	
MM123	9.23	<i>Amend paragraph:</i> The Green Grid is intended to create green corridors, which provide benefits for both nature and the health and wellbeing of residents. <u>This is intended to help the City meet Natural England's accessible greenspace standard which aims to promote access to good quality green and blue space within 15 minutes' walk from home. In addition, development should take opportunities to improve access to green and blue spaces for residents wherever possible.</u> Opportunities should be taken through the provision of signage and other ways which are accessible to the wider community to raise awareness of these benefits.	In response to representation from PCC Public Health
MM124	Figure 9.2: Designated nature conservation sites in Portsmouth	<i>Amend figure, replacement figure in Appendix 1 of this Schedule (amended to show all nature conservation areas in full)</i>	Correction
MM125	Policy PLP 39: Biodiversity (1)	<i>Amend policy:</i> 1. Development proposals will be permitted where they conserve and enhance biodiversity, giving particular regard to ecological networks and areas with high potential for priority habitat restoration or creation, <u>including those identified in the Local Nature Recovery Strategy (LNRS).</u> Up-to-date ecological information should be submitted which demonstrates that development proposals:	In response to HIOWWT representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM126	Policy PLP39: Biodiversity (1b)	<i>Amend policy:</i> b) Contribute to the creation of larger improved wildlife habitats through the creation of linkages between sites to create and enhance local and regional ecological networks, <u>and deliver the LNRS spatial priorities;</u>	In response to HIOWWT representation
MM127	Policy PLP39: Biodiversity (1e)	<i>Amend policy:</i> e) Contribute to the protection, management and enhancement of biodiversity for example by supporting the delivery of green infrastructure and Biodiversity Action Plan targets, <u>the LNRS priorities and measures</u> , and enhance Biodiversity Opportunity Areas; and	In response to HIOWWT representation
MM128	Policy PLP39: Biodiversity (2e,i)	<i>Amend policy:</i> e) Outside of designated sites: i. Development proposals should identify and incorporate opportunities to conserve, enhance, restore and recreate priority habitats and ecological networks. Development proposals should take opportunities to contribute and deliver on the aims and objectives of the relevant biodiversity strategies including the emerging Local Nature Recovery Strategy where possible;	In response to HIOWWT representation
MM129	PLP40: Biodiversity Net Gain (1c)	<i>Amend policy:</i> c) Development proposals on <u>City Council owned land</u> within the strategic sites of Portsmouth City Centre and Lakeside and the allocation site of Somers Orchard	In response to HBF representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		will be permitted where they demonstrate a 20% net gain for biodiversity accounted for in a biodiversity net gain plan.	
MM130	PLP40: Biodiversity Net Gain (1c)	<i>Amend policy:</i> c)Development proposals within the strategic sites of Portsmouth City Centre (<u>City Centre North</u>) and Lakeside and the allocation site of Somers Orchard will be permitted where they demonstrate a 20% net gain for biodiversity accounted for in a biodiversity net gain plan.	Clarification
MM131	9.57	<i>Amend paragraph:</i> The Council has previously undertaken an in-depth study of tree coverage across Portsmouth using data sourced from aerial imagery. This research is presented in a separate paper <u>An assessment of Tree Cover in Portsmouth</u> the Council's i-tree Eco survey ¹⁸⁹ . Headline findings from that study <u>the survey</u> reveal that there are approximately 86,500 <u>111,800</u> trees in total within the City's administrative boundaries. The area of the City with tree canopy cover equates to 9.8 <u>8.9%</u> of the land ^{FN} , which is a lower proportion of canopy cover than other comparative cities such as Southampton, Plymouth and London. The study also found that the density of trees per hectare varied <u>varies</u> considerably with wards the area of the City on the mainland benefitting from <u>the</u> highest number of trees, whilst those on Portsea Island, particularly to the south, had <u>having</u> the least trees <u>as shown in the tree equity score for the different parts of the City</u> ^{FN} . This trend was also reflected in the ratio of trees to heads of the population, with Drayton and Farlington wards to the north having the highest ratio at about one tree per head of the ward population, and central Southsea ward in the south the poorest ratio at one tree to ten heads of the population.	Feedback from the PCC Green and Healthy City Project Officer and updated data
MM132	9.57, footnote 189,	<i>Amend footnote:</i>	Replacement footnote

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
	(footnote 299 in Composite)	https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/development-and-planning-an-assessment-of-tree-cover-in-portsmouth.pdf https://www.forestresearch.gov.uk/research/i-tree-eco/i-tree-eco-projects/i-tree-eco-portsmouth/	
MM133	New footnote for paragraph 9.57	<i>Add new footnote:</i> https://cdn.forestresearch.gov.uk/2024/12/Portsmouth-iTree-Technical-Report-07.02.25.pdf	New footnote
MM134	New footnote for para 9.57	<i>Add footnote (will be 3rd footnote in paragraph 9.57):</i> https://uk.treeequityscore.org/map	New footnote
MM135	9.58	<i>Amend paragraph:</i> In addition the <u>The City Council has a Tree Charter¹⁹⁰ which commits to maintaining the planting 30,000 new trees in the Council's area.</u> The charter sets out that the City Council will improve the quality, quantity and variety of the City's tree stock by implementing a long-term management plan. This management plan will, wherever practicable, ensure a commitment to the residents and visitors of Portsmouth to enhance the City's trees. <u>The Council has recently published an Urban Forest Masterplan, which is the principle guiding document for creating a resilient treescape, including a revised approach to overall tree planting approaches and targets.</u>	In response to the PCC Green and Healthy City Project Officer.
MM136	PLP41: Trees & Hedgerows (1c)	<i>Amend policy:</i> c)Tree canopy cover is increased in line with the Natural England Green Infrastructure Urban Tree Canopy Cover Standard <u>and</u> as follows:	In response to the PCC Green and Healthy City Project Officer

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		i. Tree canopy cover of at least 15% <u>after 20 years</u> is provided on new mMajor dDevelopment; and ii. Replace lost trees at a ratio of <u>at least</u> 1:1 <u>dependent upon the value of the trees lost.</u>	and The Woodland Trust.
MM137	PLP41: Trees & Hedgerows (2)	<i>Amend policy:</i> 2. Development proposals resulting in the loss or deterioration of aged or veteran <u>or notable</u> trees, or impacting on their immediate surroundings, will be refused unless there are wholly exceptional reasons, as defined by national policy, and a suitable compensation strategy has been agreed in writing with the Council.	In response to the PCC Green and Healthy City Project Officer.
MM138	9.63	<i>Amend paragraph:</i> If Retention of trees should be prioritised, however, if removal of any trees or hedgerows is necessary, an appropriate replacement of at least 1 to 1 least equal value will need to be provided. on site, unless it is demonstrated to be impractical to do so. This is dependent upon the value of the trees lost and the number / value of required replacement trees. It will be agreed between the applicant and the LPA Tree Officer and will be informed by the age, size, condition and species of trees being considered. Where the tree cannot be secured onsite then suitable offsite provision will need to be agreed with the Council. These discussions will be informed by guidance currently being prepared by the Council on tree planting in the City. Where on-site planting is not possible, the provision off-site compensation should be considered where possible to negate losses in canopy cover in the local area.	In response to the PCC Green and Healthy City Project Officer.
MM139	9.64	<i>Amend paragraph and add footnote:</i> Natural England has developed an Urban Tree Canopy Cover Standard as one of its five key standards for Green Infrastructure, as set out in the Natural England <u>its</u> Green Infrastructure Framework. Tree cover in the City's wards ranges from 5% <u>3.4%</u> to	Clarification

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		16.4%^{FN} 14%; this covers all trees, including those on open spaces. The Council is looking to secure 15% tree canopy cover twenty years after permission is granted for on major development <u>Major Development</u> , in line with <u>Forest Research recommendation for coastal towns and cities^{FN2}</u> . guidance produced through the South Coast Tree Standards. This is intended to contribute towards the ambition to double tree cover in the city City over the next 25 years. In addition, all development should look to provide an increase in the levels of tree cover on site.	
MM140	9.64	<i>Amend paragraph and add footnote:</i> Tree cover in the City's wards ranges from 53.4% to 44 <u>16.4%</u> ^{FN1} , this cover all trees, including those on open spaces. The Council is looking to secure 15% tree canopy cover on m <u>Major d</u> <u>Development</u> , in line with <u>Forest Research recommendations of 15% canopy cover for coastal towns and cities^{FN2}</u> . guidance produced through the South Coast Tree Standards. This is intended to contribute towards the ambition to double tree cover in the city over the next 25 years. In addition all development should look to provide an increase in the levels of tree cover on site.	Update
MM141	9.64, new footnote	<i>Add footnote (this will be the first footnote in paragraph 9.64)</i> https://data-forestry.opendata.arcgis.com/datasets/ecba26cfaf9d4b61bddc0e3284348d79_0/explore	Update
MM142	9.64, new footnote	<i>Add footnote (this will be the second footnote in paragraph 9.64)</i> https://cdn.forestryresearch.gov.uk/2022/02/fr_fc_treecanopydata_leaflet.pdf	New footnote
MM143	9.65	<i>Amend paragraph:</i> Works to aged and veteran trees should be determined in line with Standing advice from Natural England and the Forestry Commission ¹⁹³ . This advice states that development that will result in the loss or deterioration of ancient woodland, ancient	In response to the Woodland Trust representation

Modifica tion Referen ce	Policy/Para graph	Proposed Changes	Reason for change
		trees and veteran trees should be refused planning permission unless both of the following applies: there are wholly exceptional reasons and a suitable compensation strategy in place. <u>Notable trees are defined by the Woodland Trust^{FN} as trees that stand out in the local environment.</u>	
MM144	9.65, new footnote	<i>Add footnote:</i> https://ati.woodlandtrust.org.uk/what-we-record-and-why/what-we-record/notable-trees/	Footnote
MM145	9.68	<i>Amend paragraph:</i> The SWBGS is currently <u>was originally</u> concerned <u>only</u> with overwintering birds. However, PfSH have funded a study to understand the impacts of recreational pressure on summer/breeding SPA birds. <u>The study concluded that any plan or project that results in a general increase in local population, such as plan-led housing growth, could trigger likely significant effect for summer/breeding birds. It also noted that it would be difficult to rule out adverse effects on integrity without adequate protective measures, namely mitigation, being secured. This was addressed in the Revised Bird Aware Strategy. The results of this are expected to be available in early 2024 at which point PfSH may consider expanding the remit of Bird Aware to cover these too.</u>	Update
MM146	PLP42: Solent Waders and Brent Geese Sites (1)	<i>Amend policy:</i> 1. Functionally linked sites which are used by Solent Waders and /or Brent Geese, as shown on the Solent Waders and Brent Goose mapping, will <u>wherever possible be conserved and opportunities to enhance the quality and extent of feeding and roosting resource encouraged.</u> These sites <u>will</u> be protected from adverse impacts commensurate to their status in the hierarchy in the Solent Waders and Brent Goose Strategy.	Response to RSPB

