

Appendix 1

Site specific reports

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Site 3
City centre

Description of the site

The city centre, as defined in the Portsmouth Plan, is located towards the south-west of Portsea Island. In all, the city centre stretches from Victory Retail Park at its most north eastern extent to Gunwharf Quays at its far south western extent. The city centre contains a wide range of uses including retail, offices, leisure, facilities for the visitor economy, education establishments as well as a large residential element.

Planning History:

In the recent past, the city centre has seen an increase in tall buildings containing one and two bedroom flats. The Portsmouth Plan is seeking to build on this by designating the city centre as being suitable for tall buildings and capable of accommodating 1600 additional dwellings. Delivery of these homes will be aided by the SPD for The Hard and the City Centre Masterplan.

Gross area of site (ha): 131.52

Suitability

The city centre is capable of accommodating a large proportion of the city's additional housing need over the next 20 years. There is significant scope to maximise the development opportunities in the city centre in order to make the most of this sustainable location.

The city centre is very well connected both to other parts of the city and elsewhere. The area contains two rail stations, two bus interchanges and water links to Gosport and the Isle of Wight. The site is closest to M27/M275 screen line junction onto the SRN. Traffic flow at this junction is expected to increase by 17% between 2006 and 2026. Development in the city centre would have a low immediate impact on biodiversity and brent goose feeding sites. In addition, the area includes the largest retail centre in the city as well as health and education facilities ensuring that residents would not have to be reliant on the private car. However, large sections of the city centre are at risk of flooding.

Overall, the area is earmarked for a great deal of development and for high densities where this fits well with other considerations.

Contamination:

Due to the large size of sites in the city centre, their contaminative status should be established early in the design stage of any development. Pre-application discussions with the city council's contaminated land team would be strongly recommended in order that any contamination issues are identified and the appropriate remediation strategy is put in place. Desk study and site investigation should be carried out as a minimum, and the results discussed with the city council during pre-application discussions and submitted with any planning application.

Site 3
City centre

Availability

Much of the area, particularly around Guildhall Square, is owned by the city council. Discussions are also underway with a great many of the other land owners in the city centre in order to facilitate development. However some of the sites could require site assembly.

Achievability

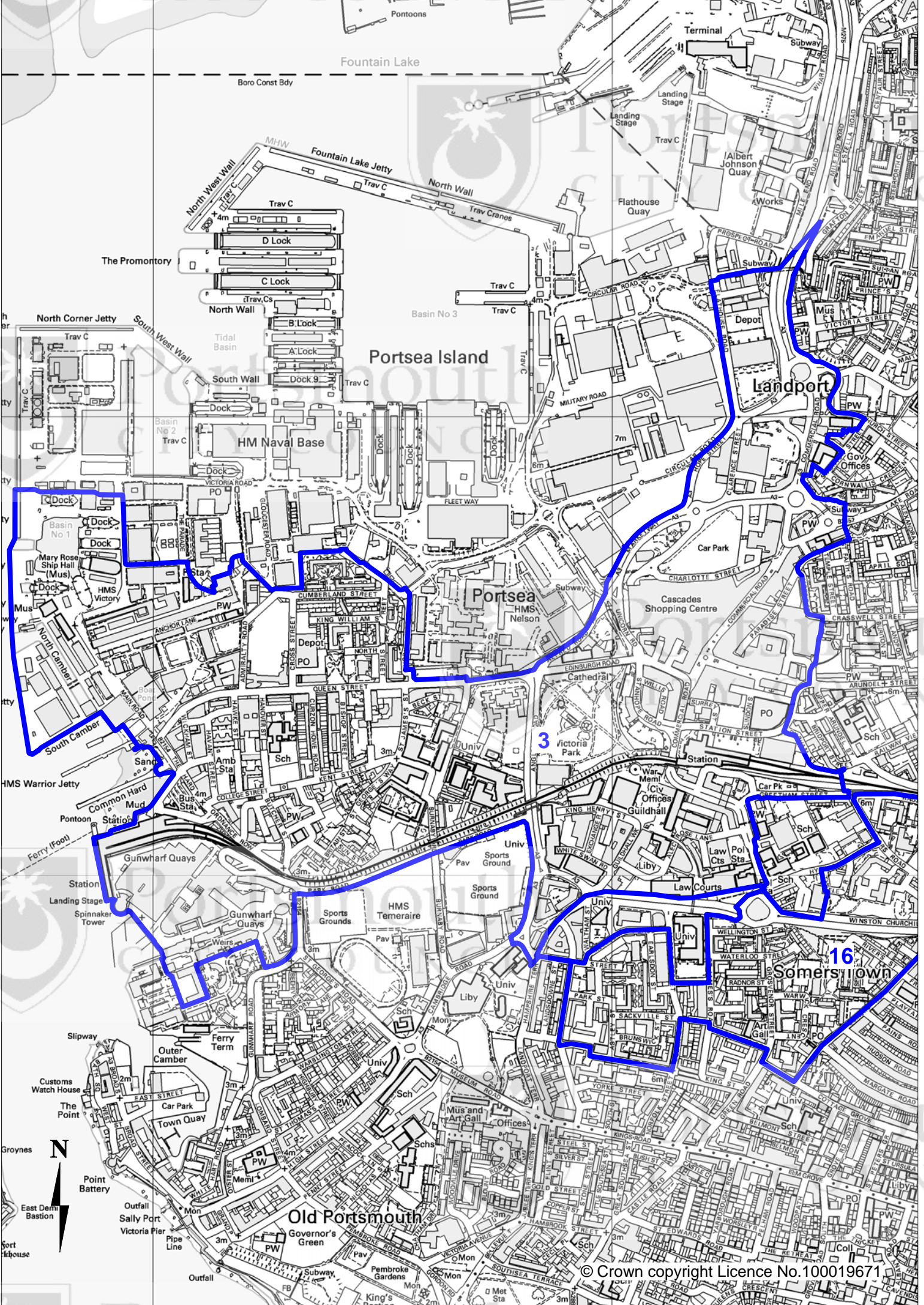
Recent developments in the area have been aimed towards the premium housing market with a focus on city centre and waterfront living. Whilst it is considered that a waterfront location will continue to be an asset in the future, the housing market has shifted away from city centre apartments recently. As a result, the likely yield from the city centre has been reduced compared to the 2009 SHLAA and the draft Portsmouth Plan and its phasing moved further back with the majority of development taking place in the 6-15 year period. Nonetheless, the potential remains for the city centre to deliver a large quantum of housing during the plan period.

Conclusions

It is seen that the city centre will provide a large amount of the city's future housing supply. However many of the individual sites in this area are anticipated to be large scale developments which would involve complex issues and would thus need a great deal of time to come to fruition. Consequently, the timeframe for delivery spans the entire Portsmouth Plan period.

Net Yield: 1600

Timeframe for delivery: 1-14 years



Fountain Lake

Boro Const Bdy

Portsea Island

Landport

Portsea

16
Somers Town

Old Portsmouth

Site 5**Cosham Cinema, High street****Description of the Site and Planning History**

The site consists of the vacant cinema at 80 High Street and the associated land to the rear. Planning history: An application was received in 2007 (07/01197/FUL) for 58 flats in two buildings. This application was later withdrawn.

Gross area of site (ha): 0.20

Net developable area (ha): 0.19

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Low

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Active ground floor

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site is on the primary frontage of Cosham District Centre in the Portsmouth Plan. As a result, town centre uses would be required on the ground floor of any development. It is also a high density area and so any scheme should be above 100dph.

What form could the development take? Flats over 4 storeys

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: The site's owner is known through a recent planning application.

Is the site currently in use? Site not in use

Achievability

Strength of housing market: Medium-high strength housing market

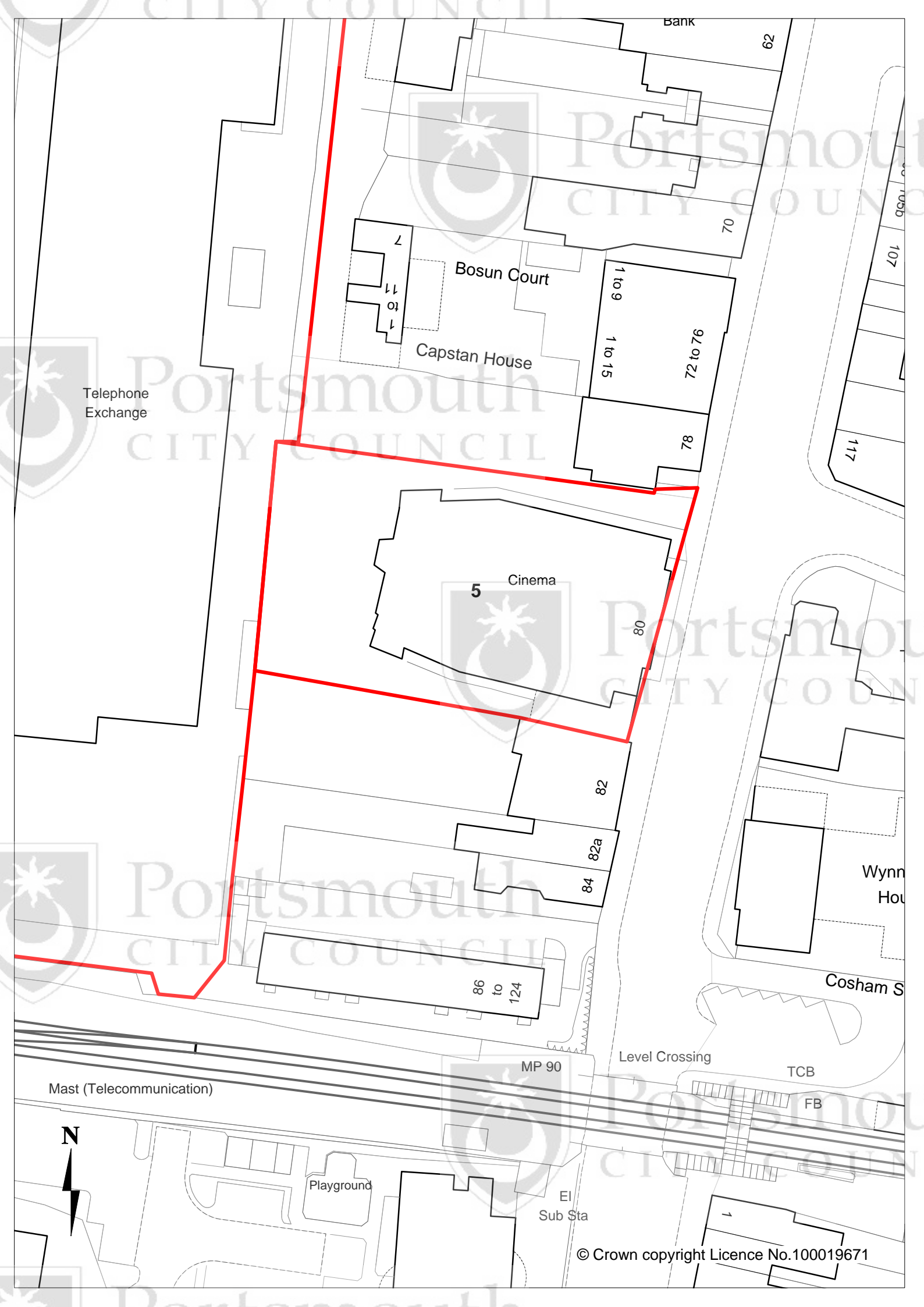
There is interest in developing the site, expressed through a recent planning application. Subsequently, there is a reasonable probability that housing can be provided on the site in the first five years.

Conclusions

Gross Yield: 50 **Existing Units on Site:** 0 **Net Yield:** 50 **Anticipated Density (dph):**250

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Telephone Exchange

Bosun Court

Capstan House

5 Cinema

80

82

82a

84

86 to 124

MP 90

Level Crossing

TCB

FB

EI Sub Sta

Playground

Mast (Telecommunication)

N

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Bank

62

70

1 to 9

5 to 15

72 to 76

78

117

Wynn Hou

Cosham S

Site 10**Land adjacent to Home Heights****Description of the Site and Planning History**

Part car park for the Queens Hotel, part vacant site. Planning history: Allocated in the last Local Plan for housing (SJ1). Permission was granted in 2012 (10/01247/FUL) for 38 apartments in an 8 storey building.

Gross area of site (ha): 0.18

Net developable area (ha): 0.17

Suitability

Current flood zone: Partially or wholly in Zone 2

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Low

Conservation Area: Yes

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Low

Site specific constraints and potential solutions: Permission has been granted for a development of 38 flats on this site, but this permission has not yet been implemented.

What form could the development take? New build flats

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: The site's owner is known to the city council.

Is the site currently in use? Site not in use

Achievability

Strength of housing market: Medium strength housing market

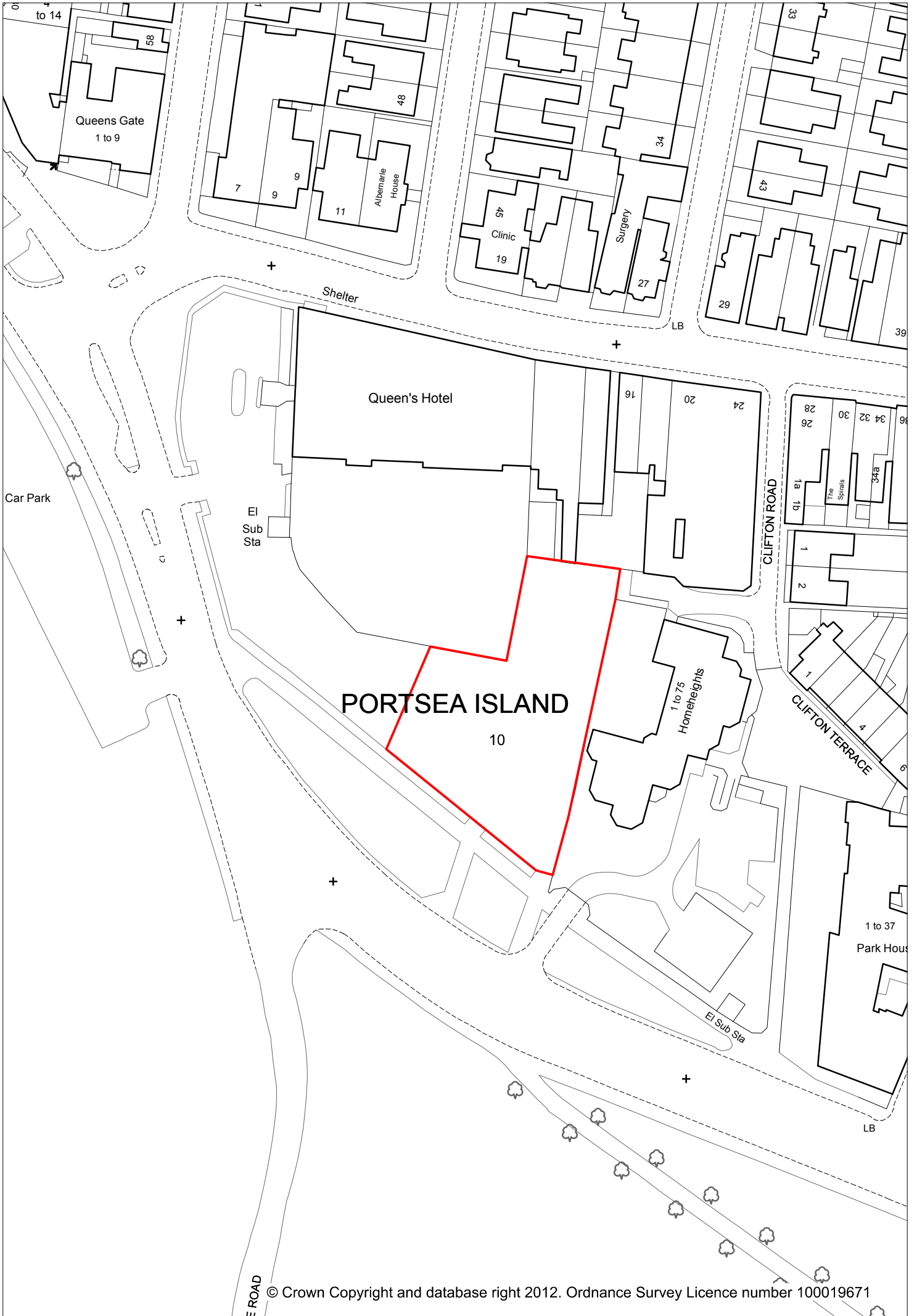
The site has planning permission. Thus it is anticipated that residential development could be provided on the site in the first five years.

Conclusions

Gross Yield: 38 **Existing Units on Site:** 0 **Net Yield:** 38 **Anticipated Density (dph):**211

Timeframe for delivery: 1-5 years

Site status: Full Planning Permission - Not Started



Site 16

Somerstown and North Southsea

Description of the site

The site sits immediately south and east of the city centre and is bordered to the north largely by the railway and Winston Churchill Avenue, to the west by St Pauls Road, to the south by Kings Road and to the east by Somers Road. The area is dominated by 1950s and 60s social rented accommodation, most of which is flats. The area has higher than average levels of deprivation, crime and unemployment and is in need of regeneration.

Planning History:

The site has been earmarked by the city council as a focus of regeneration efforts. The Somerstown and North Southsea Area Action Plan was adopted in July 2012 and is available at <http://www.portsmouth.gov.uk/living/15057.html>.

Gross area of site (ha): 33.76

Suitability

The Somerstown and North Southsea area is in close proximity to the city centre, both rail and bus connections, employment, education facilities and local shops. Consequently, the area is suitable for higher densities although this should not come at the expense of creating a high quality urban environment or achieving the other aims of the Area Action Plan. In addition, the area is at a low risk of flooding, which will remain the case over the next century. The site is closest to M27/M275 screen line junction onto the SRN. Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

Nonetheless, since the Second World War, the area has been subject to a range of piecemeal and infill developments that have resulted in it becoming increasingly impermeable. Comprehensive redevelopment of the area could both help to meet the city's need for additional housing and provide the basis for positive and lasting change.

Contamination:

Due to the large size of many of the sites, their contaminative status should be established early in the design stage of any development. Pre-application discussions with the city council's contaminated land team would be strongly recommended in order that any contamination issues are identified and the appropriate remediation strategy is put in place. Desk study and site investigation should be carried out as a minimum, and the results discussed with the city council during pre-application discussions and submitted with any planning application.

Site 16

Somerstown and North Southsea

Availability

The area is the subject of an adopted Area Action Plan. This will provide the basis for future land assembly including the use of compulsory purchase powers. However, the city council already owns a significant amount of the land in the area.

Achievability

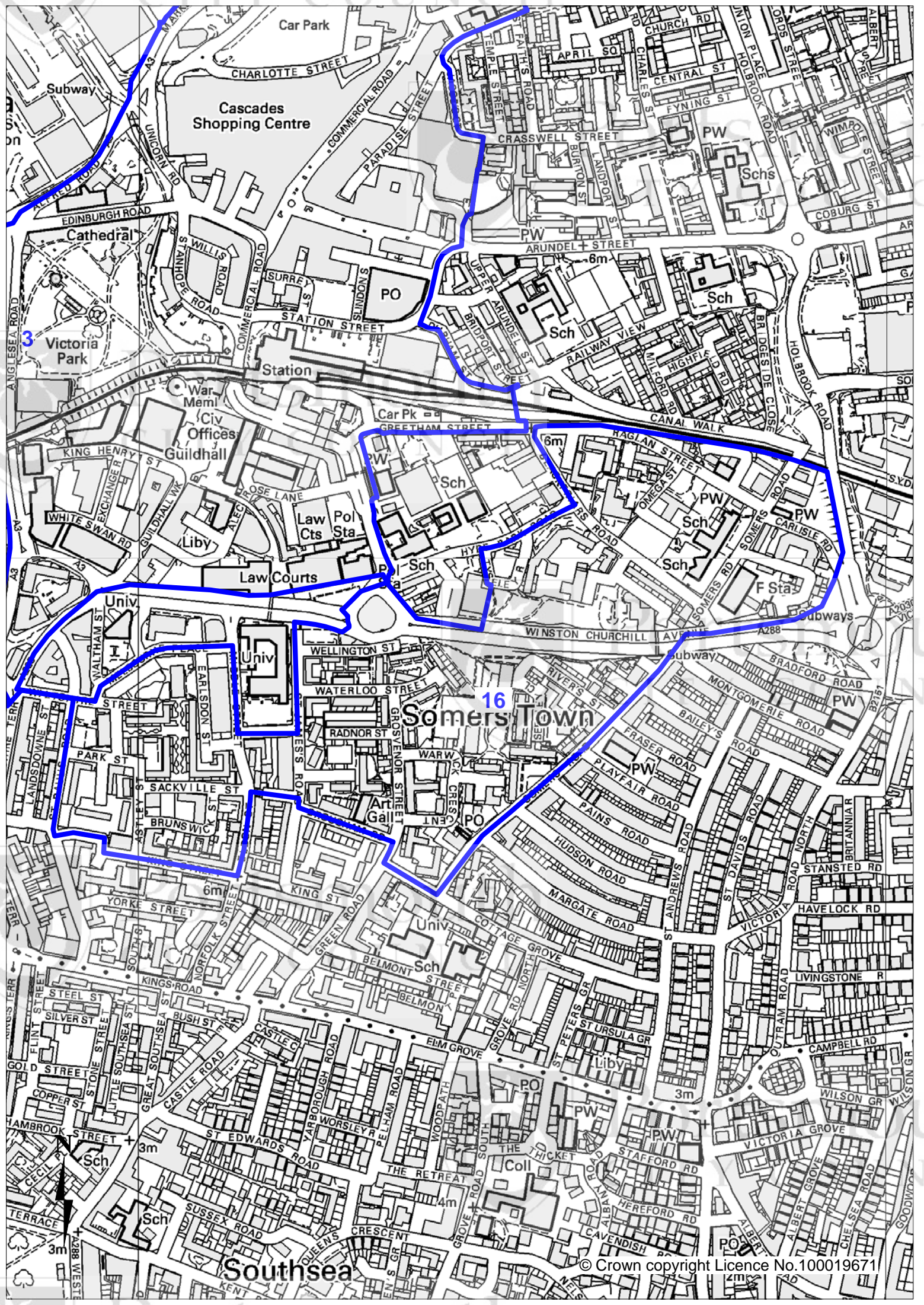
An Area Action Plan has been adopted for the Somerstown and North Southsea Area which will facilitate and guide future development.

Conclusions

The Area Action Plan aims to prevent 'ad hoc' development and instead seeks to deliver the comprehensive restructuring of the area. Redeveloping significant parts of the area may involve issues such as the decanting of council tenants and compulsory purchase. The timeframe for the delivery reflects this by spanning the plan period.

Net Yield: 486

Timeframe for delivery: 1-14 years



16 Somers Town

Southsea

Site 23
22-30 Fratton Road

Description of the Site and Planning History

The site includes 22-30 Fratton Road, which are in retail use, as well as the service yard to the rear which fronts onto Cornwall Road. Planning history: No relevant applications.

Gross area of site (ha): 0.10

Net developable area (ha): 0.10

Suitability

Current flood zone: In Flood Zone 1	Distance to Local Centre: 5-10 mins walk	
SFRA hazard level: Not applicable	Conservation Area: No	Listed building: No
2115 flood zone: In Flood Zone 1	TPO: No	AQMA: Yes
Is residential compatible? Yes	Distance to GP: <10 mins walk	
Distance to Secondary School: <10 mins walk	Distance to Bus Stop: < 5 mins walk	
Distance to Major Centre: <5 mins walk	Distance to Station: <10 mins walk	

SRN Junction: M27/M275 Screenline
Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: Although the site is within the Fratton district centre, there is scope to provide residential development above and to the rear of a ground floor retail unit. It is also in a high density area and so a scheme of above 100dph would be required.

What form could the development take? Flats over 2-3 storeys

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-low strength housing market

As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 15 **Existing Units on Site:** 0 **Net Yield:** 15 **Anticipated Density (dph):** 150

Timeframe for delivery: 6-14 years **Site status:** Potential Housing Site



Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

PW
PH
55
47
43
37

Institute
35
33
31
25
15
13
7b
79b
79a

Club
96
Posts

Hydenham Terrace
Signal Gantry
Fratton Bridge

Magpie Court
1 to 9
62
56
54
52
50
48
46
44
32
22 to 30
1 to 4
12
39
1

Joseph Smitheman Court
23
3
5
11
1
1
8
6
4
2
2b
1
Bank
2
3
4
9
13
LB

46 to 62
44
30
to 36
14
to 20
2
to 8
59
to 62
8 to 18
20
28
to 32
44
to 50

Playground
2
10
9
2
1
1 to 16
Selbourne

CLAREMONT ROAD

KINGSDOWN PLACE

SELBOURNE TERRACE

Shelter

TCBs

Site 29**City Records Office, Museum Road****Description of the Site and Planning History**

City Records Office building with surrounding land to the east of the listed City Museum; set in leafy grounds. Planning history: No relevant applications.

Gross area of site (ha): 0.35

Net developable area (ha): 0.33

Suitability

Current flood zone: In Flood Zone 1	Distance to Local Centre: 5-10 mins walk	
SFRA hazard level: Not applicable	Conservation Area: Yes	Listed building: Listed
2115 flood zone: Partially or wholly in Zone 3	TPO: No	AQMA: No
Is residential compatible? Yes	Distance to GP: <10 mins walk	
Distance to Secondary School: >10 mins walk	Distance to Bus Stop: < 5 mins walk	
Distance to Major Centre: 10-20 mins walk	Distance to Station: 10-15 mins walk	

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? High

Site specific constraints and potential solutions: There is an opportunity here for a prominent, high-quality development of 5 or more storeys which respects the character of the Conservation Area and the adjacent City Museum. The site's TPO trees would also need to be considered.

What form could the development take? Based on a conversion to flats as well as an extension

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: The city council own the site.

Is the site currently in use? Intensively Used

Achievability

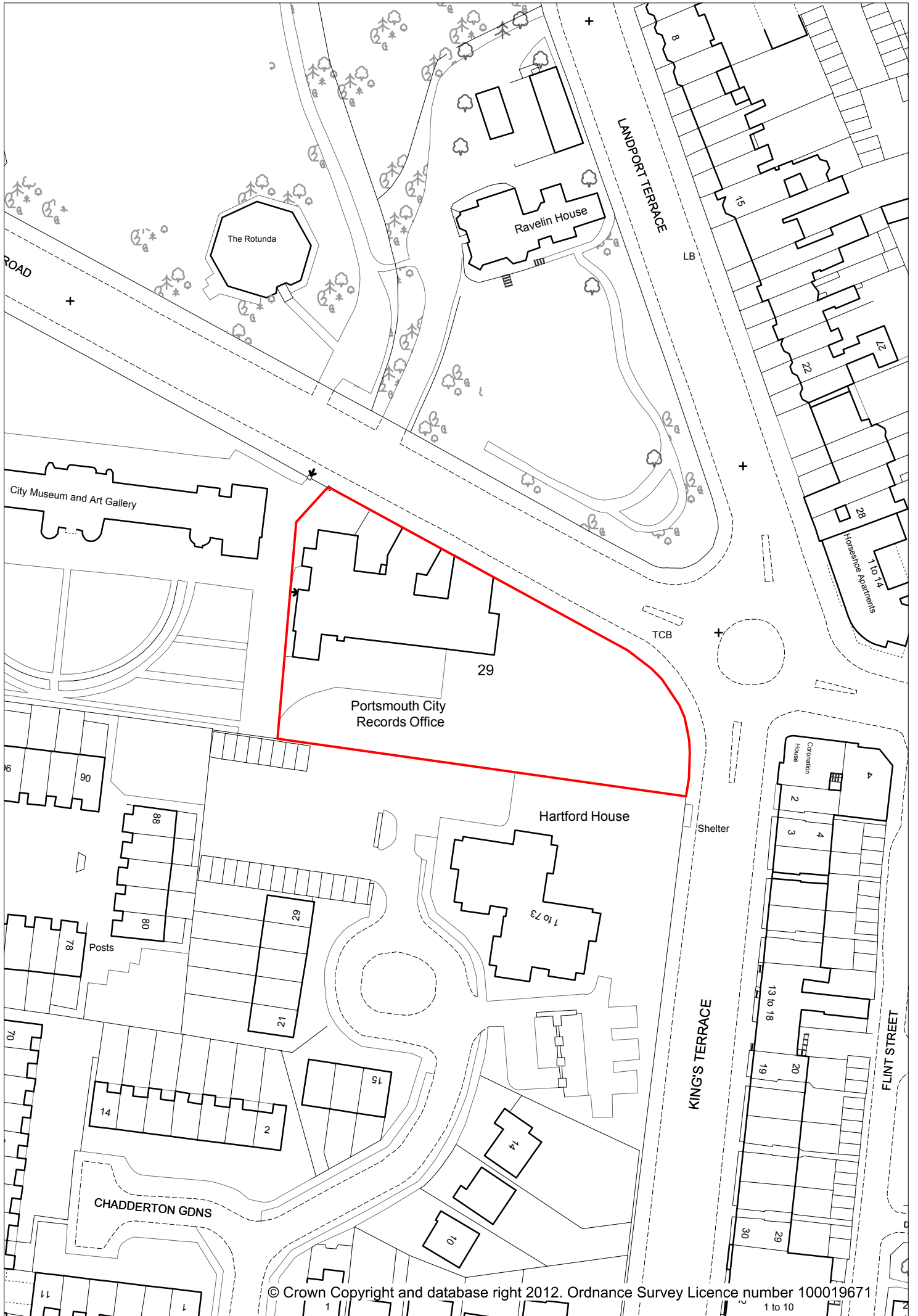
Strength of housing market: Medium strength housing market

As the site is not being promoted at this time, it is unlikely to come forward in the first five years.

Conclusions

Gross Yield: 75 **Existing Units on Site:** 0 **Net Yield:** 75 **Anticipated Density (dph):** 214

Timeframe for delivery: 11-14 years **Site status:** Potential Housing Site



Site 33**Former Kwiksave, Stubbington Avenue****Description of the Site and Planning History**

Former 2-storey retail store with rear carpark and small forecourt. Generally flat site with access from Stubbington Avenue. Currently a vacant retail unit. Planning history: No relevant applications.

Gross area of site (ha): 0.18

Net developable area (ha): 0.17

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: As this retail unit has been vacant for a number of years it is appropriate for residential redevelopment, in which case demolition of the existing building would be required.

What form could the development take? Flats over 2-3 storeys

Contamination:

As a result of the site's previous use, there is likely to be contamination present. An initial desk study and site investigation should be carried out as a minimum and the results discussed with the city council during pre-application discussions, and submitted with any planning application. It is recommended that the scope of site investigation is discussed with the city council's contaminated land team prior to undertaking the works.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Site not in use

Achievability

Strength of housing market: Medium-low strength housing market

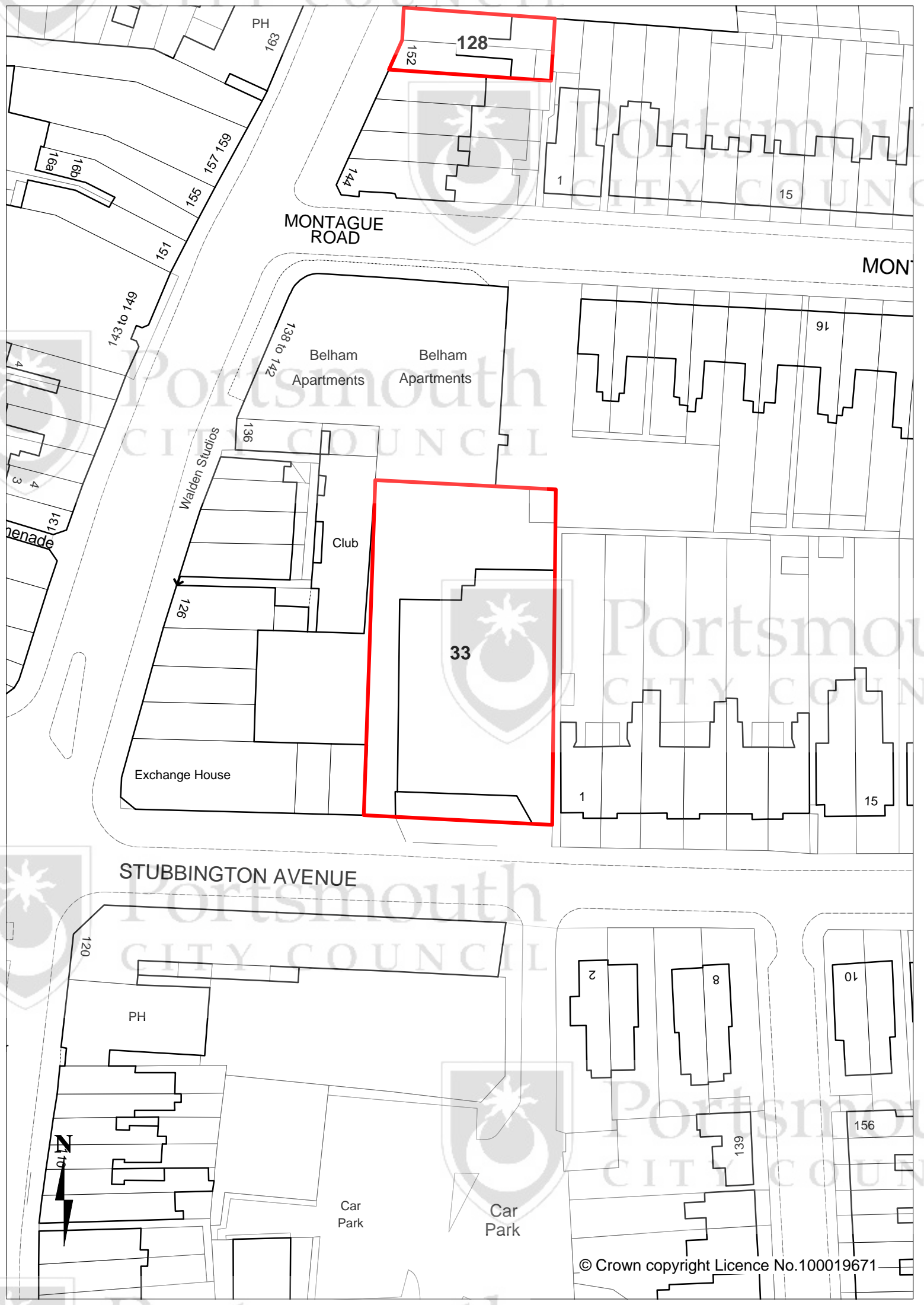
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 20 **Existing Units on Site:** 0 **Net Yield:** 20 **Anticipated Density (dph):** 111

Timeframe for delivery: 6-10 years

Site status: Potential Housing Site



128

152

MONTAGUE ROAD

MON

Belham Apartments

Belham Apartments

Walden Studios

Club

33

Exchange House

STUBBINGTON AVENUE

PH

Car Park

Car Park

Site 38
Horsea Island

Description of the Site and Planning History

The site itself is located towards the south of Horsea Island. Specifically, it consists of land to the east of the Torpedo Lake as well as a strip immediately to the north. Currently the site is used by the Ministry of Defence. Planning history: The site is allocated in the Portsmouth Plan for 500 new homes. However this is conditional on the delivery of the Tipner motorway interchange and the Tipner - Horsea Island bridge.

Gross area of site (ha): 18.49

Net developable area (ha): 12.94

Suitability

Current flood zone: In Flood Zone 1	Distance to Local Centre: >15 mins walk	
SFRA hazard level: Low	Conservation Area: No	Listed building: No
2115 flood zone: In Flood Zone 1	TPO: No	AQMA: No
Is residential compatible? Yes	Distance to GP: >10 mins walk	
Distance to Secondary School: >10 mins walk	Distance to Bus Stop: > 5 mins walk	
Distance to Major Centre: >20 mins walk	Distance to Station: >20 mins	

SRN Junction:

Access to the SRN would be via the Tipner-Horsea bridge and the Tipner interchange.

If the site contains undesignated green space, what is its importance? High

Site specific constraints and potential solutions: Provision of the Tipner - Horsea bridge link would allow access to the site. The site is in proximity to the Portsmouth Harbour SPA and Ramsar site and the Portsmouth SSSI extends inland close to the site. The site is also in proximity to an important Brent Goose site and several important high tide wader roosts. Improvements would be required to nearby flood defences and the capacity of the sewer network. More detail on the required infrastructure can be found in section 5 of the IDP.

What form could the development take? A mix of flats and houses

Contamination:

This site is located immediately adjacent to (and possible partly on) a dilute and disperse landfill which received household, commercial and industrial waste. In addition, a large part of the site was historically reclaimed from the sea by the MoD towards the end of the 19th century. Since reclamation, a number of potentially contaminative usages have been located on the island. As a result, there are a number of potential issues which would need to be considered early in the design stage of any development, including (but not restricted to): landfill gas/vapours; differential subsidence; protection of groundwater; implications of any proposed development works on the adjacent Harbour (SPA status);+++++. Pre-application discussions with the city council's contaminated land team and with the Environment Agency would be strongly recommended, in particular as they will hold information relating to the history of the landfill. Desk study and proposals for site investigation should be submitted to the city council and the Environment Agency, prior to any site investigation being undertaken. The results of both desk study and site investigation should be discussed with the city council and the Environment Agency during pre-application discussions and submitted with any planning application.

Availability

Ownership status: The site's owner is known to the city council.

