

Appendix 1

Site specific reports

**You can get this information in large print,
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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

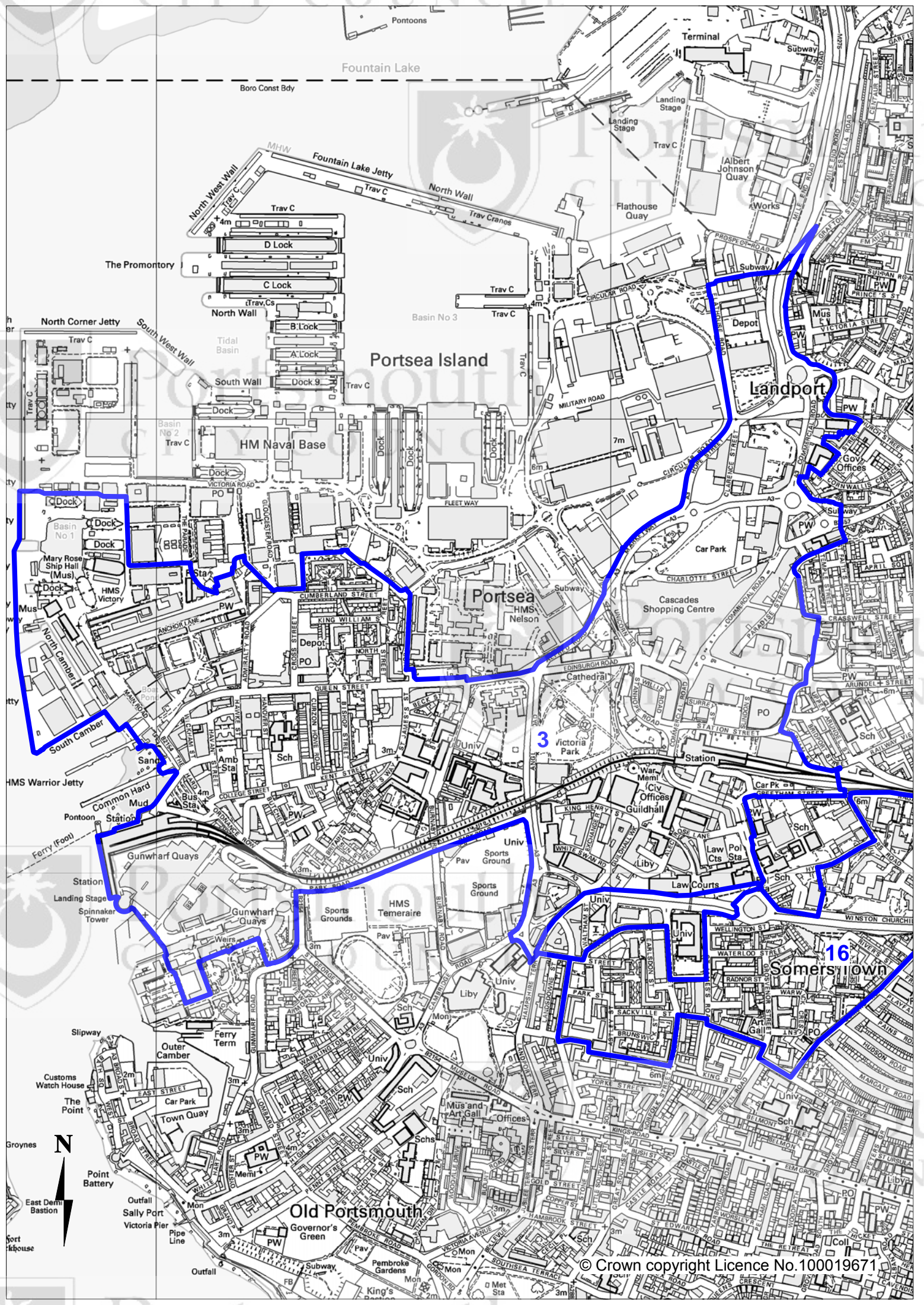
Recent developments in the area have been aimed towards the premium housing market with a focus on city centre and waterfront living. Whilst it is considered that a waterfront location will continue to be an asset in the future, the housing market has shifted away from city centre apartments recently. 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: 1-13 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

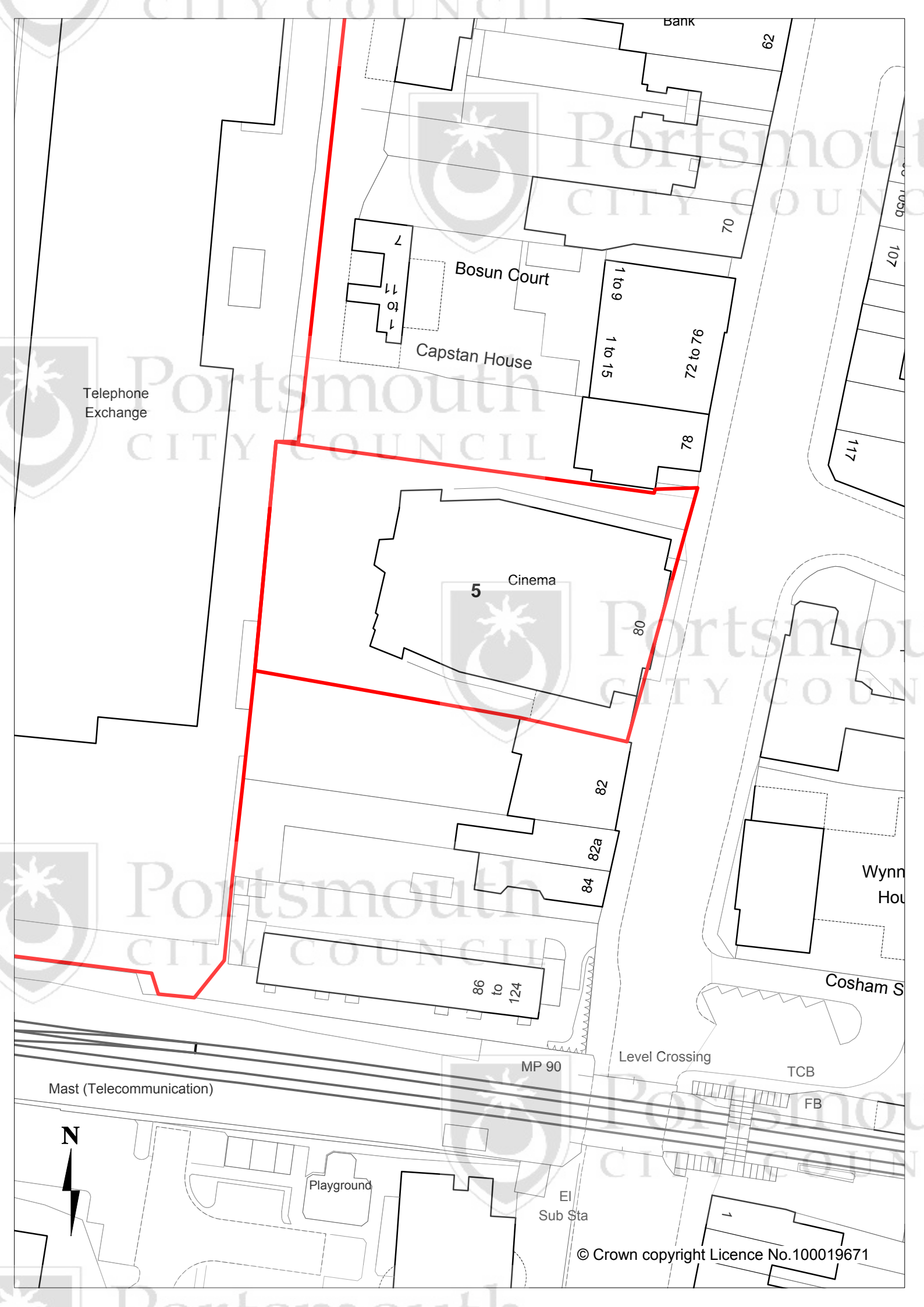
There is interest in developing the site, expressed through a recent planning application. Subsequently, there is a reasonable probability that housing can be provided on the site in the first five years.