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM147	PLP42: Solent Waders and Brent Geese Sites (2)	<i>Amend policy:</i> 2. Proposals that impact <u>harm</u> the functionally linked sites will need to provide mitigation as set out in the Solent Waders and Brent Goose Strategy (Guidance on Mitigation and Off- setting Requirements) document, and future updated guidance.	Improve word used
MM148	9.75	<i>Amend paragraph:</i> An indication of the anticipated costs of mitigation are also included, including worked examples.	Response to representation from NE
MM149	9.76	<i>Amend paragraph and add footnote:</i> In addition to the mitigation requirements from schemes where there is a direct impact upon the habitat used by the Brent Geese and Waders as set out in Policy PLP42 there is also a need to offset the impact of recreational disturbance from new development. Bird Aware Solent was set up in order to lessen potential recreational impacts from increased local housing development. The initiative is run by the Solent Recreation Mitigation Partnership, which is made up of 19 organisations and funded by contributions from all new residential dwellings within 5.6km of the SPAs. The <u>Revised mitigation Strategy</u> ^{FN} <u>was approved by PfSH and its constituent local authorities including Portsmouth City Council in 2024. It has an end date of 31st March 2034 2050 which is six ten years before after the end date of this Local Plan. It is intended that the Strategy is updated well in advance of its end date to inform future Local Plan updates.</u>	Update
MM150	9.76, new footnote	<i>Add footnote:</i> https://birdaware.org/solent/wp-content/uploads/sites/2/2024/09/PFSH-30-September-Strategy-Review.pdf	Update

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM151	9.80	<i>Amend paragraph:</i> PfSH provides governance to the Bird Aware Partnership, who mitigate recreational disturbance to SPA overwintering birds from additional pressures resulting from new house building. PfSH have funded a study to understand the impacts of recreational pressure on summer/breeding SPA birds, the results of this are expected to be available in early 2024, at which point PfSH may consider expanding the remit of Bird Aware to cover these too. <u>The Bird Aware Solent Revised strategy (September 2024) takes account of summer breeding birds which were not accounted for in the previous strategy. In summer, coastal birds need to be left undisturbed so they can successfully breed and raise their young.</u>	Update
MM152	PLP43: Recreational Disturbance on International Nature Designations (3)	<i>Amend policy:</i> 3. Development should avoid noise and <u>visual</u> disturbance impacts on birds at the SPA sites and/or at identified terrestrial SPA supporting habitat sites though the overwintering period.	In response to Natural England representation
MM153	New paragraph after 9.87	<i>Add new paragraph after paragraph 9.87:</i> <u>Development proposals which may result in the visual disturbance of qualifying SPA / Ramsar bird species in Habitats Sites or functionally linked habitats will need to undertake an assessment of impacts and outline mitigation measures. Types of visual disturbance which will need to be considered include behavioural changes arising from construction activities such as flight from the nest and cessation of foraging and post-construction disturbance from site usage, road traffic and operational lighting.</u>	In response to Natural England representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM154	New paragraph after paragraph 9.104	<i>Add paragraph after paragraph 9.104:</i> <u>The main waste water treatment works for the City is located at Budds Farm in Havant Borough. The Council will generally support upgrades to wastewater treatment infrastructure due to its purpose of environmental protection.</u>	Response to Southern Water representation
MM155	PLP45: Open Space (3)	<i>Amend policy:</i> 3. Development proposals for 50 or more new homes will be permitted where they provide an area of open space to the ratio of 1.65 ha per 1,000 people. Proposals should provide a split of open space in line with the table of open space type requirements above where possible. <u>The priority should be onsite open space provision,</u> where it can be demonstrated that this is not feasible, an appropriate off - site provision and /or enhancement will be secured. In the last resort an appropriate developer contribution, will be used to enhance open space elsewhere in the city.	Strengthen wording in response to PCC Public Health representation
Chapter 10: Infrastructure (Pre-Submission Portsmouth Local Plan 2024 - from paragraph 10.1 to paragraph 10.90)			
MM156	10.2	<i>Amend 8th bullet point:</i> Grey: roads, pipes, dams, seawalls, water <u>and wastewater</u> treatment plants and drains	Response to Southern Water representation
MM157	10.3	<i>Amend paragraph:</i> All types of infrastructure are required to support growth in the City. Portsmouth, like other towns and cities across the UK, faces a number of urgent challenges to growth and sustainable development relating to its existing infrastructure including limited public transport options, a fragmented walking and cycling network, <u>shortage of primary</u>	In response to NHS ICB representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<u>care capacity across the City</u> and poor air quality contributing towards above average incidences of health issues. From these challenges, there are opportunities for the development of sustainable and well-designed infrastructure facilities, services and systems and their surrounding spaces. These are required so that communities can thrive and to ensure progression towards meeting the Portsmouth V ision and objectives.	
MM158	New paragraph after paragraph 10.16	<i>Add new paragraph after paragraph 10.16:</i> <u>Portsmouth will continue to work with neighbouring authorities to develop and deliver strategic transport improvements.</u>	In response to Southampton City Council representation
MM159	PLP47: Movement and Transport (5)	<i>Amend policy:</i> 5.Applications should be supported by a Travel Plan along with a Transport Statement or Transport Assessment in accordance with <u>regard to</u> the thresholds set out in the Parking Standards and Transport Assessments SPD ²¹² or future equivalent.	In response to HBF representation
MM160	10.18	<i>Amend paragraph:</i> The purpose of this policy is to deliver an approach to development that minimises the need to travel and maximises the availability of relevant sustainable transport options. <u>This will ensure so that growth in private vehicle use is kept to a minimum and encourage a shift towards public transport, walking and cycling.</u> It further seeks to ensure that highway safety is a priority for all development which impacts vehicular movement.	In response to Portsmouth Cycle Forum representation

Modifica tion Referen ce	Policy/Para graph	Proposed Changes	Reason for change
MM161	10.21	<i>Amend paragraph and add footnote:</i> Developments should be designed with accessibility, permeability and integration with existing networks in mind, considering all users, ensuring provision of, or access to, local services and facilities. <u>The design and site layout of new development should take account of guidance within Manual for Streets ^{FN}.</u>	In response to PCC LHA representation
MM162	10.21, new footnote	<i>Add footnote:</i> https://assets.publishing.service.gov.uk/media/5a7e0035ed915d74e6223743/pdfmanforstreets.pdf	New hyperlink
MM163	10.22	<i>Amend paragraph:</i> The Portsmouth Local Cycling and Walking Infrastructure Plan (LCWIP) highlights our priorities to improve walking and cycling infrastructure, emphasising the need to create an active travel network that encourages City-wide use. It aims to ensure that new infrastructure for walking and cycling will be accessible to everyone, including residents, people who work in the City, visitors and businesses. Applications for development will be required to contribute to the delivery of the LCWIP (and/or any successor documents) to raise the profiles of cycling and walking as viable alternatives to driving. <u>Development should also take account of Local Cycling and Walking Infrastructure Plans adopted by Hampshire County Council in the neighbouring authorities of Winchester, Gosport, Fareham and Havant to ensure cross boundary cycle and pedestrian connections.</u>	In response to HCC representation
MM164	10.23	<i>Amend paragraph and add new footnote:</i> Active Travel England is the government's executive agency responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England. As a statutory consultee, they must be engaged with early on in the planning	In response to PCC as LHA representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		process. <u>Walking and cycling infrastructure should follow design standards set out in guidance published by Department for Transport/Active Travel England, in particular that set out in Local Transport Note 1/20^{FN}, Manual for Streets and Portsmouth Transport Strategy (LTP4).</u>	
MM165	10.23, new footnote	<i>Add new footnote:</i> https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf	New hyperlink
MM166	10.24	<i>Amend paragraph:</i> A Travel Plan (TP) and Transport Assessment (TA), or Transport Statement (TS) will be required on development that generates significant amounts of movement in accordance with regard to the thresholds set out within the current and any future Parking Standards and Transport Assessments SPD. Applications should be supported by a Travel Plan that will identify measures to facilitate and encourage the use of sustainable and active travel modes, thereby reducing the need to travel by motor vehicle.	In response to HBF representation
MM167	PLP48: Access and Parking (2)	<i>Amend policy:</i> 2. If parking is deemed desirable or necessary as part of a development it should <u>have regard to</u> be provided in accordance with the Parking Standards set out in the Parking Standards and Transport Assessments SPD or future equivalent and made neighbourhood plans as relevant. All new private and public parking provision must:	In response to HBF representation
MM168	PLP48: Access and Parking (3)	<i>Amend policy:</i> 3. New development should be located and designed to incorporate infrastructure for charging plug-in electric vehicles and other ultra-low emission vehicles and	In response to HBF representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		consider provision of car clubs and other shared transport, in accordance with <u>having regard to</u> the Parking Standards set out in the Parking Standards and Transport Assessments SPD or future equivalent.	
MM169	PLP48: Access and Parking (4)	<i>Amend policy:</i> Development proposals will be permitted where they provide sufficient levels of private, weatherproof and secure cycle and other micro-mobility parking to serve the needs of that development <u>including any need for accessible cycle parking for users of adapted cycles and cargo bikes in accordance with regard to</u> levels set out in the Parking Standards and Transport Assessments SPD or future equivalent.	In response to HBF/ Portsmouth Cycle Forum representations
MM170	10.38	<i>Amend paragraph:</i> Parking provision should be made for everyone including those with disabilities and reduced mobility. Portsmouth's Parking Standards are set out in supplementary guidance which sets maximum levels of provision. If parking is deemed necessary as part of a development, the provision of vehicle and cycle parking for new development should be in accordance with <u>have regard to</u> the Parking Standards SPD and any successor documents.	Response to HBF representation
MM171	10.50	<i>Amend paragraph and add footnotes:</i> When designing a development proposal, the public realm should be considered as early on in the process as possible to ensure it meets all the requirements set out in Policy PLP49. The public realm must be accessible for everyone of all ages and abilities to enjoy and feel safe. Portsmouth's Reducing Crime through Design SPD sets out several good design principles that improve perceptions of safety and those which should be avoided. A safe public realm would provide significant socio-economic benefits allowing everyone to enjoy the space. <u>The design and layout of the public realm should take account of guidance within Manual for Streets^{FN} and consider how it</u>	In response to representations from PCC LHA and PCC Public Health