Is the site currently in use? Site not in use

Achievability

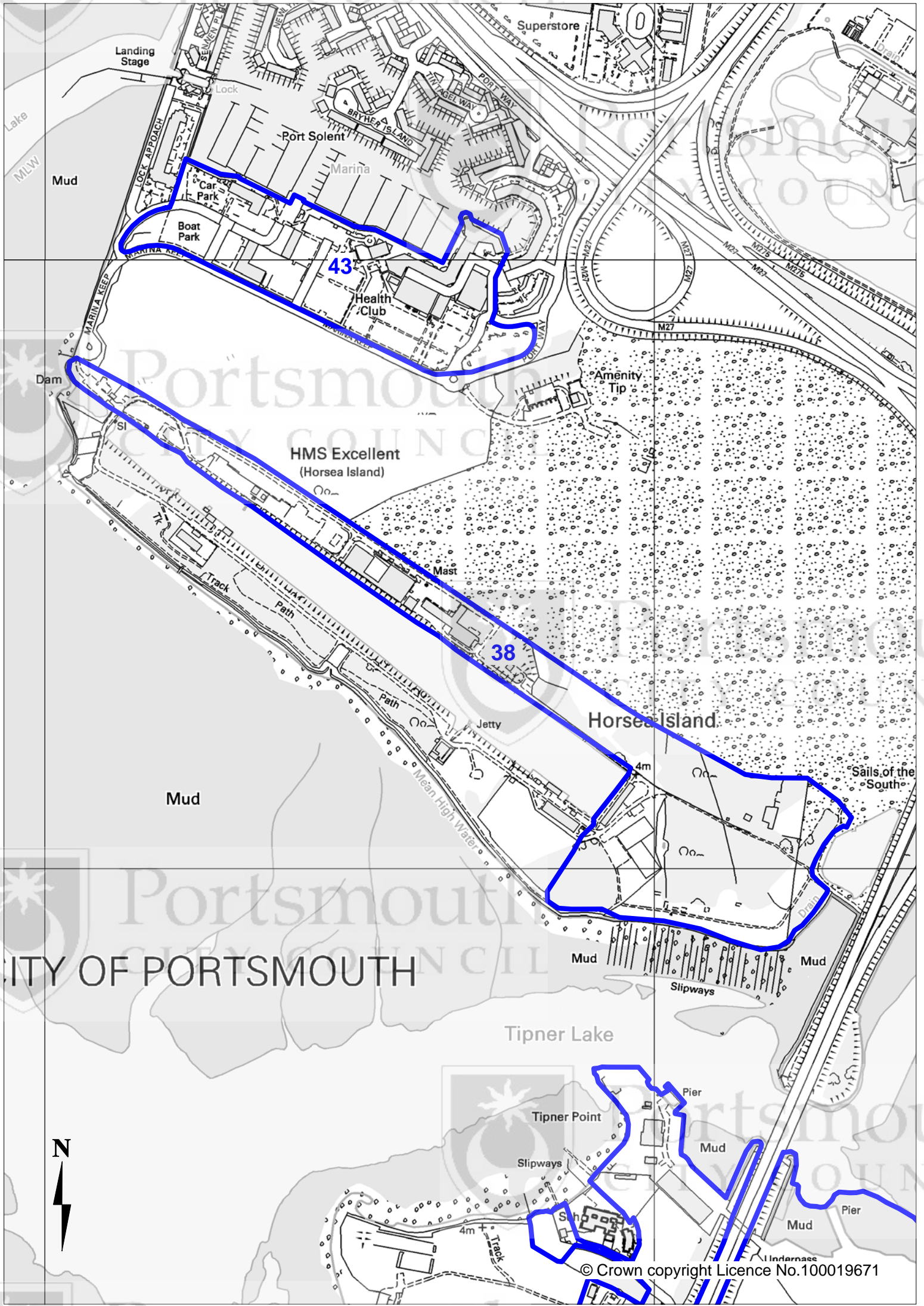
Strength of housing market: Medium-low strength housing market

The site would only be suitable for development if a bridge link is provided to Tipner to access the Tipner interchange. As funding for the bridge is not certain it cannot be guaranteed that any development can be achieved. However, if access is provided the site could yield up to 500 dwellings.

Site 38
Horsea Island

Conclusions

Gross Yield: 0	Existing Units on Site: 0	Net Yield: 0	Anticipated Density (dph): 0
Timeframe for delivery: 11-14 years		Site status: Strategic Site	



Site 39**Bus Depot (east of London Road), Car Sales/Garages and Car Park**

Description of the Site and Planning History

Large, single storey bus depot on the west of the site and petrol filling station adjacent to London Road. Currently used as a car sales facility with the former bus depot behind. Planning history: No relevant applications.

Gross area of site (ha): 0.69

Net developable area (ha): 0.6

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Moderate

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Partially

Distance to GP: >10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: 10-15 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The issue of flood risk must be overcome in any development proposal. Noise and Air quality issues in connection with the busy London Road must also be considered, and satisfactory access arrangements will need to be made.

What form could the development take? Flats

Contamination:

As a result of the site's previous use, there is likely to be contamination present. An initial desk study and site investigation should be carried out as a minimum and the results discussed with the city council during pre-application discussions, and submitted with any planning application. It is recommended that the scope of site investigation is discussed with the city council's contaminated land team prior to undertaking the works.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Unintensively Used

Achievability

Strength of housing market: Low strength housing market

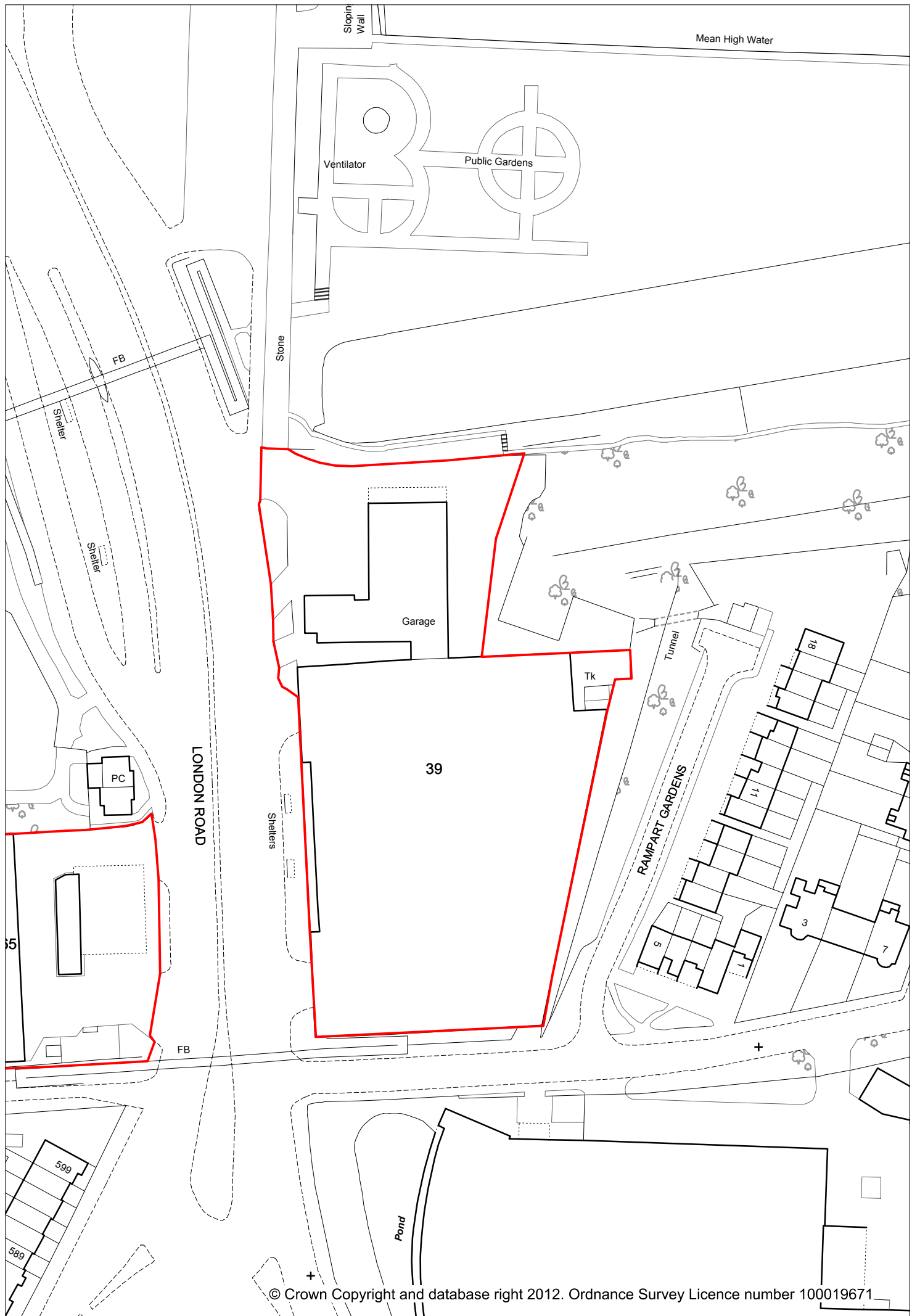
It is anticipated that residential development can be achieved on the site in the first five years.

Conclusions

Gross Yield: 55 **Existing Units on Site:** 0 **Net Yield:** 55 **Anticipated Density (dph):**80

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Site 43
Port Solent

Description of the Site and Planning History

The site is located at the south western corner of the Port Solent development. Currently, the area is used for boat storage with boat servicing facilities. Planning history: The site is allocated in the Portsmouth Plan for approximately 500 new homes.

Gross area of site (ha): 10.56

Net developable area (ha): 7.39

Suitability

Current flood zone: In Flood Zone 1	Distance to Local Centre: < 5 mins walk	
SFRA hazard level: Not applicable	Conservation Area: No	Listed building: No
2115 flood zone: In Flood Zone 1	TPO: No	AQMA: No
Is residential compatible? Yes	Distance to GP: >10 mins walk	
Distance to Secondary School: >10 mins walk	Distance to Bus Stop: > 5 mins walk	
Distance to Major Centre: >20 mins walk	Distance to Station: >20 mins	

SRN Junction: M27/A27 Intersection

Traffic flow at this junction is expected to increase by 25% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: access improvements may be needed prior to development taking place. The site is adjacent to the Portsmouth Harbour SPA, Ramsar and SSSI site. The site is also in proximity to an important Brent Goose site south of Marina Keep and several sites nearby are important wader roosts. Improvements would also be needed to the capacity of the sewage network.

What form could the development take? A mixture of flats and houses

Contamination:

This site is located upon a dilute and disperse landfill which received household, commercial and industrial waste. As a result, there are a number of potential issues which would need to be considered early in the design stage of any development, including (but not restricted to): landfill gas/vapours; differential settlement; protection of groundwater; implications of any proposed development works on the adjacent Harbour (SPA status); implications of any proposed development works on existing gas protection measures. Pre-application discussions with the city council's contaminated land team and with the Environment Agency would be strongly recommended, in particular as they will hold information relating to the history of the landfill and gas protection measures to the existing development and infrastructure. Desk study and proposals for site investigation should be submitted to the city council and the Environment Agency, prior to any site investigation being undertaken. The results of both desk study and site investigation should be discussed with the city council and the Environment Agency during pre-application discussions and submitted with any planning application. Due to the nature of the site, it should not be assumed at this stage (without additional information) that this site is viable for residential development.

Availability

Ownership status: The site has a variety of land owners.

Is the site currently in use? Part of the site in intensive use

Achievability

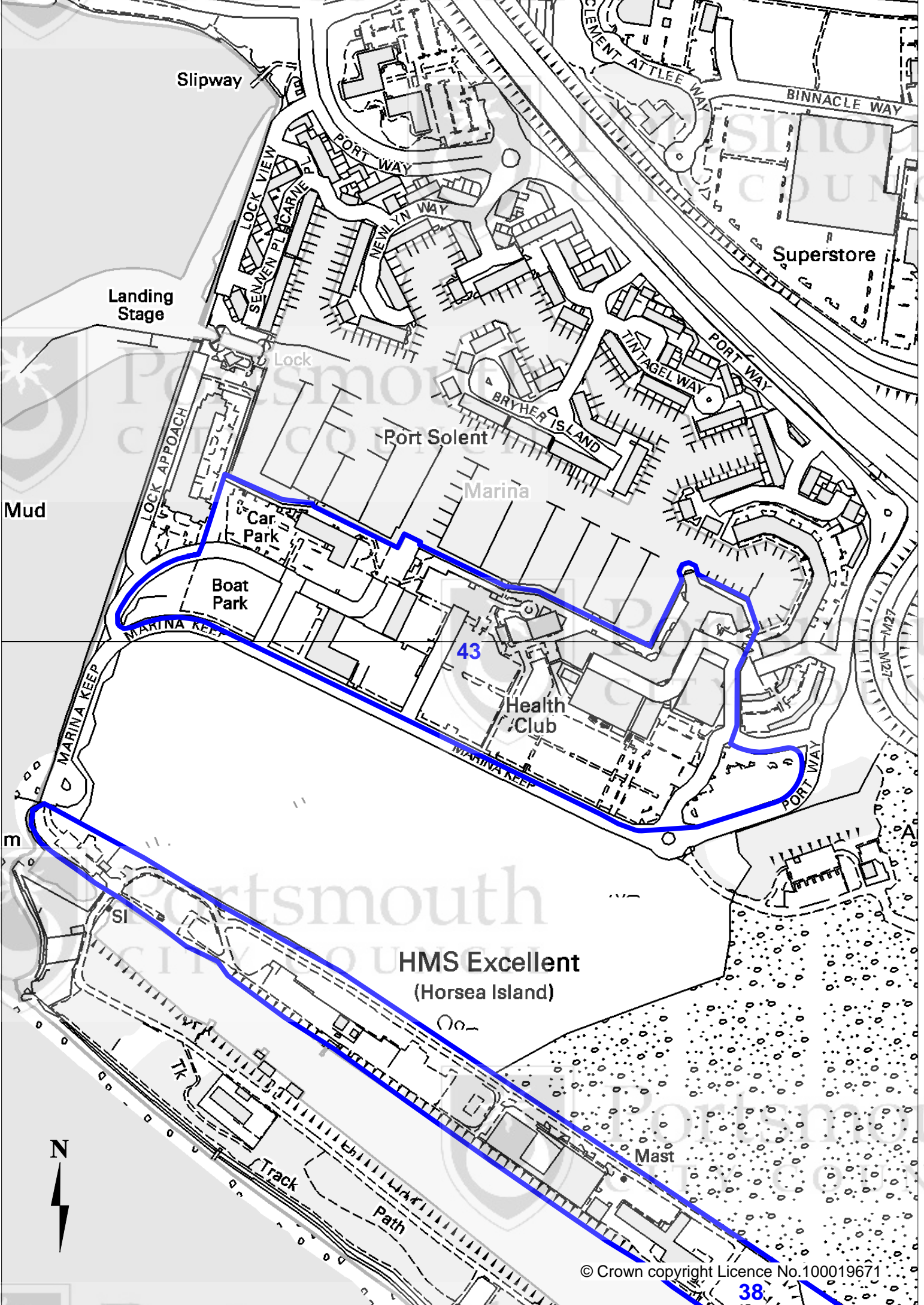
Strength of housing market: Medium strength housing market

The site is seen as available through discussions which are taking place with a potential developer. However given the size and complexity of the site, development is phased across the first ten years

Site 43
Port Solent

Conclusions

Gross Yield: 500	Existing Units on Site: 0	Net Yield: 500	Anticipated Density (dph):47
Timeframe for delivery: 1-10 years		Site status: Strategic Site	



Slipway

Landing Stage

Mud

m

N

Superstore

Port Solent

Marina

Boat Park

Car Park

43

Health Club

HMS Excellent
(Horsea Island)

Mast

Track

Path

Site 44**Rear of 154-192 Southampton Road, Paulsgrove****Description of the Site and Planning History**

Rear gardens to properties fronting Southampton Road. Planning history: An application is currently being considered for part of the site for 25 houses (11/01241/OUT).

Gross area of site (ha): 1.46

Net developable area (ha): 1.17

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 10-15 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: > 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/A27 Intersection

Traffic flow at this junction is expected to increase by 25% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Low

Site specific constraints and potential solutions: As the site consists of residential gardens, it is classified as greenfield. The part of the site included in the current application could come forward in the first five years, the remainder of the site would come forward later in the plan period.

What form could the development take? Houses

Contamination:

Availability

Ownership status: Site assembly will be required.

Is the site currently in use? Unintensively Used

Achievability

Strength of housing market: Medium strength housing market

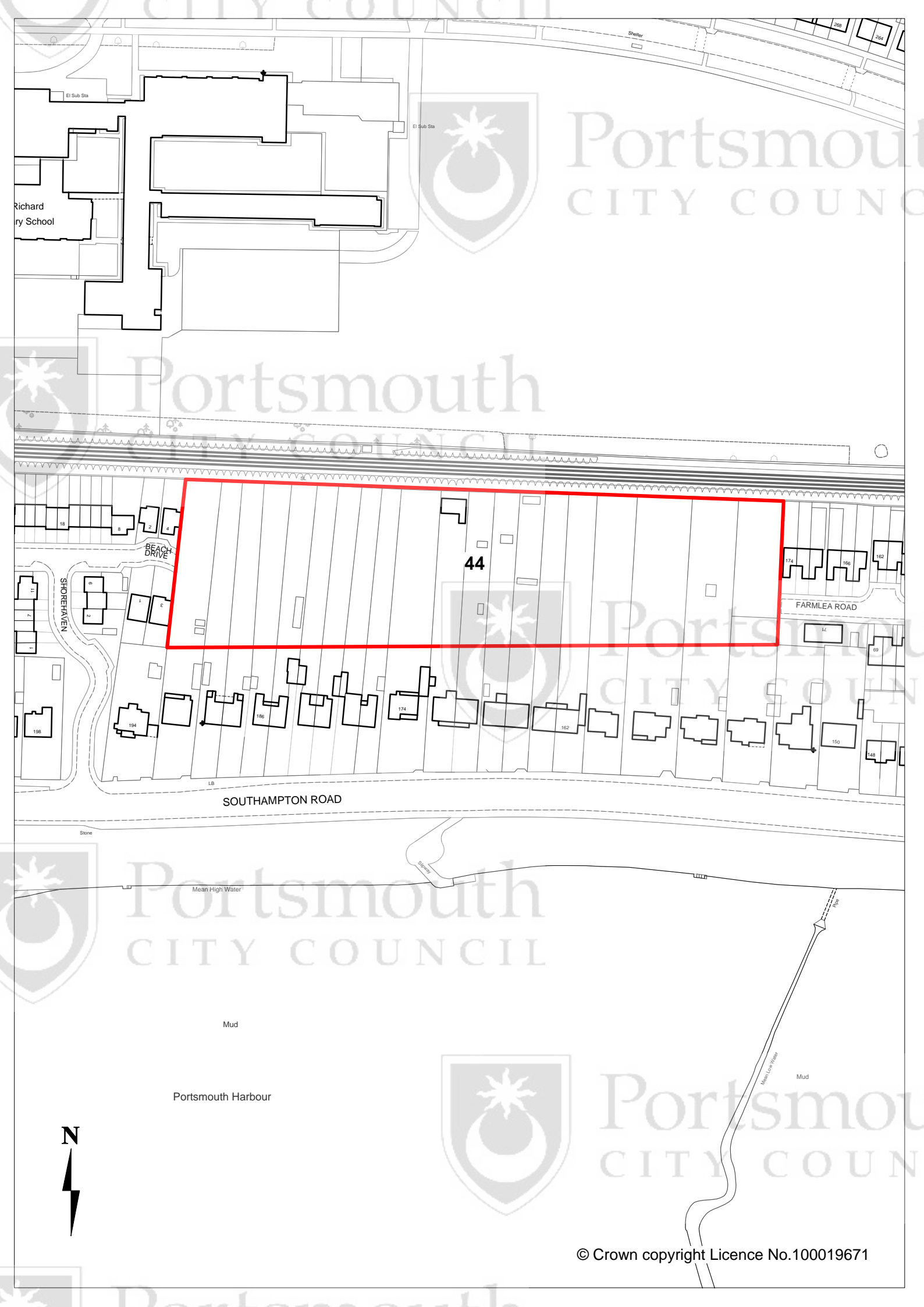
As an application is being considered for part of the site, it could come forward in part in the first five years.

Conclusions

Gross Yield: 50 **Existing Units on Site:** 0 **Net Yield:** 50 **Anticipated Density (dph):**34

Timeframe for delivery: 1-14 years

Site status: Potential Housing Site



Richard ry School

El Sub Sta

Shelter

BEACH DRIVE

SHOREHAVEN

FARMLEA ROAD

SOUTHAMPTON ROAD

Stone

Mean High Water

Mud

Portsmouth Harbour

Mud



Site 47**SEB Site, Drayton Lane****Description of the Site and Planning History**

Vacant site - former Southern Electric Headquarters. Planning history: An outline application for 162 dwellings was withdrawn in 2009 (09/00450/OUT).

Gross area of site (ha): 3.73

Net developable area (ha): 2.61

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: High

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: Yes

Is residential compatible? Yes

Distance to GP: >10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: > 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: 15-20 mins walk

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: Any development proposals will need to ensure that the site will be safe from flooding for the lifetime of the development. It will be necessary to address this jointly with the nearby site 48 to ensure that an effective solution is found.

What form could the development take? Houses

Contamination:

As a result of the site's previous use, there is likely to be contamination present. An initial desk study and site investigation should be carried out as a minimum and the results discussed with the city council during pre-application discussions, and submitted with any planning application. It is recommended that the scope of site investigation is discussed with the city council's contaminated land team prior to undertaking the works.

Availability

Ownership status: The site's owner is known through a current planning application.

Is the site currently in use? Site not in use

Achievability

Strength of housing market: Medium strength housing market

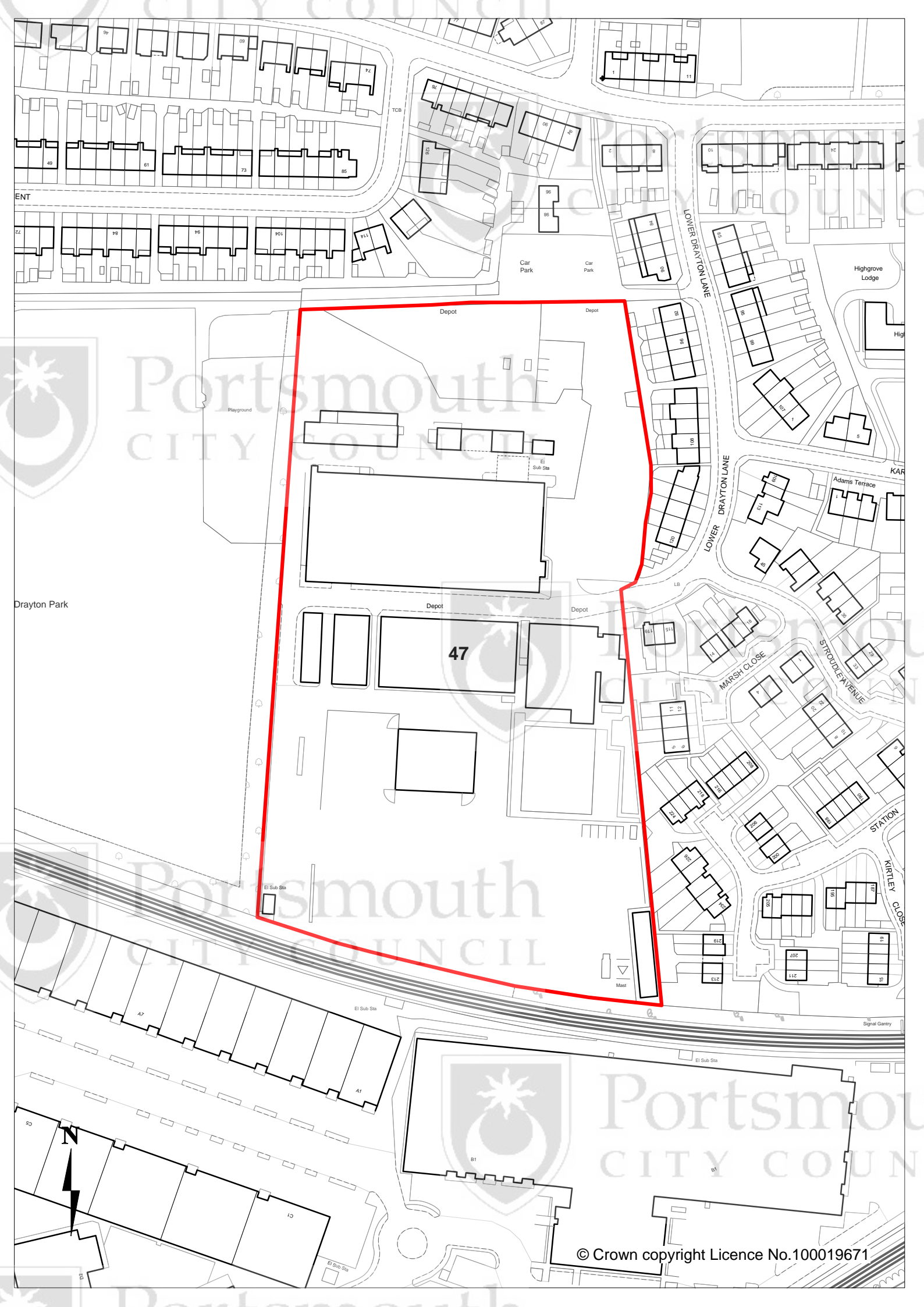
There is interest in developing the site, expressed through a recent planning application. Given the constraints to be overcome it is not anticipated that development is achievable before the end of the first five years, stretching into the 6-10 year period

Conclusions

Gross Yield: 125 **Existing Units on Site:** 0 **Net Yield:** 125 **Anticipated Density (dph):**34

Timeframe for delivery: 1-10 years

Site status: Potential Housing Site



Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Site 48**Former Dairy, 112 Station Road****Description of the Site and Planning History**

Former Southern Dairy depot. Currently a vacant site. Planning History: An application for up to 150 dwellings (07/02454/OUT) was refused in 2007.

Gross area of site (ha): 2.53

Net developable area (ha): 2.02

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 10-15 mins walk

SFRA hazard level: High

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: >20 mins walk

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: Any development proposals will need to ensure that the site will be safe from flooding for the lifetime of the development. It will be necessary to address this jointly with the nearby site 149 to ensure that an effective solution is found.

What form could the development take? Houses

Contamination:

As a result of the site's previous use, there is likely to be contamination present. An initial desk study and site investigation should be carried out as a minimum and the results discussed with the city council during pre-application discussions, and submitted with any planning application. It is recommended that the scope of site investigation is discussed with the city council's contaminated land team prior to undertaking the works.

Availability

Ownership status: The site owner is known through a recent planning application.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium strength housing market

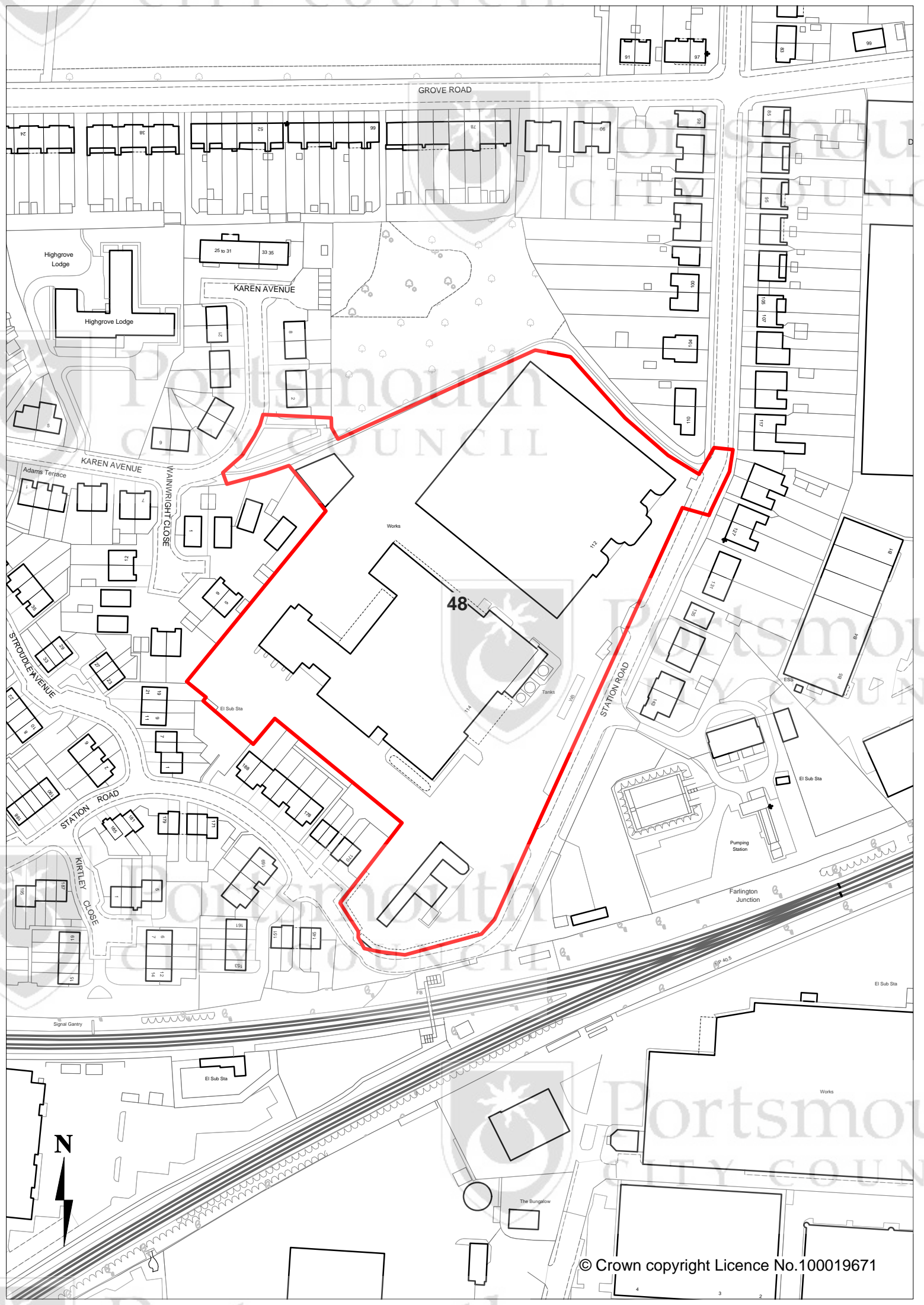
There is interest in developing the site, expressed through a recent planning application, though it is felt that a more modest scheme might be able to overcome some of the issues associated with the previous application. Given the constraints to be overcome it is not anticipated that development is achievable before the end of the first five years, stretching into the 6-10 year period

Conclusions

Gross Yield: 125 **Existing Units on Site:** 0 **Net Yield:** 125 **Anticipated Density (dph):**49

Timeframe for delivery: 1-10 years

Site status: Potential Housing Site



GROVE ROAD

KAREN AVENUE

KAREN AVENUE

48

STATION ROAD

STATION ROAD

KIRTLEY CLOSE

Signal Gantry

El Sub Sta

El Sub Sta

Farlington Junction

El Sub Sta

Works

The Bungalow

Site 49**Southsea Debenhams, Palmerston Road****Description of the Site and Planning History**

The site constitutes 44-66 Palmerston Road, Southsea, a prominent location within Southsea town centre. The site is currently used as a department store. Planning history: No relevant applications.

Gross area of site (ha): 0.44

Net developable area (ha): 0.35

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Low

Conservation Area: Yes

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Partially

Distance to GP: >10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site occupies a prominent place in Southsea Town Centre and would be suitable for a mix of retail at ground and first floor with community and residential development above that (as per policy STC15 of the Southsea Town Centre Area Action Plan).

What form could the development take? A mixed-use development.

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted, its owner cannot be published.

Is the site currently in use? Part of the site in intensive use

Achievability

Strength of housing market: Medium-high strength housing market

As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 50 **Existing Units on Site:** 0 **Net Yield:** 50 **Anticipated Density (dph):** 114

Timeframe for delivery: 11-14 years

Site status: Potential Housing Site

Portsmouth
School
for Girls
(Juniors)

ENTINE ROAD

The
Town House
(PH)

Old
Forge

71

PORTLAND ROAD

10

11 to 15

El
Sub
Sta

TONBRIDGE STREET

16

14

12

22

10

5 to 9

30

32

42

92

38

1 to 4

40

42

Palmerston Mansions

Palmerston Road Precinct

53 to 57

49

69 to 74



BY PLACE

66

PH

70

72

76

78

82

Bank

90

92

96

89

Bank

100

02

98

88

87

59

61

63

65

11

4

6

1

3

82

65

Site 50**St Mary's West, Milton Road****Description of the Site and Planning History**

A large site previously used as the west wing of St Mary's Hospital. Planning history: The site has outline permission for 191 new homes and a care home (11/00250/OUT).

Gross area of site (ha): 6.31

Net developable area (ha): 4.41

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 10-15 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Mixed use scheme

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: 15-20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Low

Site specific constraints and potential solutions: Development would involve the demolition of the existing hospital buildings and construction of new homes. Given the mix of surrounding uses, care will need to be taken to ensure that any impact on the amenity of future residents is minimised.

What form could the development take? Mostly houses

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: The site's owner is known through a recent planning application.

Is the site currently in use? Site not in use

Achievability

Strength of housing market: Medium-low strength housing market

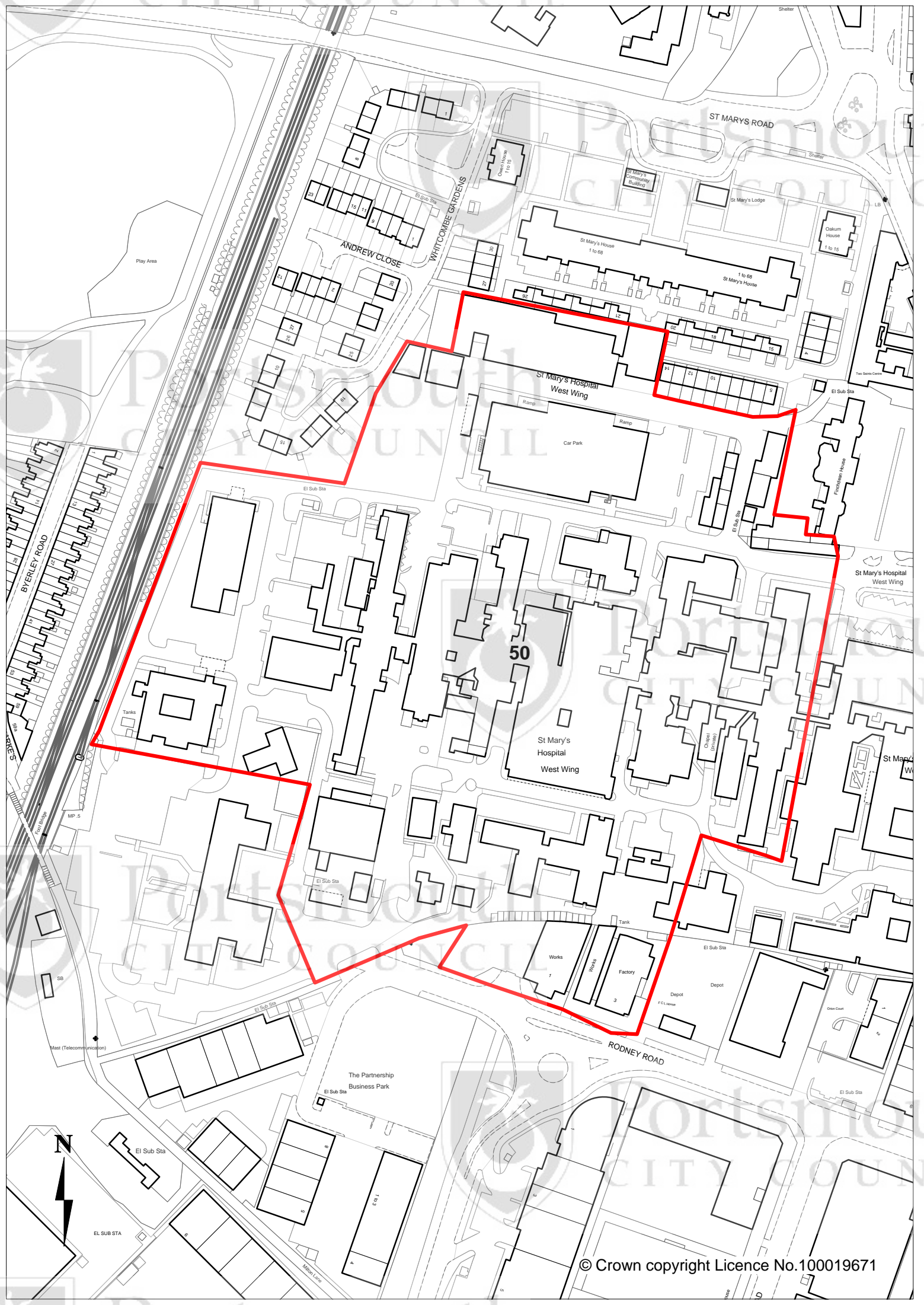
Given that there is outline approval for new homes, it is anticipated that development could come forward within the first five years.