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

84

82a

86 to 124

MP 90

Level Crossing

TCB

FB

EI Sub Sta

Playground

Wynn Hou

Cosham S



Site 10**Land west of Homeheights House****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), and was included in the Draft Site Allocations Plan. 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

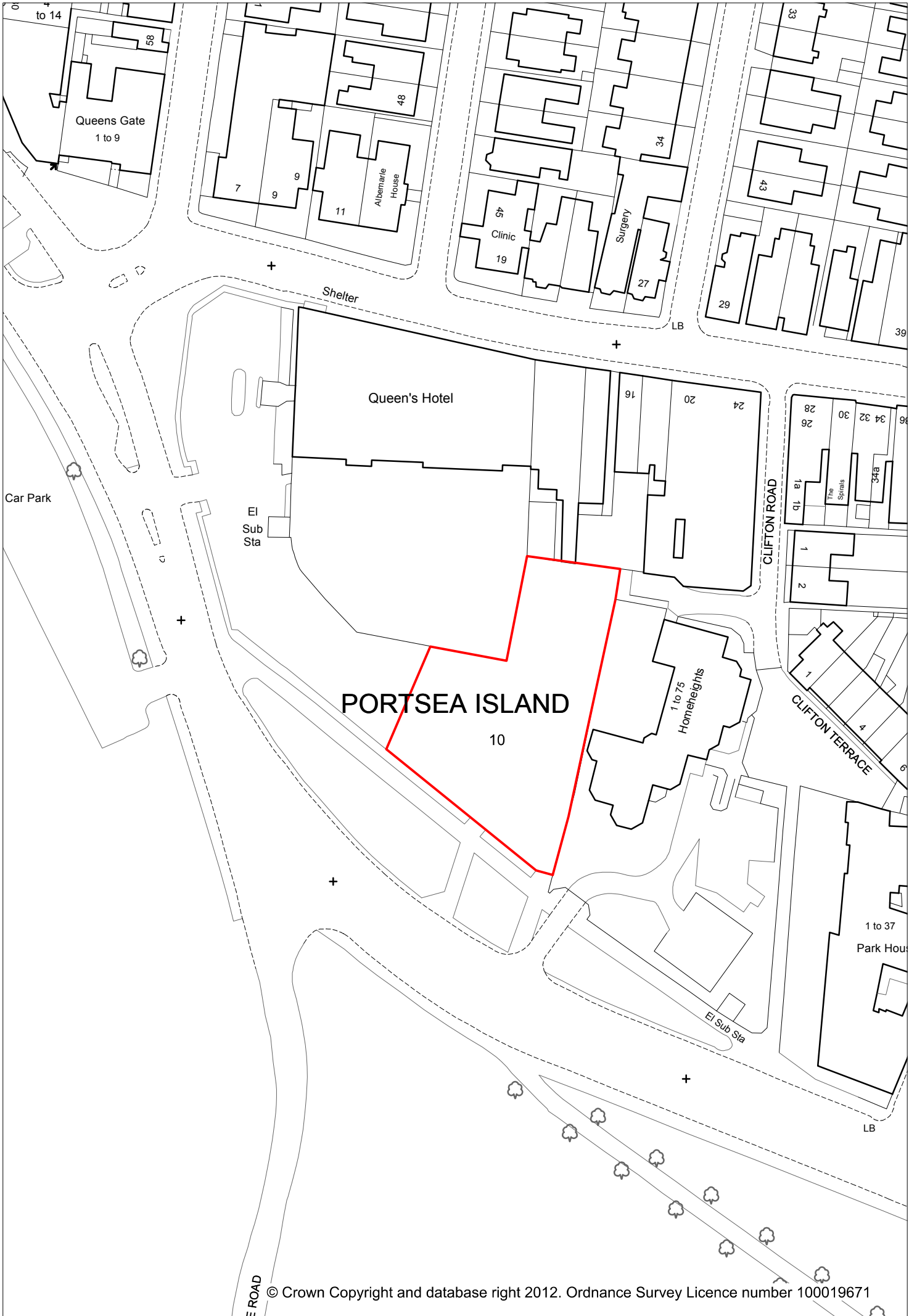
The site has planning permission. Thus it is anticipated that residential development could be provided on the site in the first five years.

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

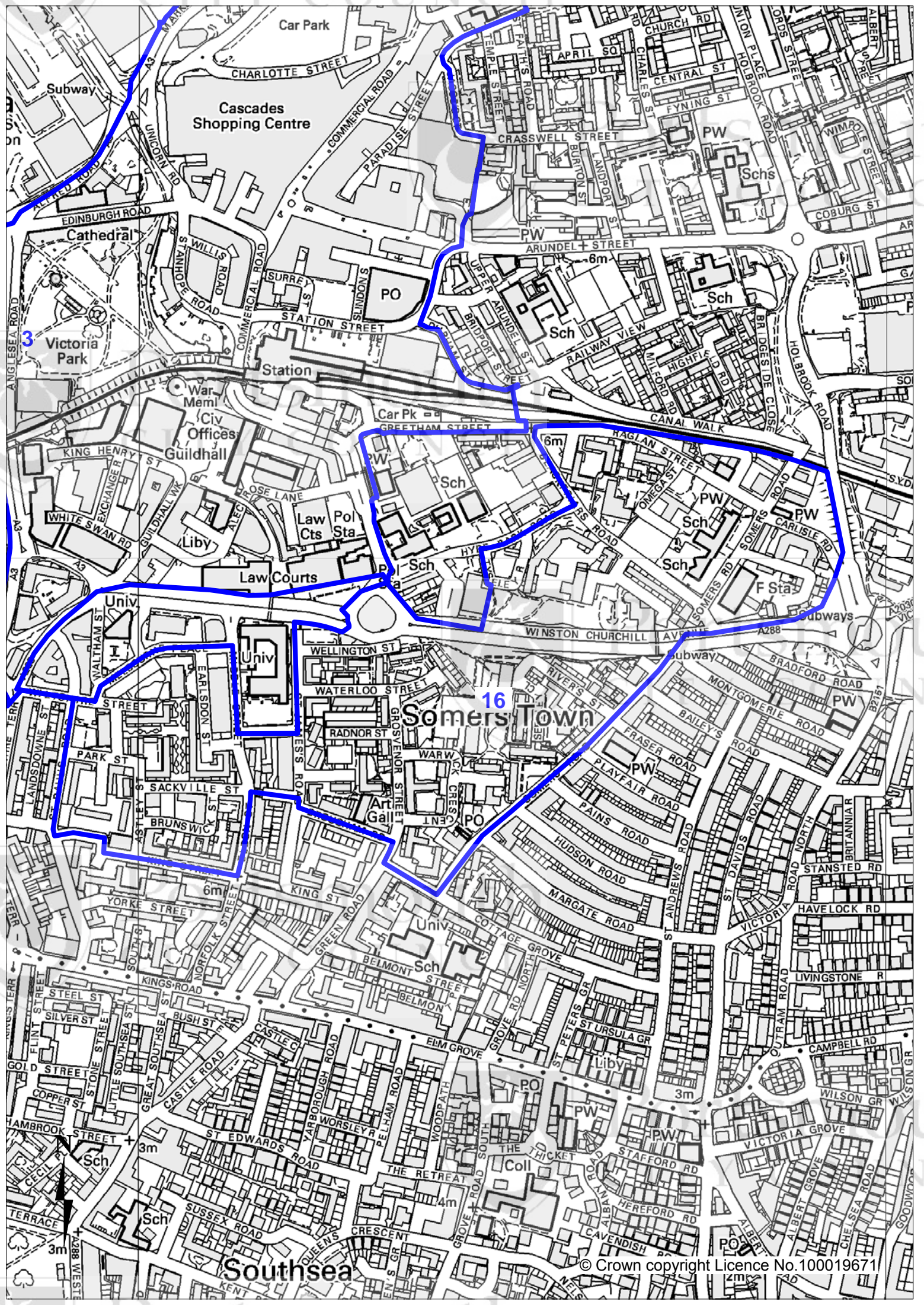
An Area Action Plan has been adopted for the Somerstown and North Southsea Area which will facilitate and guide future development.