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<u>performs against the Healthy Streets Indicators^{FN}. Walking and cycling infrastructure should follow design standards set out in guidance published by Department for Transport/Active Travel England, in particular that set out in Local Transport Note 1/20^{FN}.</u>	
MM172	10.50	<i>Add footnotes to paragraph, listed in order they are to be inserted:</i> https://assets.publishing.service.gov.uk/media/5a7e0035ed915d74e6223743/pdf/manforstreets.pdf https://www.healthystreets.com/what-is-healthy-streets https://assets.publishing.service.gov.uk/media/5ffa1f96d3bf7f65d9e35825/cycle-infrastructure-design-ltn-1-20.pdf	New hyperlinks
Chapter 11: Heritage (Pre-Submission Portsmouth Local Plan 2024 - from paragraph 11.1 to 11.42)			
MM173	11.26	<i>Amend paragraph:</i> Where a proposal related to the improvement of an asset's energy efficiency is considered necessary, and would require Planning Permission and/ or Listed Building Consent, technologies/ solutions that minimise and or mitigate any potential <u>harm impacts</u> should be prioritised. <u>Typically, this requires heritage expertise to inform the decisions taken.</u>	In response to Historic England representation
MM174	Policy PLP54: Listed Buildings (1a)	<i>Amend policy:</i> a) They preserve or enhance the significance of the listed building and its setting by demonstrating <u>how significance is better revealed and/or how</u> that loss of historic fabric and detail of significance, including internal features, floor plans and the integrity of the rooms, is avoided; or	In response to Historic England representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM175	Policy PLP55: Conservation Areas (3)	<i>Amend policy:</i> 3. Within a conservation area, Development proposals which involve the total or substantial demolition of buildings or structures that make a positive contribution to the significance of the Conservation Area will only be permitted when they comply with the NPPF or its future equivalent, where it is demonstrated that: a) The current buildings or structures makes an insufficient positive contribution to the character or appearance of the conservation area; and b) A replacement building of equal or greater quality is proposed and planning permission is applied for at the same time.	Consistency with national policy
MM176	PLP56: Archaeology (2)	<i>Amend policy:</i> There will be a presumption in favour of preservation in-situ for Scheduled Monuments and other archaeological heritage assets of equivalent significance;	Move policy wording to the supporting text
MM177	11.38	<i>Amend paragraph:</i> The most significant known archaeological heritage assets are usually designated as scheduled monuments and are of national or international importance. <u>There will be a presumption in favour of preservation in-situ for Scheduled Monuments and other archaeological heritage assets of equivalent significance.</u> It is widely recognised...	Moved from policy wording to the supporting text
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan Addendum 2025 - from paragraph A222 to A226)			
		<i>No main modifications proposed to this section.</i>	
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan 2024 - parts of Table 12.1 relating to policies: PLP1 - PLP2)			

Modifica tion Referen ce	Policy/Para graph	Proposed Changes				Reason for change
		No main modifications proposed to this section of Table 12.1.				
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan Addendum 2025 - part of Table 12.1 relating to policy: PLP3)						
		No main modifications proposed to this section of Table 12.1				
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan 2024 - parts of Table 12.1 relating to policies: PLP4 - PLP5)						
		No main modifications proposed to this section of Table 12.1				
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan Addendum 2025 - parts of Table 12.1 relating to policies: PLP6 - PLP7)						
		No main modifications proposed to this section of Table 12.1				
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan 2024 - part of Table 12.1 relating to policy: PLP8)						
		No main modifications proposed to this section of Table 12.1				
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan Addendum 2025 - parts of Table 12.1 relating to policies: PLP9 - PLP11)						
		No main modifications proposed to this section of Table 12.1				
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan 2024 - parts of Table 12.1 relating to policies: PLP12 - PLP15)						
MM178	Table 12.1: Local Plan Monitoring, PLP15					Update
		Policy	Targets	Indicators	Partners, delivery mechanisms, triggers and actions required if	

Modification Reference	Policy/Paragraph	Proposed Changes					Reason for change
						policy not being achieved.	
		PLP15	Somers Orchard	Delivery of 565 <u>566</u> homes between 2030-35 Delivery of 353 affordable homes between 2030-35	Outline & reserved matter permissions granted for net additional homes Percentage of affordable housing as per strategic site policy requirement	Ongoing liaison with The developer / The City Council's Housing Revenue Account team.	
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan Addendum 2025 - part of Table 12.1 relating to policy: PLP16)							
		No main modifications proposed to this section of Table 12.1					
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan 2024 - parts of Table 12.1 relating to policies: PLP17 - PLP24)							
		No main modifications proposed to this section of Table 12.1					
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan Addendum 2025 - part of Table 12.1 relating to policy: PLP25)							
		No main modifications proposed to this section of Table 12.1					
Chapter 12: Monitoring (Pre-Submission Portsmouth Local Plan 2024 - parts of Table 12.1 relating to policies: PLP26 - PLP55)							

Modifica tion Referen ce	Policy/Para graph	Proposed Changes					Reason for change
MM179	Table 12.1: Local Plan Monitoring, PLP47	Policy		Targets	Indicators	Partners, delivery mechanisms, triggers and actions required if policy not being achieved.	In response to PCC LHA representation
		PLP 47	Movement and Transport	To deliver development that minimises the need to travel and maximises the availability of relevant sustainable transport options, so that growth in private vehicle use is kept to a minimum	Developments granted planning permission for transport infrastructure <u>including infrastructure for alternatively fuelled vehicles</u> Progress towards delivery of attractive, inclusive, safe and accessible walking and cycling routes across the City (LTP4 Policy G). <u>Deliver high quality transport interchanges.</u>	Partners: PCC highways authority / National Highways / Network Rail / Triggers: No mitigation secured at strategic development sites that require measures, as set out within the Strategic Transport Assessment. No CIL funds spent on transport improvements by 2030 No gross increase in non-motorised	

Modification Reference	Policy/Paragraph	Proposed Changes					Reason for change										
					<u>stations and stops (LTP4 Policy L)</u> Progress towards delivery of strategic transport improvements identified within the Strategic Transport Assessment.	transport routes by 2030											
MM180	Table 12.1: Local Plan Monitoring, PLP48	<table><tr><th colspan="2">Policy</th><th>Targets</th><th>Indicators</th><th>Partners, delivery mechanisms, triggers and actions required if policy not being achieved.</th></tr><tr><td>PLP48</td><td>Access and Parking</td><td>Make efficient use of land in Portsmouth and provide appropriate vehicle, <u>cycle and micro-mobility and multi-modal parking</u> bicycle and alternative parking</td><td>Delivery of new Portsmouth's Parking Strategy Delivery of Portsmouth's new Parking Standards and Transport Assessment SPD.</td><td>Partners: PCC Highways Authority Triggers: Parking Strategy not adopted by 2025 / Parking Standards SPD not adopted by 2026</td></tr></table>					Policy		Targets	Indicators	Partners, delivery mechanisms, triggers and actions required if policy not being achieved.	PLP48	Access and Parking	Make efficient use of land in Portsmouth and provide appropriate vehicle, <u>cycle and micro-mobility and multi-modal parking</u> bicycle and alternative parking	Delivery of new Portsmouth's Parking Strategy Delivery of Portsmouth's new Parking Standards and Transport Assessment SPD.	Partners: PCC Highways Authority Triggers: Parking Strategy not adopted by 2025 / Parking Standards SPD not adopted by 2026	In response to PCC LHA representation
Policy		Targets	Indicators	Partners, delivery mechanisms, triggers and actions required if policy not being achieved.													
PLP48	Access and Parking	Make efficient use of land in Portsmouth and provide appropriate vehicle, <u>cycle and micro-mobility and multi-modal parking</u> bicycle and alternative parking	Delivery of new Portsmouth's Parking Strategy Delivery of Portsmouth's new Parking Standards and Transport Assessment SPD.	Partners: PCC Highways Authority Triggers: Parking Strategy not adopted by 2025 / Parking Standards SPD not adopted by 2026													

Modification Reference	Policy/Paragraph	Proposed Changes						Reason for change	
				(e.g. scooters) in terms of amount, design and layout for residential and non-residential developments	Progress towards delivery of shared transport modes (LTP4 Policy C). Delivery of cycle parking facilities and associated infrastructure (LTP4 Policy G).				
Appendix 1: List of policies to be superseded by the Portsmouth Local Plan (Pre-Submission Portsmouth Local Plan 2024)									
		No main modifications proposed to this section.							
Appendix 2: Deliverable and Developable sites from the 2025 Housing & Economic Land Availability Assessment (HELAA) (excluding strategic sites and site allocations) (Pre-Submission Portsmouth Local Plan Addendum 2025)									
MM181	Table 2: Developable Sites from the HELAA 2025	Amend table:						Typo	
					0-5 years	6-10 years	11-15 years	Total net dwellings	
		TOTALS			0	1431	1489	216	1,647
								1,705	

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
Appendix 3: Housing Trajectory (Pre-Submission Portsmouth Local Plan Addendum 2025)			
MM182	Appendix 3	<i>Various amendments to table (tracked changed version of the Housing Trajectory in Appendix 1 of this Schedule, changes are in red text):</i> - A new footnote - Addition of new rows for totals and/or sub-totals of housing numbers - Deletion of some existing, unnecessary rows - Formatting, such as making text bold and pink shading - Addition and/or deletion of text Please note that none of the housing figures have changed.	Improve clarity and legibility of the housing trajectory
Appendix 4: Marketing Requirements for Change of Use Applications (Pre-Submission Portsmouth Local Plan 2024)			
		<i>No main modifications proposed to this section.</i>	
Glossary (Pre-Submission Portsmouth Local Plan 2024)			
MM183	Glossary	<i>Amend Glossary:</i> Affordable Housing This term encapsulates social rented, affordable rented and intermediate housing, which is provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.	Consistency with national policy

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<u>Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</u> a) Social Rent: <u>meets all of the following conditions: (a) the rent is set in accordance with the government's rent policy for Social Rent; (b) the landlord is a registered provider; and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.</u> b) Other affordable housing for rent: <u>meets all of the following conditions: (a) the rent is set in accordance with the government's rent policy for Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</u> (c) Discounted market sales housing: <u>is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</u> (d) Other affordable routes to home ownership: <u>is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy</u>	