Conclusions

Gross Yield: 200 **Existing Units on Site:** 0 **Net Yield:** 200 **Anticipated Density (dph):**32

Timeframe for delivery: 1-5 years

Site status: Full Planning Permission - Not Started



ST MARYS ROAD

ANDREW CLOSE

WHITCOMBE GARDENS

St Mary's Hospital
West Wing

50

St Mary's
Hospital
West Wing

RODNEY ROAD

Site 51
Tipner

Description of the site

The site is located towards the west of the city and straddles the M275 as it crosses Tipner Lake onto Portsea Island. Overall, the site is unintensively used. There are a variety of small industrial units, an aggregates wharf, a former scrapyard and a greyhound stadium. However a great deal of the area is vacant.

Planning History:

The Portsmouth Plan allocates the Tipner area for development of up to 1,250 dwellings. There is planning permission for 598 dwellings at Tipner, following remediation. Permission has also been granted for a new motorway junction, sliproads and a roundabout on Tipner Lane (09/01568/FUL).

Gross area of site (ha): 25.01

Suitability

Although the site is capable of accommodating a great deal of development, there are many complex issues facing it. The access to the site is poor and so a new junction from the M275 would be needed to facilitate comprehensive regeneration of the site and help facilitate a park and ride. However 480 dwellings could be developed with an access from Tw ford Avenue. Other infrastructure improvements would include improved flood defences, increasing the capacity of the sewage network. There are also listed buildings on the site which would need to be retained and any development could not have an adverse impact on the setting of Portchester Castle (listed and Scheduled Ancient Monument). In addition, the site is adjacent to Portsmouth Harbour SSSI, SPA and Ramsar sites and adjacent to an identified feeding ground for Brent Geese at Tipner Range. As a result, avoidance and mitigation measures would be needed in all likelihood. The site is identified for high density development in the Portsmouth Plan and so the scheme should be above 100dph. Furthermore, it is identified as an area of opportunity and so tall buildings may be suitable on the site if there was no interruption to bird sight lines.

Contamination:

Due to the large size of this site, it has an extremely mixed history, including a number of potentially contaminative historic uses, including chemical works, MoD landfill, bulk fuel storage and ship-breaking yard. The city council's contaminated land team hold substantial information relating to the site, including desk study and preliminary site investigation reports. Pre-application discussions with the city council's contaminated land team and with the Environment Agency would be strongly recommended, together with a comprehensive review of information already available. Proposals for supplementary site investigation should be submitted to the city council and the Environment Agency, prior to any site investigation being undertaken. The results of the site investigation should be discussed with the city council and the Environment Agency during pre-application discussions and submitted with any planning application. Due to the nature of the site, it should not be assumed at this stage (without additional information) that this site is viable for residential development.

Site 51
Tipner

Availability

The site is being actively promoted for development by potential applicants. Discussions are on-going between the city council, the potential applicants and other agencies in order to overcome the barriers to suitability and achieve development on the site.

Achievability

Almost half of the potential development at Tipner has planning permission. The comprehensive regeneration of the site will require substantial investment in infrastructure in the form of a new junction on the M275. This has planning permission and has been granted funding by Government.

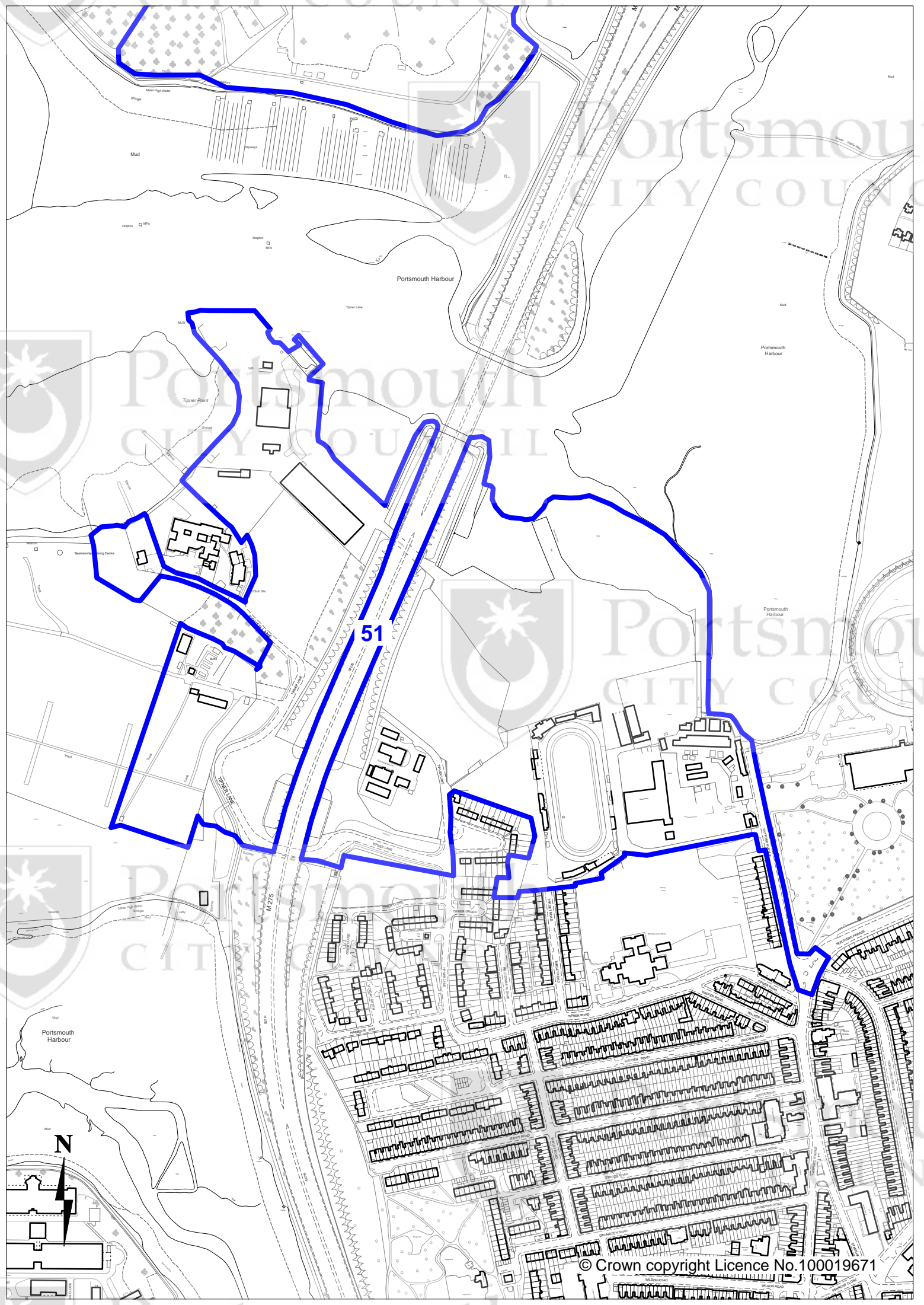
However as there is a great deal of upfront investment and work required to provide infrastructure and remediate the site, development will only begin to be completed towards the end of the first five years, and will continue throughout the plan period.

Conclusions

Comprehensive development at Tipner is a long-term aim of the city council and is seen as key to delivering the city's housing supply and regenerating Portsmouth. Nonetheless, prior to development taking place, the various issues regarding the site's suitability must be overcome. The suggested timeframe for development thus reflects the scale and complexity of this site.

Net Yield: 428

Timeframe for delivery: 1-14 years



Portsmouth Harbour

51

Site 53**Unity Hall and Deaf Centre, Coburg Street/Arundel Street****Description of the Site and Planning History**

A hall used by the Labour Club and the Portsmouth Deaf Centre. Surface level car parking adjacent to the roundabout and section of Coburg Street and small garage court. Small landscaped area adjacent to roundabout containing trees and hedgerow. Planning History: the site is the subject of a current outline application (A*38940/AA) for the construction of 72 flats over 8 stories.

Gross area of site (ha): 0.20

Net developable area (ha): 0.19

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 10-15 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site is split over two smaller sites and redevelopment could happen on both or either of the sites, however the Portsmouth Deaf Centre may need to be reprovided. A development would be expected to take advantage of the landmark potential of the site.

What form could the development take? Flats

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: The site owner is known to the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Low strength housing market

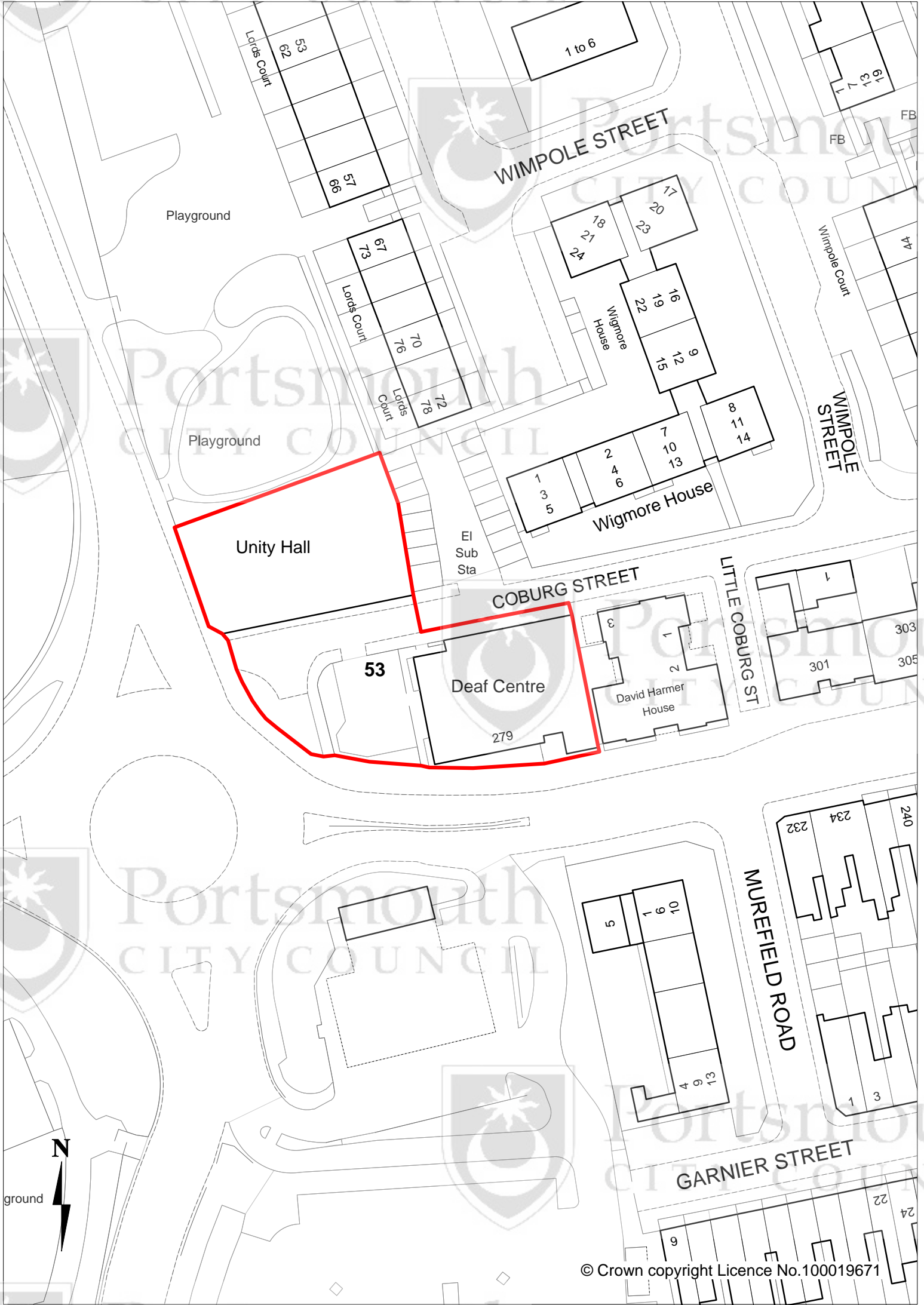
An application has been received for residential development on the site but has yet to be determined due to on-going issues with land assembly. Consequently although there is clear interest in developing the site and the site is available, it is not seen as being achievable in the first five years.

Conclusions

Gross Yield: 70 **Existing Units on Site:** 0 **Net Yield:** 70 **Anticipated Density (dph):** 350

Timeframe for delivery: 6-10 years

Site status: Potential Housing Site



Playground

Playground

Unity Hall

53

Deaf Centre

279

1 to 6

WIMPOLE STREET

Lords Court

Lords Court

Wigmore House

Wigmore House

EI Sub Sta

COBURG STREET

LITTLE COBURG ST

David Harmer House

WIMPOLE STREET

MUREFIELD ROAD

GARNIER STREET



Site 60**115-127 Fratton Road (Former Fratton Cinema)****Description of the Site and Planning History**

The site consists of the former Fratton cinema, which is in A1 use and a vacant two-storey building immediately to the south. Planning history: No relevant applications.

Gross area of site (ha): 0.22

Net developable area (ha): 0.20

Suitability

Current flood zone: In Flood Zone 1	Distance to Local Centre: 5-10 mins walk	
SFRA hazard level: Not applicable	Conservation Area: No	Listed building: Locally L
2115 flood zone: In Flood Zone 1	TPO: No	AQMA: Yes
Is residential compatible? Yes	Distance to GP: <10 mins walk	
Distance to Secondary School: <10 mins walk	Distance to Bus Stop: < 5 mins walk	
Distance to Major Centre: <5 mins walk	Distance to Station: <10 mins walk	

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: As the site is within the proposed secondary frontage of the Fratton Road district centre, an active ground floor would be encouraged, whilst not required. It is also an identified high density area and so a scheme of at least 100dph would be expected. As well as this, any development will have to be respectful of the Grade II listed building immediately to the north of the site.

What form could the development take? A mix of flats and houses

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Part of the site in intensive use

Achievability

Strength of housing market: Medium-high strength housing market

As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 24 **Existing Units on Site:** 0 **Net Yield:** 24 **Anticipated Density (dph):** 109

Timeframe for delivery: 6-14 years

Site status: Potential Housing Site

BOBURG STREET

CLIFTON STREET

ARUNDEL STREET

GARNIER STREET

309 311 313 315

252 256

17 27

34 36 38 40 42

264 268 to 272 274 288 131 133 1 2 3 4 to 5

31 41 51

54 68 70 72 74 76 76a 601

PO 14 91

ESS 70

12 10 8 6 4 2

The Bridge Shopping Centre

7 5 3 1 9 8 78

174 170 168 164 1

158 1 to 8 2a 2c 1 to 15 Pink Court

146 140 to 144 138

Church 115 Bank

108 to 114 104

98 95 94



Club 60

Guardsman Court

Bank

Church



Site 65**Blue Anchor public house, London Road****Description of the Site and Planning History**

The site is located at 2 London Road, North End. The site is used as a public house with extensive parking to the rear of the site. Planning history: No relevant applications.

Gross area of site (ha): 0.12

Net developable area (ha): 0.11

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: Yes

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: >20 mins

SRN Junction:

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site lies at a busy road junction and is within an AQMA. Consequently any future development will have to ensure that the amenity of future residents will be protected from noise and air pollution. The site is in the secondary frontage of the North End district centre in the Portsmouth Plan. As a result, an active ground floor use would be encouraged, though not required whilst the scheme would also be expected to be in excess of 100dph.

What form could the development take? Flats over 2-3 storeys

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Low strength housing market

As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 10 **Existing Units on Site:** 0 **Net Yield:** 10 **Anticipated Density (dph):**83

Timeframe for delivery:6-10 years

Site status:Potential Housing Site



LONDON ROAD

CHICHESTER ROAD

ASHLING LANE

HAVANT ROAD

BASIN STREET

KINGSBURY ROAD

PH 2

65

Kingsbury Mansions

Kidson Court

Atlantic House

Alec Wintle House

Depot

El Sub Sta

Whitehall Apartments

Club

TCB

Site 69**Corner of Derby Road and London Road, North End****Description of the Site and Planning History**

The site is currently used as a retail unit and single storey post office. Planning history: No relevant applications.

Gross area of site (ha): 0.18

Net developable area (ha): 0.14

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: Yes

Is residential compatible? Active ground floor

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: Access must be maintained to the telephone exchange to the north of the site. The site is in the North End District Centre and so an active ground floor and a density of more than 100dph would be expected.

What form could the development take? Flats over 3 stories

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-low strength housing market

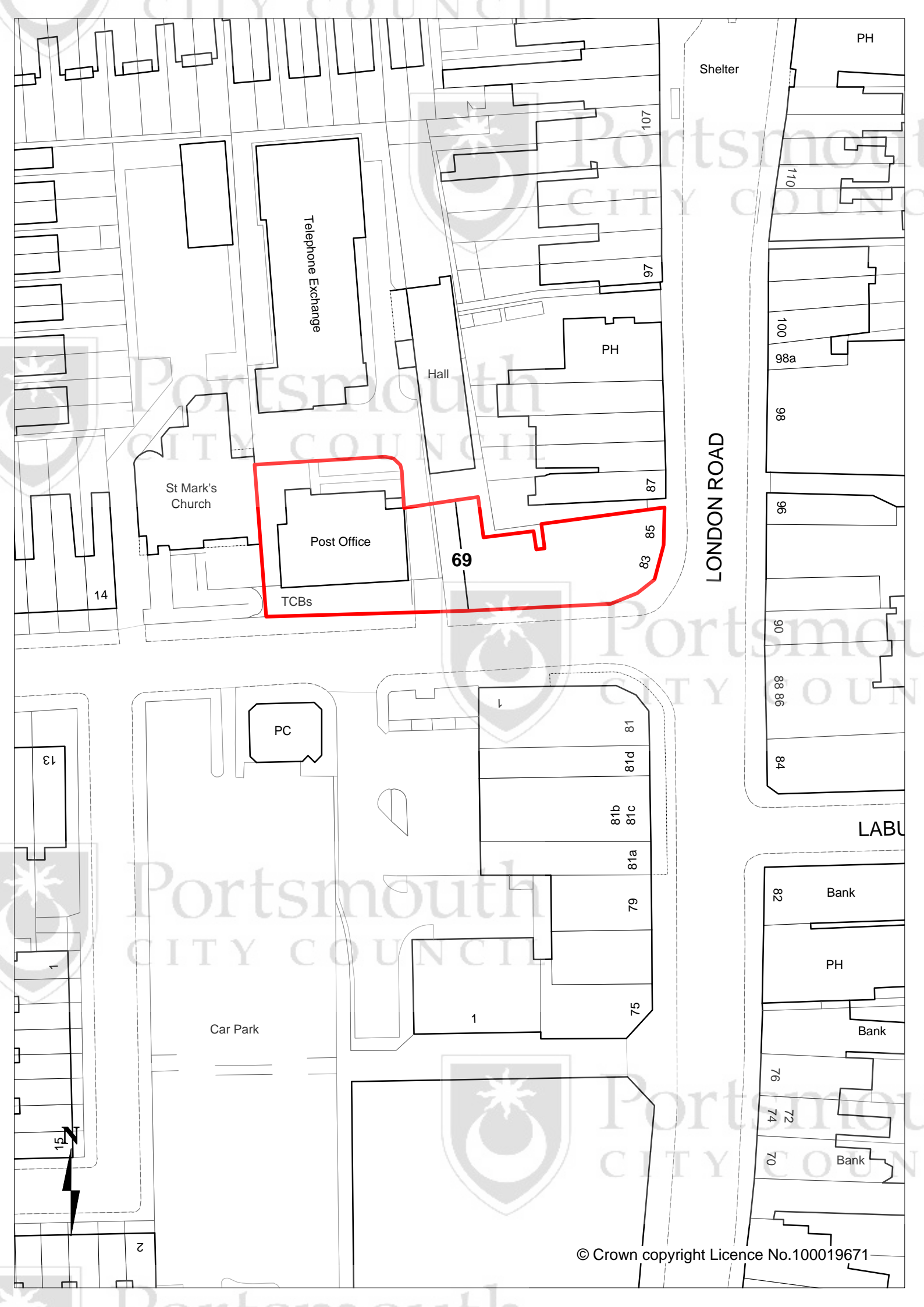
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 18 **Existing Units on Site:** 0 **Net Yield:** 18 **Anticipated Density (dph):** 100

Timeframe for delivery: 11-14 years

Site status: Potential Housing Site



PH

Shelter

107

Telephone Exchange

97

PH

Hall

110

100

98a

98

St Mark's Church

87

Post Office

69

83

85

LONDON ROAD

14

TCBs

96

90

88

86

84

LABU

PC

1

81

81d

81b
81c

81a

79

Portsmouth CITY COUNCIL

1

75

Car Park

82

Bank

PH

Bank

76

74

72

70

Bank

Portsmouth CITY COUNCIL

15

2

Site 70**Corner of High Street (Cosham) and Havant Road****Description of the Site and Planning History**

The site includes 1-13 High Street and the surface level car park fronting Old Market Road. The site is currently used as a surface level car park and a series of single storey retail units. Planning history: No relevant applications.

Gross area of site (ha): 0.59

Net developable area (ha): 0.47

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 10-15 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Mixed use scheme

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: Development of the car park would result in a loss of shoppers' parking. Development of the retail units would have to include an active ground floor as they lie within the primary frontage of Cosham District Centre.

What form could the development take? A mixture of flats and houses

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Part of the site in intensive use

Achievability

Strength of housing market: Medium strength housing market

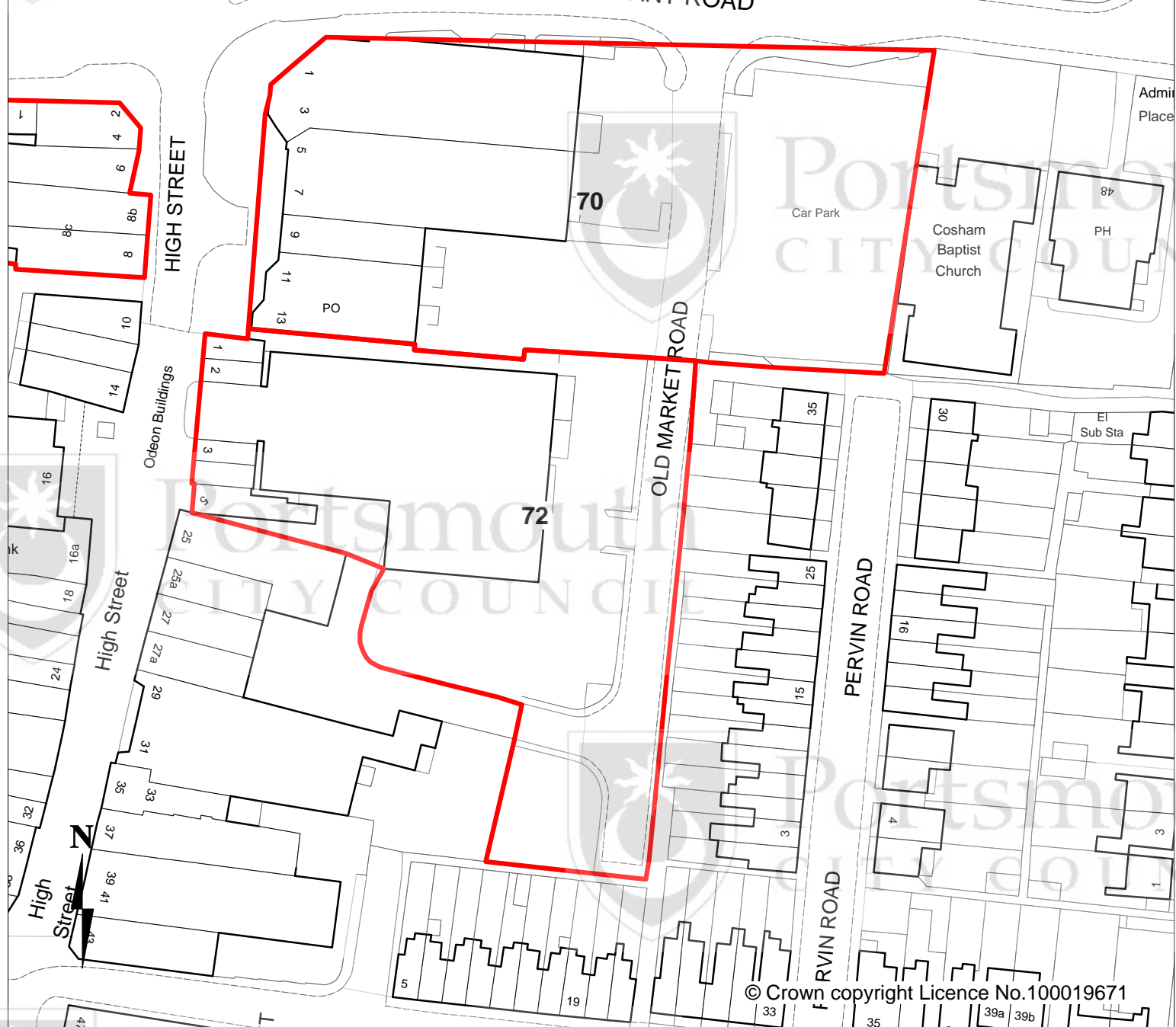
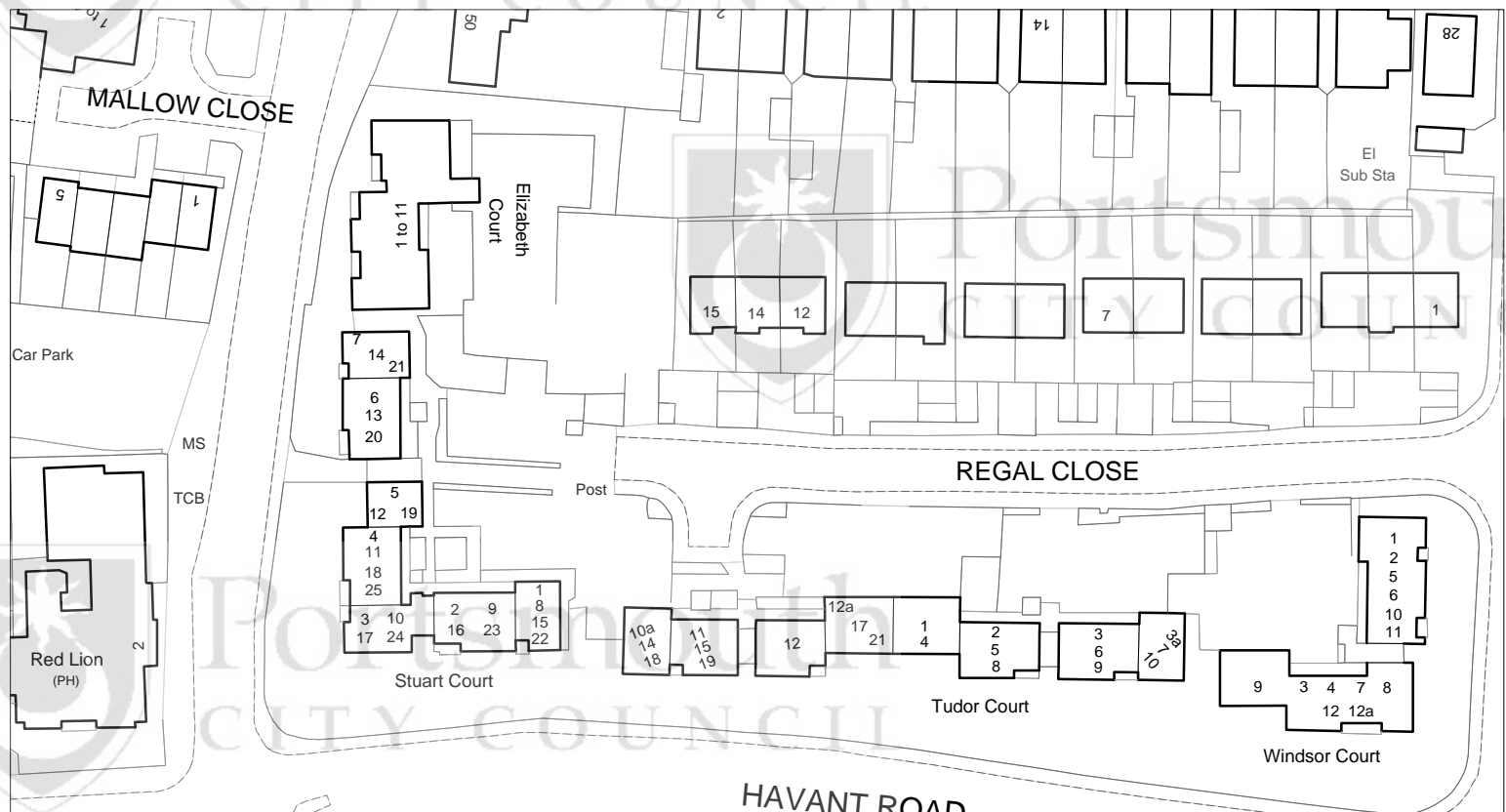
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 50 **Existing Units on Site:** 0 **Net Yield:** 50 **Anticipated Density (dph):**85

Timeframe for delivery:6-14 years

Site status:Potential Housing Site



Site 71**Corner of Spur Road and Northern Road, Cosham****Description of the Site and Planning History**

5-25 Spur Road and 2-8 High Street, Cosham. The site currently accommodates a number of retail units, most of which are single storey and of relatively low quality. Planning history: No relevant applications.

Gross area of site (ha): 0.39

Net developable area (ha): 0.37

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: On Boundary

Is residential compatible? Mixed use scheme

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: Given the site's proximity to a busy road, access will have to be carefully considered in any future development. Additionally, as the site lies partly in the primary and partly in the secondary frontage of Cosham district centre, the development will have to have an active ground floor.

What form could the development take? Flats over 3 storeys

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium strength housing market

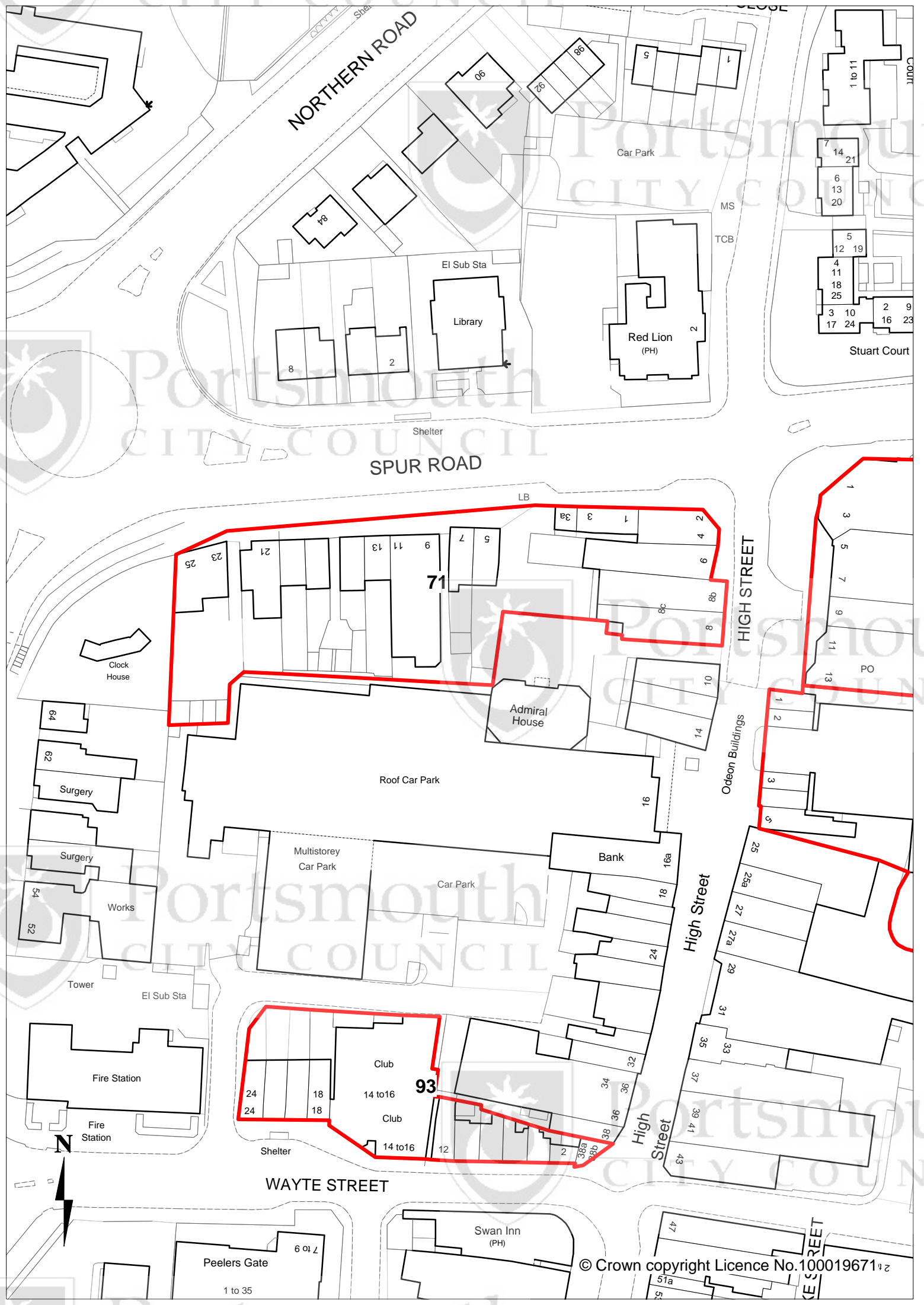
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 38 **Existing Units on Site:** 10 **Net Yield:** 28 **Anticipated Density (dph):**97

Timeframe for delivery:6-10 years

Site status:Potential Housing Site



NORTHERN ROAD

SPUR ROAD

HIGH STREET

WAYTE STREET

Library

Red Lion (PH)

Admiral House

Roof Car Park

Multistorey Car Park

Car Park

Bank

Club

Club

Clock House

Stuart Court

PO

Odeon Buildings

Tower

Fire Station

Fire Station

Swan Inn (PH)

Peelers Gate

Site 72**Cosham Bingo Hall, High Street****Description of the Site and Planning History**

The site is located between the High Street and Old Market Road in Cosham and includes 1-5 High Street. The site comprises 5 small retail units and a large bingo hall. Planning history: No relevant applications.

Gross area of site (ha): 0.49

Net developable area (ha): 0.39

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: Yes

AQMA: No

Is residential compatible? Active ground floor

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: As the site is located within the primary frontage of Cosham district centre, an active ground floor will have to be maintained fronting on to High Street. However given the size of the site, a significant amount of residential units could also be accommodated on the site.

What form could the development take? A mixture of houses and flats

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 60 **Existing Units on Site:** 0 **Net Yield:** 60 **Anticipated Density (dph):** 122

Timeframe for delivery: 6-14 years

Site status: Potential Housing Site



Red Lion
(PH)

Stuart Court

Tudor Court

HAVANT ROAD

HIGH STREET

OLD MARKET ROAD

High Street

High Street

PERVIN ROAD

PERVIN ROAD

ALBERT ROAD

ALDROKE STREET

Victoria Terrace

The Droke
Orford Court

126

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Site 76**East of Northern Road, Cosham****Description of the Site and Planning History**

The site is located to the north of the railway line in Cosham, immediately to the east of Northern Road and west of Wotton Street. The site includes Cosham health centre, Cosham community centre, the BT exchange and the car park to the north of the health centre. Planning history: No relevant applications.

Gross area of site (ha): 1.61

Net developable area (ha): 1.28

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Low

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: Yes

AQMA: No

Is residential compatible? Partially

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Low

Site specific constraints and potential solutions: The site contains a variety of uses and multiple land owners, thus land assembly could be required. As the site is in the secondary frontage of the Cosham district centre, office uses would be particularly encouraged here, although any scheme could include an element of residential development. The public conveniences and footpaths currently found on the site should be reprovided in any redevelopment. Site layout and design will have to ensure that noise pollution from the adjacent busy road is minimised.