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: 1-13 years



16 Somers Town

Cascades Shopping Centre

Subway

PO

PW

Schs

Victoria Park

Station

Sch

Sch

Sch

War Meml

Civ Offices

Guildhall

Liby

Law Cts

Pol Sta

Law Courts

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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

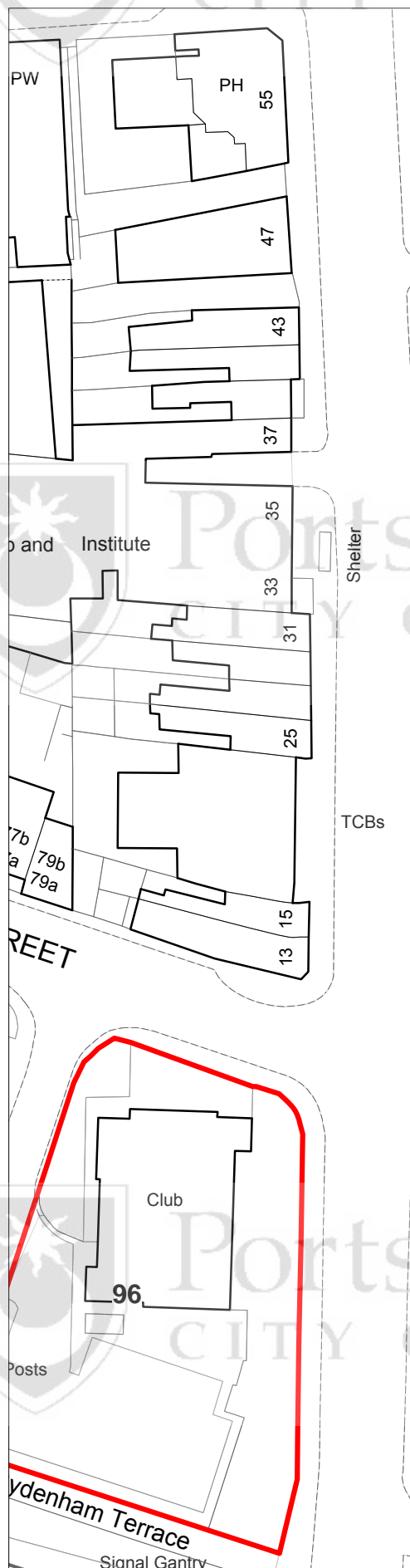
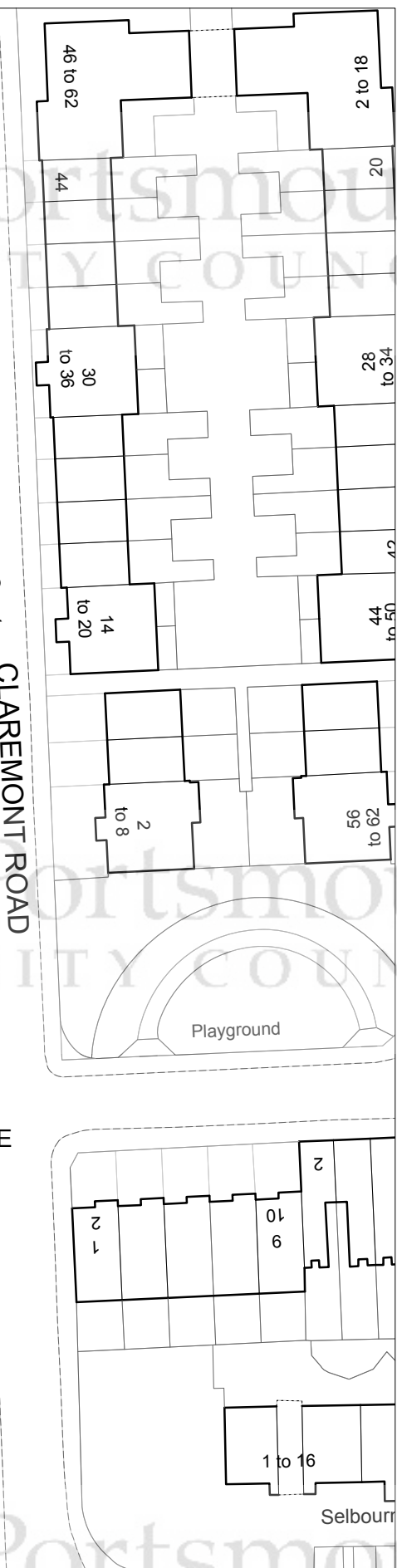
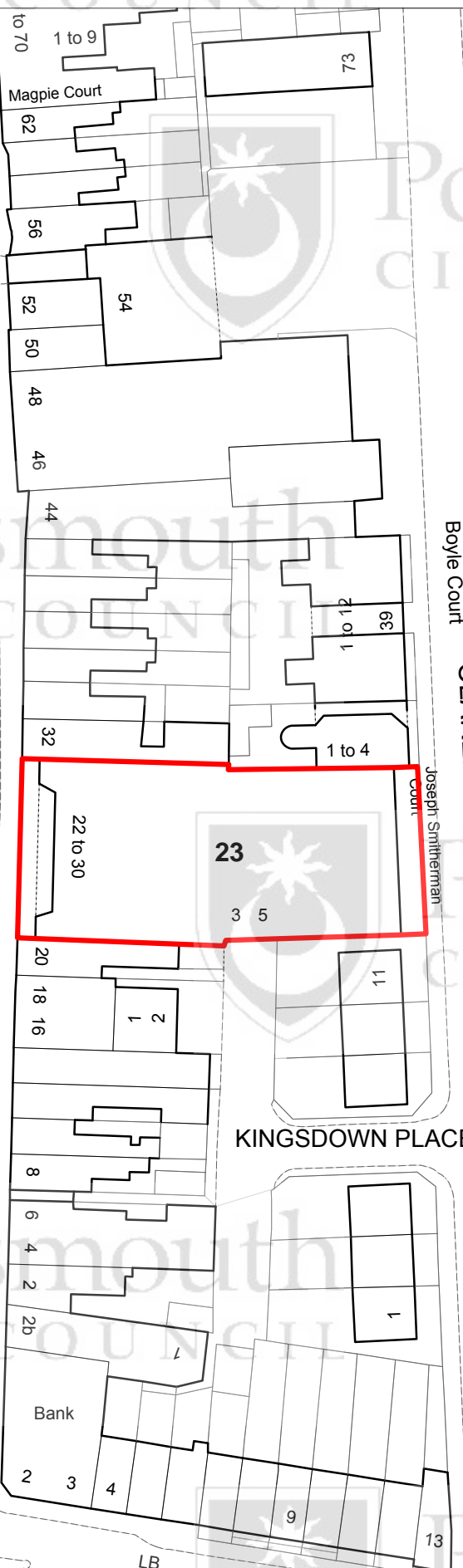
Strength of housing market: Medium-low strength housing market