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<u>(which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to government or the relevant authority specified in the funding agreement.</u>	
MM184	Glossary	<i>Amend Glossary:</i> Affordable-Rented A maximum rent not exceeding either 80% of the open market rent for the relevant property type, size and location (including service charges) or the Local Housing Allowance rate, whichever is lower.	Removed as this is now covered by the 'affordable housing' definition above.
MM185	Glossary	<i>Add to Glossary:</i> <u>ALERT layer</u> <u>The ALERT layer is a map layer on the City Council's Geographical Information System (GIS) that was prepared by, is also available to, and is used by, the Authority's Archaeological services provider, Hampshire County Council. The map layer seeks to balance the extensive data available on archaeological finds through the Council's Historic Environment Record (HER), with the diverse locations, scale and nature of planning applications that are submitted.</u> <u>Alongside a diverse range of individual find/ event spots, the layer also identifies 12 larger broad locations, Areas of Archaeological Potential, where planning applications are considered more likely to have archaeological implications.</u> <u>The layer is intended as a tool to assist both DM officers, and principally the LPA's Planning Archaeology provider in making a judgement regarding the requirement for the</u>	Clarification

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<u>imposition of archaeological conditions on any relevant planning applications. The purpose of these conditions is to require a watching brief, and/or recording and the deposition of findings with the HER.</u>	
MM186	Glossary	<i>Add to Glossary:</i> <u>Ancient Woodland</u> <u>An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).</u>	Clarification
MM187	Glossary	<i>Add to Glossary:</i> <u>Archaeological Interest</u> <u>There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.</u>	Clarification
MM188	Glossary	<i>Amend Glossary:</i> Biodiversity Metric The biodiversity metric is a tool (published by Natural England) used to calculate how a development, or change in land management, will change the biodiversity value of a site. The metric calculates the values as 'biodiversity units,' using the size, quality and location of the habitat. The Metric will be used for major development from February 2024, with a 'small sites metric' to be used on minor development from April 2024.	Update
MM189	Glossary	<i>Amend Glossary:</i> <u>Biodiversity Net Gain (BNG)</u>	Clarification

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		Biodiversity net gain BNG is a way of contributing to the recovery of nature while developing land, making sure that the habitat for wildlife is in a better state than it was before development occurred. BNG is mandatory under the Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%. The Environment Act contains a new 10% biodiversity net gain condition for planning permissions, which will become mandatory in November 2023. A 'biodiversity metric' can be used to measure the amount of biodiversity net gain (see <u>definition</u> above).	
MM190	Glossary	<i>Amend Glossary:</i> <u>Brownfield Land/Sites (also known as 'previously developed land')</u> Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. <u>Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.</u>	Consistency with NPPF

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM191	Glossary	<i>Add to Glossary:</i> <u>Commercial development</u> <u>Development that achieves at least one of the following objectives: provides employment opportunities, generates wealth or generates an economic output or product. This includes traditional employment uses.</u>	Added to clarify definition
MM192	Glossary	<i>Amend Glossary:</i> Conservation Area <u>Local authorities have the power to designate conservation areas, which are Areas of 'special architectural and/or historic interest', designated by Local Authorities, the character and appearance of which they have a duty to preserve or enhance.</u>	Clarification
MM193	Glossary	<i>Amend Glossary:</i> Conservation Area (Character) Appraisal & <u>Guideline Documents</u> <u>A published document published by the Local Planning Authority, defining that considers a Conservation Area's the special architectural and or historic interest, and sets out guidelines providing advice on an area's conservation, that warranted the area being designation.</u>	Clarification
MM194	Glossary	<i>Amend Glossary:</i> Density (in the case of residential)	In response to individual representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		A measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.	
MM195	Glossary	<i>Amend Glossary:</i> Design Code A set of illustrated design rules and requirements that provide specific, detailed parameters for which instruct and may advise on the physical development of a site or area. The graphic and written components of the code should be detailed and precise, and build upon a design vision, such as a masterplan or other design and development framework for a site or area.	Consistency with national policy
MM196	Glossary	<i>Amend Glossary:</i> Development Plan A document defined by section 38 of the Planning and Compulsory Purchase Act 2004 which sets out the a local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. This includes, for example, adopted Local Plans, and Neighbourhood Plans, and the, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.	Clarification
MM197	Glossary	<i>Add to Glossary:</i> <u>Dwelling</u> <u>A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or converted farm building.</u>	In response to individual representation

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM198	Glossary	<i>Add to Glossary:</i> <u>Employment</u> <u>A type of commercial development relating only to the following uses as defined by the Use Class Order: offices to carry out any operational or administrative functions (Egi), research and development of products or processes (E(g)(ii)), industrial processes (E(g)(iii)), general industrial (B2) and storage or distribution (B8).</u>	Added to clarify definition
MM199	Glossary	<i>Amend Glossary:</i> Environmental Impact Assessment (EIA) It is a tool used to assess any likely significance effects of a development proposal on the environment. <u>A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.</u>	Consistency with national policy
MM200	Glossary	<i>Add to Glossary:</i> <u>European Site</u> <u>A European site is protected by the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations). The following European sites are protected by the Habitats Regulations and any proposals that could affect them will require a Habitat Regulations Assessment (HRA):</u> • <u>Special Areas of Conservation (SACs)</u> • <u>Special Protection Areas (SPAs)</u>	Clarification

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<u>Any proposals affecting the following sites would also require an HRA because these are protected by government policy:</u> • <u>proposed SACs</u> • <u>potential SPAs</u> • <u>Ramsar sites - wetlands of international importance (both listed and proposed)</u> • <u>areas secured as sites compensating for damage to a European site</u>	
MM201	Glossary	<i>Amend Glossary:</i> Exception Test (in relation to Flood Risk) The purpose of an exception test is to show how flood risk will be managed on a proposed site. There are two parts to the test that need to be passed: <u>The Exception Test requires two additional elements to be satisfied before allowing development to be allocated or permitted in situations where suitable sites at lower risk of flooding are not available following application of the sequential test. It should be demonstrated that:</u> - Ddevelopment that has to be in a flood risk area will provide <u>wider</u> sustainability benefits to the community that outweigh flood risk; and - The development will be safe for its lifetime, taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce food risk overall.	Consistency with national policy and typos
MM202	Glossary	<i>Remove from Glossary:</i> First Homes	No longer applicable

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		A specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. The criteria is that they must be discounted by a minimum of 30% against the market value; sold to a person or persons meeting the First Homes eligibility criteria; on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and, after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).	
MM203	Glossary	<i>Amend Glossary:</i> Flood Risk Assessment (site-specific) <u>A site-specific flood risk assessment is carried out by (or on behalf of) a developer to assess the flood risk to and from a development site and should accompany a planning application where prescribed. The assessment should demonstrate to the decision-maker how flood risk will be managed now and over the development's lifetime, taking climate change into account, and with regard to the vulnerability of its users. An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.</u>	Consistency with national policy
MM204	Glossary	<i>Amend Glossary:</i> Future Homes Standard (FHS) It is a <u>A standard that , from 2025, will requires</u> all new homes to produce 75-80% less carbon emissions than homes built under the current <u>previous</u> Building Regulations.	Conciseness and update

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM205	Glossary	<i>Amend Glossary:</i> Habitats Regulation Assessment (HRA) An assessment <u>under the Conservation of Habitats and Species Regulations 2017 as amended (known as the Habitats Regulations) to test if a plan or project could significantly harm the designated features of a European site.</u> to determine whether or not development proposals are likely to have a significant effect on protected European sites.	Clarification
MM206	Glossary	<i>Add to Glossary:</i> <u>Habitats site</u> <u>Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.</u>	Clarification
MM207	Glossary	<i>Amend Glossary:</i> Heritage Assets A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. This includes both designated (see above) and undesignated heritage assets (see below) <u>and assets identified by the local planning authority (including local listing).</u>	Conciseness and consistency with NPPF

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM208	Glossary	<i>Amend Glossary:</i> Heritage Statement <u>A document, typically provided in support of a heritage related application, that provides an assessment of both the significance of any heritage assets and/or their settings as affected by a development proposals, and of the nature and extent of any impacts of that development upon them. It should provide an conservation/heritage-based rationale and justification for any proposed works.</u>	Clarification
MM209	Glossary	<i>Add to Glossary:</i> <u>Housing Delivery Test</u> <u>Measures net new homes delivered in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England annually.</u>	Clarification
MM210	Glossary	<i>Add to Glossary:</i> <u>Irreplaceable Habitats</u> <u>Habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.</u>	Clarification on the term

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM211	Glossary	<i>Add to Glossary:</i> <u>Land remediation</u> <u>Land remediation refers to actions taken to reduce or remove unacceptable risks from contamination to human health, controlled waters, property or the wider environment so the land becomes suitable for its intended use.</u>	Feedback from PCC Contaminated Land Team
MM212	Glossary	<i>Amend Glossary:</i> Local Plan The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community, <u>under the Town and Country Planning (Local Planning) (England) Regulations 2012. A local plan can consist of either strategic or non-strategic policies, or a combination of the two. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan.</u> The term includes old policies which have been saved under the 2004 Act.	Consistency with national policy
MM213	Glossary	<i>Amend Glossary:</i> <u>Mobility as a Service (MaaS)</u> <u>A term used to describe digital transport service platforms that enable users to access, pay for, and get real-time information on, a range of public and private transport options. These platforms may also be linked to the provision of new transport services.</u>	Clarification
MM214	Glossary	<i>Add to Glossary:</i>	Feedback from PCC

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<u>On-going Management (in terms of land contamination)</u> <u>On-going management refers to the continuing operation, inspection, maintenance or monitoring of installed remediation or containment infrastructure, where contaminants remain in situ but risks are controlled.</u>	Contaminated Land Team
MM215	Glossary	<i>Amend Glossary:</i> <u>Safeguarded Land</u> <u>An area identified in a development plan that is protected from development that would prejudice the long term development of land for a named use. The safeguarded land will be identified in a policy and shown on the Policies Map. The status of safeguarded land can only be changed through the review of the development plan.</u>	Term introduced through the Local Plan Addendum 2025
MM216	Glossary	<i>Amend Glossary:</i> Sites of Importance for Nature Conservation/ Sites of Nature Conservation Importance (SINC/SNCI) A local site which is of substantial nature conservation value. They are also known nationally as 'Local Wildlife Sites.'	Clarification
MM217	Glossary	<i>Remove from Glossary:</i> Social Rented A form of rent that is paid to registered providers (housing associations) or the council.	Definition provided elsewhere

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM218	Glossary	<i>Amend Glossary:</i> Special Areas of Conservation (SACs) Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive. <u>Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as importance conservation sites.</u>	Consistency with national policy
MM219	Glossary	<i>Amend Glossary:</i> Special Protection Areas (SPAs) Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive. <u>Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.</u>	Consistency with national policy
MM220	Glossary	<i>Amend Glossary:</i> Sustainable Drainages-Systems (SUDs) A drainage solution which is designed to manage surface and groundwater sustainably, by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses.	Consistency with national policy