What form could the development take? A mixed use development

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: There are likely to be a number of land owners.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

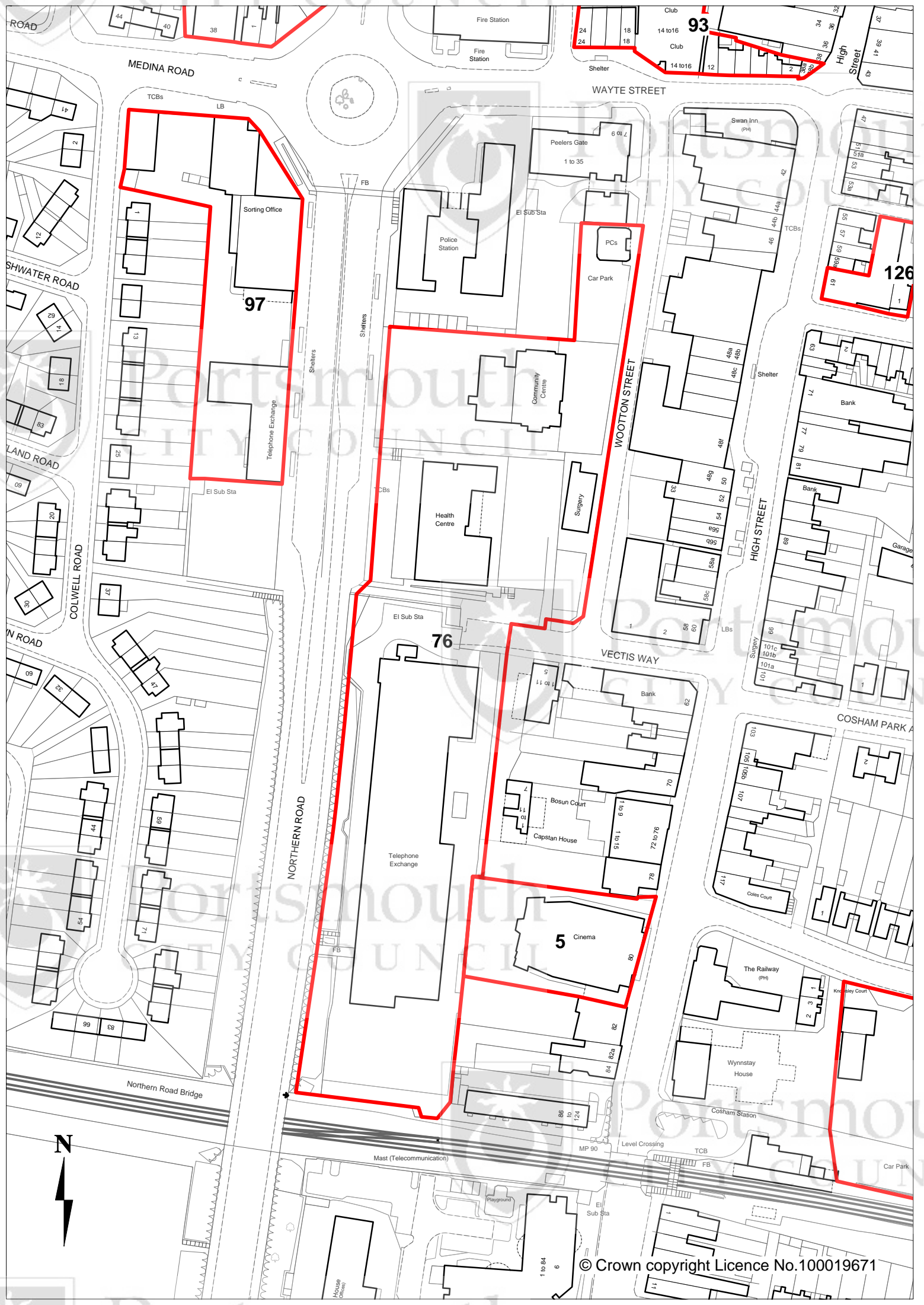
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 80 **Existing Units on Site:** 0 **Net Yield:** 80 **Anticipated Density (dph):**50

Timeframe for delivery: 11-14 years

Site status: Potential Housing Site



Site 85**Knight & Lee, Palmerston Road, Southsea****Description of the Site and Planning History**

The site lies at 53-57 Palmerston Road, a prominent location within Southsea Town Centre. The site is currently in use as a 3 storey department store. Planning history: No relevant applications.

Gross area of site (ha): 0.18

Net developable area (ha): 0.17

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Low

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Active ground floor

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site occupies a prominent place in Southsea Town Centre and would be suitable for a mix of retail at ground and first floor with community and residential development above that (as per policies STC3 and STC15 of the Southsea Town Centre Area Action Plan). As the site is in a town centre, a high density scheme would be appropriate.

What form could the development take? A mixed use development

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: The site's owner is known to the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

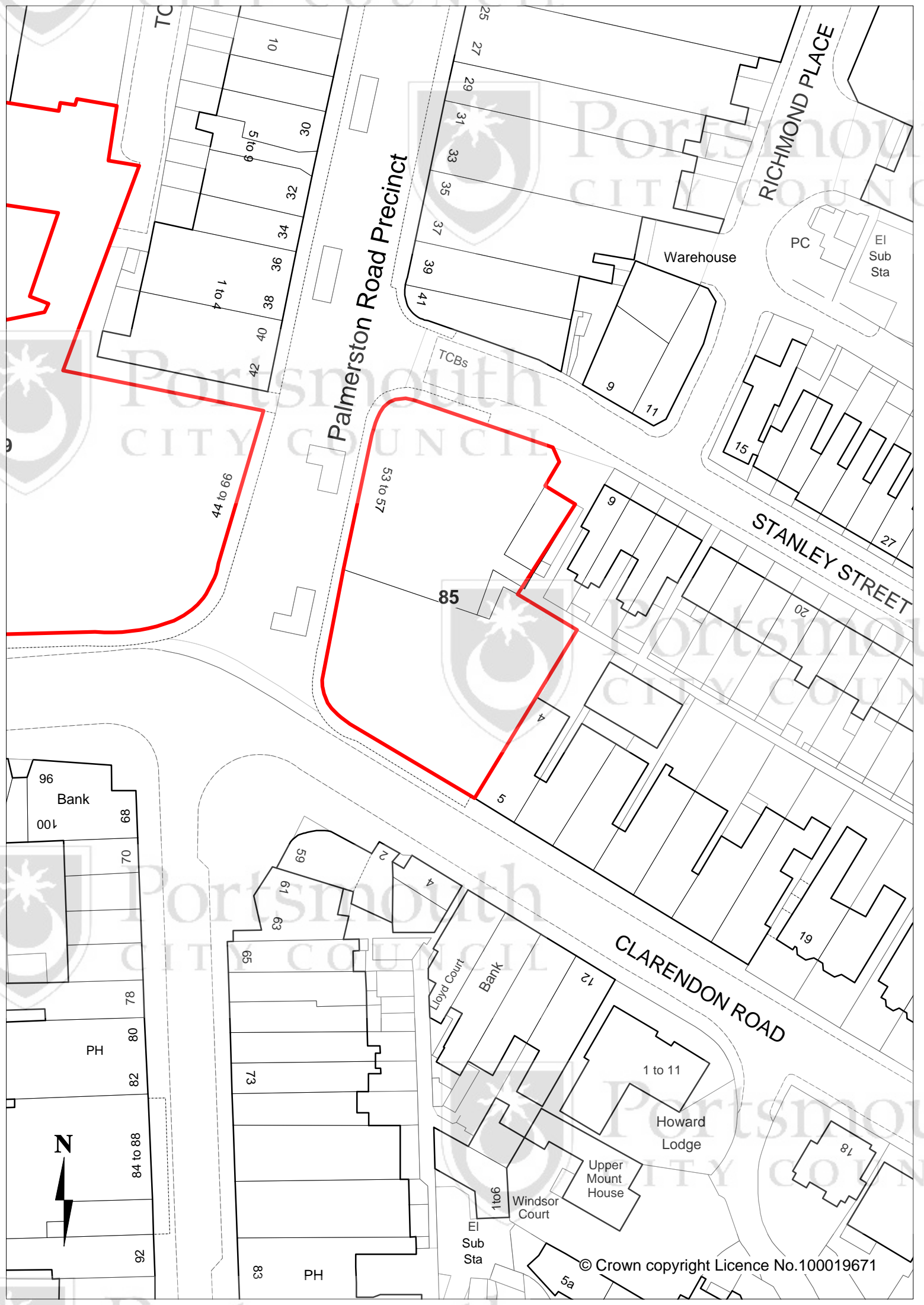
The site is scheduled to become available when John Lewis move to the Northern Quarter. Consequently, development is not expected in the first five years.

Conclusions

Gross Yield: 15 **Existing Units on Site:** 0 **Net Yield:** 15 **Anticipated Density (dph):**83

Timeframe for delivery:6-10 years

Site status:Potential Housing Site



Palmerston Road Precinct

RICHMOND PLACE

STANLEY STREET

CLARENDON ROAD

Warehouse

PC

El Sub Sta

TCBs

44 to 66

53 to 57

85

Bank

PH

N

Lloyd Court

Bank

Howard Lodge

Upper Mount House

Windsor Court

El Sub Sta

Site 89
107-113 Havant Road

Description of the Site and Planning History

This is a small rectangular site, fronting Havant Road, close to the Havant Road local centre. It is currently used as a car showroom. Planning history: The site was allocated in the last Local Plan (policy DF2).

Gross area of site (ha): 0.23

Net developable area (ha): 0.22

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: Yes

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: 10-15 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: Development would involve the demolition of the existing building and construction of 20 flats. As this is one of the more accessible sites in Drayton, close to the local centre and bus routes, a moderate density scheme would be appropriate.

What form could the development take? Flats

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: High strength housing market

The site is expected to come forward in the first five years.

Conclusions

Gross Yield: 20 **Existing Units on Site:** 0 **Net Yield:** 20 **Anticipated Density (dph):**87

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



PENARTH AVENUE

HAVANT ROAD

CARSHALTON AVENUE

TREGARON AVENUE

Orchard Gate

109 109a

1 to 2
3 to 4

Garage 89

111

113

115

117

107

156 to 160
1 to 36

Nightingale Court

El Sub Sta

162

164

164a

2

166

166b

168

1a 1b

1c 1d

1

Site 91**Northern corner of Northern Road and Medina Road****Description of the Site and Planning History**

The site lies on the northern side of Medina Road at its junction with Northern Road. It consists of the city council social services office, corner retail units, a petrol filling station and adjacent retail units to the north. Planning history: No relevant applications.

Gross area of site (ha): 0.50

Net developable area (ha): 0.4

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: Partially

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: > 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site is located adjacent to the busy Northern Road, and so the issue of noise pollution will have to be carefully considered in any future development. In addition, the site lies within the secondary area of Cosham district centre and so an active ground floor would be encouraged, although not required. A scheme of at least 100dph would also be expected.

What form could the development take? A mixed use scheme

Contamination:

As a result of the site's previous use, there is likely to be contamination present. An initial desk study and site investigation should be carried out as a minimum and the results discussed with the city council during pre-application discussions, and submitted with any planning application. It is recommended that the scope of site investigation is discussed with the city council's contaminated land team prior to undertaking the works.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

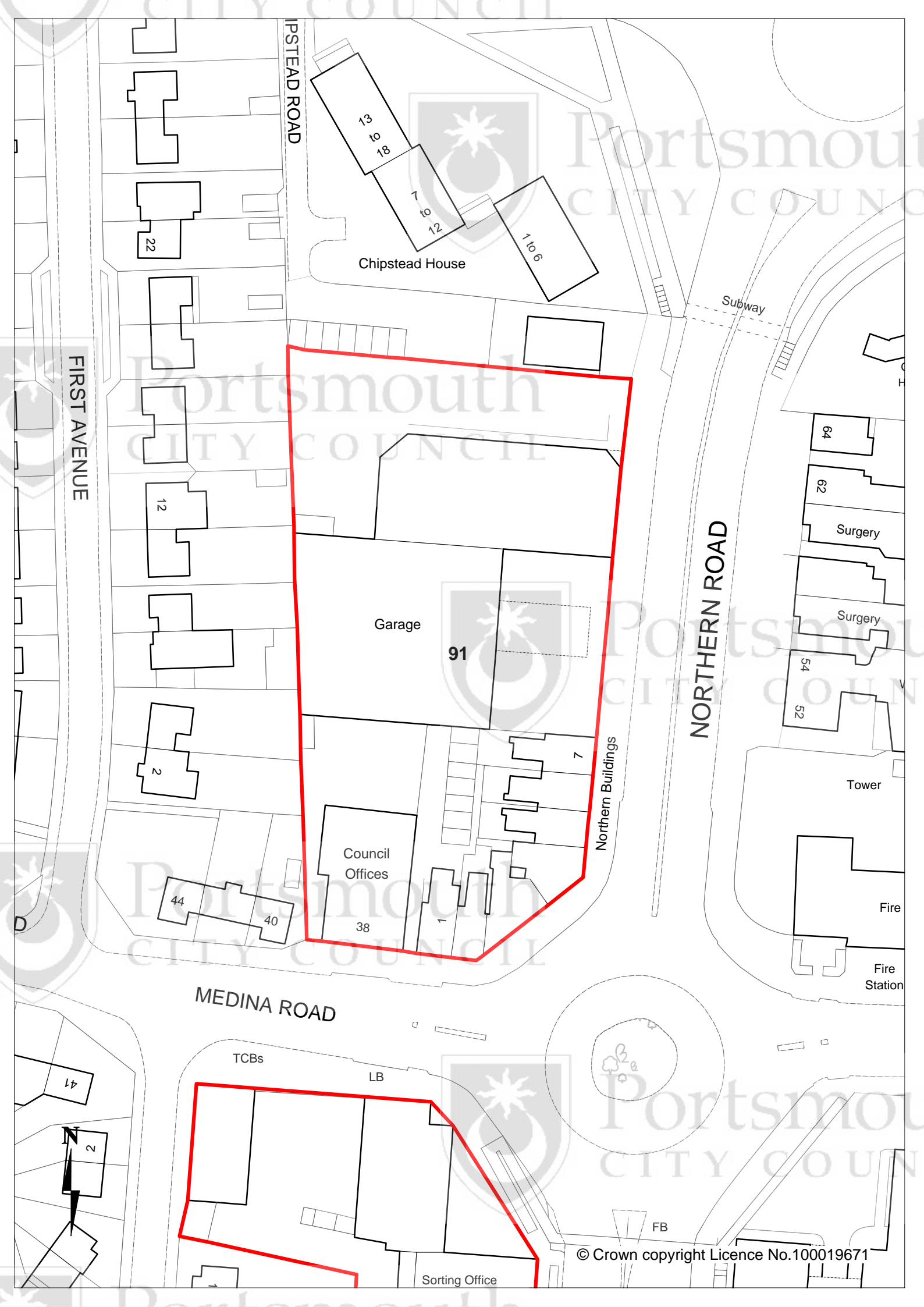
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 50 **Existing Units on Site:** 5 **Net Yield:** 45 **Anticipated Density (dph):** 100

Timeframe for delivery: 6-14 years

Site status: Potential Housing Site



IPSTEAD ROAD

Chipstead House

FIRST AVENUE

NORTHERN ROAD

Garage

91

Council Offices

38

Northern Buildings

7

MEDINA ROAD

TCBs

LB

FB

Sorting Office

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Site 93**Portsmouth Trade Union Club, Wayte Street****Description of the Site and Planning History**

The site consists of 24 Wayte Street - 38a High Street, Cosham. The site includes the trade union club as well as the surrounding single storey retail units. Planning history: No relevant applications.

Gross area of site (ha): 0.18

Net developable area (ha): 0.14

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Active ground floor

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: As the site is within the proposed primary frontage for Cosham district centre. As a result, an active ground floor would be required and the scheme should be in excess of 100dph.

What form could the development take? Flats above retail unit.

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

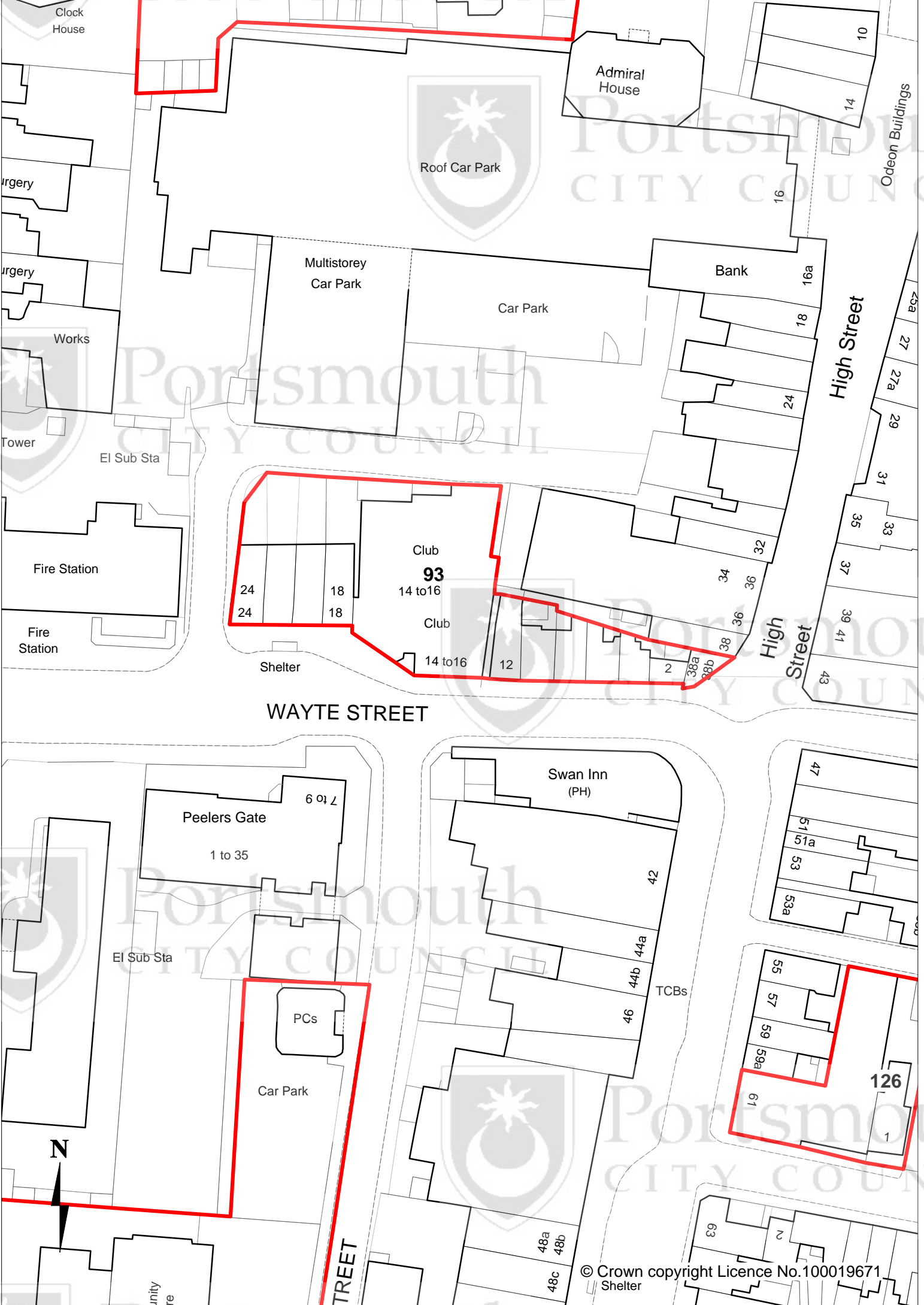
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 18 **Existing Units on Site:** 0 **Net Yield:** 18 **Anticipated Density (dph):**100

Timeframe for delivery:6-10 years

Site status:Potential Housing Site



Clock House

Admiral House

Roof Car Park

Multistorey Car Park

Car Park

Bank

High Street

Odeon Buildings

urgery

urgery

Works

Tower

El Sub Sta

Fire Station

Fire Station

Shelter

Club 93

14 to 16

Club

14 to 16

24

24

18

18

12

34

36

38

32

36

38

38a

38b

2

2

2

2

2

2

2

2

2

2

2

2

2

WAYTE STREET

Swan Inn (PH)

Peelers Gate

1 to 35

42

44a

44b

46

46

46

46

46

46

46

46

El Sub Sta

PCs

Car Park

TCBs

47

51

51a

53

53a

55

57

59

59a

61

126

1

N

unity re

TREET

48a

48b

48c

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Shelter

63

2

2

2

Site 97**Southern corner of Northern Road and Medina Road****Description of the Site and Planning History**

The site consists of the offices and retail units located west of Northern Road on the corner of Medina Road in Cosham. The site consists of a telephone exchange, a post office and a large retail unit. Planning history: No relevant applications.

Gross area of site (ha): 0.42

Net developable area (ha): 0.34

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Low

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: On Boundary

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site lies close to the busy Northern Road and so the design of any future development will have to ensure adequate residential amenity as well as protection from noise pollution. Additionally, as the site lies within the secondary frontage of the Cosham district centre an active ground floor would be encouraged, though not required. The scheme should also be in excess of 100dph. Additionally, as it is in an area of opportunity, a tall building may well be suitable on the site.

What form could the development take? A mixed use scheme

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

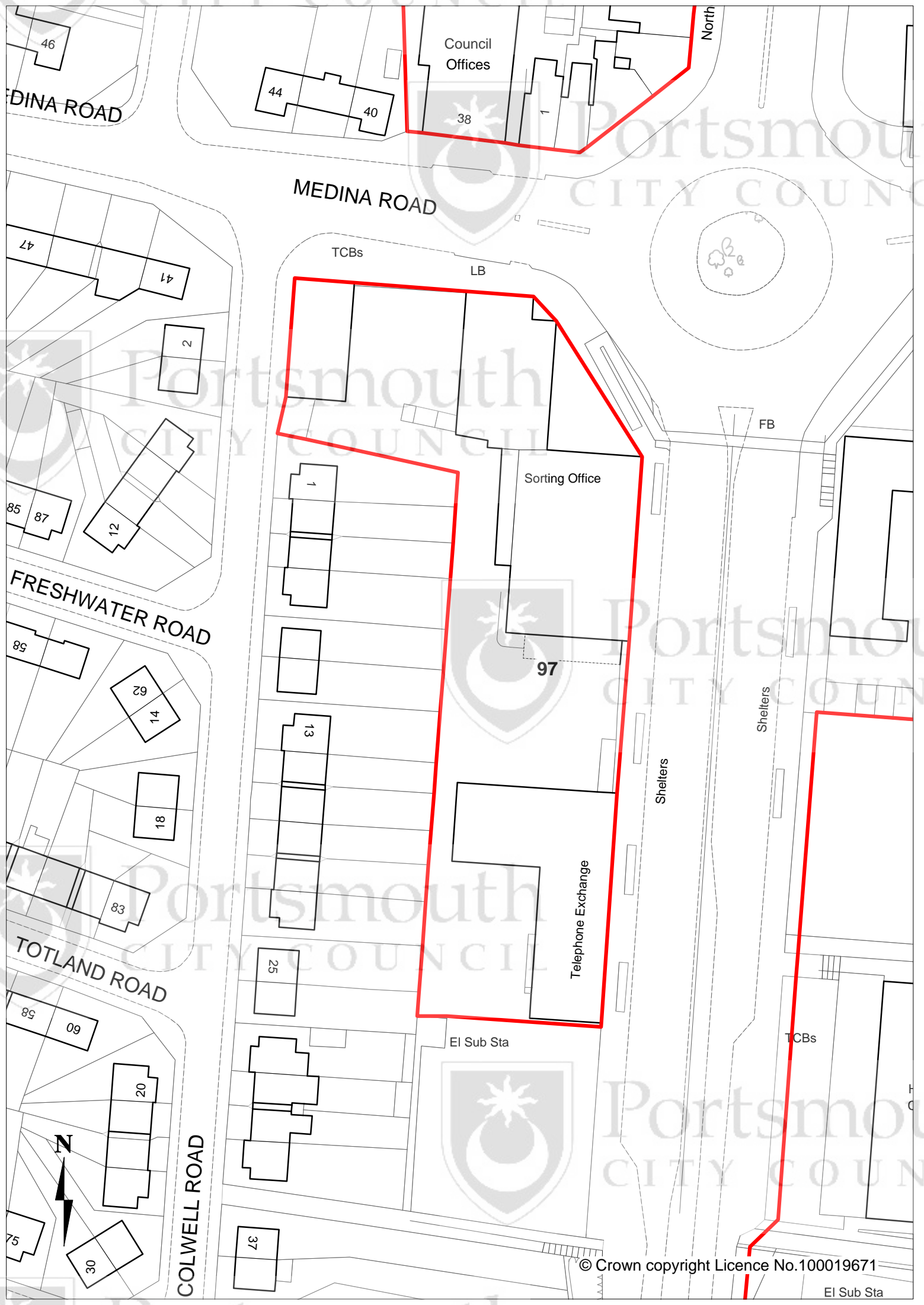
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 45 **Existing Units on Site:** 0 **Net Yield:** 45 **Anticipated Density (dph):** 107

Timeframe for delivery: 6-14 years

Site status: Potential Housing Site



Site 101**Vauxhall Garage, London Road, Hilsea****Description of the Site and Planning History**

Single storey showroom with car display forecourt. The site is part of a triangular wedge between two main roads, and is lined with trees on its western boundary. Planning history: No relevant applications.

Gross area of site (ha): 0.46

Net developable area (ha): 0.37

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 10-15 mins walk

SFRA hazard level: Low

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: On Boundary

Is residential compatible? Yes

Distance to GP: >10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: 10-15 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Low

Site specific constraints and potential solutions: Residential development on this site would need to consider potential noise and air quality issues from the adjacent main road. Any development proposals will need to ensure that the site will be safe from flooding for the lifetime of the development.

What form could the development take? Houses

Contamination:

As a result of the site's previous use, there is likely to be contamination present. An initial desk study and site investigation should be carried out as a minimum and the results discussed with the city council during pre-application discussions, and submitted with any planning application. It is recommended that the scope of site investigation is discussed with the city council's contaminated land team prior to undertaking the works.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Part of the site in intensive use

Achievability

Strength of housing market: Medium strength housing market

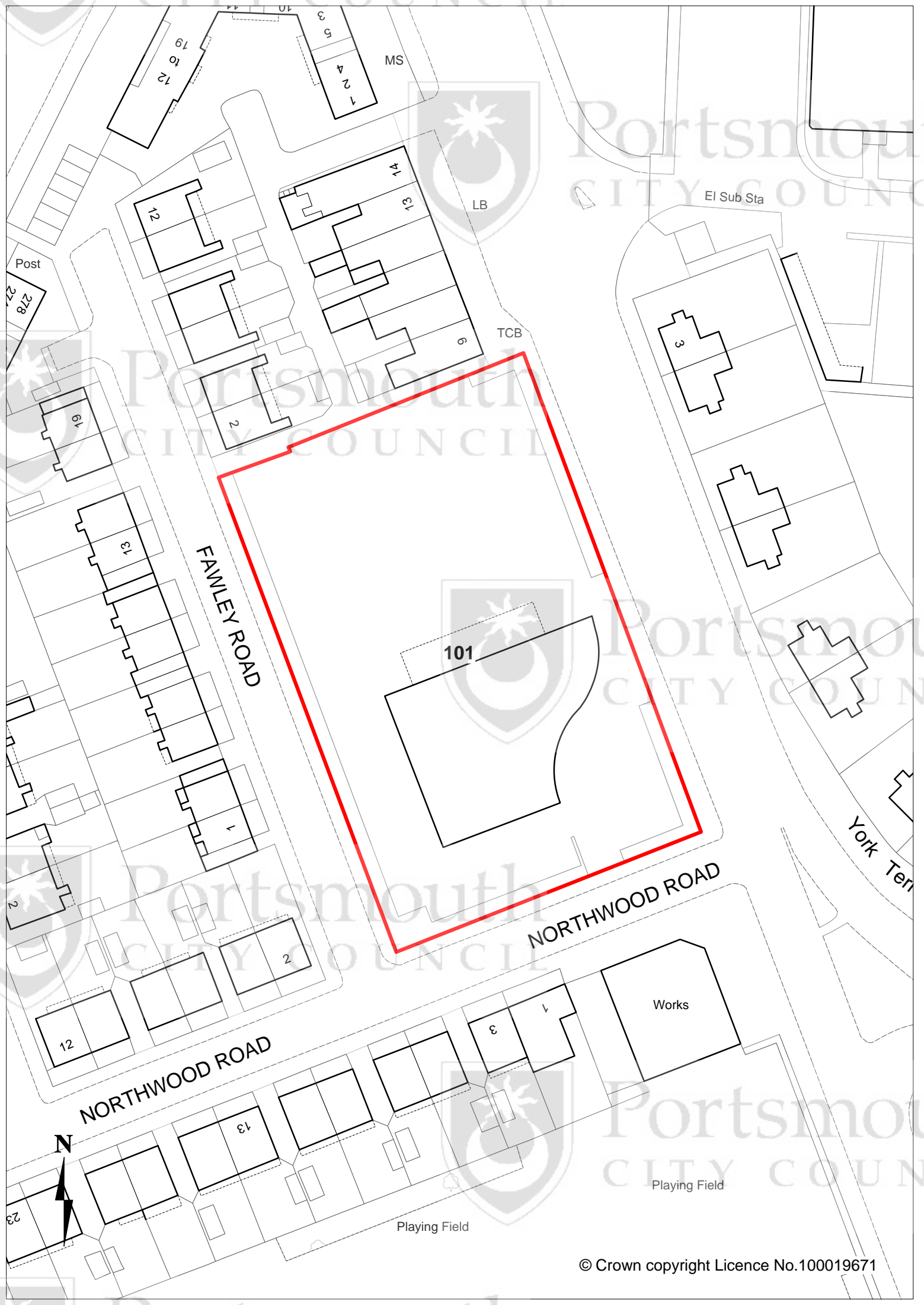
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 40 **Existing Units on Site:** 0 **Net Yield:** 40 **Anticipated Density (dph):**87

Timeframe for delivery:6-10 years

Site status:Potential Housing Site



FAWLEY ROAD

NORTHWOOD ROAD

NORTHWOOD ROAD

101

MS

LB

TCB

EI Sub Sta

Post

Works

Playing Field

Playing Field



Site 102**Venture Tower, Fratton Road****Description of the Site and Planning History**

The site is located at the north-west corner of the junction of Somers Road North and Fratton Road. The site comprises an 8 storey tower containing a number of uses on the upper storeys of the building, with a bookmakers and a hot food take away at ground floor on the Fratton Road frontage. Planning history: No relevant applications.

Gross area of site (ha): 0.09

Net developable area (ha): 0.08

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: Yes

Is residential compatible? Active ground floor

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: As the site is within the primary frontage for Fratton district centre, an active use would be required at ground floor level and a scheme of over 100dph would be expected. Also, as it is an area of opportunity, a tall building may well be suitable on the site.

What form could the development take? Flats over 5 storeys

Contamination:

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability

Ownership status: As the site has not been promoted to the council, the owner cannot be published.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Low strength housing market

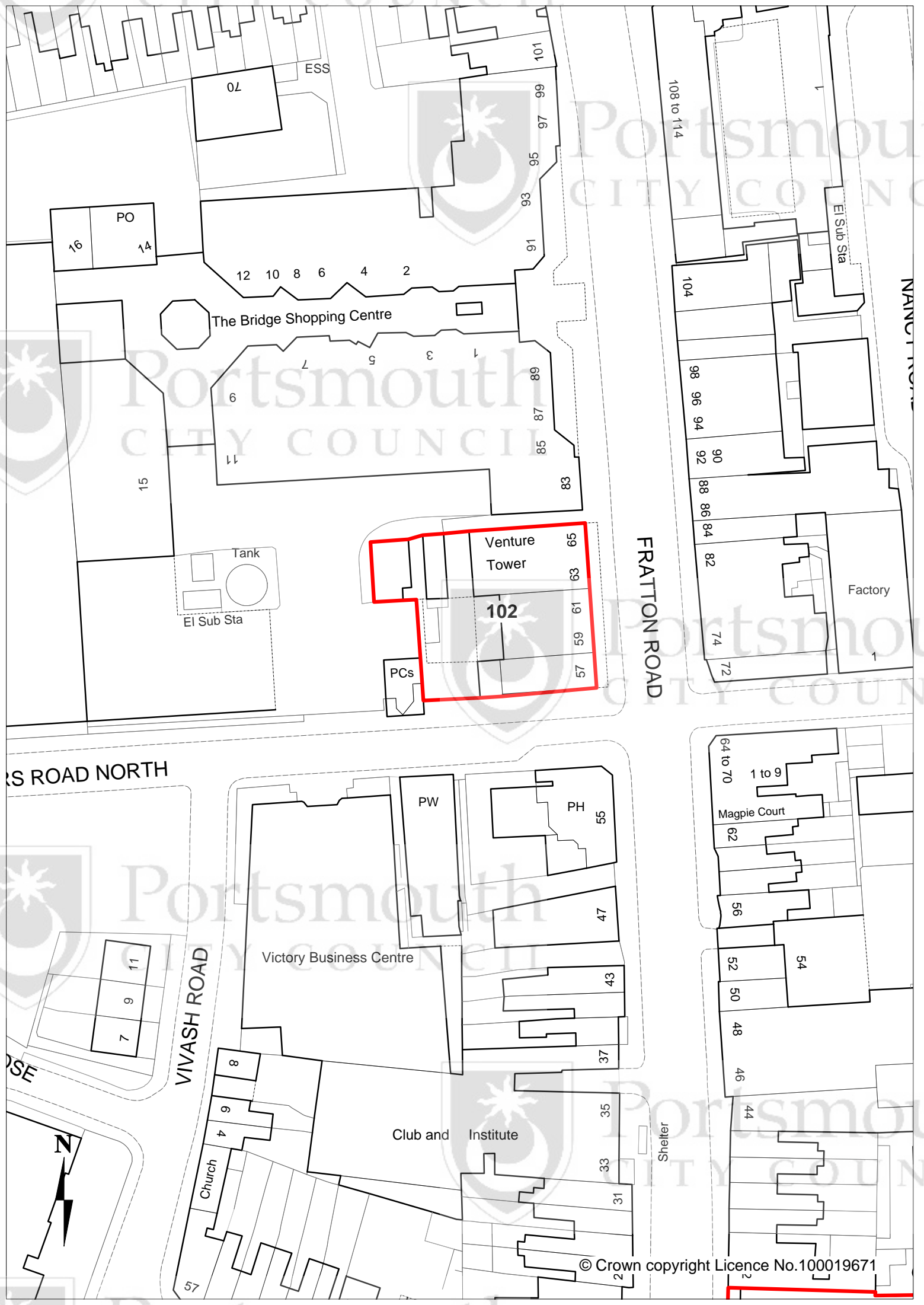
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 19 **Existing Units on Site:** 0 **Net Yield:** 19 **Anticipated Density (dph):**211

Timeframe for delivery:6-14 years

Site status:Potential Housing Site



FRATTON ROAD

S ROAD NORTH

VIVASH ROAD

SE



Venture Tower
102

The Bridge Shopping Centre

Victory Business Centre

Club and Institute

Magpie Court

Factory

Site 127**7-17 Palmerston Road****Description of the Site and Planning History**

The site is a group of terraced buildings to the north east of Palmerston Road. The buildings comprise commercial units on the ground floor with some residential above and a service yard to the rear. Planning history: Previous permissions have been given to extend the ground floor retail units and to form maisonettes on the upper floors (A*38603/AA and A*38603/AB).

Gross area of site (ha): 0.14**Net developable area (ha):** 0.13**Suitability****Current flood zone:** Partially or wholly in Zone 3**Distance to Local Centre:** 5-10 mins walk**SFRA hazard level:** Low**Conservation Area:** No**Listed building:** No**2115 flood zone:** Partially or wholly in Zone 3**TPO:** No**AQMA:** No**Is residential compatible?** Active ground floor**Distance to GP:** <10 mins walk**Distance to Secondary School:** >10 mins walk**Distance to Bus Stop:** < 5 mins walk**Distance to Major Centre:** <5 mins walk**Distance to Station:** >20 mins walk**SRN Junction:** M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: This is a constrained site located within Southsea Town Centre. As it is within the primary frontage of the town centre, active ground floors would be required. It is within flood zone 3, and any future development would need to preserve the setting of the Grade II listed St Jude's Church situated a short distance to the north.

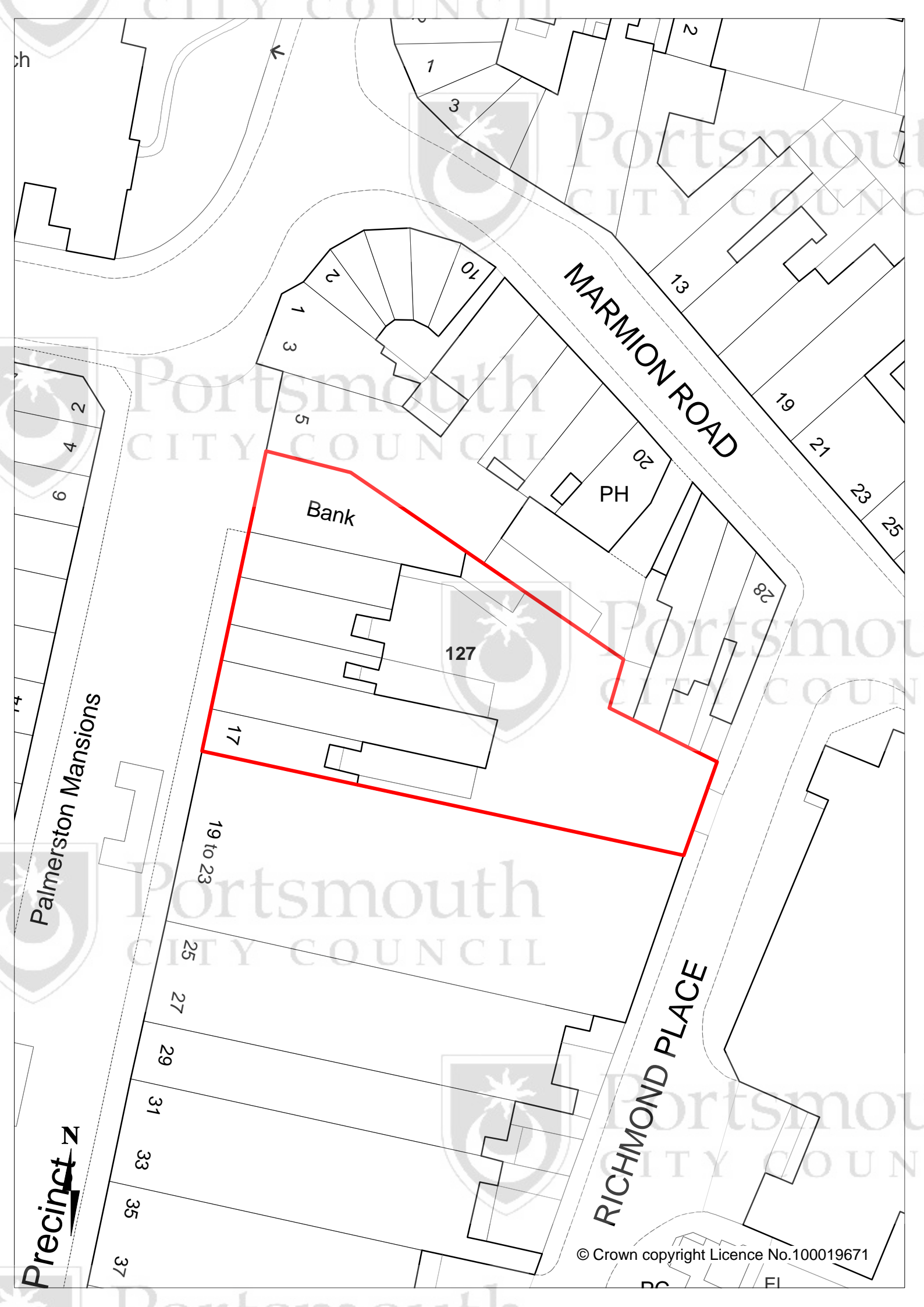
What form could the development take? Flats**Contamination:**

Any contamination issues on the site will have to be addressed prior to development taking place.