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: 6-10 years **Site status:** Potential Housing Site



Site 29
City Records Office

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

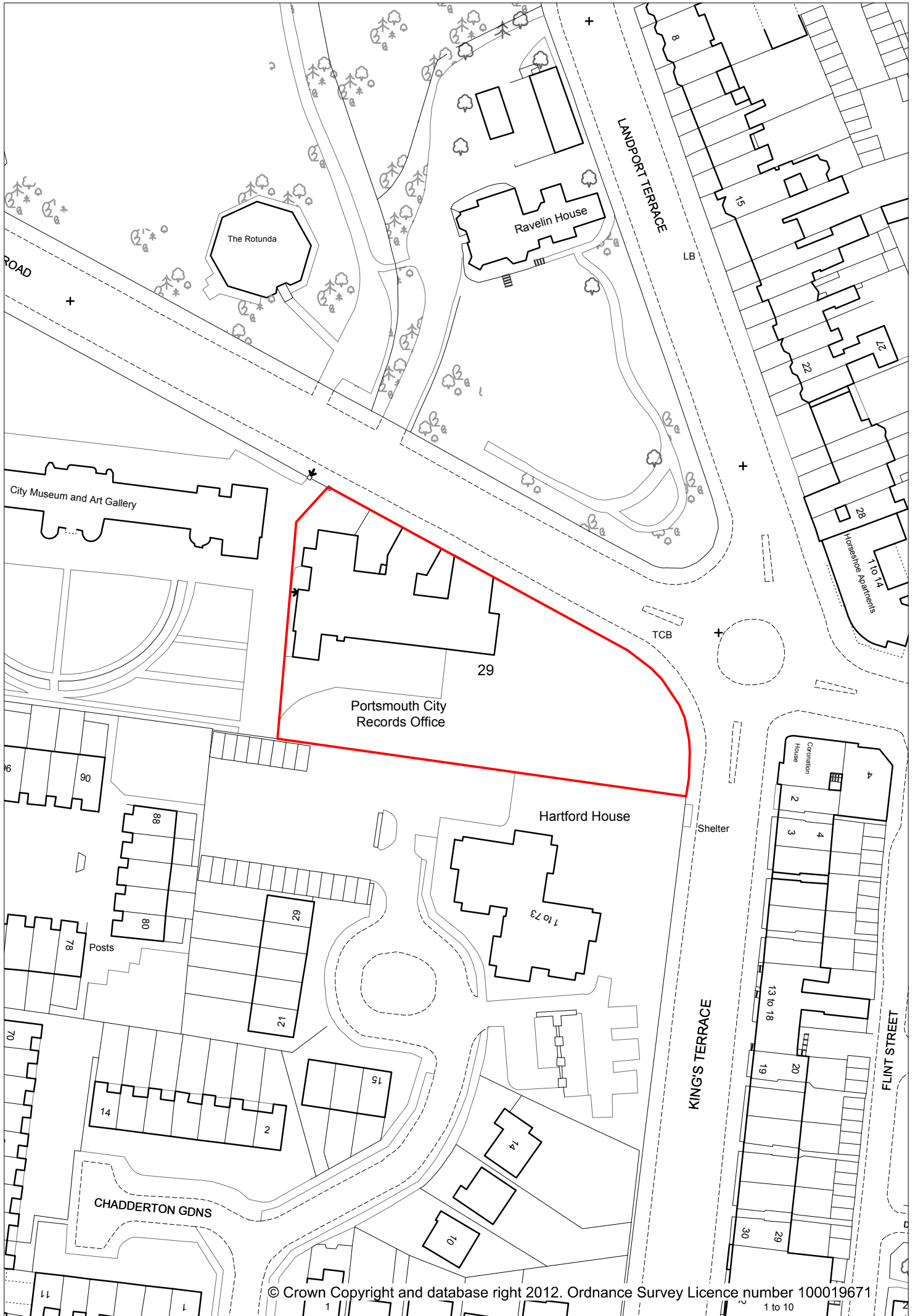
Strength of housing market: Medium strength housing market

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: 11-13 years **Site status:** Potential Housing Site



Site 33
North End Kwiksave

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

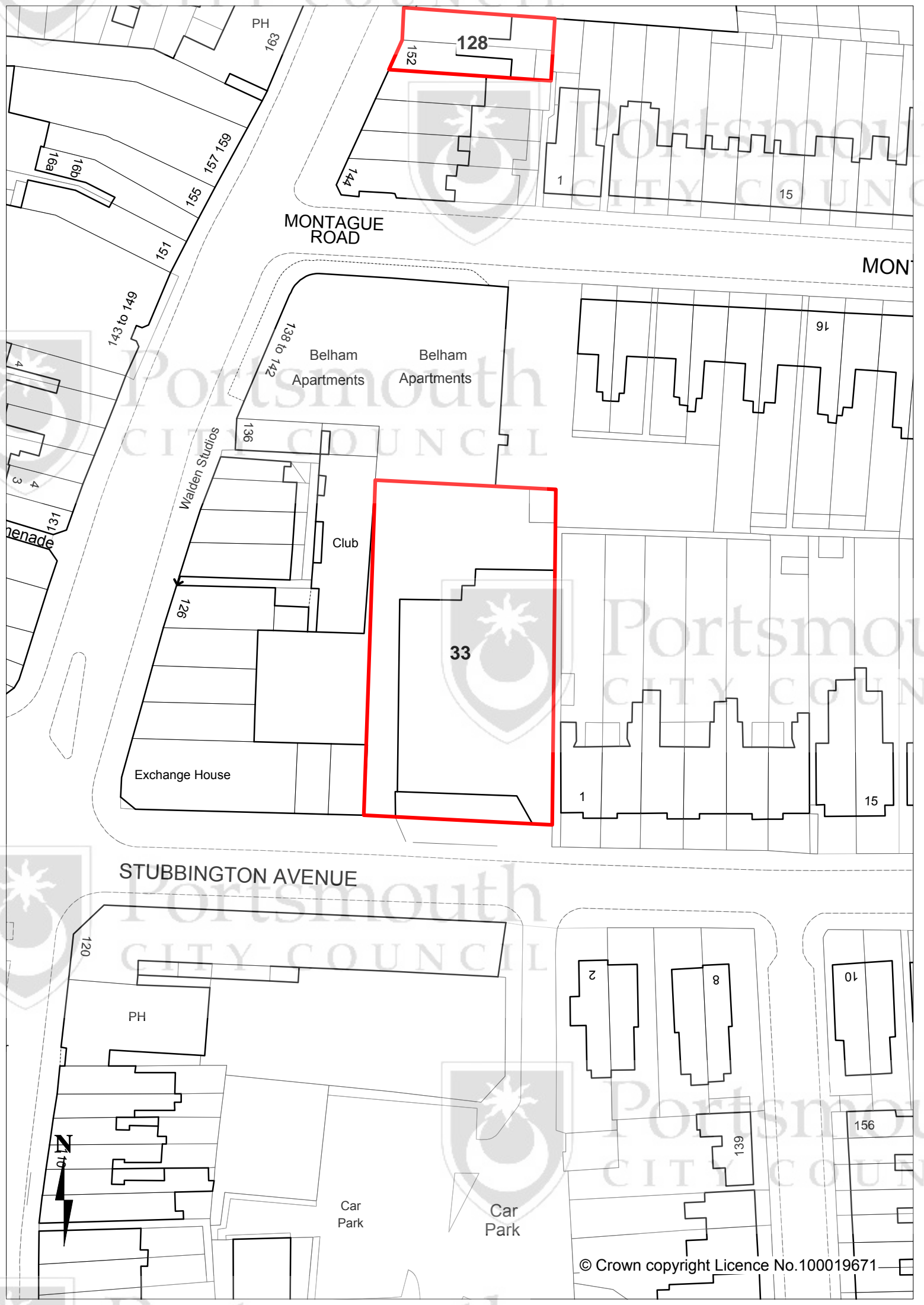
Strength of housing market: Medium-low strength housing market