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		<u>A sustainable drainage system controls surface water run off close to where it falls, combining a mixture of built and nature-based techniques to mimic natural drainage as closely as possible, and accounting for the predicted impacts of climate change. The type of system that would be appropriate will vary from small scale interventions such as permeable paving and soakaways that can be used in very small developments to larger integrated schemes in major developments.</u>	
MM221	Glossary	<i>Amend Glossary:</i> Transport Assessment <u>A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed to deal with anticipated transport impacts of the development.</u>An in-depth assessment of the potential implications a proposed development may have on the local transport network, and the measures that shall be taken to mitigate against them.	Clarification
MM222	Glossary	<i>Amend Glossary:</i> Transport Statement <u>A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.</u> A Transport Statement is a 'lighter touch' version of a Transport Assessment and is used in some cases where transport issues arising out of development proposals	Consistency with national policy

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
		do not require a full Transport Assessment. They are typically used for smaller scale developments.	
MM223	Glossary	<i>Amend Glossary:</i> Travel Plan A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed. integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel.	Consistency with national policy
Policies Map (Pre-Submission Portsmouth Local Plan 2024)			
MM224	Policies Map	<i>Amend boundary of Coastal Zone in Milton - updated map in Appendix 3 of this Schedule</i>	SCG with Milton Forum
MM225	Policies Map	<i>Amend boundary of Portsdown Hill Local Green Space - updated map in Appendix 3 of this Schedule</i>	Excluded land needed for essential water infrastructure buildings
MM226	Policies Map	<i>Amend boundary of Elm Grove Local Centre - updated map in Appendix 3 of this Schedule</i>	Arising from review of Town Centres Assessment

Modification Reference	Policy/Paragraph	Proposed Changes	Reason for change
MM227	Policies Map Sheet 2	<i>Amend boundary of Elm Grove Local Centre - updated map in Appendix 3 of Schedule</i>	Arising from review of Town Centres Assessment

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

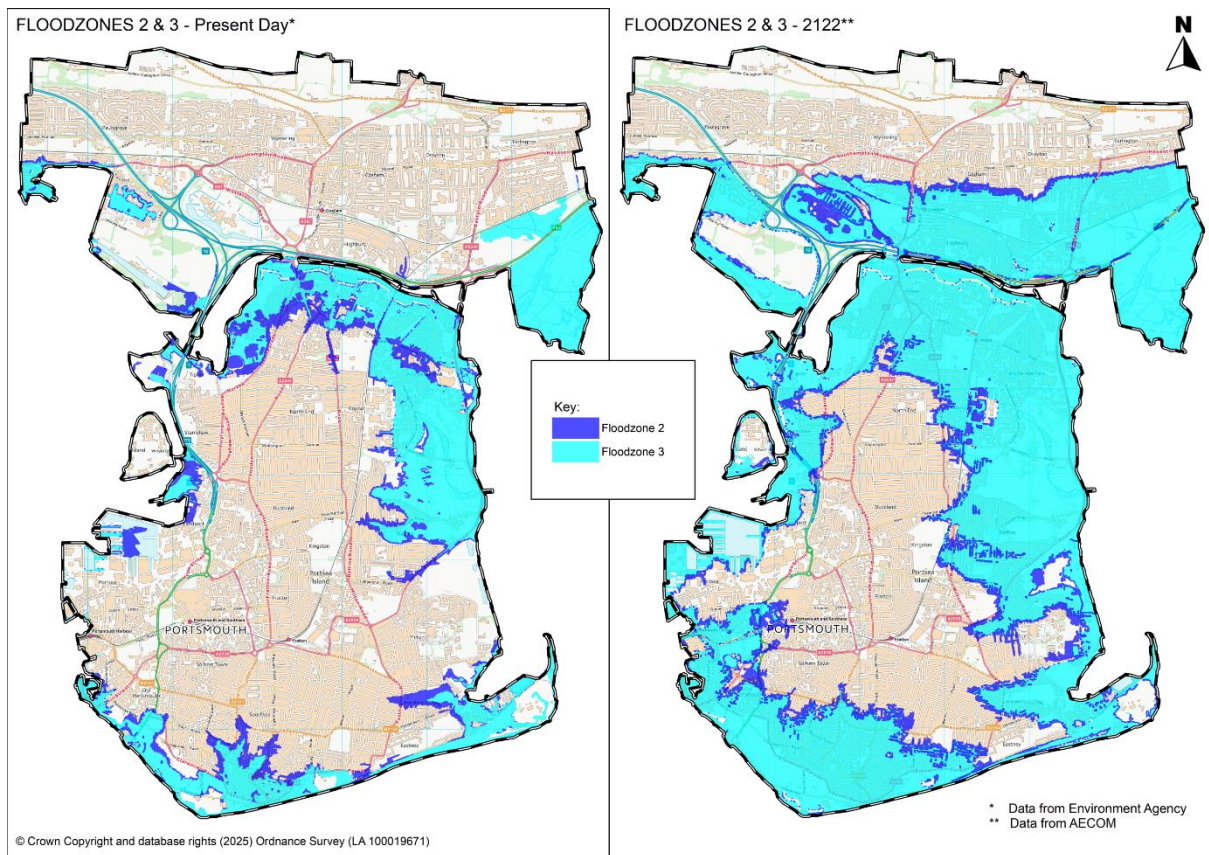


Figure 8.1: Current and Future Flood zones in Portsmouth if defences were not built