Availability**Ownership status:** The owner of the site is known to the city council.**Is the site currently in use?** Intensively Used**Achievability****Strength of housing market:** Medium strength housing market

As the site is not being promoted to the city council it is not expected to come forward in the first five years.

Conclusions**Gross Yield:** 15 **Existing Units on Site:** 5 **Net Yield:** 10 **Anticipated Density (dph):** 107**Timeframe for delivery:** 11-14 years**Site status:** Potential Housing Site



MARMION ROAD

RICHMOND PLACE

Palmerston Mansions

Precinct z

Bank

PH

127

19 to 23

Site 133**St Marys Hospital Finchdean Buildings****Description of the Site and Planning History**

Finchdean House is a pair of three-storey late-Victorian buildings. Formerly part of St Mary's Hospital. Planning history: Planning permission has been granted (12/00349/FUL) for 73 new dwellings.

Gross area of site (ha): 0.74

Net developable area (ha): 0.70

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 10-15 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: 15-20 mins walk

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

site specific constraints and potential solutions: Development would consist of a conversion of Finchdean house and a new building. The development would need to relate well to the listed St Mary's House to the north and the proposed redevelopment of St Mary's Hospital to the south.

What form could the development take? Conversion to flats and new build flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known to the city council.

Is the site currently in use? Part of the site in intensive use

Achievability

Strength of housing market: Medium strength housing market

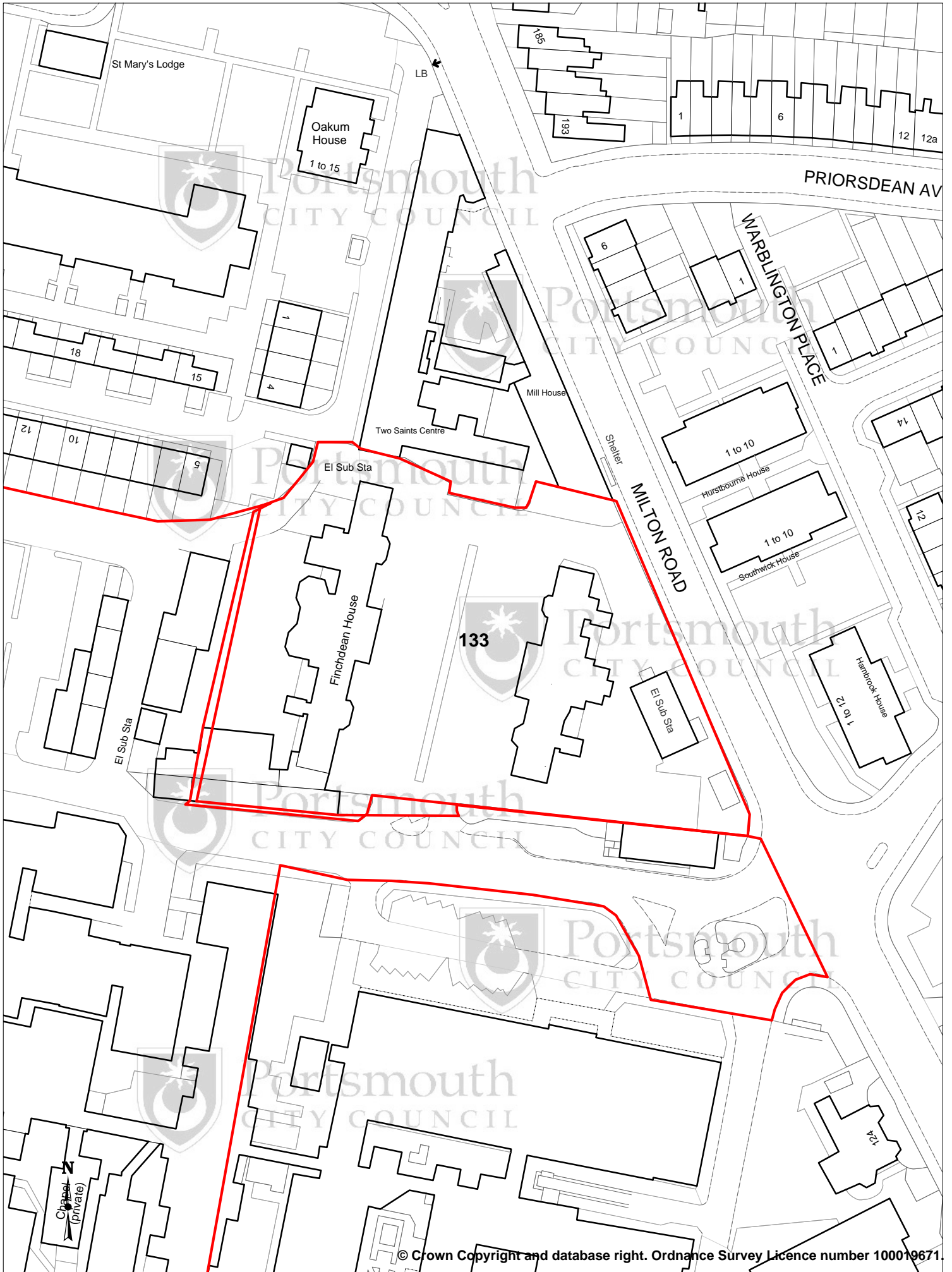
As the site has planning permission, there is a reasonable probability that it can be developed for housing in the first five years.

Conclusions

Gross Yield: 73 **Existing Units on Site:** 0 **Net Yield:** 73 **Anticipated Density (dph):**99

Timeframe for delivery: 1-5 years

Site status: Full Planning Permission - Not Started



St Mary's Lodge

Oakum House
1 to 15

LB

193

193

1

6

12

12a

PRIORSDEAN AV

WARBLINGTON PLACE

6

1

Mill House

18

15

1

4

Two Saints Centre

El Sub Sta

Sheller

MILTON ROAD

1 to 10

Hurstbourne House

1 to 10

Southwick House

14

12

133

Finchdean House

El Sub Sta

Hambrook House
1 2 10 1

El Sub Sta

Portsmouth CITY COUNCIL

Portsmouth CITY COUNCIL

Portsmouth CITY COUNCIL

Portsmouth CITY COUNCIL

Chapel (private)

**Site 136
Darby House**

Description of the Site and Planning History

Large building formerly used for educational purposes. This is currently a vacant site. Planning history: The site has a resolution to grant planning permission for 5 new houses (11/00489/OUT).

Gross area of site (ha): 0.39

Net developable area (ha): 0.37

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: >15 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: Yes

AQMA: No

Is residential compatible? Active ground floor

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 5-10 mins walk

Distance to Station: 10-15 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? Moderate

Site specific constraints and potential solutions: Development would involve demolition of the existing building and construction of new houses. The design will need to ensure that the amenity of current and future residents is preserved.

What form could the development take? Houses

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council

Is the site currently in use? Site not in use

Achievability

Strength of housing market: Medium-low strength housing market

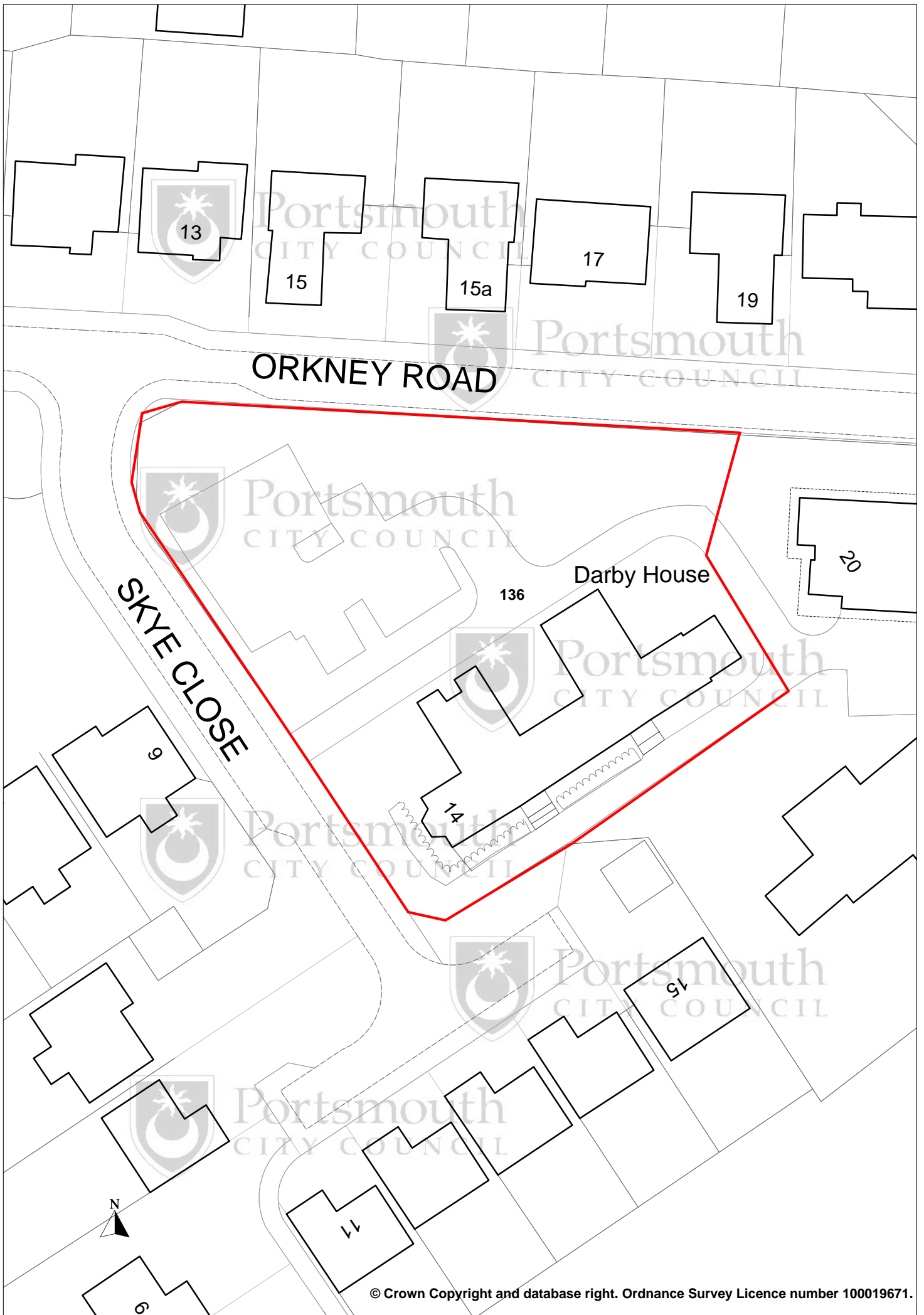
As there is a resolution to grant conditional outline approval, it is reasonable to conclude that development is possible in the first five years.

Conclusions

Gross Yield: 5 **Existing Units on Site:** 0 **Net Yield:** 5 **Anticipated Density (dph):** 13

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



ORKNEY ROAD

SKYE CLOSE

Darby House

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Site 137**Portland Hotel, 38 Kent Road****Description of the Site and Planning History**

Former Portland Hotel: a Grade II listed Thomas Owen building. This is currently a vacant site. Planning history: Planning permission and listed building consent for the conversion of the upper floors to 22 flats (11/00605/LBC & 11/00078/FUL) were refused in 2011.

Gross area of site (ha): 0.12

Net developable area (ha): 0.11

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: Yes **Listed building:** Listed

2115 flood zone: Partially or wholly in Zone 3

TPO: Yes

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The Portland Hotel is the end of Thomas Ellis Owen's Portland Terrace. It has been vacant for some time and would benefit from being brought back into use as a hotel, or through conversion to flats.

What form could the development take? Conversion to flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known to the city council through a recent planning application

Is the site currently in use? Site not in use

Achievability

Strength of housing market: High strength housing market

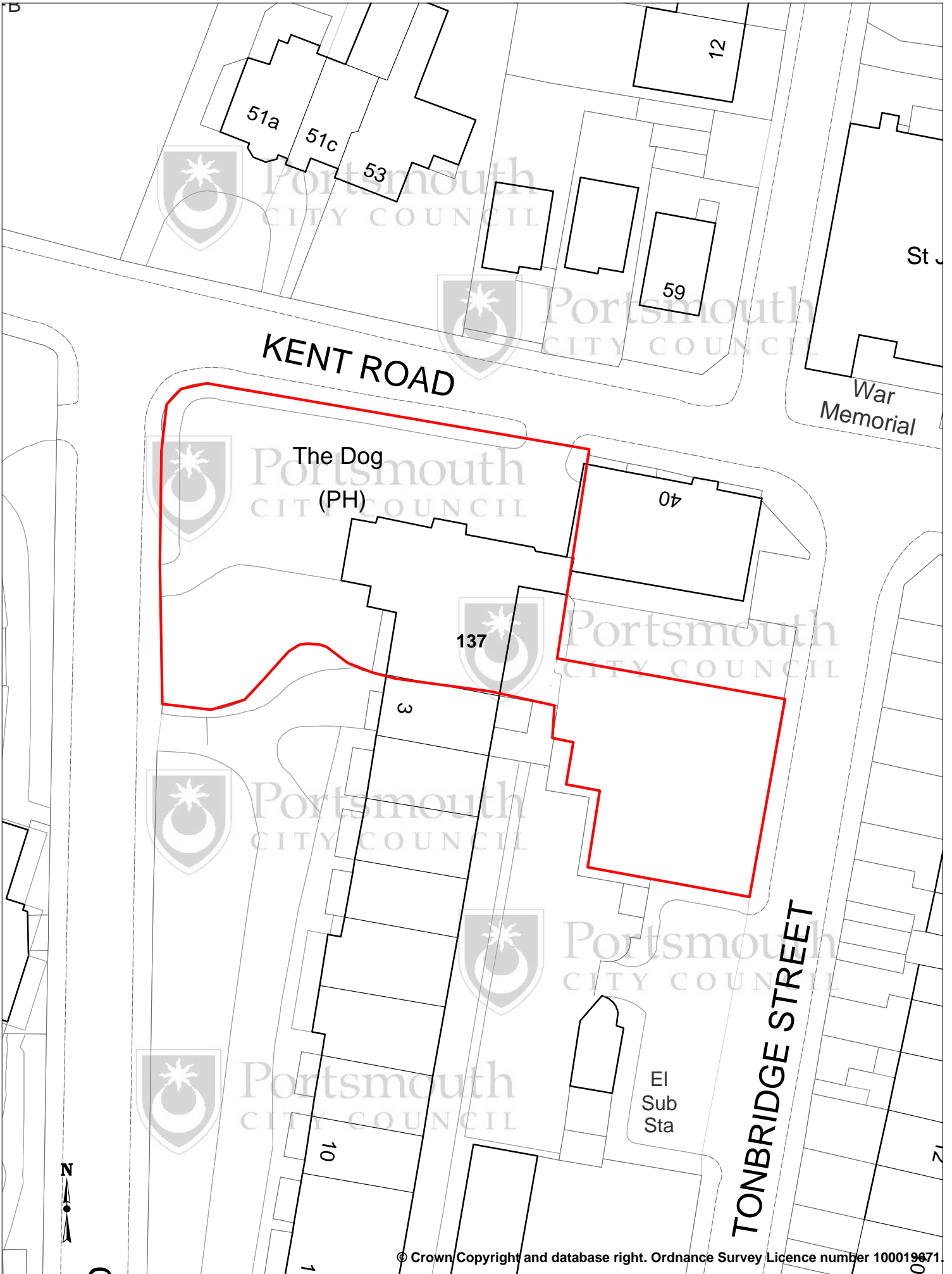
There is clear development interest in the site. As a result, it is a reasonable to conclude that development is possible, albeit less than is currently proposed, in the first five years.

Conclusions

Gross Yield: 10 **Existing Units on Site:** 0 **Net Yield:** 10 **Anticipated Density (dph):**83

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Site 138**119 High Street, Cosham (former Railway public house)****Description of the Site and Planning History**

The site is located at the corner of High Street and Knowsley Road in Cosham. It is the site of the former Railway public house. The site is currently vacant. It was previously used as a public house. Planning history: The city council refused planning permission for 22 flats in a 2-5 storey building on the site in 2011(11/00829/FUL) and a subsequent appeal was dismissed. An application for 20 flats (12/01083/FUL) is currently being considered.

Gross area of site (ha): 0.10**Net developable area (ha):** 0.95**Suitability**

Current flood zone: In Flood Zone 1	Distance to Local Centre: < 5 mins walk	
SFRA hazard level: Not applicable	Conservation Area: No	Listed building: No
2115 flood zone: Partially or wholly in Zone 3	TPO: No	AQMA: No
Is residential compatible? Yes	Distance to GP: <10 mins walk	
Distance to Secondary School: <10 mins walk	Distance to Bus Stop: < 5 mins walk	
Distance to Major Centre: <5 mins walk	Distance to Station: <10 mins walk	

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: given the site's location on the primary frontage of Cosham district centre, an active ground floor should be provided.

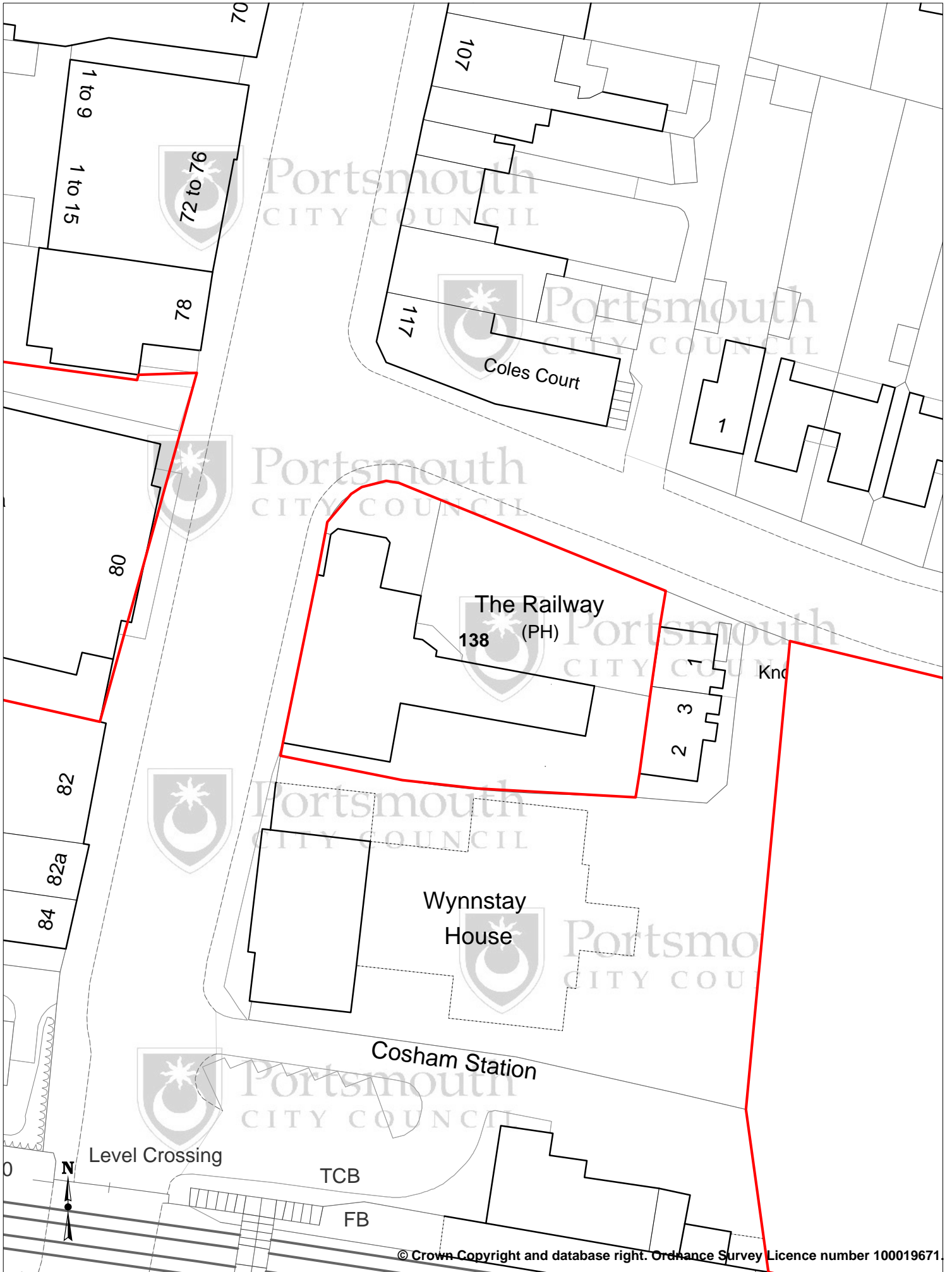
What form could the development take? Flats**Contamination:**

Information on the contaminative status of the site will be available shortly.

Availability**Ownership status:** The site's owner is known to the city council through a recent planning application**Is the site currently in use?** Site not in use**Achievability****Strength of housing market:** Medium-high strength housing market

As there is clear development interest in the site, it is reasonable to conclude that residential development is possible in the first five years.

Conclusions**Gross Yield:** 16 **Existing Units on Site:** 0 **Net Yield:** 16 **Anticipated Density (dph):**160**Timeframe for delivery:**1-5 years**Site status:**Potential Housing Site



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**Site 143
Halliday Crescent**

Description of the Site and Planning History

3-storey blocks of former MoD accommodation set in open grounds with small parking areas. Currently in use as residential dwellings. Planning history: Planning permission has been granted for extensions to the blocks to form 48 new dwellings (11/00070/FUL).

Gross area of site (ha): 1.94

Net developable area (ha): 1.843

Suitability

Current flood zone: In Flood Zone 1	Distance to Local Centre: 10-15 mins walk	
SFRA hazard level: Not applicable	Conservation Area: No	Listed building: No
2115 flood zone: In Flood Zone 1	TPO: Yes	AQMA: No
Is residential compatible? Yes	Distance to GP: >10 mins walk	
Distance to Secondary School: >10 mins walk	Distance to Bus Stop: > 5 mins walk	
Distance to Major Centre: >20 mins walk	Distance to Station: >20 mins walk	

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026

If the site contains undesignated green space, what is its importance? Moderate

Site specific constraints and potential solutions: Development is likely to take the form of extensions to the existing blocks. These extensions will need to relate well to the existing buildings and ensure that the amenity of current and future residents is preserved.

What form could the development take? A mix of flats and houses

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known to the city council through a recent planning application.

Is the site currently in use? Part of the site in intensive use

Achievability

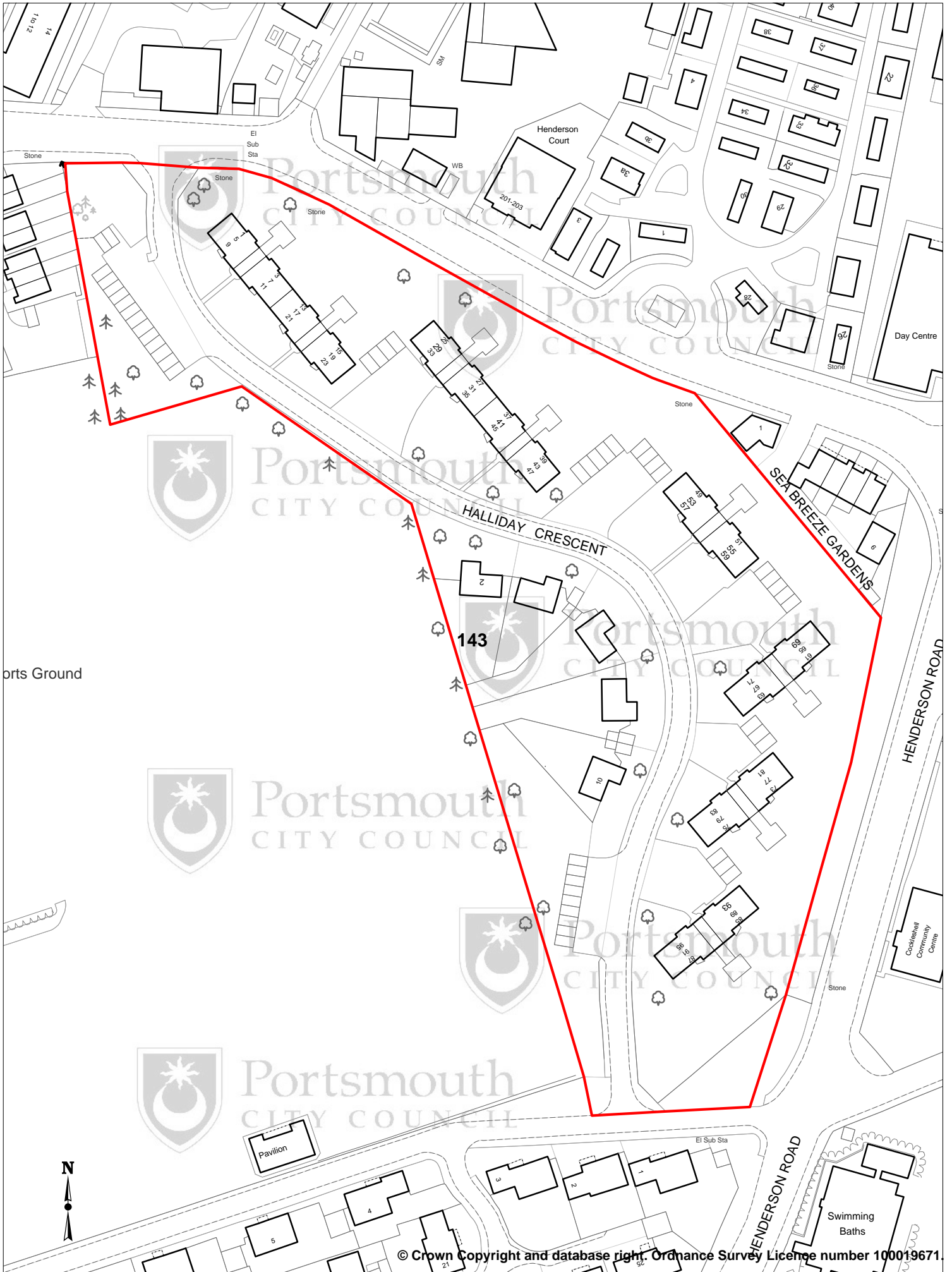
Strength of housing market: Medium-high strength housing market

As the site has planning permission there is a reasonable probability that it can be developed for housing in the first five years.

Conclusions

Gross Yield: 40 **Existing Units on Site:** 0 **Net Yield:** 40 **Anticipated Density (dph):**21

Timeframe for delivery: 1-5 years **Site status:** Full Planning Permission - Not Started



Site 146**Clinic South of Alexandra Lodge, Northern Parade****Description of the Site and Planning History**

1 and 2 storey linear buildings, mainly in the centre of the site. The site used to contain a PCT health clinic but is has since been cleared. Planning history: Former Alexandra Lodge site to immediate north has planning permission for 85 Extra Care units and re-ablement facility - 3/4 storey building. (11/01246/FUL)

Gross area of site (ha): 0.2

Net developable area (ha): 0.19

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Mixed use scheme

Distance to GP: >10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: 15-20 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026

If the site contains undesignated green space, what is its importance? Moderate

Site specific constraints and potential solutions: The site has been cleared and could be developed for 12 houses.

What form could the development take? Houses

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council

Is the site currently in use? Site not in use

Achievability

Strength of housing market: Medium strength housing market

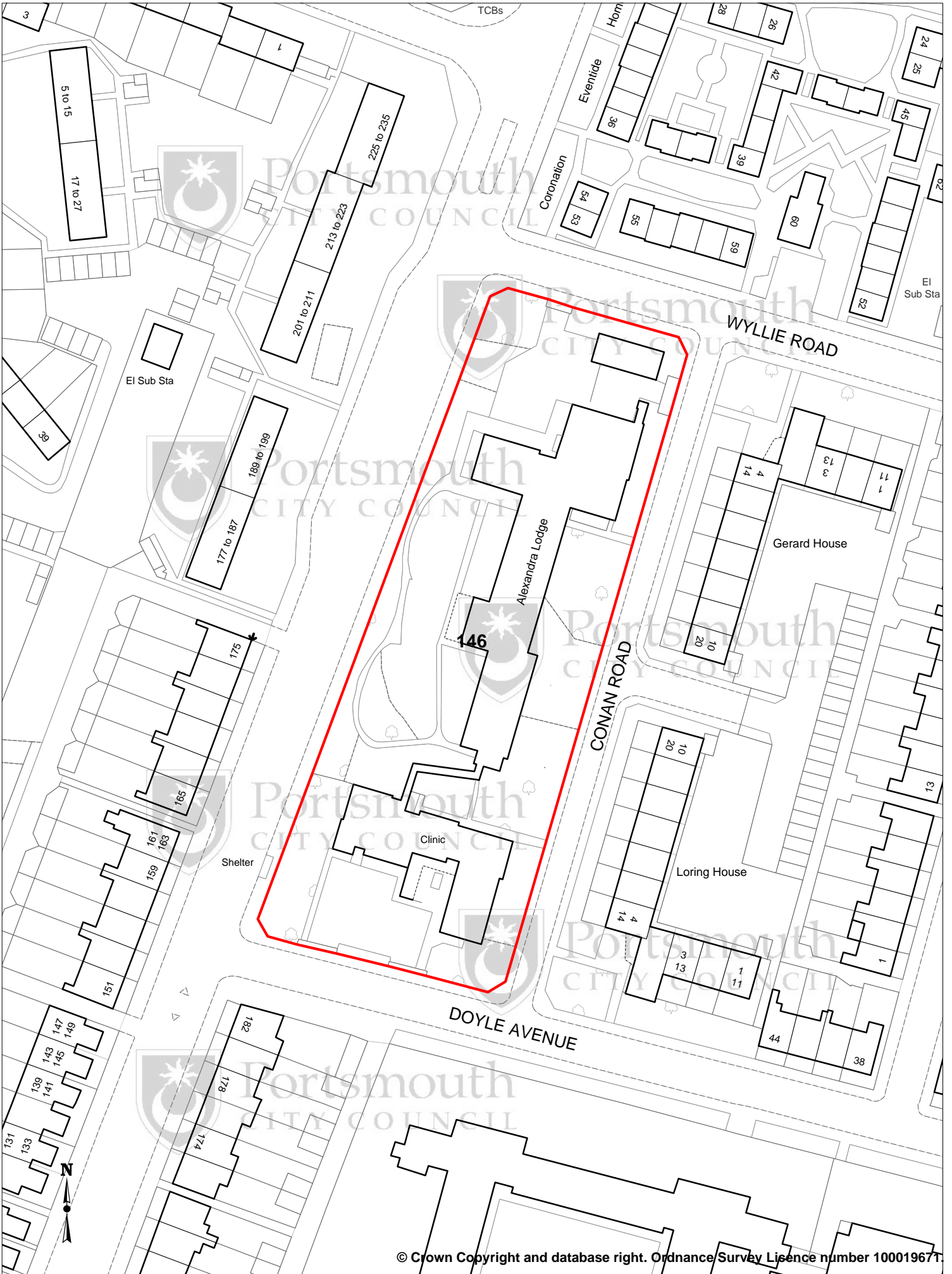
The site is being actively disposed of. Thus, subject to achieving planning permission, it is reasonable to conclude that development is possible within 5 years.

Conclusions

Gross Yield: 12 **Existing Units on Site:** 0 **Net Yield:** 12 **Anticipated Density (dph):**60

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Site 150**Southsea police station****Description of the Site and Planning History**

Historic Police Station building fronting Highland Road. Planning history: No relevant applications

Gross area of site (ha): 0.25

Net developable area (ha): 0.24

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: Locally L

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: >20 mins walk

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: Development of the site is likely to take the form of a conversion to flats of the existing police station building, with some additional new build possible to the rear.

What form could the development take? A mix of houses and flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known to the city council.

Is the site currently in use? Unintensively Used

Achievability

Strength of housing market: Medium-high strength housing market

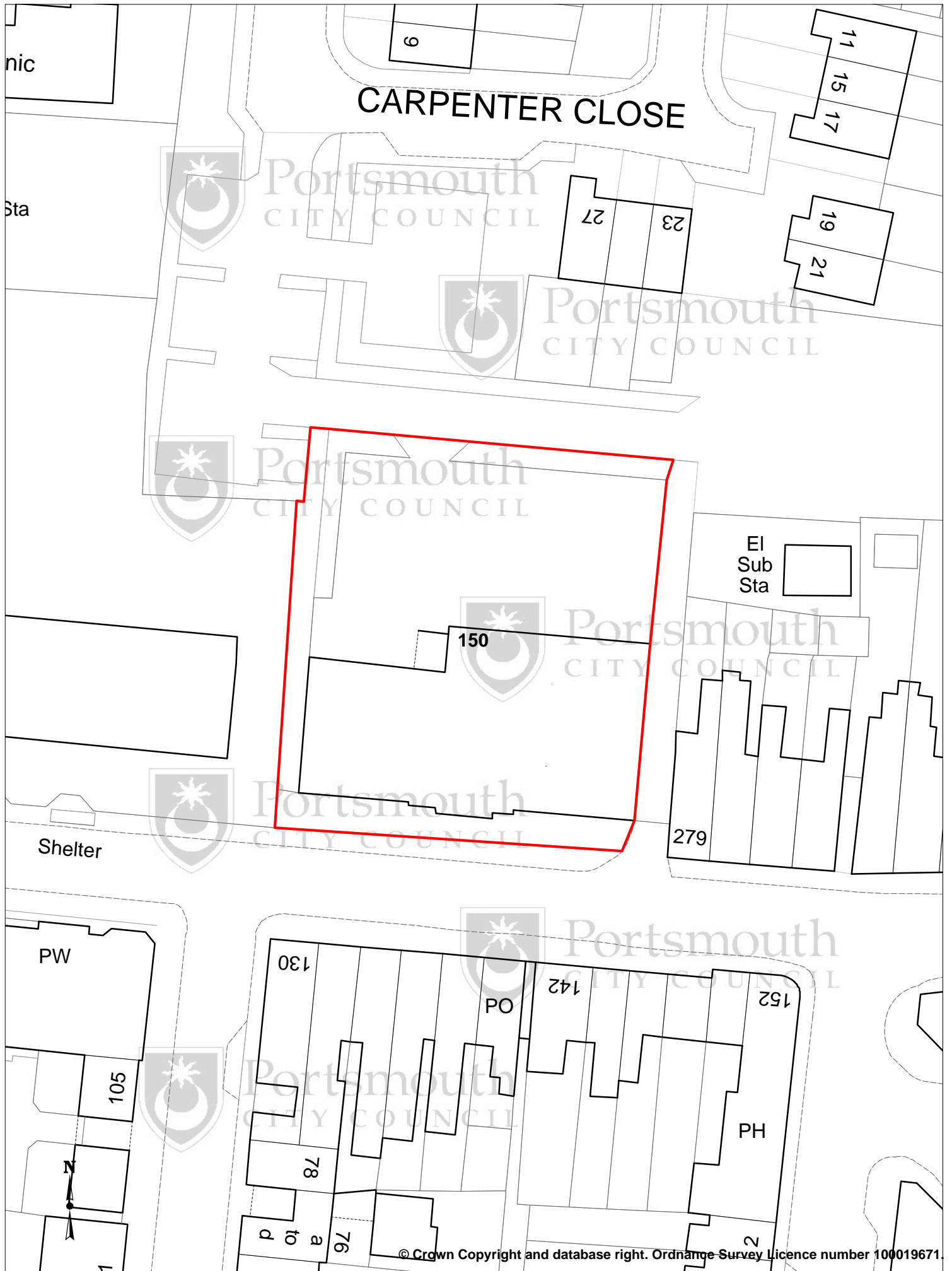
As the site is being disposed of, subject to planning permission, it is reasonable to conclude that development is possible in the first five years.

Conclusions

Gross Yield: 23 **Existing Units on Site:** 0 **Net Yield:** 23 **Anticipated Density (dph):**92

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



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Site 151
Trafalgar Wharf

Description of the Site and Planning History

This is a large, prominent site at the north western extent of Portsmouth Harbour. Currently used for employment, though the site is underused. Planning history: an application was submitted in April 2007 for a 166 dwelling development. This was later withdrawn. An application for 163 dwellings as part of a mixed use scheme is currently being considered (12/00998/OUT).