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: 11-13 years **Site status:** Potential Housing Site



MONTAGUE ROAD

MON

Belham Apartments

Belham Apartments

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 possibly 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

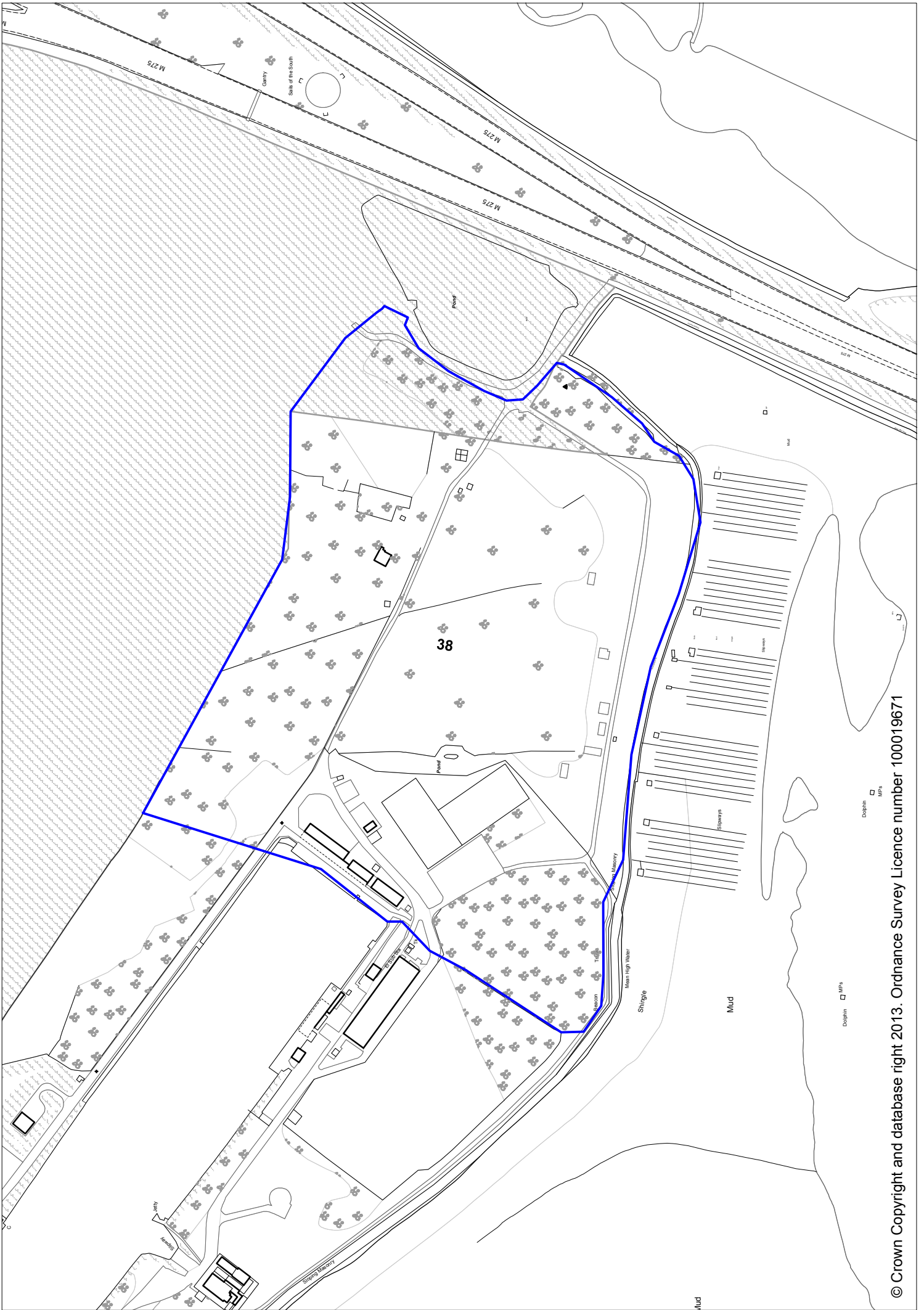
Strength of housing market: Medium-low strength housing market

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: 11-13 years		Site status: Strategic 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

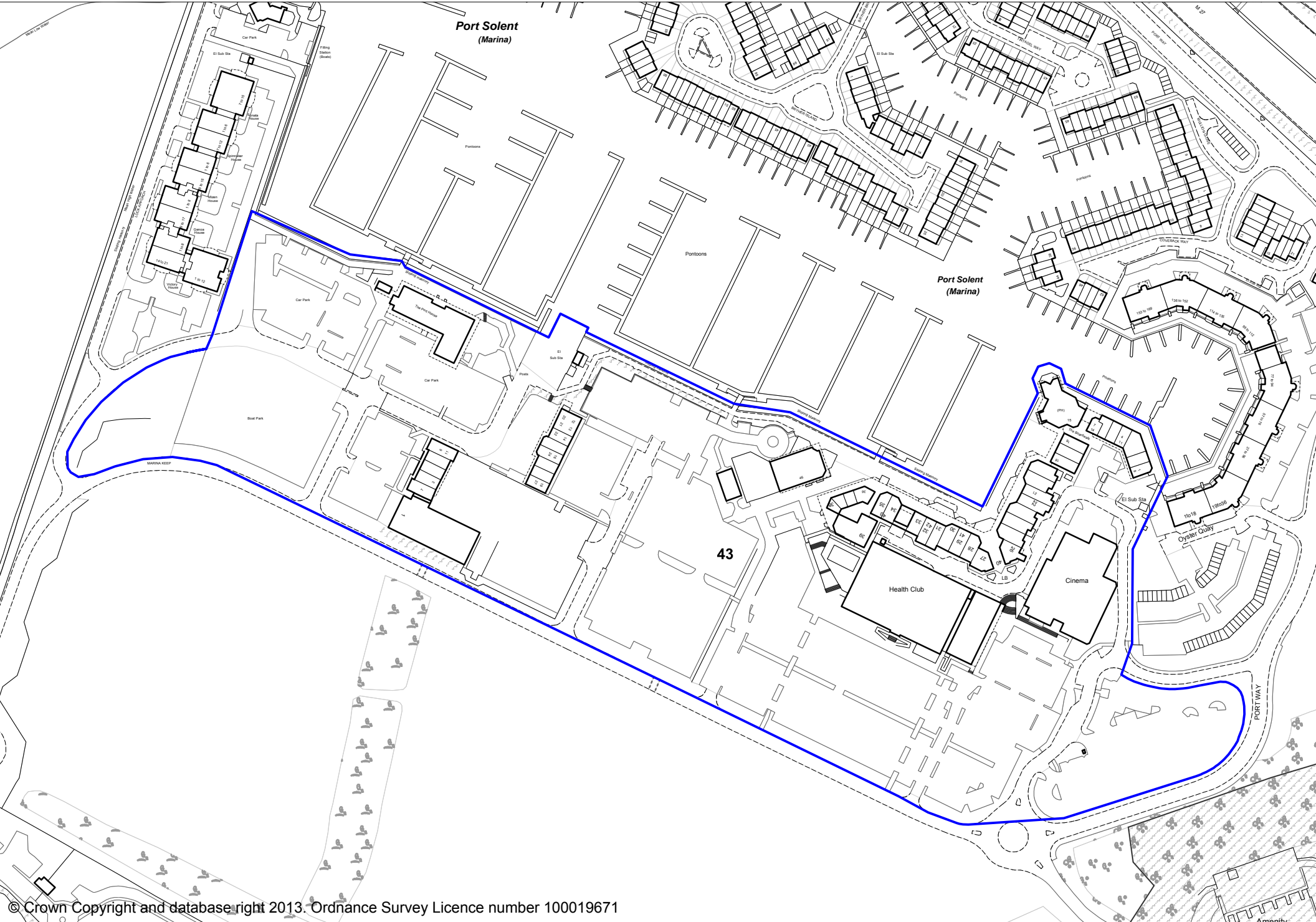
Strength of housing market: Medium strength housing market

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	



Site 44**Land north of Southampton Road****Description of the Site and Planning History**

Rear gardens to properties fronting Southampton Road. Planning history: An application for 25 houses (11/01241/OUT) was withdrawn in 2011. A subsequent application for 31 houses is currently being considered.