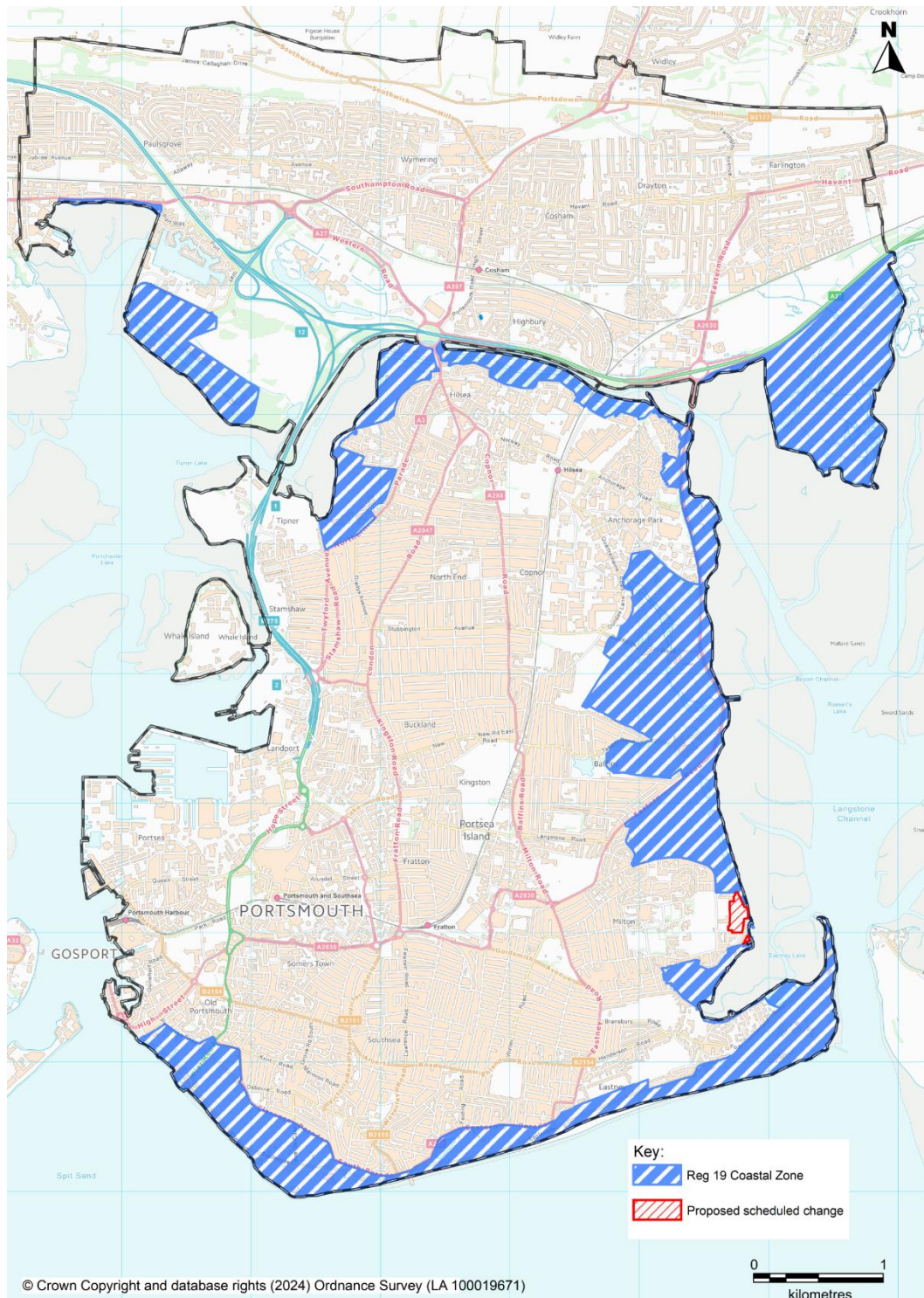


Figure 8.6: Coastal Zone

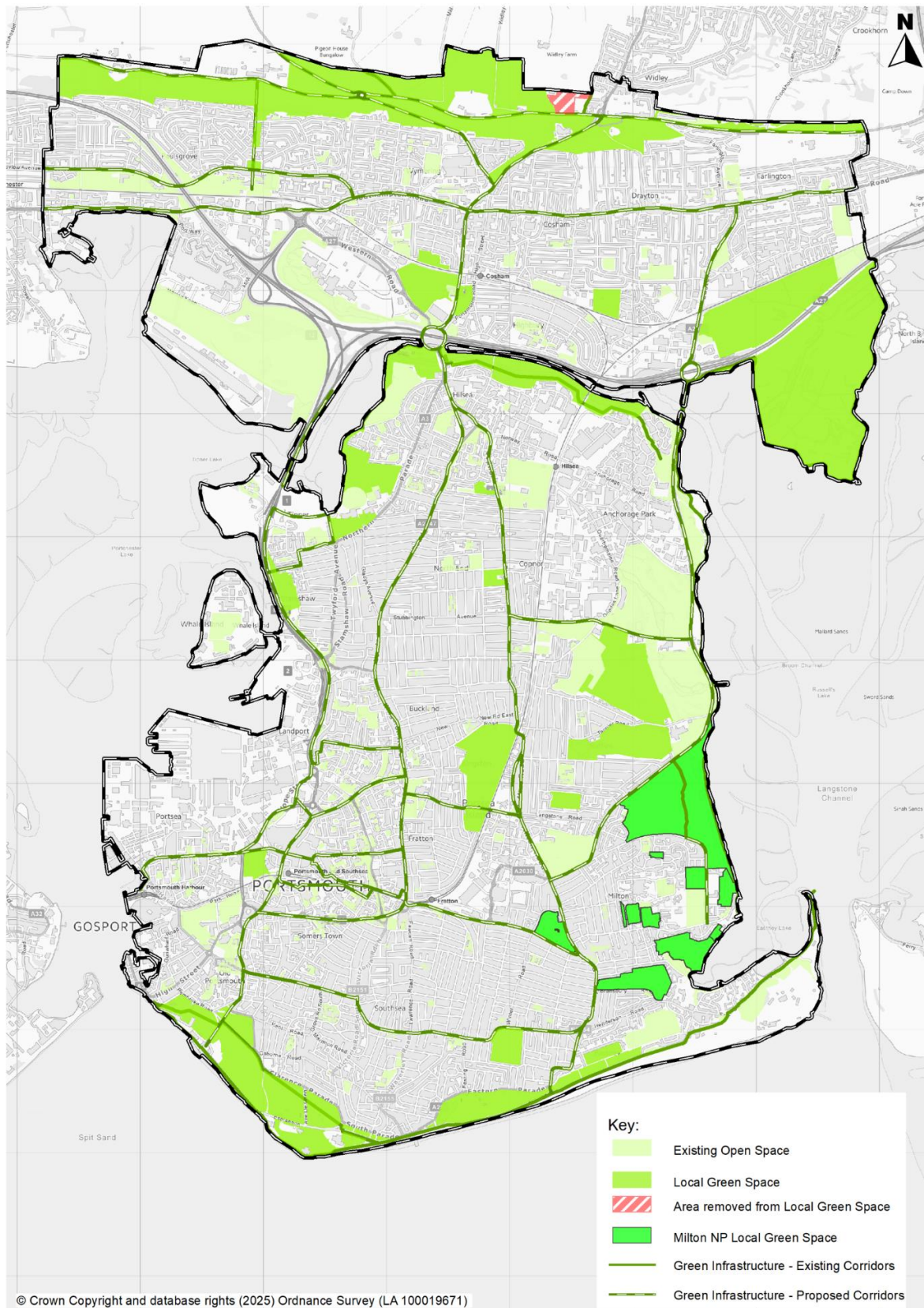


Figure 9.1: The Portsmouth Green Grid including Local Green Spaces and Green Corridors

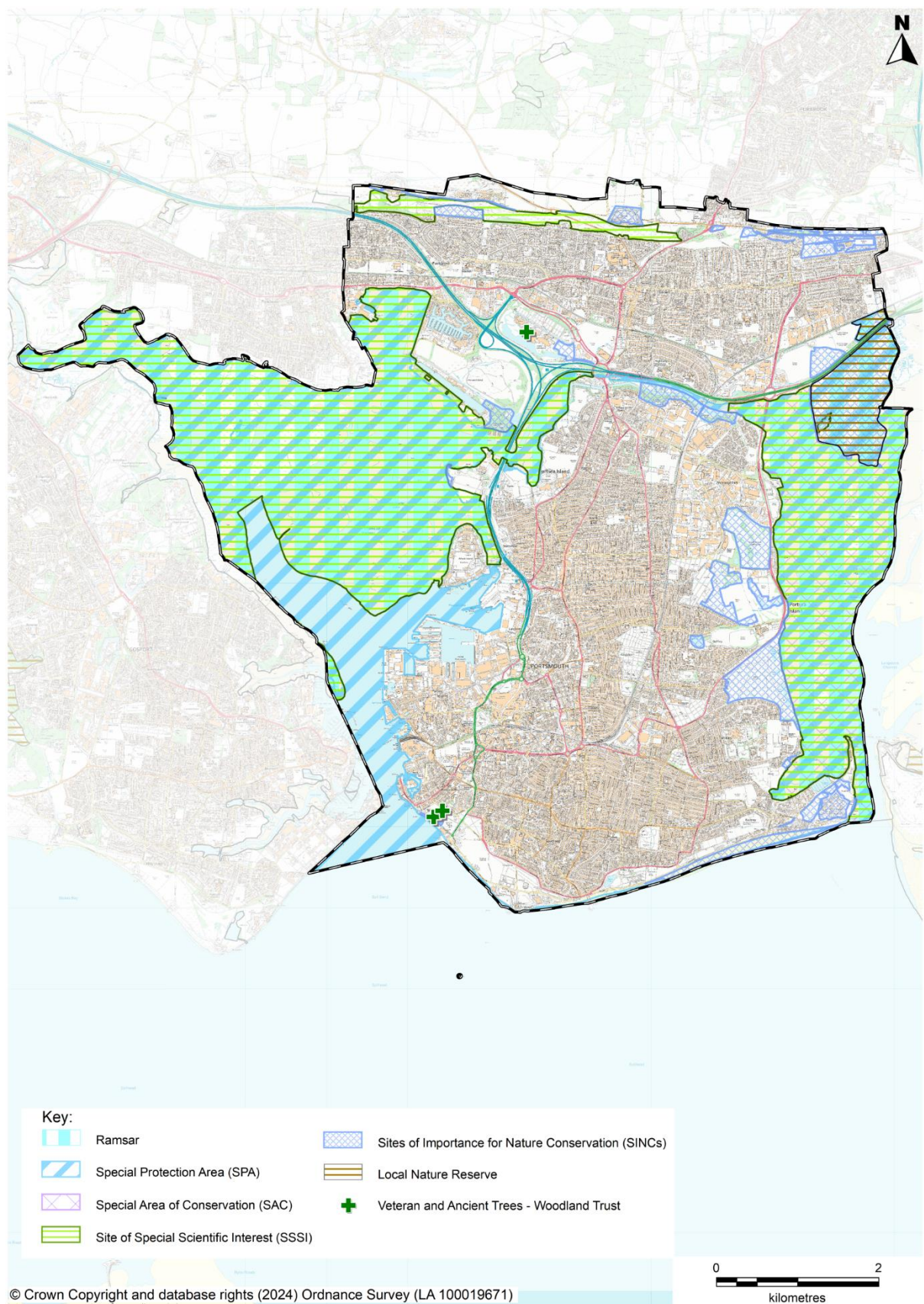


Figure 9.2: Designated nature conservation sites in Portsmouth

Appendix 2 - Changes to Appendix 3 - Housing Trajectory ¹

Site Name	No. Dwellings (Net)	Year of the Local Plan														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
		202 5/2 6	202 6/2 7	202 7/2 8	202 8/2 9	202 9/3 0	203 0/3 1	203 1/3 2	203 2/3 3	203 3/3 4	203 4/3 5	203 5/3 6	203 6/3 7	203 7/3 8	203 8/3 9	203 9/4 0
Net completions since 01 April 2025																
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strategic Sites																
NE19 Tipner West	1000	0	0	0	0	0	0	0	100	150	150	100	100	100	100	200
NE18 Tipner East																
Vivid Homes (22/01292/FUL)	835	0	0	0	100	110	0	104	104	104	0	104	104	105	0	0
Bellway (21/01357/FUL)	221	0	0	0	0	0	73	74	74	0	0	0	0	0	0	0
Tipner East total	1,056	0	0	0	100	110	73	178	178	104	0	104	104	105	0	0
Portsmouth City Centre																
CD17 City Centre North	1600	0	0	184	183	183	0	0	175	175	175	0	0	175	175	175
CD37 Arundel St, Shopmobility	76	0	0	0	0	0	0	0	76	0	0	0	0	0	0	0
CD22 30 Arundel Street	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
CD28 2-10 Edinburgh Road	20	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0
CD32 200-204 Commercial Rd	40	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0
CD31 194-198 Commercial Rd	80	0	0	0	0	0	0	80	0	0	0	0	0	0	0	0
CD30 41-47 Arundel St	40	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0
CD34 Tesco/NCP	160	0	0	0	0	0	0	0	0	80	80	0	0	0	0	0
CD50 Greggs-Nationwide	70	0	0	0	0	0	0	0	0	70	0	0	0	0	0	0
CD16 Matalan	300	0	0	0	0	0	0	0	0	150	150	0	0	0	0	0
CD18 Debenhams	569	0	0	0	150	150	150	119	0	0	0	0	0	0	0	0
CD25 Portsmouth Mail Centre	102	0	0	51	51	0	0	0	0	0	0	0	0	0	0	0

¹ Pink shading highlights the anticipated five year housing land supply from the date of adoption

CD26 Land adj Catherine's House	147	0	0	0	0	0	0	75	72	0	0	0	0	0	0	0
CD36 12-28 Arundel Street	249	0	0	0	0	0	0	0	0	125	124	0	0	0	0	0
Portsmouth City Centre total	3,458	0	0	240	384	333	150	354	343	600	529	0	0	175	175	175
MI02 Fratton Park & the Pompey Centre	460	0	0	0	0	0	0	0	154	153	153	0	0	0	0	0
MI01 St James' and Langstone Campus																
St James' (HE site 24/01117/FUL)	58	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0
St James' (HE site, not yet permitted)	30	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0
St James' (PJ Livesey site)	197	139	58	0	0	0	0	0	0	0	0	0	0	0	0	0
Langstone Campus	120	0	0	0	0	0	0	120	0	0	0	0	0	0	0	0
St James' and Langstone Campus total	405	139	87	29	0	30	0	120	0	0	0	0	0	0	0	0
Strategic Sites total	6379	139	87	269	484	473	223	652	775	1007	832	204	204	380	275	375
Site Allocations																
PA01 Port Solent	500	0	0	0	0	0	0	0	0	125	125	125	125	0	0	0
SJ15 St John's College	212	57	53	102	0	0	0	0	0	0	0	0	0	0	0	0
EC01 Fraser Range	134	0	0	0	0	40	94	0	0	0	0	0	0	0	0	0
HI06 The News Centre	100	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0
ST11 Somers Orchard, Somerstown	566	0	0	0	0	0	136	137	123	124	46	0	0	0	0	0
Site Allocations total	1512	57	53	102	0	40	230	137	123	349	171	125	125	0	0	0
Deliverable Sites (excluding Strategic Sites and Allocations) - planning permissions outstanding at 31 March 2025																
Sites of 10 or more units																
Royal Beach Hotel (East Wing) 1 St Helens Parade (22/01032/FUL)	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hippodrome House, 5-9 Guildhall Walk (20/00019/PACOU)	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Portland Hotel, 38 Kent Road (16/01584/FUL)	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0