Gross area of site (ha): _____ **Net developable area (ha):** _____

Suitability

Current flood zone: Partially or wholly in Zone 3	Distance to Local Centre: 10-15 mins walk	
SFRA hazard level: Very High	Conservation Area: No	Listed building: No
2115 flood zone: Partially or wholly in Zone 3	TPO: No	AQMA: No
Is residential compatible? Mixed use scheme	Distance to GP: <10 mins walk	
Distance to Secondary School: <10 mins walk	Distance to Bus Stop: < 5 mins walk	
Distance to Major Centre: >20 mins walk	Distance to Station: >20 mins walk	

SRN Junction: M27/M275 Screenline
Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific issues and potential solutions: The site is split into two, the northern section should be developed for housing, the southern section for marine employment uses, taking advantage of the site's waterfront location. Any proposal will need to make the site safe from flooding.

What form could the development take? A mixed-use development

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owners are known to the city council

Is the site currently in use? Unintensively Used

Achievability

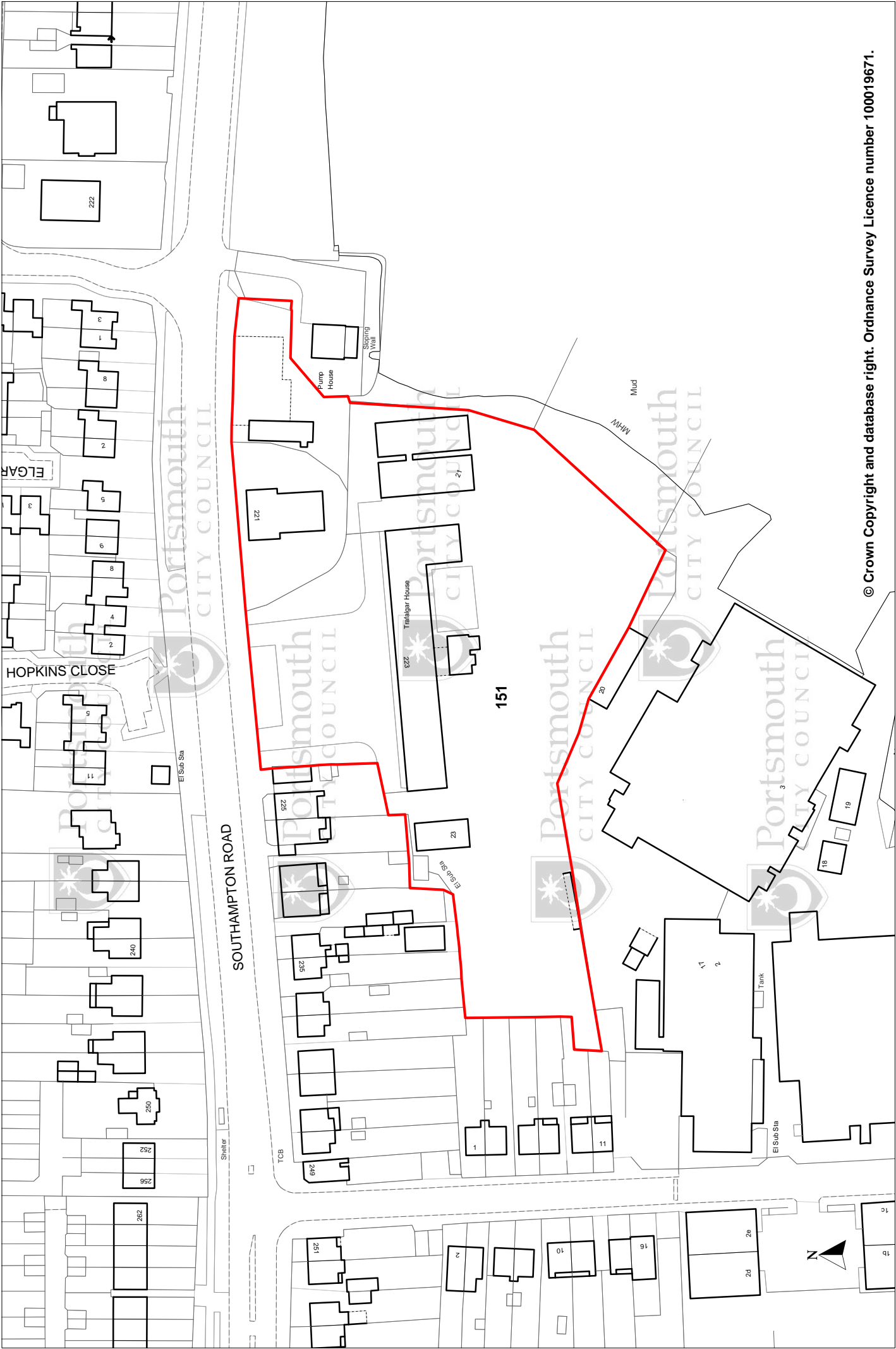
Strength of housing market: Medium-low strength housing market

The site is complex and there are constraints which need to be overcome before development can commence, however it is suitable for residential development. Hence, development could take place after the first five years.

Conclusions

Gross Yield: 160 **Existing Units on Site:** 0 **Net Yield:** 160 **Anticipated Density (dph):** _____

Timeframe for delivery: 6-14 years **Site status:** Potential Housing Site



Site 152**Skillpoy site, north of St James's Hospital, Locksway Road**

Description of the Site and Planning History

Hospital building and grounds, including a number of Tree Preservation Orders. The site would be accessed from Riverhead Close. Planning History: The city council resolved to grant planning permission for 13 houses in 2012 (12/00522/OUT).

Gross area of site (ha): 0.41

Net developable area (ha): 0.39

Suitability

Current flood zone: In Flood Zone 1	Distance to Local Centre: 5-10 mins walk	
SFRA hazard level: Not applicable	Conservation Area: No	Listed building: Listed
2115 flood zone: Partially or wholly in Zone 3	TPO: Yes	AQMA: No
Is residential compatible? Yes	Distance to GP: <10 mins walk	
Distance to Secondary School: >10 mins walk	Distance to Bus Stop: > 5 mins walk	
Distance to Major Centre: >20 mins walk	Distance to Station: >20 mins walk	

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? High

Site specific constraints and potential solutions: This site is now surplus to the requirements of the PCT and there is a resolution to grant planning permission for 13 houses on the site.

What form could the development take? Houses

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the NHS.

Is the site currently in use? Part of the site in intensive use

Achievability

Strength of housing market: Medium-low strength housing market

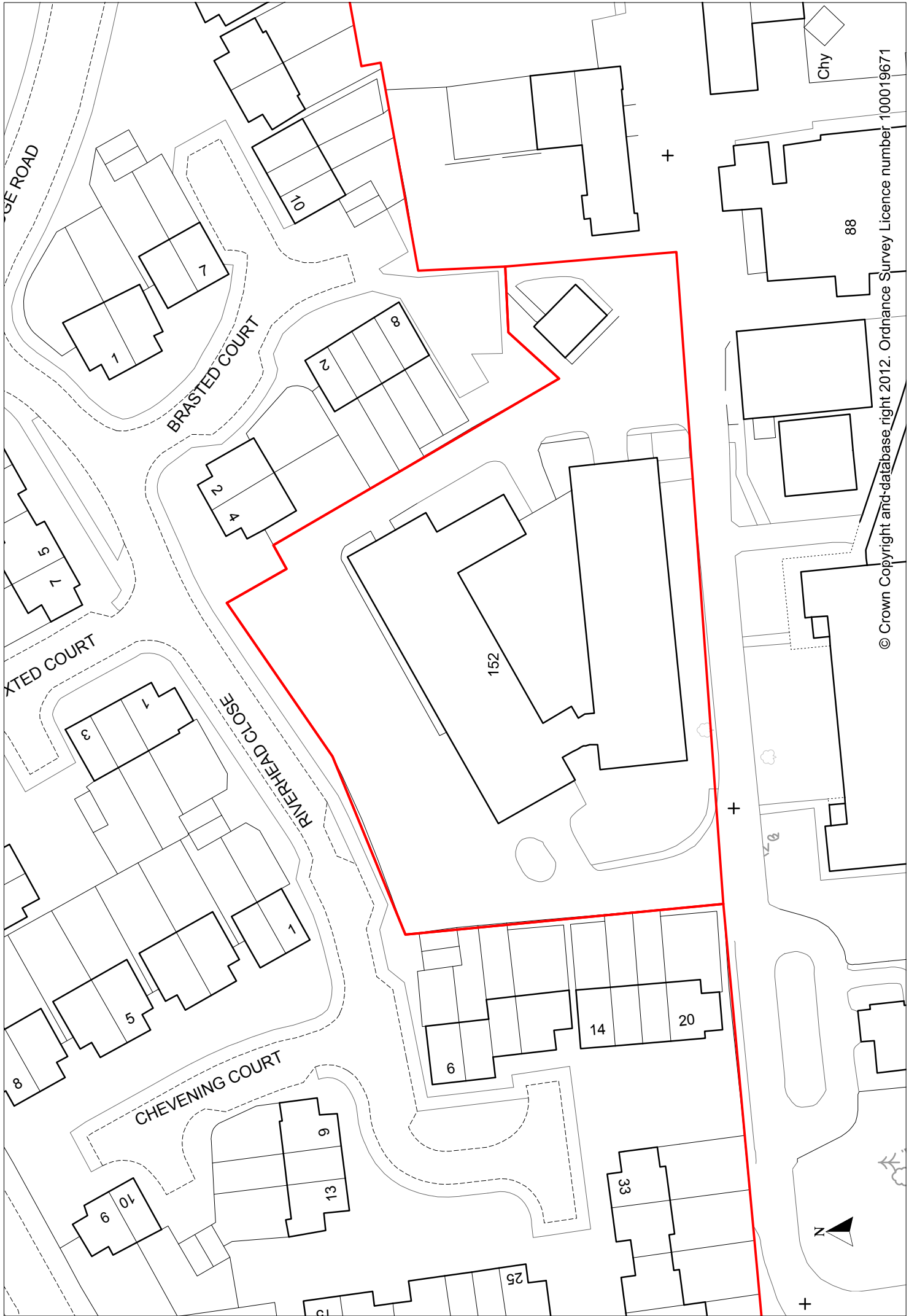
As the site has a resolution to grant planning permission, there is a reasonable probability that it can be developed for housing in the first five years.

Conclusions

Gross Yield: 13 Existing Units on Site: 0 Net Yield: 13 Anticipated Density (dph):32

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Site 153**Sultan Road Car Parks (1 of 2 - eastern site)**

Description of the Site and Planning History

This is one of two surface level car parks located between blocks of flats on the south side of Sultan Road. Planning History: No relevant applications.

Gross area of site (ha): 0.06

Net developable area (ha): 0.06

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: 15-20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: This site could be developed alongside site 154. The site is adjacent to existing housing and so care will need to be taken to minimise any impact on the amenity of current or future residents.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Unintensively Used

Achievability

Strength of housing market: Low strength housing market

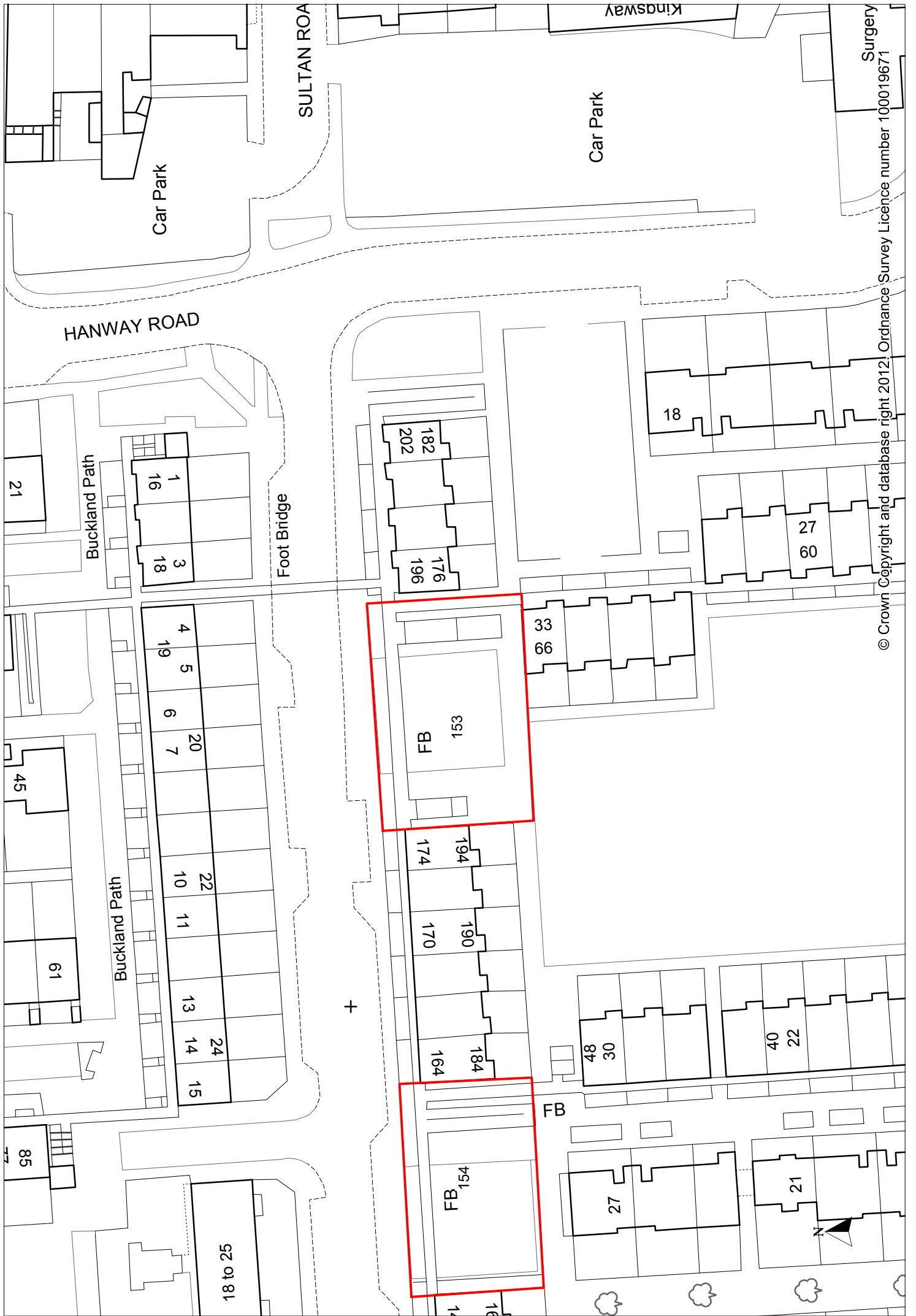
The site is expected to come forward in the first five years.

Conclusions

Gross Yield: 5 Existing Units on Site: 0 Net Yield: 5 Anticipated Density (dph):83

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Site 154**Sultan Road Car Parks (& of 2 - western site)****Description of the Site and Planning History**

This is one of two surface level car parks located between blocks of flats on the south side of Sultan Road. Planning History: No relevant applications.

Gross area of site (ha): 0.05

Net developable area (ha): 0.05

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: 15-20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: This site could be developed alongside site 153. The site is adjacent to existing housing and so care will need to be taken to minimise any impact on the amenity of current or future residents.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council

Is the site currently in use? Unintensively Used

Achievability

Strength of housing market: Low strength housing market

The site is expected to come forward in the first five years

Conclusions

Gross Yield: 5

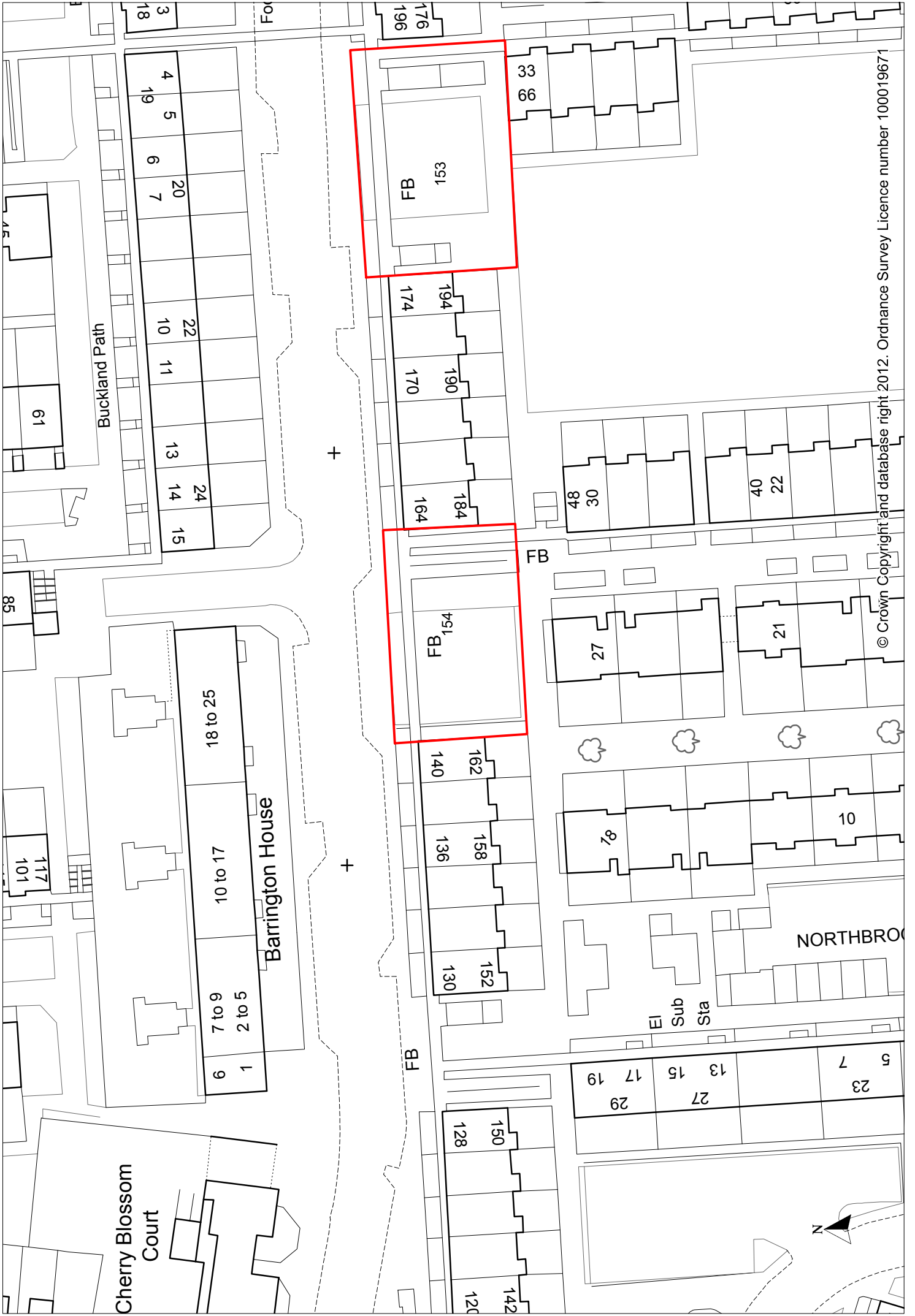
Existing Units on Site: 0

Net Yield: 5

Anticipated Density (dph):100

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Site 155**St George's Building, High Street, Old Portsmouth****Description of the Site and Planning History**

5-6 storey University building fronting on the High Street with large rear carpark. The site is currently in use by the University of Portsmouth. Planning History: No relevant applications.

Gross area of site (ha): 0.21

Net developable area (ha): 0.20

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 10-15 mins walk

SFRA hazard level: Not applicable

Conservation Area: Yes **Listed building:** No

2115 flood zone: Partially or wholly in Zone 2

TPO: No

AQMA: Yes

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: 10-15 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site's prominent and accessible location and proximity to areas of interest would make it an ideal location for a hotel. Residential or education uses would also be appropriate. The character of the Conservation Area would also need to be considered.

What form could the development take? Houses and flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known to the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

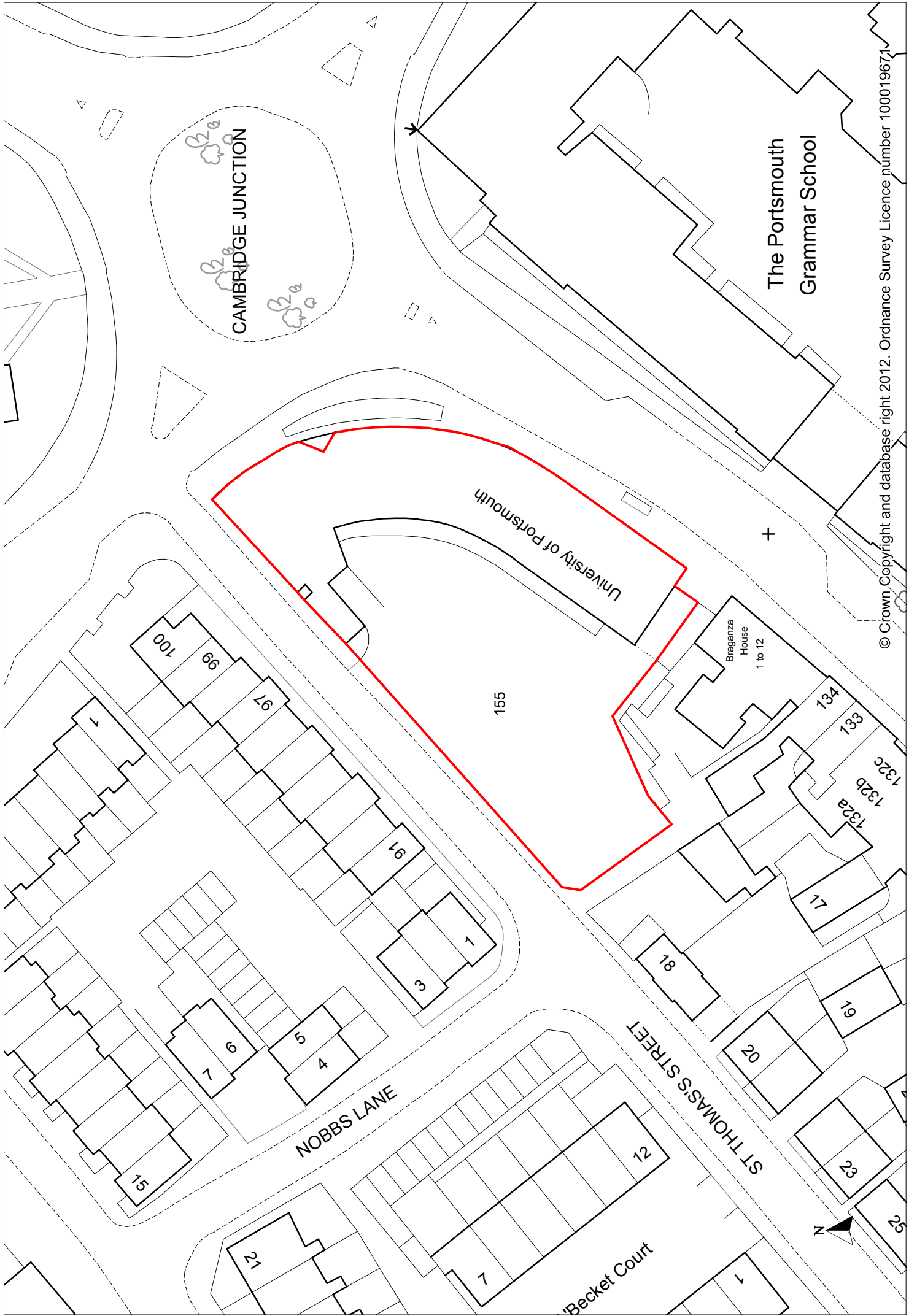
The site is expected to come forward in the first five years.

Conclusions

Gross Yield: 30 **Existing Units on Site:** 0 **Net Yield:** 30 **Anticipated Density (dph):** 143

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



CAMBRIDGE JUNCTION

The Portsmouth
Grammar School

University of Portsmouth

155

Braganza
House
1 to 12

NOBBS LANE

ST THOMAS'S STREET

Becket Court

Site 156
Seymour Close car parks

Description of the Site and Planning History

Surface level car parks to the north and south of Seymour Road. Planning History: No relevant applications.

Gross area of site (ha): 0.19

Net developable area (ha): 0.18

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: 15-20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site is heavily overlooked and so care will need to be taken to minimise any impact on the amenity of current or future residents.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Unintensively Used

Achievability

Strength of housing market: Low strength housing market

The site is expected to come forward in the first five years.

Conclusions

Gross Yield: 10 **Existing Units on Site:** 0 **Net Yield:** 10 **Anticipated Density (dph):**53

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site

CRESSY ROAD

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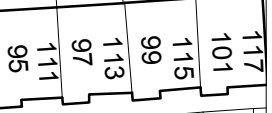
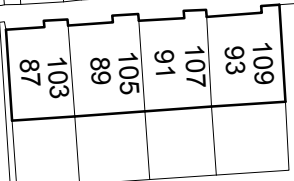
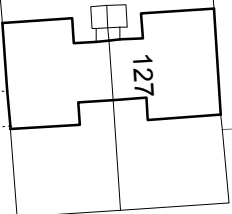
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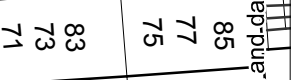
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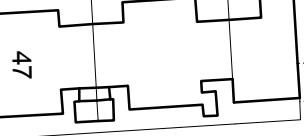
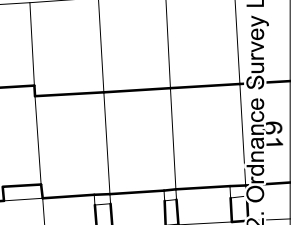
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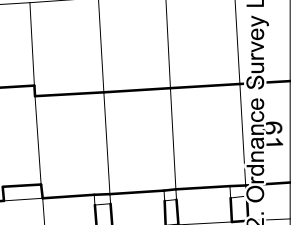
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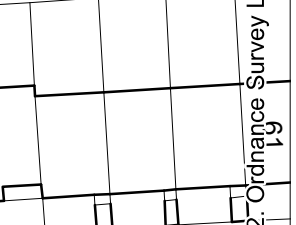
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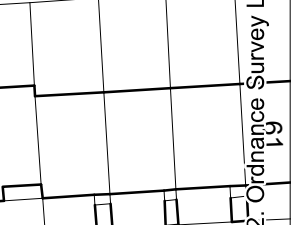
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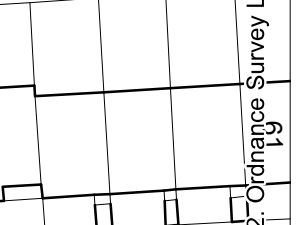
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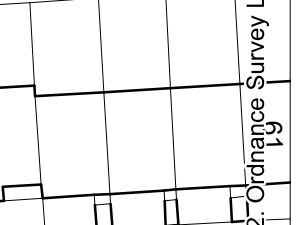
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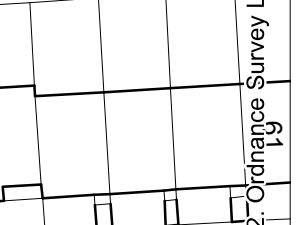
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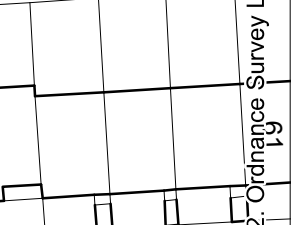
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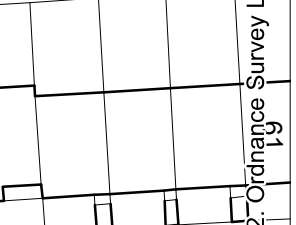
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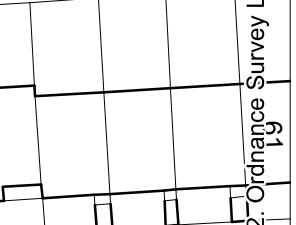
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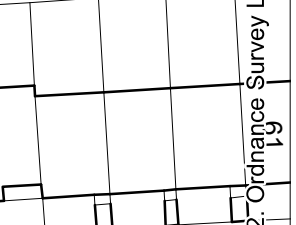
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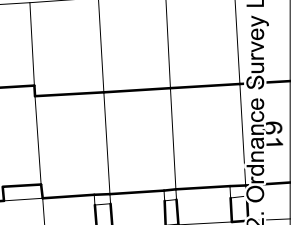
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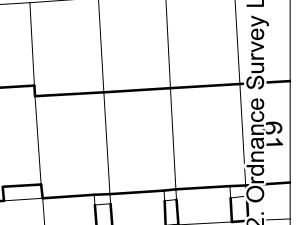
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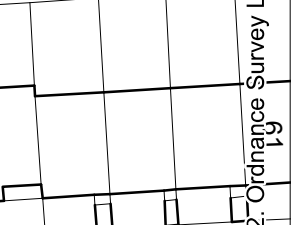
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FB

SEYMOUR

CLOSE

FB

Site 157**Former Wymering Community Centre, Sevenoaks Road****Description of the Site and Planning History**

Site is enclosed by chain-link fence with a landscaping strip to the east separating land from QA hospital. Former community centre slab foundation and other incidental open space to the immediate west. Contains a floodlit multi use games area (MUGA). Planning History: No relevant applications.

Gross area of site (ha): 0.24

Net developable area (ha): 0.23

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 5-10 mins walk

Distance to Station: 15-20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? High

Site specific constraints and potential solutions: The proposal involves developing flats on the existing multi use games area, re-providing the multi use games area on the former community centre site and retaining the children's play area and tree of life.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Site not in use

Achievability

Strength of housing market: Medium-low strength housing market

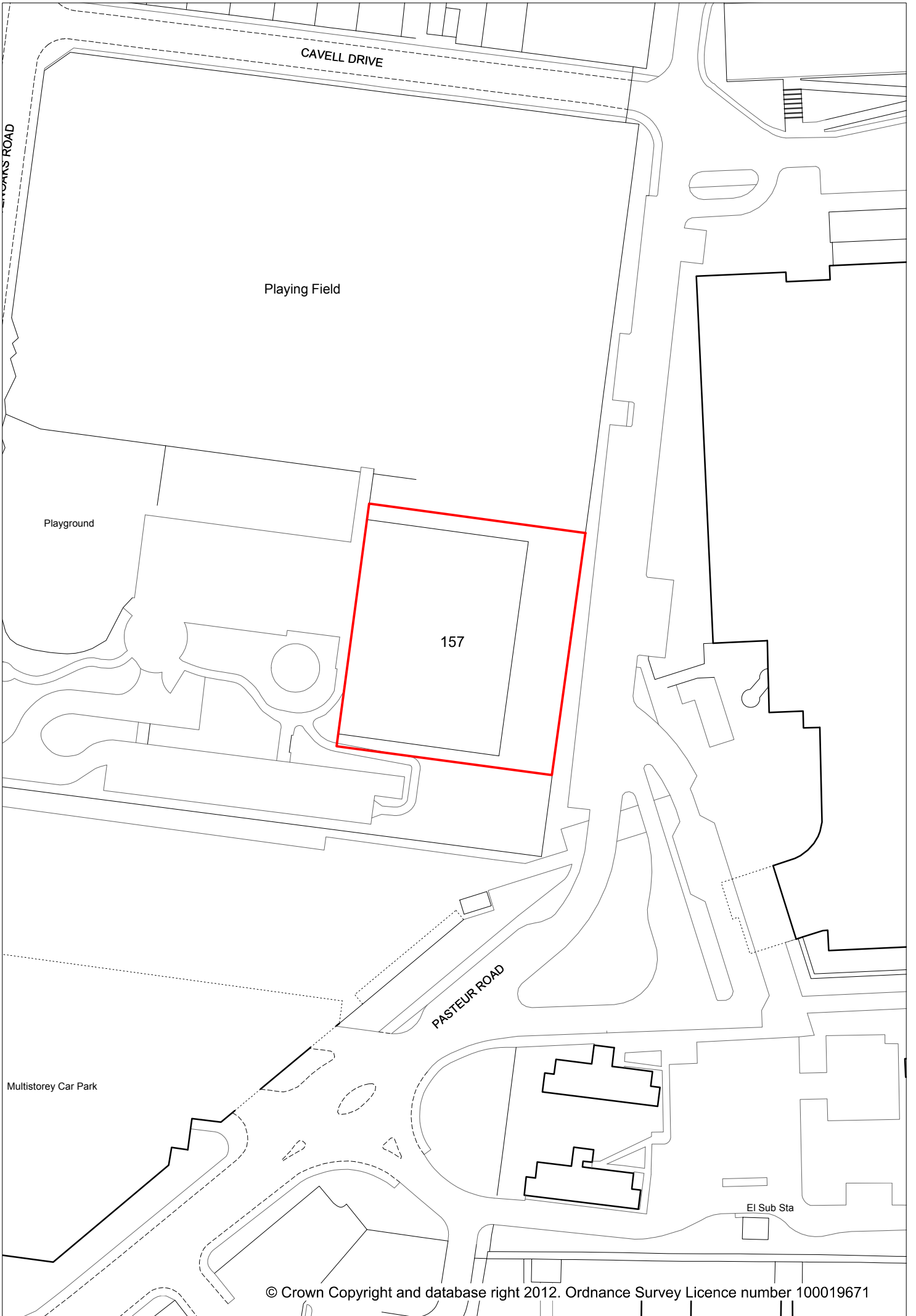
As the site is available now and suitable for housing, development is expected in the first five years.

Conclusions

Gross Yield: 30 **Existing Units on Site:** 0 **Net Yield:** 30 **Anticipated Density (dph):** 125

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



WYKES ROAD

CAVELL DRIVE

Playing Field

Playground

157

PASTEUR ROAD

Multistorey Car Park

E1 Sub Sta

Site 158**Edinburgh House, Southampton Road****Description of the Site and Planning History**

2 storey residential care home. Planning History: No relevant applications.

Gross area of site (ha): 0.47

Net developable area (ha): 0.38

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: >15 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: Yes

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Moderate

Site specific constraints and potential solutions: Residential care home to be closed and re-provided at a new location. The site could be redeveloped for approximately 30 flats.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-low strength housing market

The site is surplus to requirements. As a result, it is reasonable to conclude that the site can be developed for housing in the first five years.

Conclusions

Gross Yield: 30 **Existing Units on Site:** 0 **Net Yield:** 30 **Anticipated Density (dph):**64

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site

Primary School

LOSE

on Centre

SUNDRIDGE CLOSE

Edinburgh House

158

Workshops for the Disabled

Chy

Shelter

Subway

SOUTHAMPTON ROAD

Subway

6 to 11

12 to 17

1 2 3 4 5

Site 159**Cosham Territorial Army Centre****Description of the Site and Planning History**

A large two storey building and associated car park. The site is semi-circular in shape. Residential to the north, east and west. The M27/A27 is to the south. Planning History: No relevant applications.

Gross area of site (ha): 0.76

Net developable area (ha): 0.61

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: < 5 mins walk

SFRA hazard level: High

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Low

Site specific constraints and potential solutions: Development of the site would involve demolition of the existing building and construction of 23 new houses and flats. Any proposals would need to consider mitigation of the noise from the adjacent M27/A27.

What form could the development take? Houses and flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the Ministry of Defence.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium strength housing market

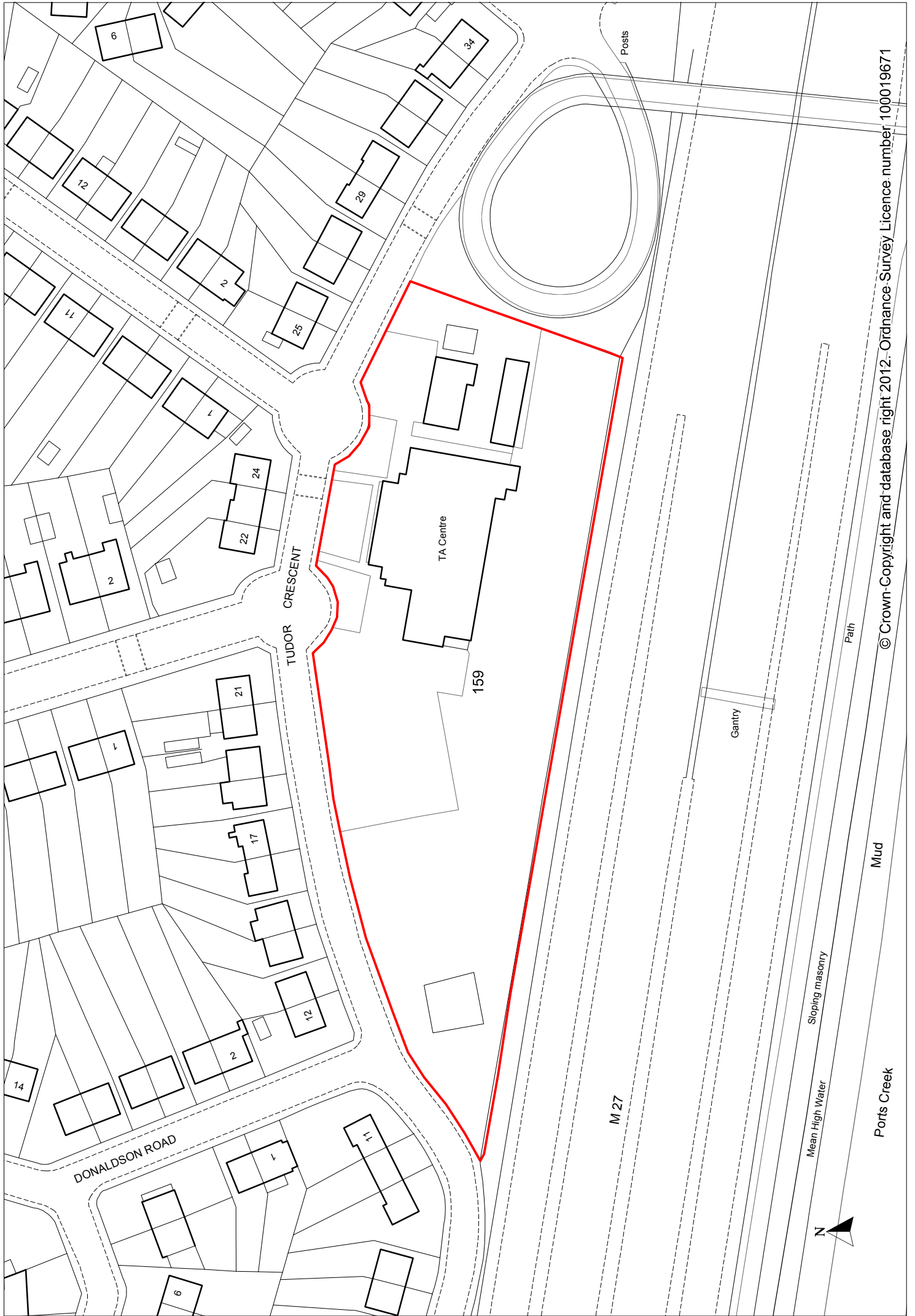
The is likely to come forward in the first five years.