Gross area of site (ha): 0.87

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: 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. Given that an application is currently being considered, the site is seen as deliverable.

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:32

Existing Units on Site:1

Net Yield:31

Anticipated Density (dph):

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Site 47**Scottish and Southern Energy Depot****Description of the Site and Planning History**

Vacant site - former Southern Electric Headquarters. The site has been cleared. 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: 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: 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

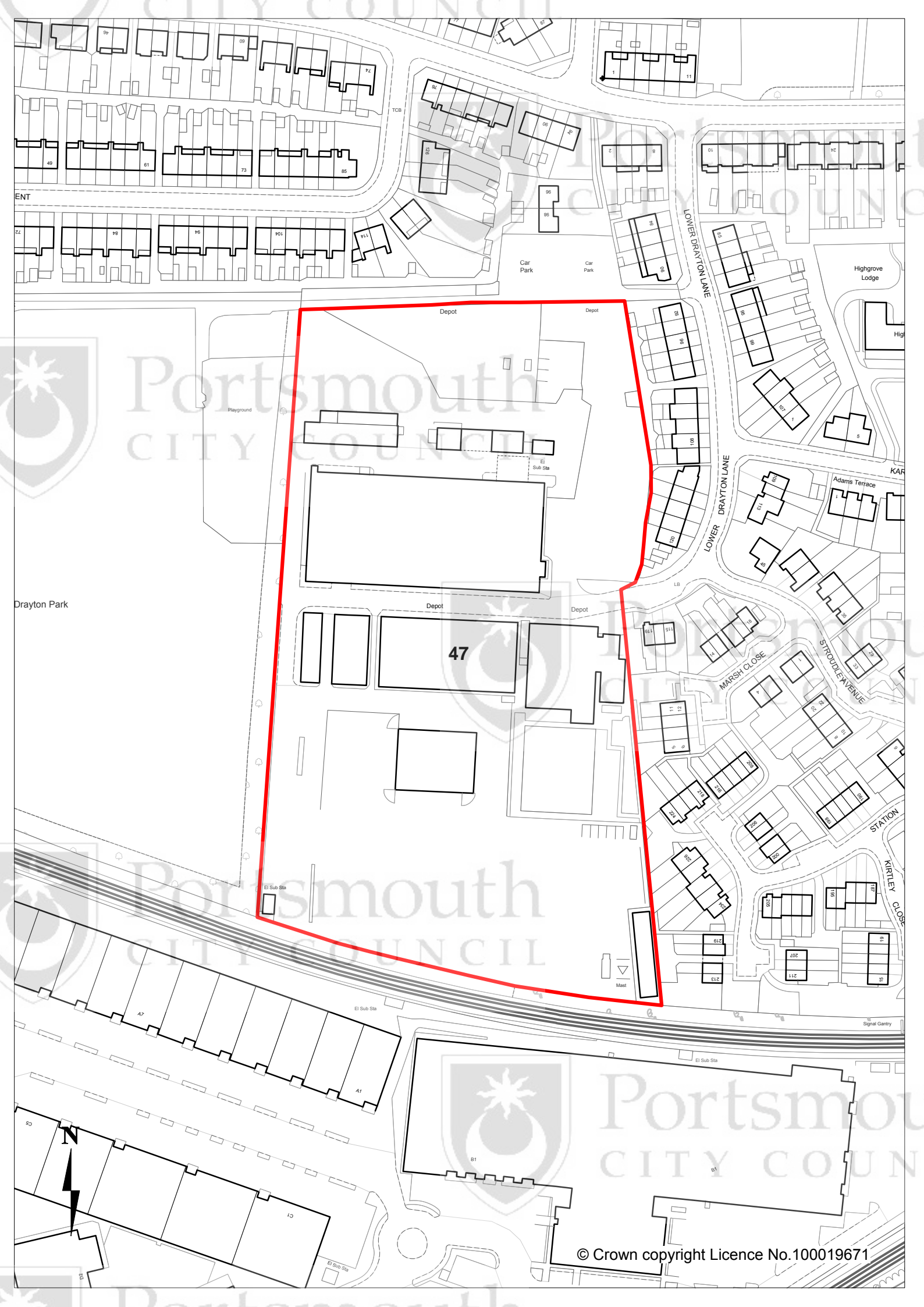
There is interest in developing the site, expressed through a recent planning application. Given the constraints to be overcome it is not anticipated that development is achievable before the end of the first five years, stretching into the 6-10 year period

Conclusions

Gross Yield: 150 **Existing Units on Site:** 0 **Net Yield:** 150 **Anticipated Density (dph):** 40

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Site 48
Drayton Dairy

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

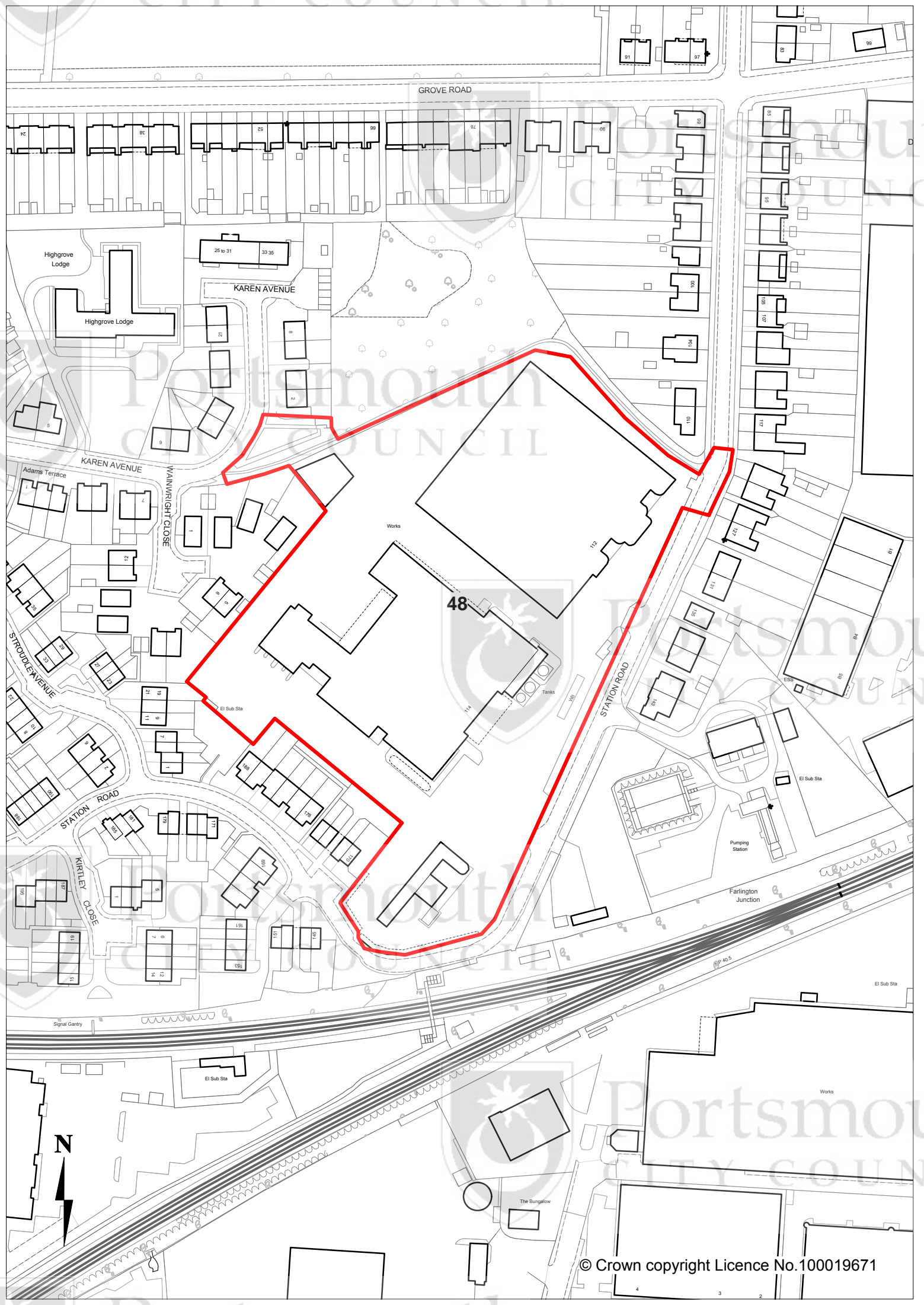
There is interest in developing the site, expressed through a recent planning application, though it is felt that a more modest scheme might be able to overcome some of the issues associated with the previous application. Given the constraints to be overcome it is not anticipated that development is 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