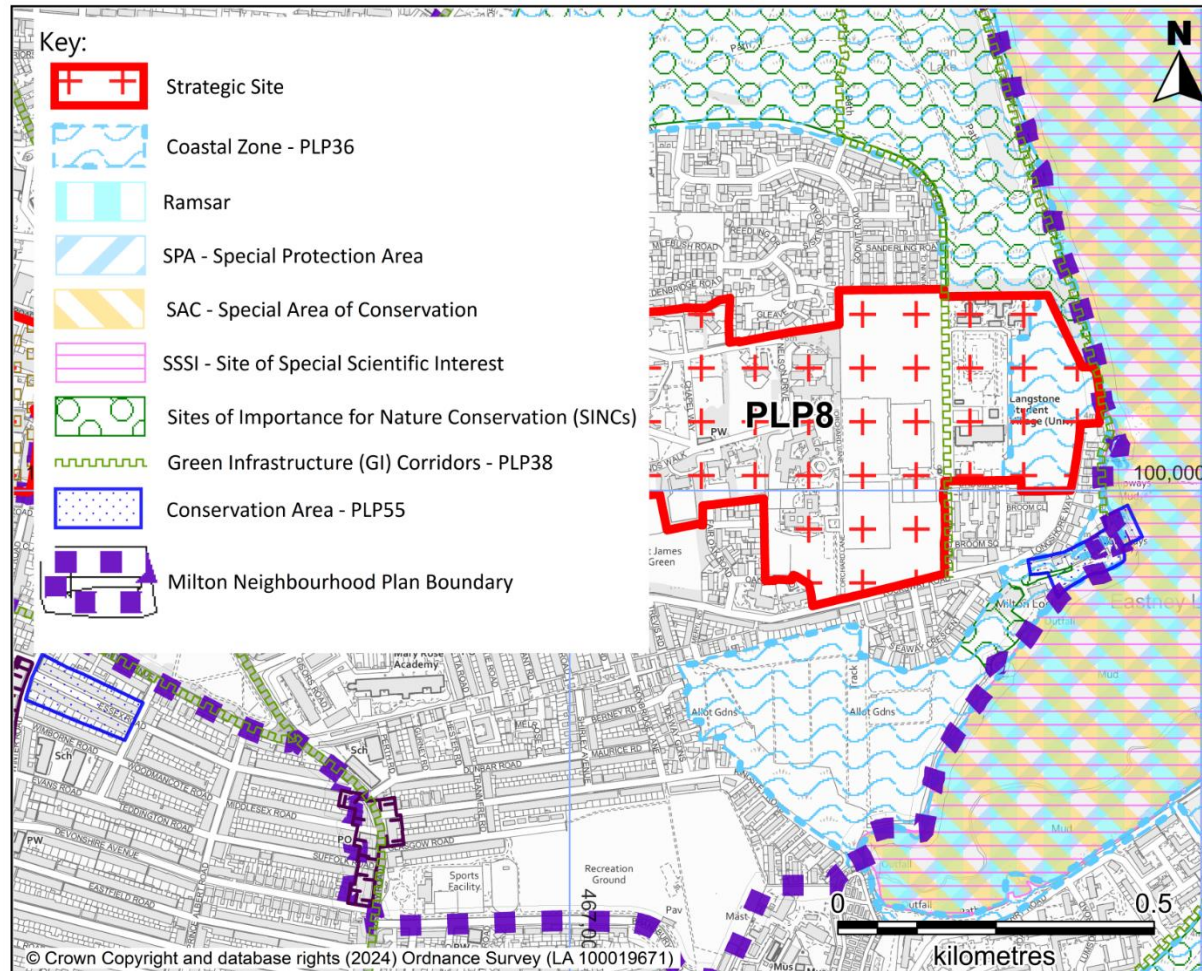
Former Ambulance Station Land Adjacent To The Harbour Car Park Ship Leopard Street Portsmouth (17/00473/OUT)	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0
Roebuck House, Roebuck Close (21/00022/PACOU)	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44-66 Palmerston Road (Former Debenhams) (20/00620/FUL)	134	0	98	36	0	0	0	0	0	0	0	0	0	0	0	0
Edinburgh House, Land at former Sundridge Close (21/01710/CS3)	50	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0
Former Frank Sorrell Centre, Prince Albert Road (21/01833/PA)	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0
5 Somers Road (20/00716/FUL)	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0
111 Havant Road (21/00684/FUL)	52	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Empire House, 5 Kings Road (24/00002/PACOU)	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
Tower Block, Highbury College, Tudor Crescent (21/01730/FUL)	-31	0	-31	0	0	0	0	0	0	0	0	0	0	0	0	0
Sites of 10 or more units total	394	201	128	65	0	0	0	0	0	0	0	0	0	0	0	0
All other sites less than 10 units																
All other sites less than 10 units total	439	276	149	14	0	0	0	0	0	0	0	0	0	0	0	0
Total Deliverable sites - outstanding planning permissions - total	833	477	277	79	0	0	0	0	0	0	0	0	0	0	0	0
Deliverable Sites (excluding Strategic Sites and Allocations) - Deliverable Sites identified in Appendix 2																
COP01 Brynwell Builder's Yard	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0
COS01 Cosham Health Centre	70	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0
CS06 227-231 Goldsmith Avenue	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0
EC14 Eastney Swimming Pool	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
FR06 St Wilfrids Church	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0

MI07 185-192 Highland Road	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
ST03 Open space at Stone Street	18	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0
Total Deliverable sites - Appendix 2 - total	160	0	0	39	95	26	0	0	0	0	0	0	0	0	0	0
Developable Sites (excluding Strategic Sites and Allocations) - Developable Sites identified in Appendix 2																
BA01 Coniston Avenue	11	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0
BA02 West of Milton Road	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0
CD01 Wardroom	200	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0
CD04 The Invincible	40	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0
CD07 Bridge Centre	115	0	0	0	0	0	0	0	0	50	65	0	0	0	0	0
CD10 Maxstoke Close Car Park	5	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
CD15 Hertford Place	17	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0
CD35 Groundlings Theatre	20	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0
CD65 117-127 Fratton Road	30	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0
CD75 Venture Tower	41	0	0	0	0	0	41	0	0	0	0	0	0	0	0	0
COS03 Westmoors	10	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0
COS04 Former Cosham Police Station	60	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0
COS05 Clockhouse Centre	18	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0
DF02 Karen Avenue	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
ECO2B Land at Halliday Crescent	5	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
EC11 Southsea Marina	12	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0
HI01 Hilsea Lodge	34	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0
HI02 Land of former supermarket	20	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0
HI04 Land at Pompey Health and Fitness	10	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0
HI13 TA Centre, Peronne Road	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
MI05 Goldsmith Avenue	20	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0
NE01 Connect Centre	191	0	0	0	0	0	96	95	0	0	0	0	0	0	0	0

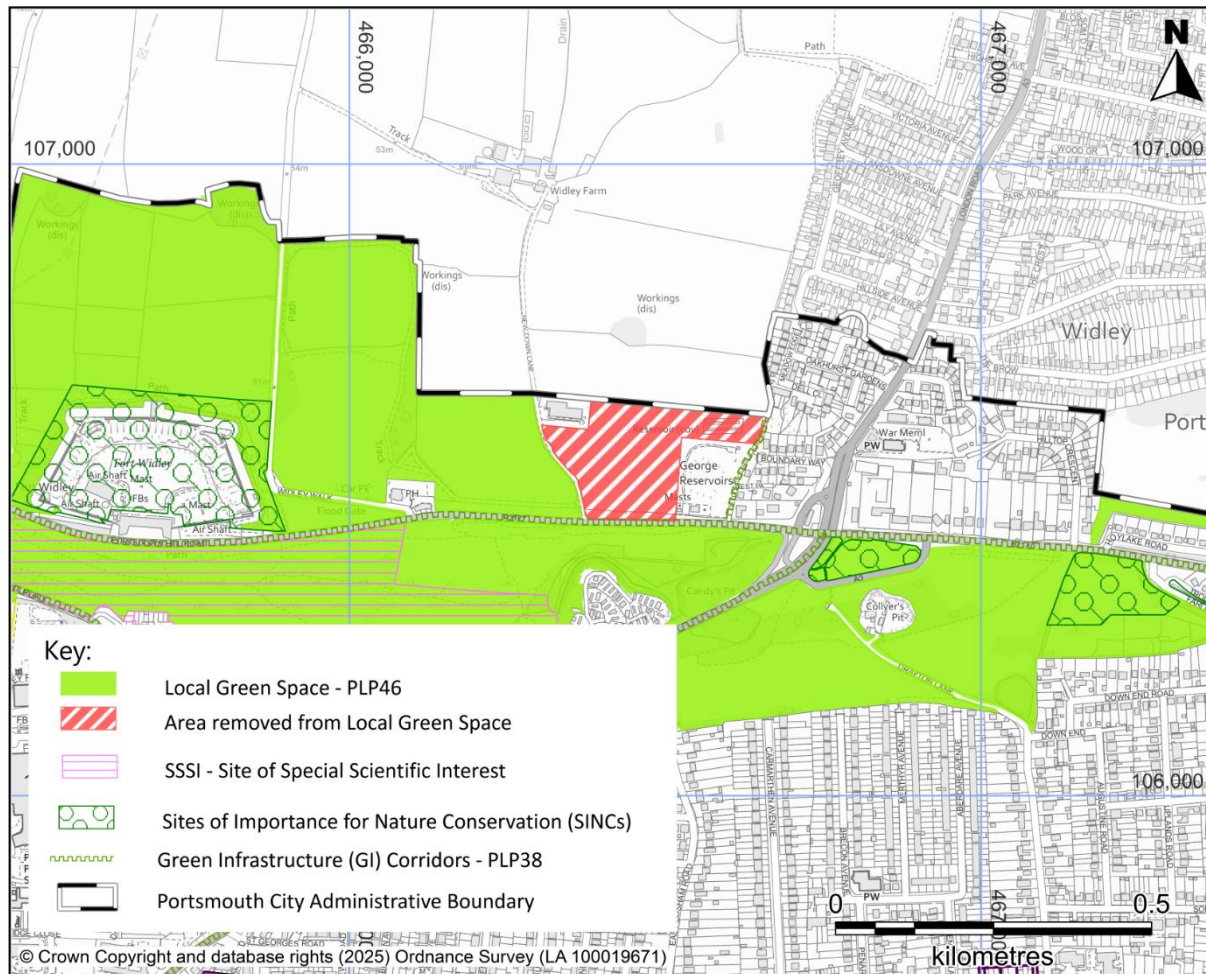
NE03 Former Police Station	60	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0
NE05 205 London Road	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0
NE06 Blue Anchor PH	6	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0
NE09 98 London Road	30	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0
NE22 Land at Heathfield Road	18	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0
PA03 140 Southampton Road	20	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0
PA16 Amenity Land off Newbolt Rd & Bodmin Rd	8	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0
SJ04 61-63 Marmion Road	5	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
SJ12 82-88 Clarendon Road	20	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0
SJ16 Wimbledon Park Sports Centre	30	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0
SJ17 Queen's Hotel and Casino	104	0	0	0	0	0	0	0	52	52	0	0	0	0	0	0
ST01 City Records Office	45	0	0	0	0	0	0	0	0	0	45	0	0	0	0	0
ST02 32-60 Middle Street	163	0	0	0	0	0	0	0	0	82	81	0	0	0	0	0
ST04 Wightlink Car Park	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
ST07 Derelict Land	14	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0
ST12 Cathedral House	8	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0
ST13 62 Middle Street	8	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0
ST17 Clarence Pier	200	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0
Total Developable sites - Appendix 2 - total	1705	0	0	0	0	0	262	95	247	284	601	100	0	28	0	88
Windfall Allowance																
Total	1,185	79	79	79	79	79	79	79	79	79	79	79	79	79	79	79
TOTAL HOUSING SUPPLY																
Total (strategic sites, allocations and windfall)	9,076	275	219	450	563	592	532	868	977	1,435	1,082	408	408	459	354	454
Total (outstanding permissions, deliverable and developable sites identified in Appendix 2)	2,698	477	277	118	95	26	262	95	247	284	601	100	0	28	0	88