Conclusions

Gross Yield: 23 **Existing Units on Site:** 0 **Net Yield:** 23 **Anticipated Density (dph):**30

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Site 160**Acorn Lodge, Southampton Road****Description of the Site and Planning History**

The site contains an NHS buildings fronting Southampton Road. Planning History: No relevant applications.

Á

Gross area of site (ha): 0.12

Net developable area (ha): 0.114

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: >15 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: Yes

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 5-10 mins walk

Distance to Station: <10 mins walk

SRN Junction: Hilsea Roundabout

Á Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Moderate

Site specific constraints and potential solutions: Development here would involve demolition of the existing building and new build containing approximately 8 flats.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the NHS.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-low strength housing market

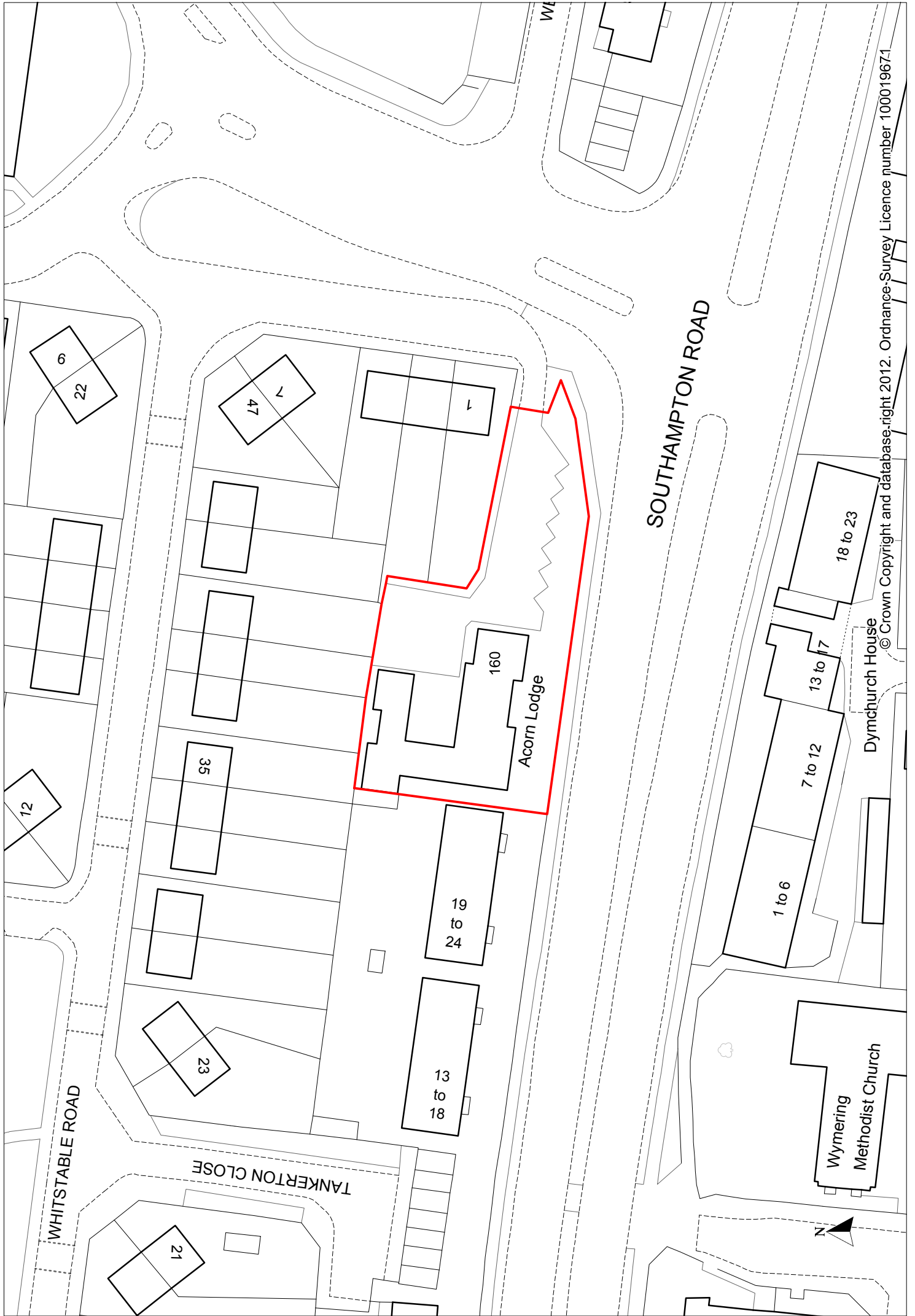
The is likely to come forward in the first five years.

Conclusions

Gross Yield: 8 **Existing Units on Site:** 0 **Net Yield:** 8 **Anticipated Density (dph):**67

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



WHITSTABLE ROAD

TANKERTON CLOSE

SOUTHAMPTON ROAD

Acorn Lodge

Wymering Methodist Church

Dymchurch House



Site 161**Former Highgrove Lodge, Karen Avenue****Description of the Site and Planning History**

Vacant site, formerly housed Highgrove Lodge residential care home. Planning history: No relevant applications.

Gross area of site (ha): 0.46

Net developable area (ha): 0.37

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: High

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: > 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: 15-20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? High

Site specific constraints and potential solutions: The site is suitable to be developed for houses or a residential care home. As the site falls within a high flood risk area a flood risk assessment would be needed and any necessary flood defences would need to be in place before any development starts.

What form could the development take? Houses

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Low strength housing market

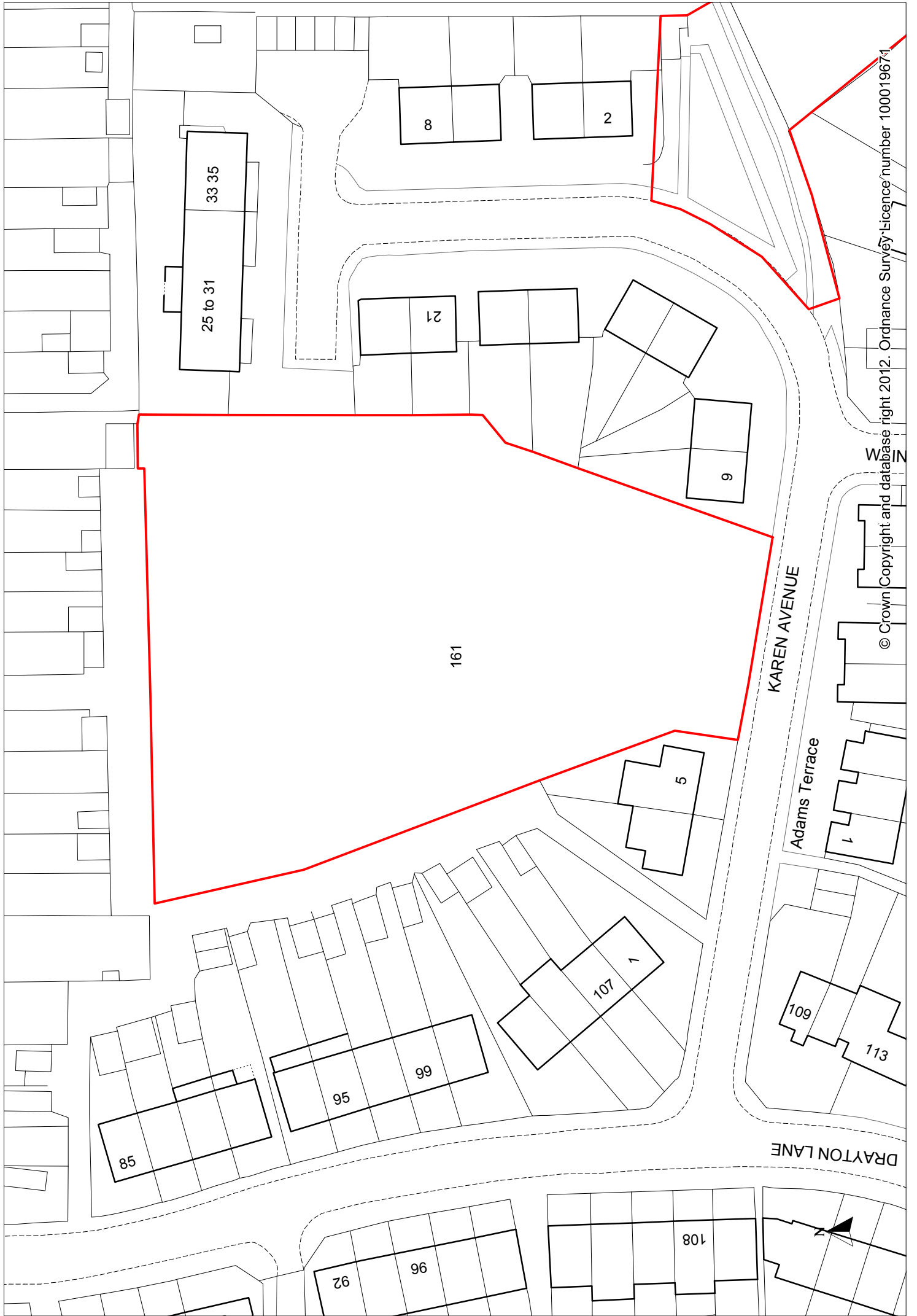
There is confirmed interest in developing the site. As a result, development can be achieved in the first five years.

Conclusions

Gross Yield: 25 **Existing Units on Site:** 0 **Net Yield:** 25 **Anticipated Density (dph):**54

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



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Site 162**East Lodge Park and adjacent field****Description of the Site and Planning History**

Open fields and public open space (includes multi use games area and play facilities). Some mature landscaping on the boundaries. Sites separated by metal mesh fence. Planning History: No relevant applications.

Gross area of site (ha): 1.18

Net developable area (ha): 0.94

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: >15 mins walk

SFRA hazard level: High

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: >10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: >20 mins walk

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? High

Site specific constraints and potential solutions: The proposal is to develop 40 houses on the site and reprovide the open space to the south. A flood risk assessment would need to be prepared to accompany any planning proposal on the site.

What form could the development take? Houses

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Unintensively Used

Achievability

Strength of housing market: Medium-high strength housing market

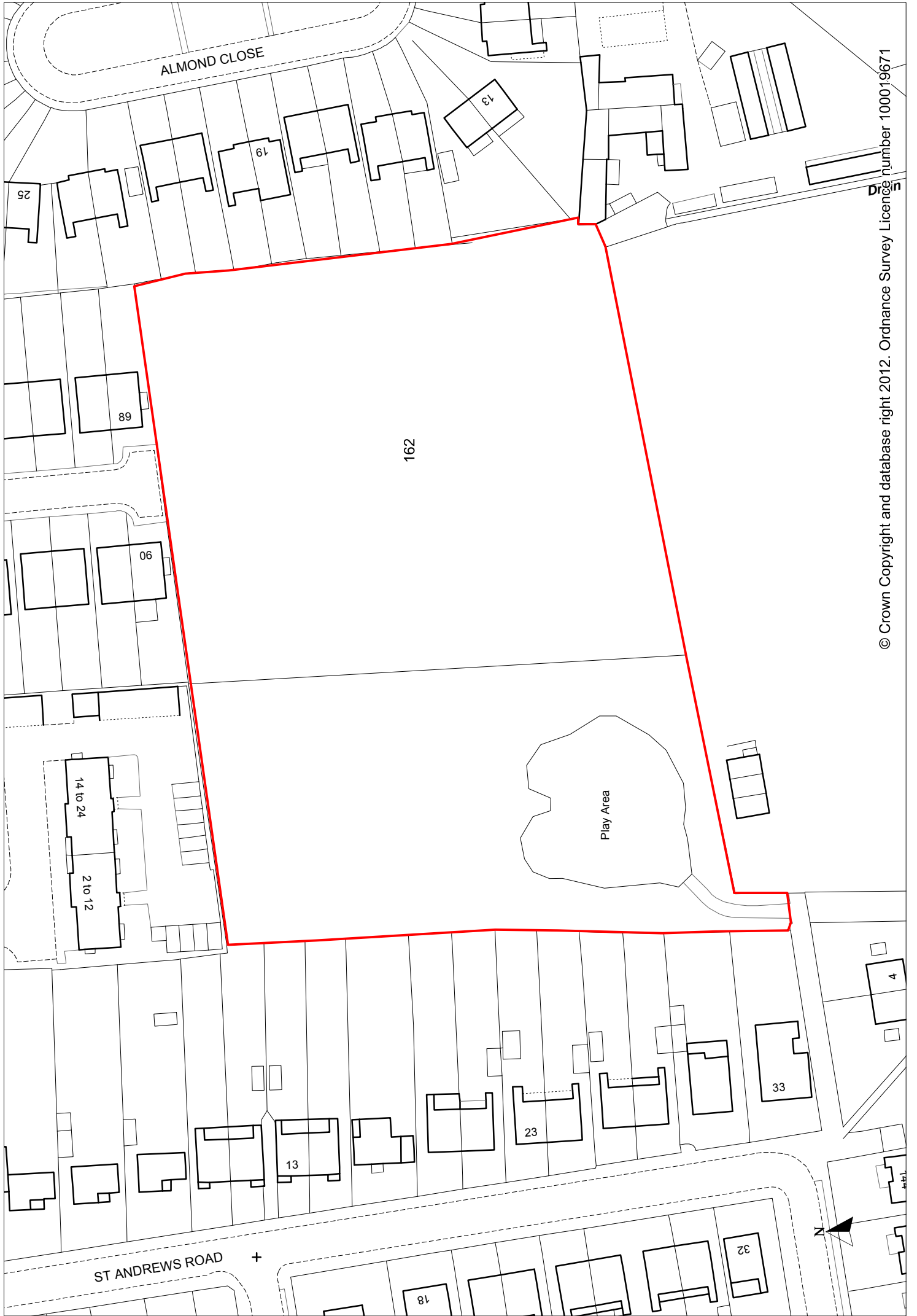
The site is surplus to requirements. As a result, development can be achieved in the first five years.

Conclusions

Gross Yield: 40 **Existing Units on Site:** 0 **Net Yield:** 40 **Anticipated Density (dph):**34

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



ALMOND CLOSE

162

Play Area

ST ANDREWS ROAD

Site 163**Savoy Buildings, South Parade, Southsea****Description of the Site and Planning History**

A prominent seafront location. Vacant site. Planning History: Planning permission was granted on appeal in 2007 for a 4-6 building with 92 apartments with ground floor commercial uses (06/00497/FUL).

Gross area of site (ha): 0.51

Net developable area (ha): 0.41

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: >15 mins walk

SFRA hazard level: Very High

Conservation Area: Yes

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 5-10 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The now cleared site is suitable for residential development. Any development must consider and make the most of its location on this key part of the seafront opposite South Parade Pier.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known through a recent planning application.

Is the site currently in use? Site not in use

Achievability

Strength of housing market: High strength housing market

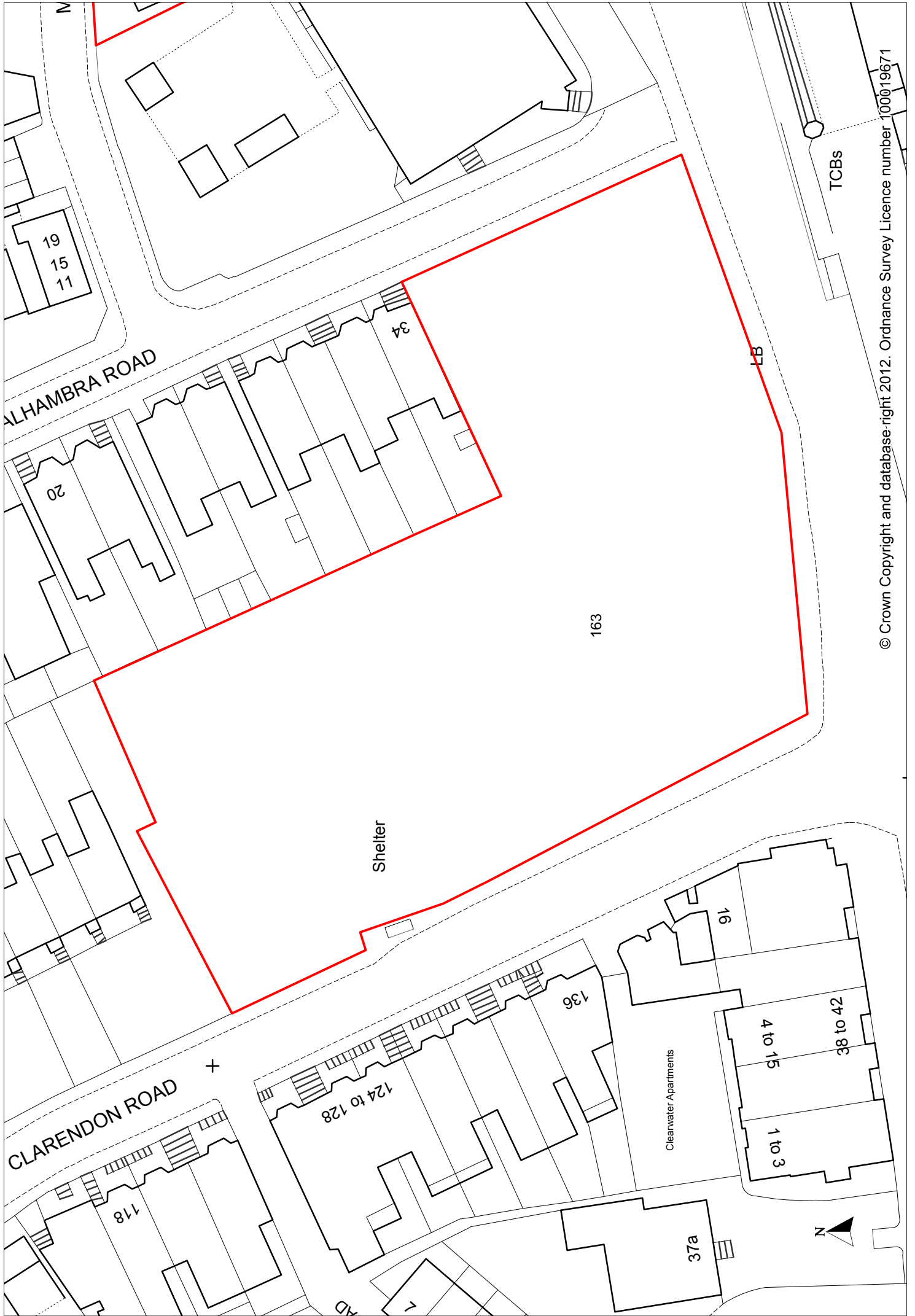
As there is confirmed developer interest in the site, it is reasonable to conclude that development could be achieved in the first five years.

Conclusions

Gross Yield: 90 **Existing Units on Site:** 0 **Net Yield:** 90 **Anticipated Density (dph):** 176

Timeframe for delivery: 1-5 years

Site status: Full Planning Permission - Not Started



Site 164**TA Centre at Feltons Place / Peronne Close****Description of the Site and Planning History**

Flat site comprising a cluster of 1-2 storey units and garages. The site contains many trees and vegetation and is surrounded by a high security fence. Currently used as a Territorial Army training and storage facility. Planning History: No relevant applications.

Gross area of site (ha): 0.7

Net developable area (ha): 0.56

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: High

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: Yes

AQMA: No

Is residential compatible? Yes

Distance to GP: >10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: 10-15 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Low

Site specific constraints and potential solutions: The TA have indicated that they may move out of the site within the next 5 years. Should residential development come forward the site's flood risk issues will need to be satisfactorily overcome.

What form could the development take? Houses

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the Ministry of Defence.

Is the site currently in use? Part of the site in intensive use

Achievability

Strength of housing market: Medium strength housing market

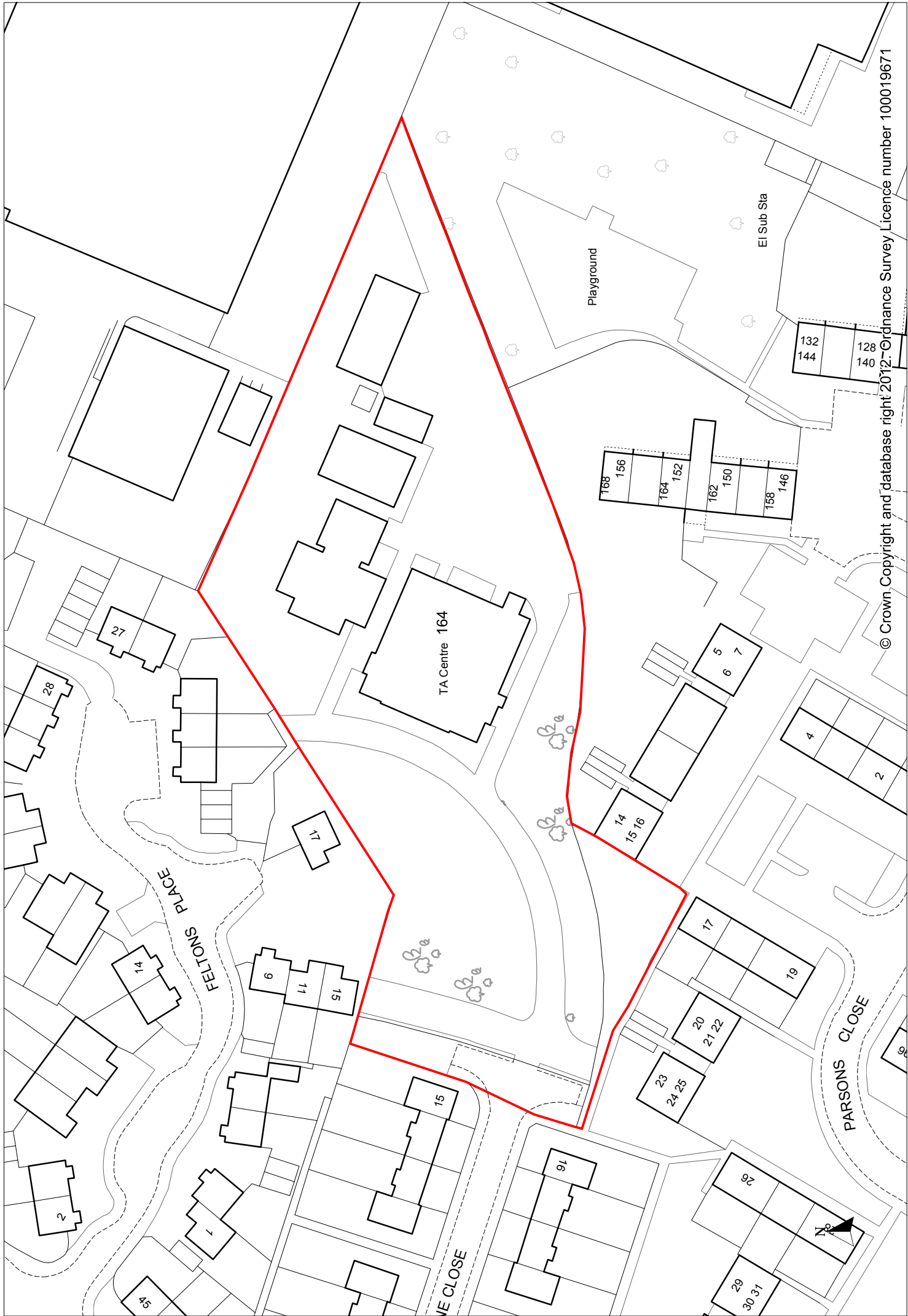
The site is expected to come forward in the first five years.

Conclusions

Gross Yield: 25 **Existing Units on Site:** 0 **Net Yield:** 25 **Anticipated Density (dph):**36

Timeframe for delivery:25

Site status:Potential Housing Site



Site 165**Bus Depot (west of London Road), Hilsea**

Description of the Site and Planning History

Large, single storey bus depot on the west of the site and petrol filling station adjacent to London Road. Planning history: no relevant applications.

Gross area of site (ha): 0.32

Net developable area (ha): 0.30

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Very High

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: Yes

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: 10-15 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The issue of flood risk must be overcome in any development proposal. Noise and air quality issues in connection with the busy London Road must also be considered, and satisfactory access arrangements will need to be made.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known to the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium strength housing market

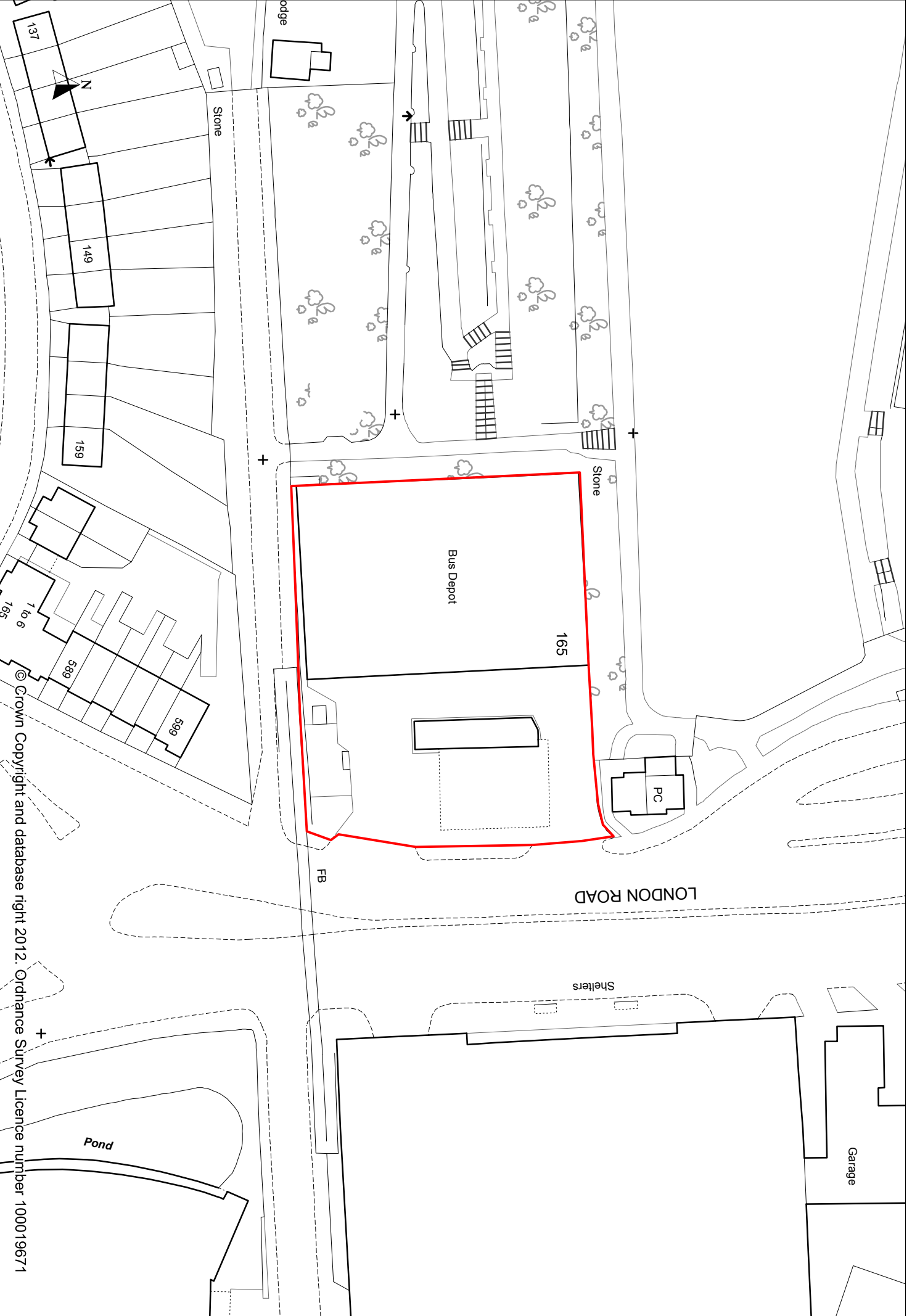
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 45 Existing Units on Site: 0 Net Yield: 45 Anticipated Density (dph): 141

Timeframe for delivery: 6-10 years

Site status: Potential Housing Site



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Site 166**Hilsea Lodge, London Road / Gatcombe Drive****Description of the Site and Planning History**

Large Care Home site on the corner of busy London Road and quieter Gatcombe Drive. Hilsea Lodge Care Home. Planning History: No relevant applications.

Gross area of site (ha): 0.48

Net developable area (ha): 0.38

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: Yes

AQMA: No

Is residential compatible? Yes

Distance to GP: >10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: >20 mins walk

SRN Junction: Hilsea Roundabout

Traffic flow at this junction is expected to increase by 22% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Moderate

Site specific constraints and potential solutions: There is a need for a doctor's surgery in this part of the city, and this site could provide a mixed development of doctor's surgery with flats above. The existing home will be re-provided in a new care facility.

What form could the development take? Health centre and flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-low strength housing market

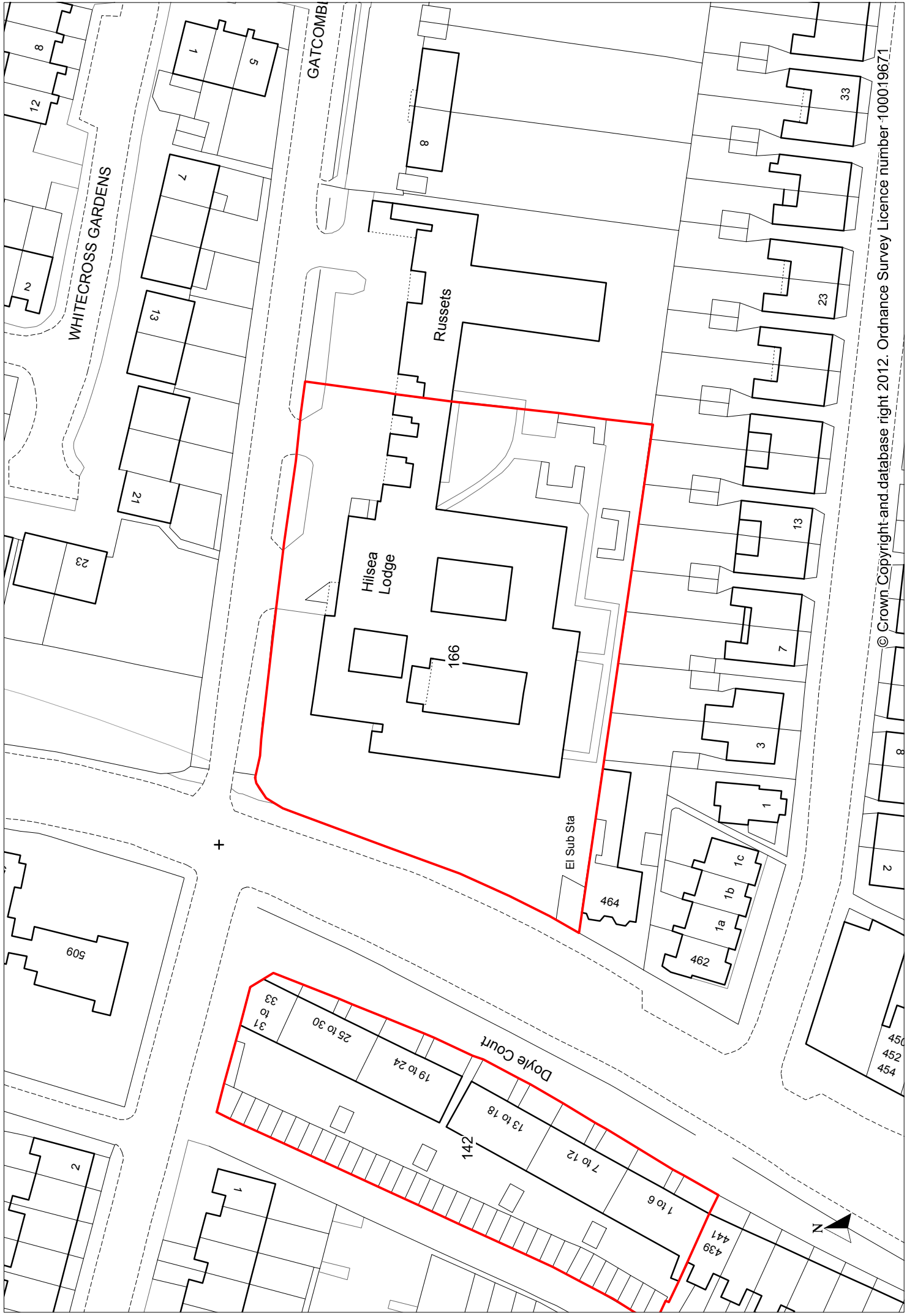
The site is expected to come forward in the first five years.

Conclusions

Gross Yield: 30 **Existing Units on Site:** 0 **Net Yield:** 30 **Anticipated Density (dph):**63

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



WHITECROSS GARDENS

GATCOMB

Hilsea Lodge

166

Russets

El Sub Sta

Doyle Court



Site 167**Two Villas, North East of St James's Hospital, Locksway Road****Description of the Site and Planning History**

Hospital buildings and grounds. Land to north of hospital occupied by existing buildings, to be accessed from Riverhead Close. Planning History: Site was part of MT3 in the City Local Plan - this site is the part of MT3 that is now available for allocation

Gross area of site (ha): 1.29

Net developable area (ha): 1.03

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: Yes

AQMA: No

Is residential compatible? Yes

Distance to GP: >10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: >20 mins walk

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? High

Site specific constraints and potential solutions: This site is likely to become surplus to the requirements of the PCT and would be suitable for housing development. Any development here would have to have particular regard to the protected trees on the site.

What form could the development take? Houses

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the NHS.

Is the site currently in use? Part of the site in intensive use

Achievability

Strength of housing market: Medium-high strength housing market

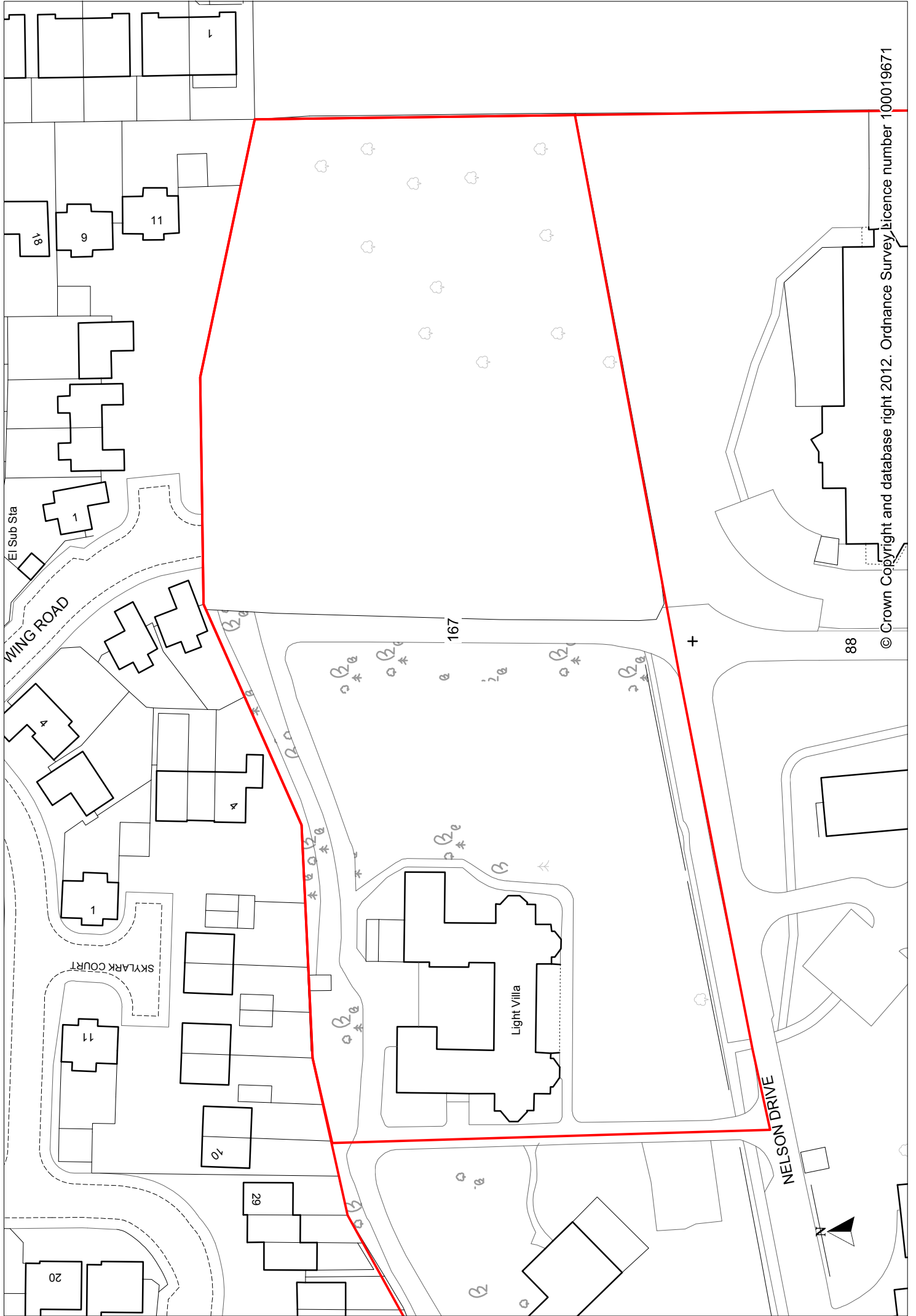
The site is expected to come forward in the first five years.