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: 11-13 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

Palmerston Mansions

12
10

5 to 9
30

32

42

92

38

40

42

1 to 4

Palmerston Road Precinct

37
39
41

49

69 to 44

53 to 57

66
70
PH
4
6
10
11

BY PLACE

82
78
76
74
72
1
3

Bank
96
100
Bank
89
02
82
92
90
94
86
98
88

59
61
63
65



Site 50**St Mary's Hospital West Wing****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

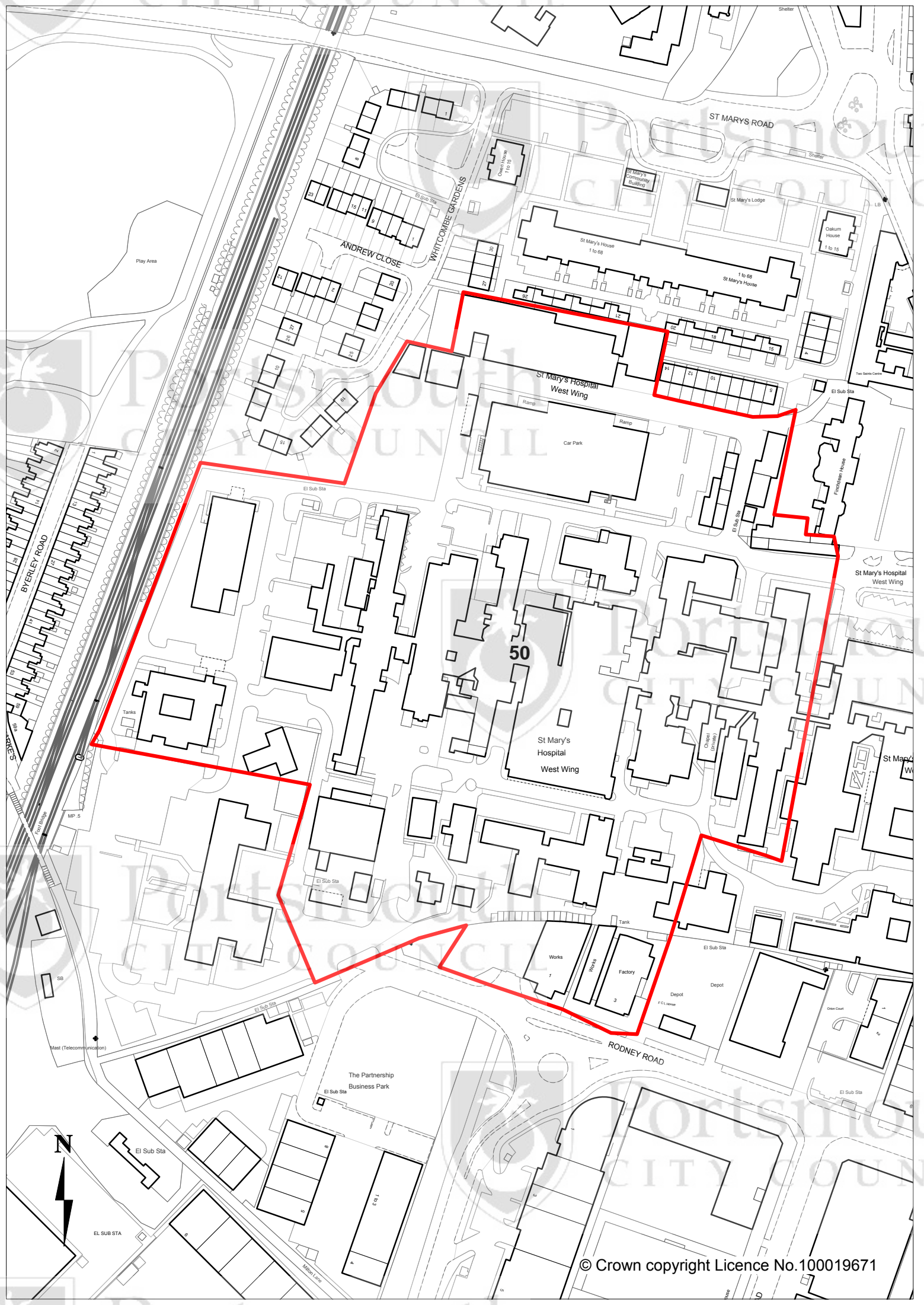
Given that there is outline approval for new homes, it is anticipated that development could come forward within the first five years.

Conclusions

Gross Yield: 191 **Existing Units on Site:** 0 **Net Yield:** 191 **Anticipated Density (dph):** 30

Timeframe for delivery: 1-5 years

Site status: Full Planning Permission - Not Started



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.