Total	11,774	752	496	568	658	618	794	963	1,224	1,719	1,683	508	408	487	354	542
15% non-implementation rate (applied to planning permissions outstanding at 31 March 2025, Deliverable sites identified in Appendix 2, and Developable sites identified in Appendix 2)	-405	-72	-42	-18	-14	-4	-39	-14	-37	-43	-90	-15	-0	-4	-0	-13
Total (outstanding permissions, deliverable and developable sites identified in Appendix 2) (minus non-implementation rate)	2,293	405	235	100	81	22	223	81	210	241	511	85	0	24	0	75
Requirement for new homes in Portsmouth 2025-2040 excluding Duty to Cooperate contribution	11,369	680	454	550	644	614	755	949	1,187	1,676	1,593	493	408	483	354	529
Duty to Cooperate contribution from neighbouring authorities	800	54	54	54	54	54	53	53	53	53	53	53	53	53	53	53
Requirement for new homes in Portsmouth 2025- 2040 including Duty to Cooperate contribution	12,169	734	508	604	698	668	808	1,002	1,240	1,729	1,646	546	461	536	407	582

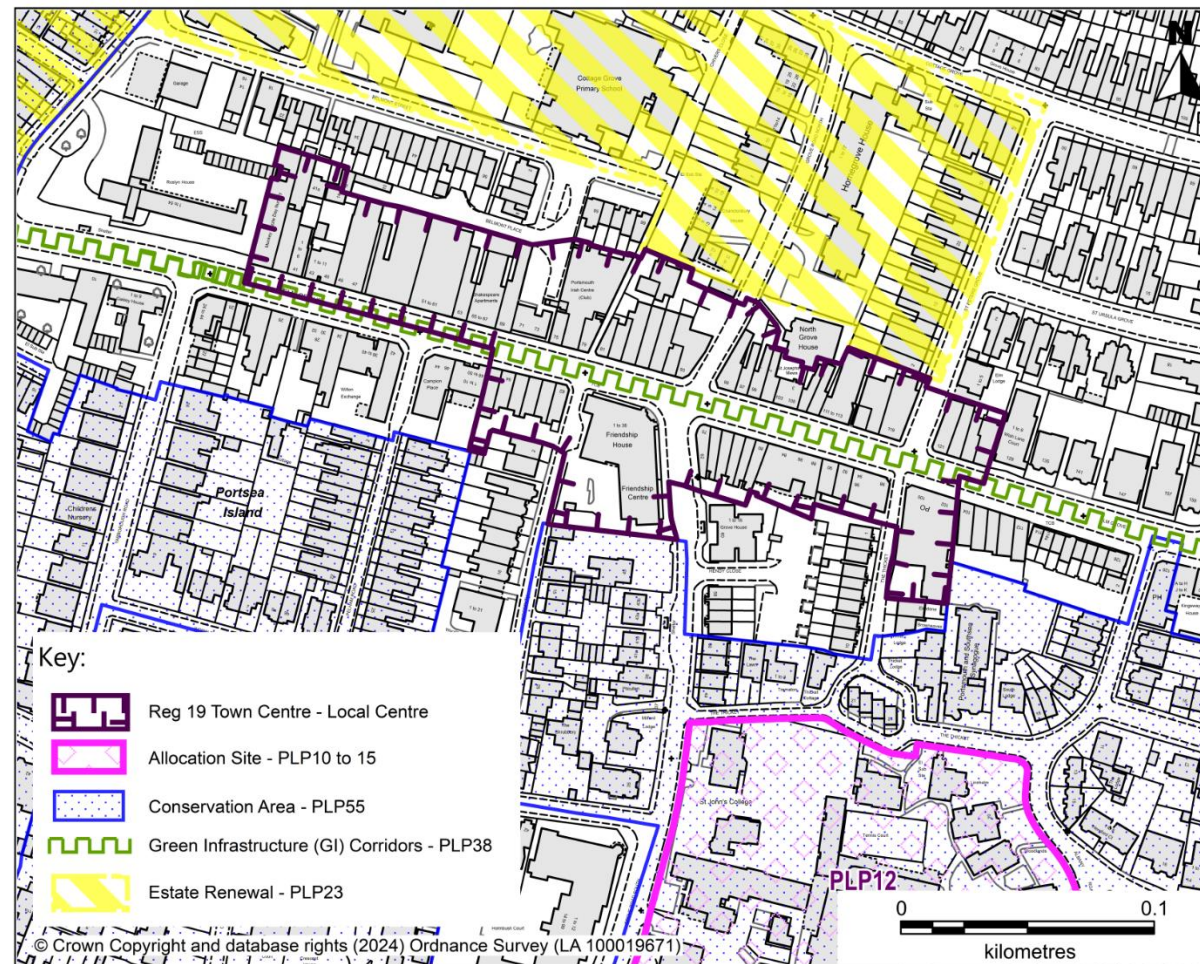
Appendix 3: Changes to the Policies Map for the 2024 Pre-Submission Local Plan referenced in this Schedule of Changes



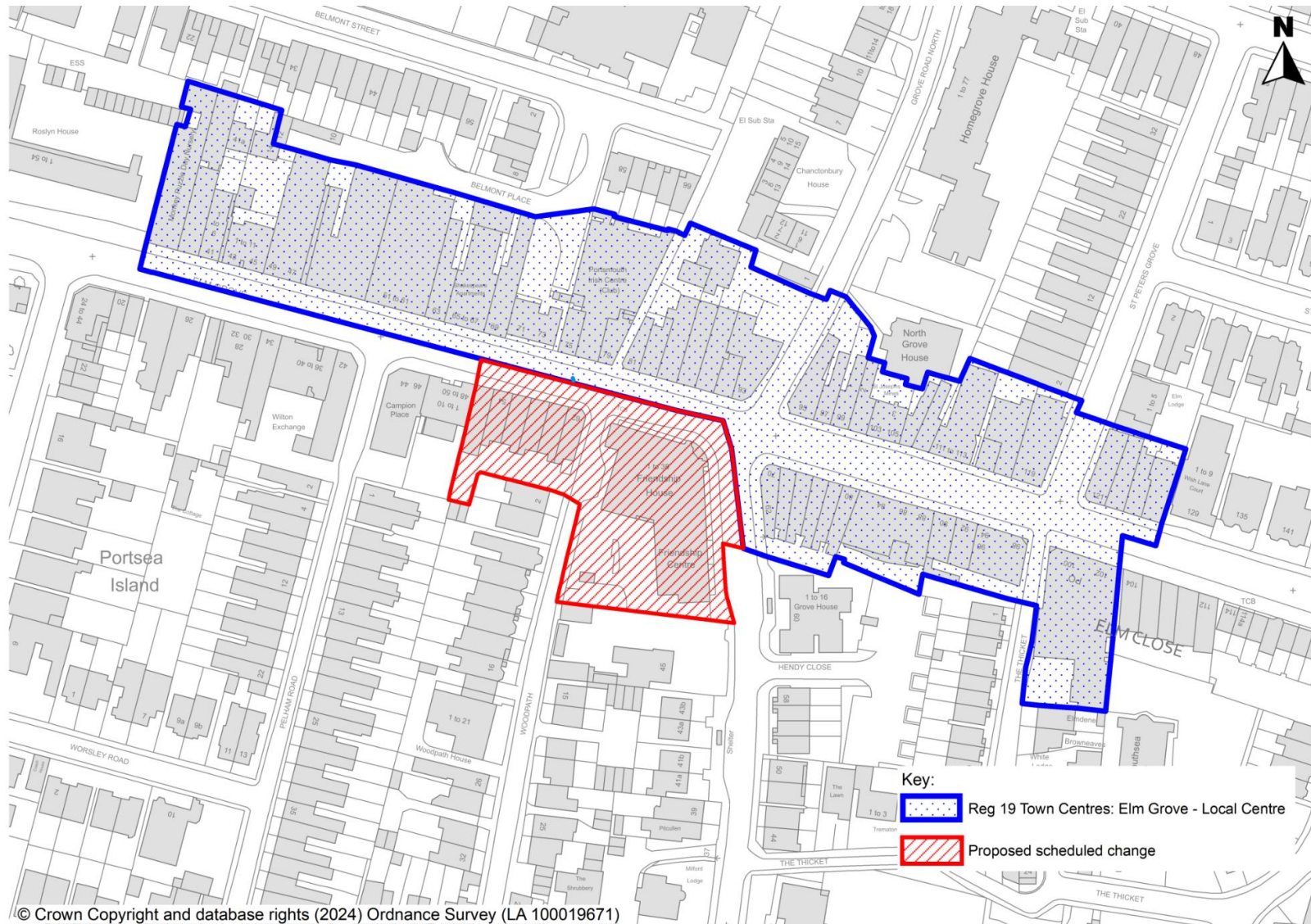
Extract of Portsmouth Local Plan Policies Map showing revision of Coastal Zone in Milton



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



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



Extract showing Elm Grove Local Centre proposed scheduled boundary change