Conclusions

Gross Yield: 38 **Existing Units on Site:** 0 **Net Yield:** 38 **Anticipated Density (dph):**29

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



El Sub Sta

WING ROAD

SKYLARK COURT

Light Villa

NELSON DRIVE



Site 168**University of Portsmouth, Langstone Campus****Description of the Site and Planning History**

Site is in use by the university as student halls and sports pitches. Planning History: no relevant applications.

Gross area of site (ha): 3.30

Net developable area (ha): 2.31

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: Yes

AQMA: No

Is residential compatible? Yes

Distance to GP: >10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: >20 mins walk

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? High

Site specific constraints and potential solutions: In the long term, the University may wish to review the need for its accommodation at Langstone Campus. If they decide that it is surplus to requirements, the site could become available for residential development.

What form could the development take? A mix of houses and flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known to the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 110 **Existing Units on Site:** 110 **Net Yield:** 0 **Anticipated Density (dph):**33

Timeframe for delivery: 11-14 years

Site status: Potential Housing Site

Mud

Mud

Shingle

Shingle

Sand and Shingle

Mean High Water

Harbour View

Queen Elizabeth The Queen Mother Hall (University Halls of Residence)

Trust Block

Langstone Flats (East)

Langstone Flats (West)

B 301/33W

Pavils

Pavils

Block C

Block D

Block G

Block H

Block E

Block F

White House

Ker House

St James House

Dymond House

168

Barnard Tower

Langstone Centre

Block B

Block A

Tank

BROOM SQUARE



Site 169**Child Development Centre/Harbour School, St James's Hospital, Locksway Road**

Description of the Site and Planning History

School in the grounds of St James's Hospital, set in grassy landscape. Planning History: No relevant applications.

Gross area of site (ha): 1.4

Net developable area (ha): 1.12

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: Yes

AQMA: No

Is residential compatible? Yes

Distance to GP: >10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: >20 mins walk

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? High

Site specific constraints and potential solutions: The school is now surplus to requirements and the site is suitable for residential development in the form of houses. Any development would have to have particular regard to its impact on the adjacent Brent Goose feeding site.

What form could the development take? Houses

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the NHS.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

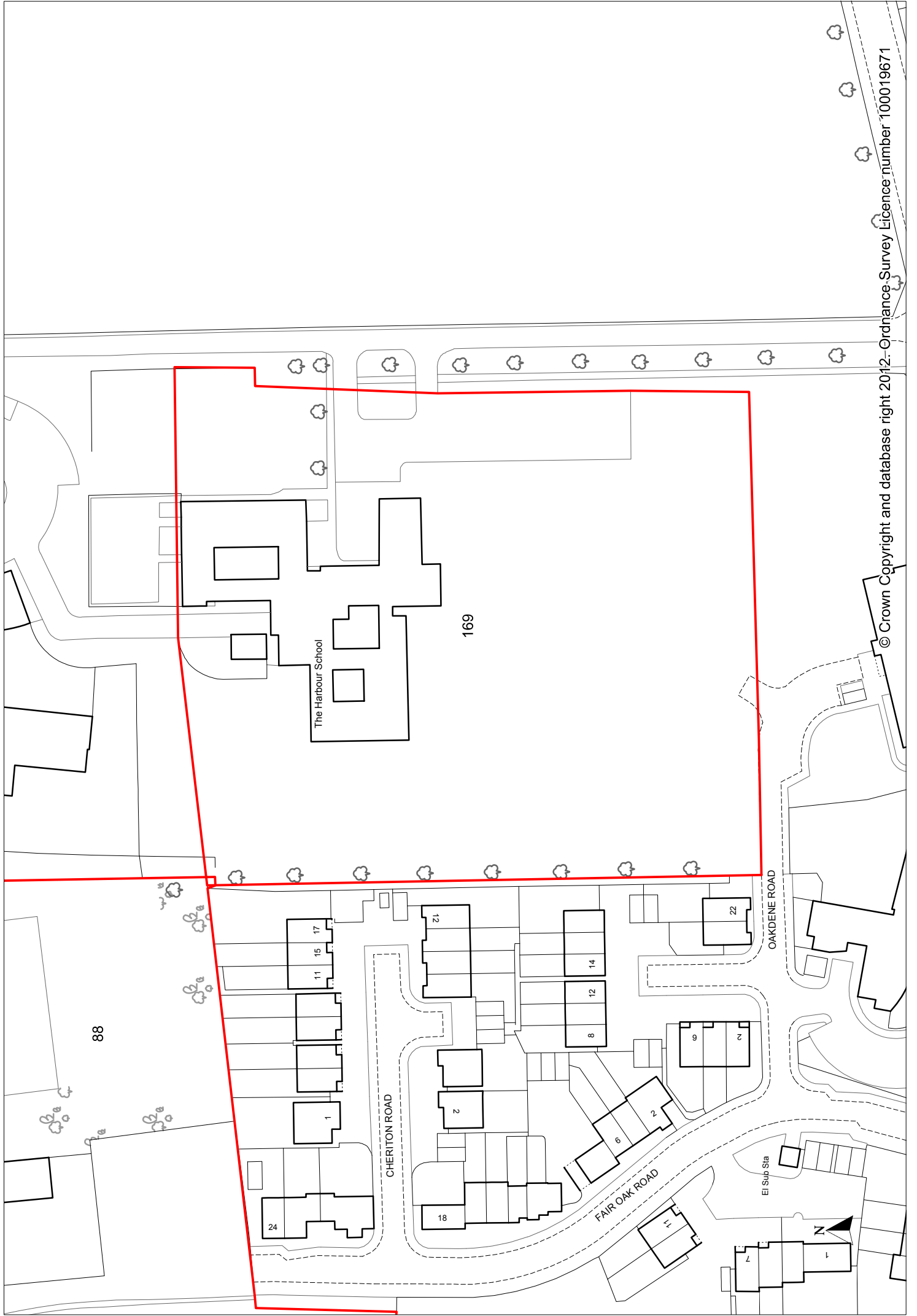
As the site is available and offers a suitable location for housing, development could be achieved in the first five years.

Conclusions

Gross Yield: 56 **Existing Units on Site:** 0 **Net Yield:** 56 **Anticipated Density (dph):**40

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Site 170
Garages, Dursley Crescent

Description of the Site and Planning History

An unused triangular garage site. Currently vacant garages. Planning History: No relevant applications.

Gross area of site (ha): 0.18

Net developable area (ha): 0.171

Suitability

Current flood zone: In Flood Zone 1	Distance to Local Centre: 5-10 mins walk	
SFRA hazard level: Not applicable	Conservation Area: No	Listed building: No
2115 flood zone: In Flood Zone 1	TPO: No	AQMA: No
Is residential compatible? Yes	Distance to GP: <10 mins walk	
Distance to Secondary School: >10 mins walk	Distance to Bus Stop: < 5 mins walk	
Distance to Major Centre: 10-20 mins walk	Distance to Station: >20 mins walk	

SRN Junction: M27/M275 Screenline
Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site is triangular in shape and so flats would be more suited to the site than houses. Any development proposals will need to take account of the proximity to the railway line and ensure the amenity of current and future residents.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Site not in use

Achievability

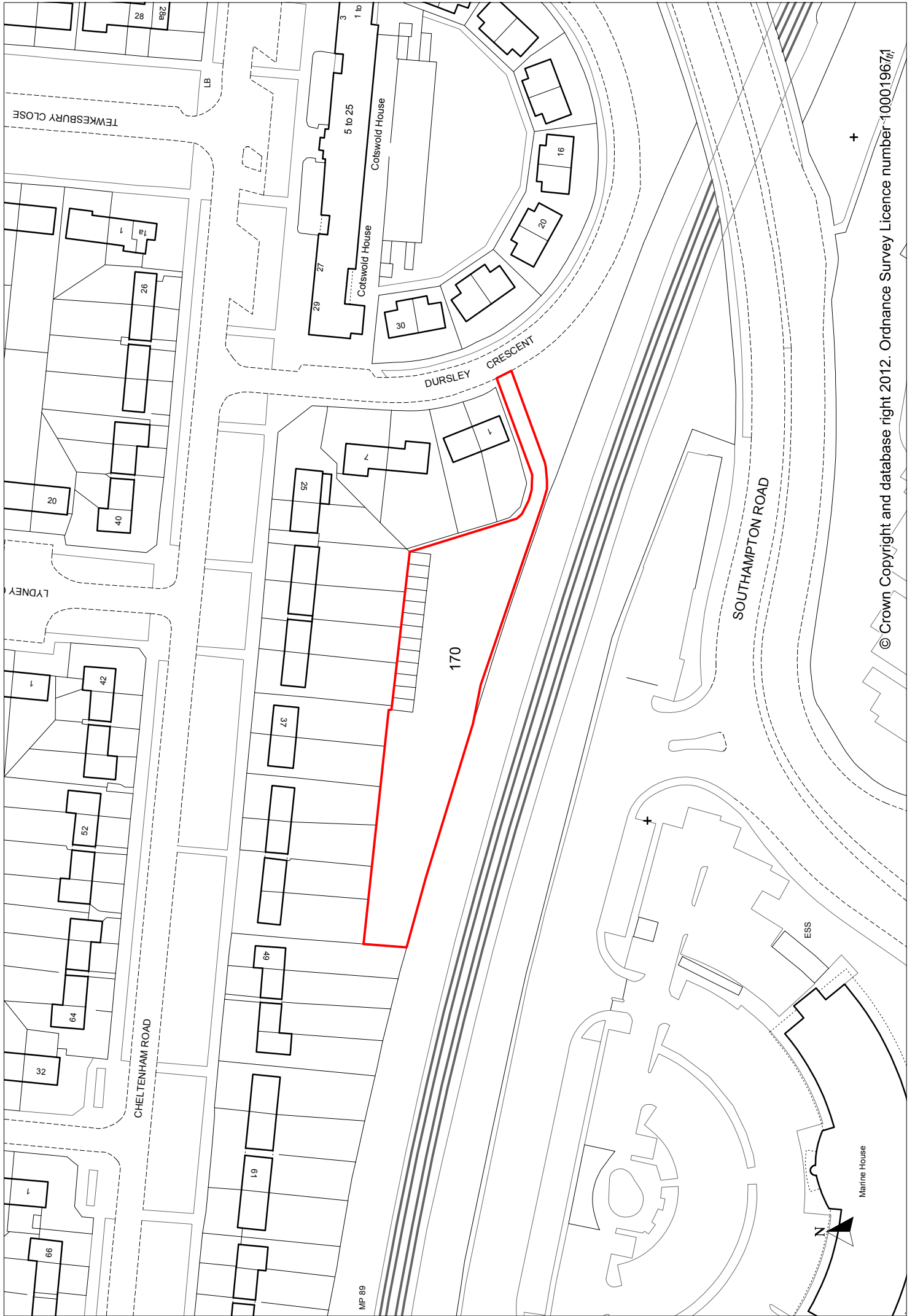
Strength of housing market: Low strength housing market

The site is vacant. As a result, development could be achieved in the first five years.

Conclusions

Gross Yield: 5 **Existing Units on Site:** 0 **Net Yield:** 5 **Anticipated Density (dph):**28

Timeframe for delivery: 1-5 years **Site status:** Potential Housing Site



Site 171**Longdean Lodge, Hillsley Road, Paulsgrove****Description of the Site and Planning History**

The application site is roughly rectangular in shape. It is bounded to the north and west sides by public footpaths and two-storey houses beyond. On the east side is Watershed Court and Beverston House. Elderly persons home with a physio and rehabilitation facility. Planning History: 10/00421/OUT - outline planning permission for new building to form 40 Extra Care apartments

Gross area of site (ha): 0.37

Net developable area (ha): 0.35

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 10-15 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: >20 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? Moderate

Site specific constraints and potential solutions: Development would involve 40 extra care flats. The physio rehabilitation facility will be reprovided at Alexandra Lodge (Northern Parade).

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Low strength housing market

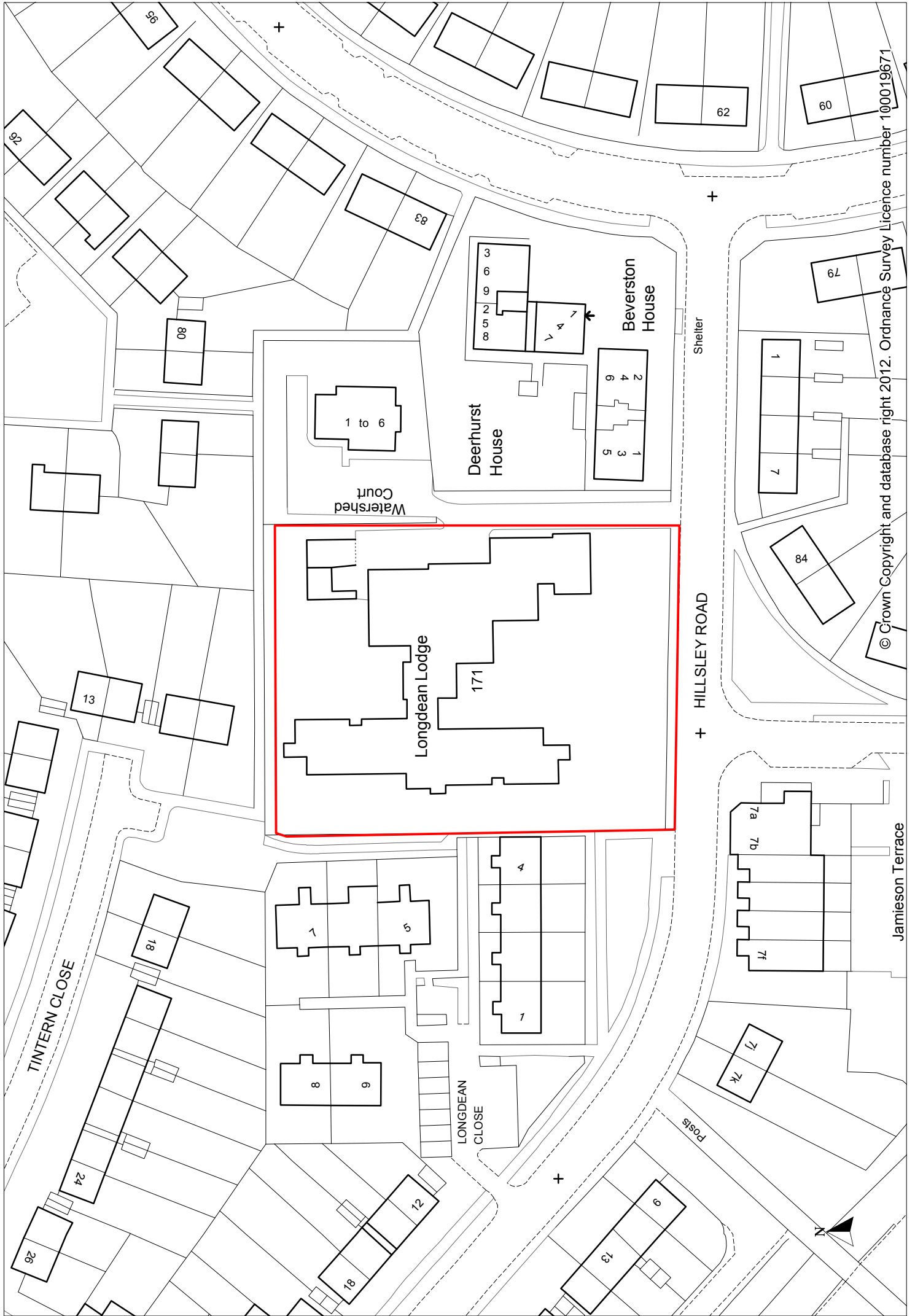
The site is expected to come forward in the first five years.

Conclusions

Gross Yield: 40 **Existing Units on Site:** 0 **Net Yield:** 40 **Anticipated Density (dph):** 108

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



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JAMESON TERRACE

Shelter

HILLSLEY ROAD

Watershed Court

TINTERN CLOSE

LONGDEAN CLOSE

POSS



Site 172**Former Wightlink Workshops and Car Park, Broad Street****Description of the Site and Planning History**

Adjacent to Portsmouth Harbour, this flat, rectangular site is partly on piles surrounded by hoardings following demolition. To the south is a public car park. Currently a vacant site and car park. Planning History: An application for seven townhouses, two restaurants/cafés and seven apartments (C*20262) was granted permission in 2006.

Gross area of site (ha): 0.36

Net developable area (ha): 0.34

Suitability

Current flood zone: Partially or wholly in Zone 2	Distance to Local Centre: >15 mins walk	
SFRA hazard level: Very High	Conservation Area: Yes	Listed building: Listed
2115 flood zone: Partially or wholly in Zone 3	TPO: No	AQMA: No
Is residential compatible? Yes	Distance to GP: <10 mins walk	
Distance to Secondary School: >10 mins walk	Distance to Bus Stop: < 5 mins walk	
Distance to Major Centre: <5 mins walk	Distance to Station: <10 mins walk	

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: Development of this site would need to respect the context of the Conservation Area as well as take advantage of the prominent seafront location. Improvements to the sea defences and provision of a waterside footpath would also be sought by the council.

What form could the development take? Houses and flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known to the city council.

Is the site currently in use? Site not in use

Achievability

Strength of housing market: High strength housing market

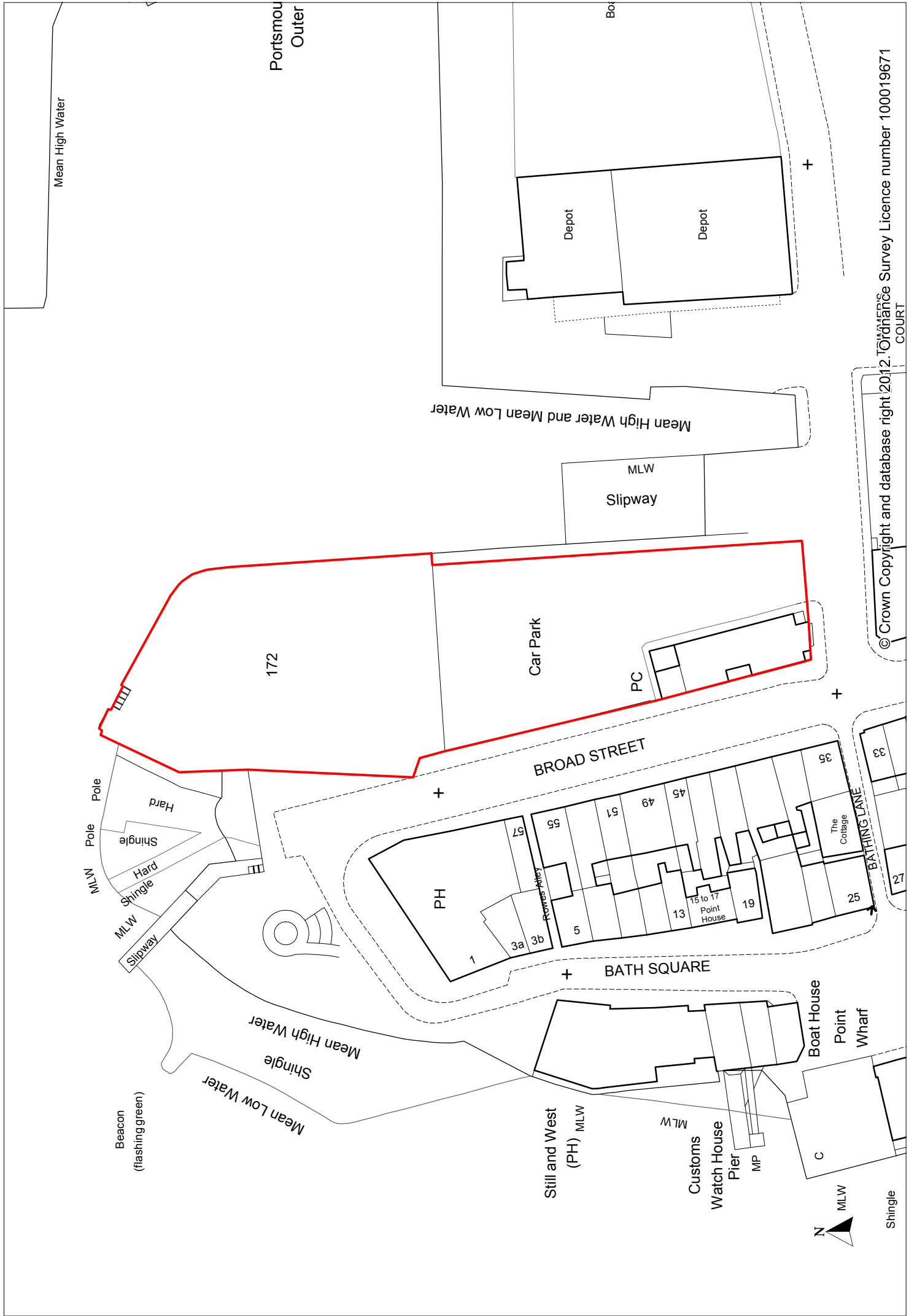
Development on the site should be achievable in the 6-10 year period.

Conclusions

Gross Yield: 32 **Existing Units on Site:** 0 **Net Yield:** 32 **Anticipated Density (dph):**89

Timeframe for delivery:6-10 years

Site status:Potential Housing Site



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COURT

Mean High Water

Portsmouth
Outer

Boat

Depot

Depot

Mean High Water and Mean Low Water

MLW
Slipway

172

Car Park

PC

BROAD STREET

PH

1

3a

3b

5

13

15 to 17
Point House

19

25

27

33

35

The Cottage

BATHING LANE

BATH SQUARE

Boat House
Point Wharf

Still and West
(PH) MLW

Customs
Watch House
Pier MP

N MLW

Shingle

Beacon
(flashing green)

Mean Low Water
Shingle
Mean High Water

MLW Pole

Shingle

Hard

Shingle

Hard

MLW

Slipway

MLW Pole

Shingle

Hard

Site 175**The Town House, Portland Road****Description of the Site and Planning History**

Vacant site, formerly the Town House public house. Currently a vacant site. Planning History: Planning permission for construction of 9 flats was granted in 2008 (08/00075/FUL) and renewed in 2011 (11/00106/FULR).

Gross area of site (ha): 0.04

Net developable area (ha): 0.04

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Low

Conservation Area: Yes **Listed building:** No

2115 flood zone: Partially or wholly in Zone 3

TPO: No **AQMA:** No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: The site could be redeveloped into a new part single, part two and part four storey building to form nine flats. The site is located close to a town centre and bus routes and so a higher density scheme would be appropriate.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site owner is known through a recent planning permission.

Is the site currently in use? Site not in use

Achievability

Strength of housing market: Medium-high strength housing market

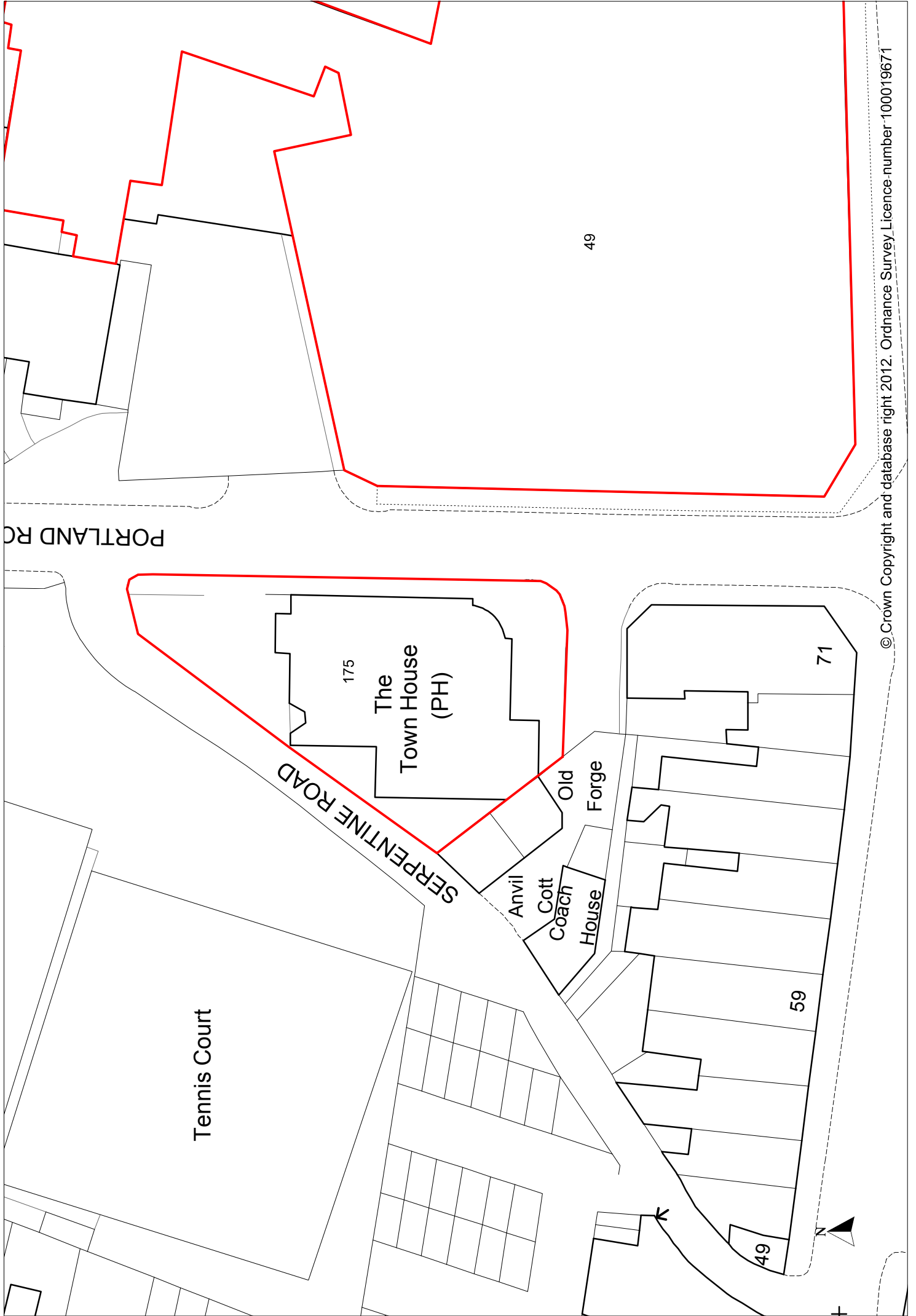
As the site has planning permission, it is reasonable to assume that development can be achieved in the first five years.

Conclusions

Gross Yield: 9 **Existing Units on Site:** 0 **Net Yield:** 9 **Anticipated Density (dph):**225

Timeframe for delivery: 1-5 years

Site status: Full Planning Permission - Not Started



PORTLAND ROAD

Tennis Court

SERPENTINE ROAD

175

The Town House (PH)

Anvil Cott Coach House

Old Forge

49

49

59

71



Site 176**Mayville Hotel, 4 Waverley Road, Southsea****Description of the Site and Planning History**

Italianate Victorian Villa with substantial space around it, currently used as landscaping in front of building and car parking behind. Currently in use as 11 one-bed flats. Planning History: 9 storey building with 31 flats refused in 1971. Conversion of hotel to 11 flats permitted in 1996 (current use).

Gross area of site (ha): 1.17

Net developable area (ha): 0.94

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: 10-15 mins walk

SFRA hazard level: High

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: >10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: <5 mins walk

Distance to Station: >20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? Low

Site specific constraints and potential solutions: The council would favour retention of the existing attractive and unique building, but there could be potential at the rear for some additional development. Any development must consider the setting of the listed church to the north.

What form could the development take? Extension to form additional flats.

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known by the city council

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

The site has been suggested to the city council by a potential developer. As a result of the interest shown, it is concluded that development could be achieved in the first five years.

Conclusions

Gross Yield: 20 **Existing Units on Site:** 11 **Net Yield:** 9 **Anticipated Density (dph):** 17

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



St Simon's Church

FS

STRONAN'S ROAD

2a

70

176

4

St Christopher Court

14

12

11

9

2

1 to 6

10

33

21

VERLEY ROAD

Site 177**Land Between Goldsmith Avenue, Francis Avenue and Lidl Supermarket****Description of the Site and Planning History**

Second hand car sales and landscaping. Planning History: 08/01333/OUT outline permission for 14 flats. 11/01204/REM - reserved matters for landscaping. 12/00090/FUL - permission for use of land as a 7 space car park

Gross area of site (ha): 0.1

Net developable area (ha): 0.95

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 5-10 mins walk

Distance to Station: <10 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? Moderate

Site specific constraints and potential solutions: Outline planning permission has been given for demolition of existing buildings and construction of 14 flats.

What form could the development take? Flats

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known through a recent planning application.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-low strength housing market

As the site has planning permission, it is reasonable to assume that development could be achieved in the first five years.

Conclusions

Gross Yield: 14 **Existing Units on Site:** 0 **Net Yield:** 14 **Anticipated Density (dph):** 140

Timeframe for delivery: 1-5 years

Site status: Full Planning Permission - Not Started



Club

TCB

Denmark House

Garage

177

247

247b

247a

245c

245

261

79

91



**Site 178
Burrell House**

Description of the Site and Planning History

The site is in use as a four storey student hall of residence. Planning History: no relevant applications.

Gross area of site (ha): 0.16

Net developable area (ha): 0.15

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: < 5 mins walk

SFRA hazard level: Moderate

Conservation Area: No

Listed building: No

2115 flood zone: Partially or wholly in Zone 3

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 5-10 mins walk

Distance to Station: 15-20 mins walk

SRN Junction: M27/M275 Screenline

Traffic flow at this junction is expected to increase by 17% between 2006 and 2026

If the site contains undesignated green space, what is its importance? None

Site specific constraints and potential solutions: in the long term, the University may wish to review the need for Burrell House Hall of Residence. If they decide that it is surplus to requirements, the site could become available for residential development.

What form could the development take? Houses and flats.

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site's owner is known to the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: High strength housing market

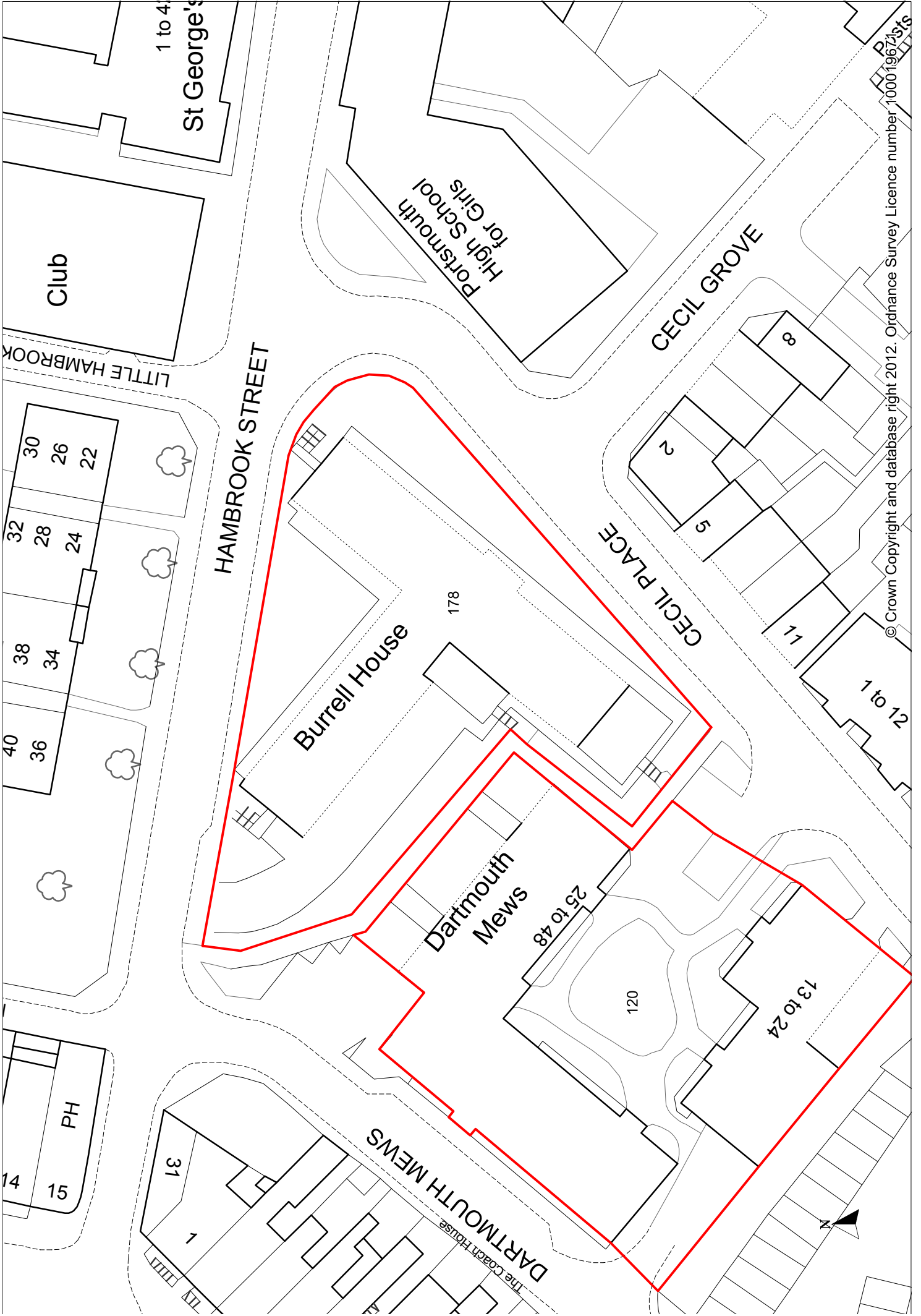
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 25 **Existing Units on Site:** 0 **Net Yield:** 25 **Anticipated Density (dph):** 156

Timeframe for delivery: 11-14 years

Site status: Potential Housing Site



Club

St George's

Portsmouth High School for Girls

HAMBROOK STREET

Burrell House

Dartmouth Mews

CECIL PLACE

CECIL GROVE

DARTMOUTH MEWS

The Coach House



Site 179**Portsmouth Adoption Centre, Hester Road****Description of the Site and Planning History**

A single storey adoption centre set in landscaped grounds. Currently in use as an adoption centre. Planning history: no relevant applications.

Gross area of site (ha): 0.18

Net developable area (ha): 0.17

Suitability

Current flood zone: In Flood Zone 1

Distance to Local Centre: 5-10 mins walk

SFRA hazard level: Not applicable

Conservation Area: No

Listed building: No

2115 flood zone: In Flood Zone 1

TPO: No

AQMA: No

Is residential compatible? Yes

Distance to GP: <10 mins walk

Distance to Secondary School: <10 mins walk

Distance to Bus Stop: < 5 mins walk

Distance to Major Centre: 10-20 mins walk

Distance to Station: >20 mins walk

SRN Junction: A27 & A2030

Traffic flow at this junction is expected to increase by 9% between 2006 and 2026.

If the site contains undesignated green space, what is its importance? Moderate

Site specific constraints and potential solutions: the site could become surplus to requirements towards the end of the plan period and would be suitable for residential development in the form of houses. Any development would have to preserve the amenity of current and future residents.

What form could the development take? Houses

Contamination:

Information on the contaminative status of the site will be available shortly.

Availability

Ownership status: The site is owned by the city council.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium strength housing market

As the site is not being promoted at this time, it is unlikely to come forward in the first five years.

Conclusions

Gross Yield: 10 **Existing Units on Site:** 0 **Net Yield:** 10 **Anticipated Density (dph):**56

Timeframe for delivery: 11-14 years

Site status: Potential Housing Site



Att...

9

1

13 15

5 7

14

10

21

25

16

19

6

Family Centre
179

Milford
Court

Artillery Arms
(PH)

24

12

HESTER ROAD

3

1

8

2

GURNEY ROAD

1

43

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