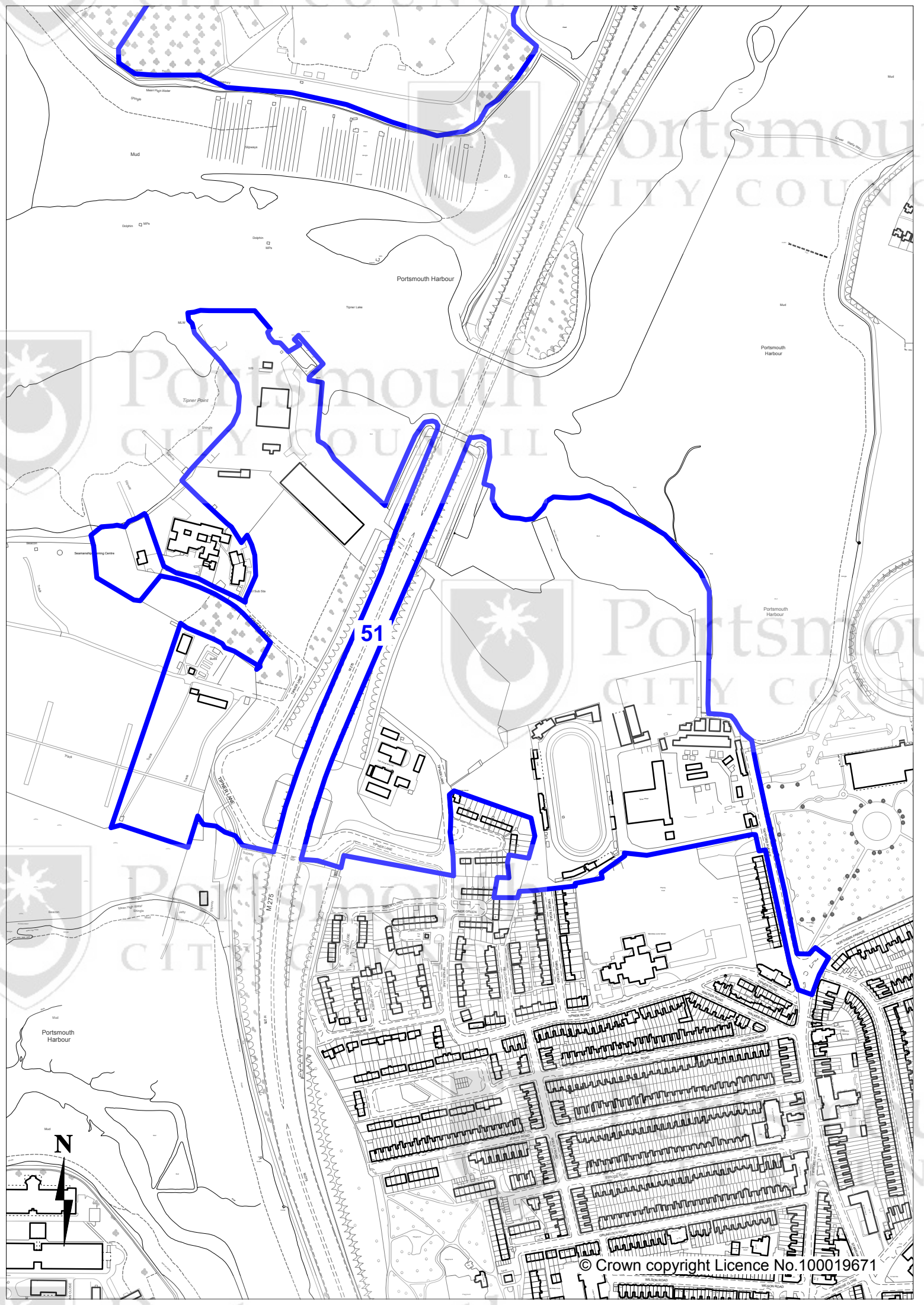
Contamination:

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**

Conclusions

Gross Yield:1,250 Existing Units on Site: 0 Net Yield:1,250**Timeframe for delivery: 1-13 years Site status: Strategic Site**



Portsmouth Harbour

Portsmouth Harbour

Portsmouth Harbour

Portsmouth Harbour

51

Site 53**Unity Hall and Deaf Centre****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

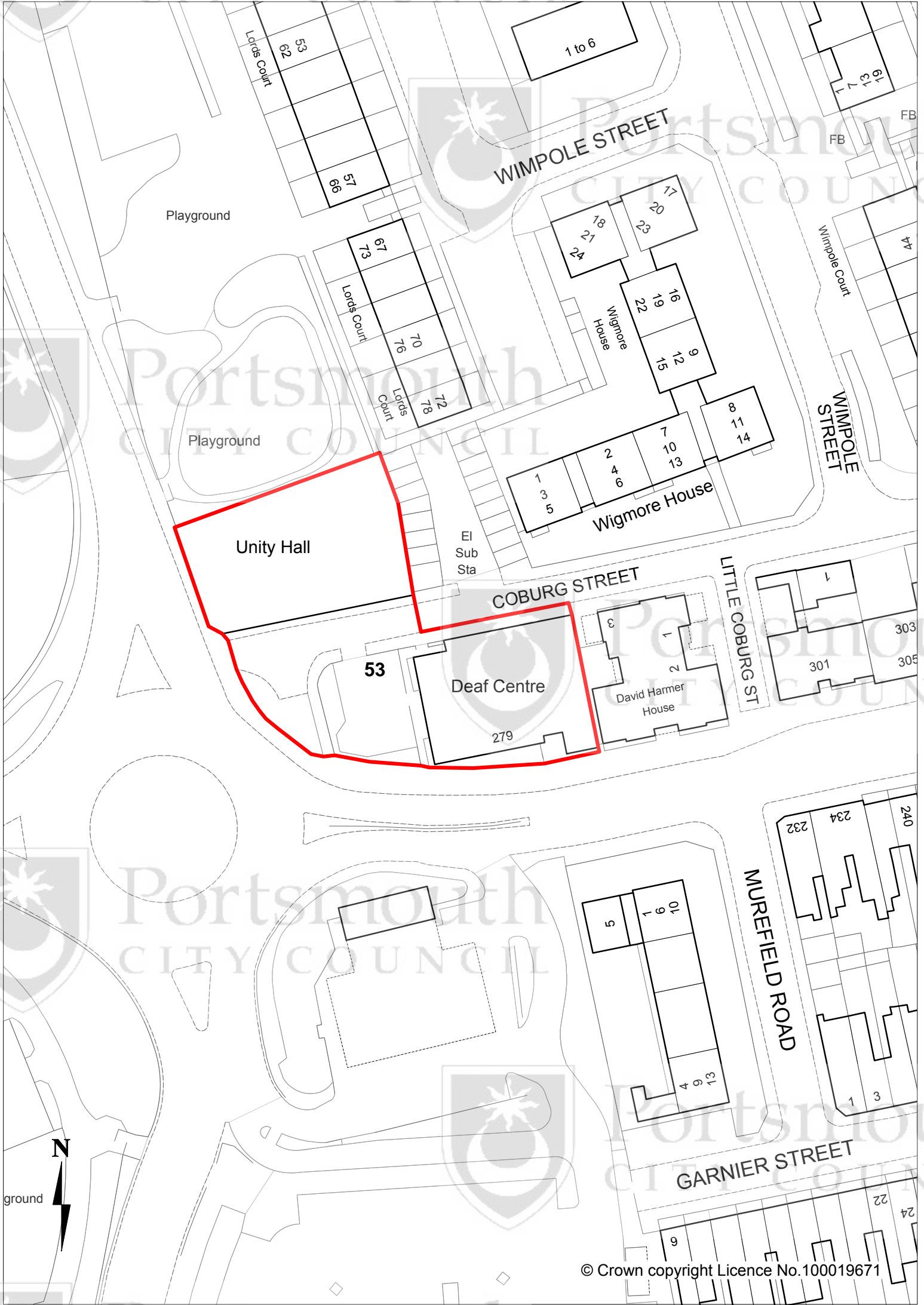
An application has been received for residential development on the site but has yet to be determined due to on-going issues with land assembly. Consequently although there is clear interest in developing the site and the site is available, it is not seen as being achievable in the first five years.

Conclusions

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

Timeframe for delivery: 11-13 years

Site status: Potential Housing Site



Playground

Playground

Unity Hall

Deaf Centre

Wigmore House

David Harmer House

COBURG STREET

WIMPOLE STREET

MUREFIELD ROAD

GARNIER STREET

WIMPOLE STREET

Wimpole Court

53

279

1 to 6

Lords Court

Lords Court

Lords Court

Wigmore House

LITTLE COBURG ST

N

ground

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: 6-10 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

14 19 PO

9

264 268 to 272 274 288

Club 60

54 58 68 70 72 74 76 76a

12 10 8 6 4 2

The Bridge Shopping Centre

174 170 168 164

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

146 140 to 144 138

Church

108 to 114

104 98 94 78 68



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

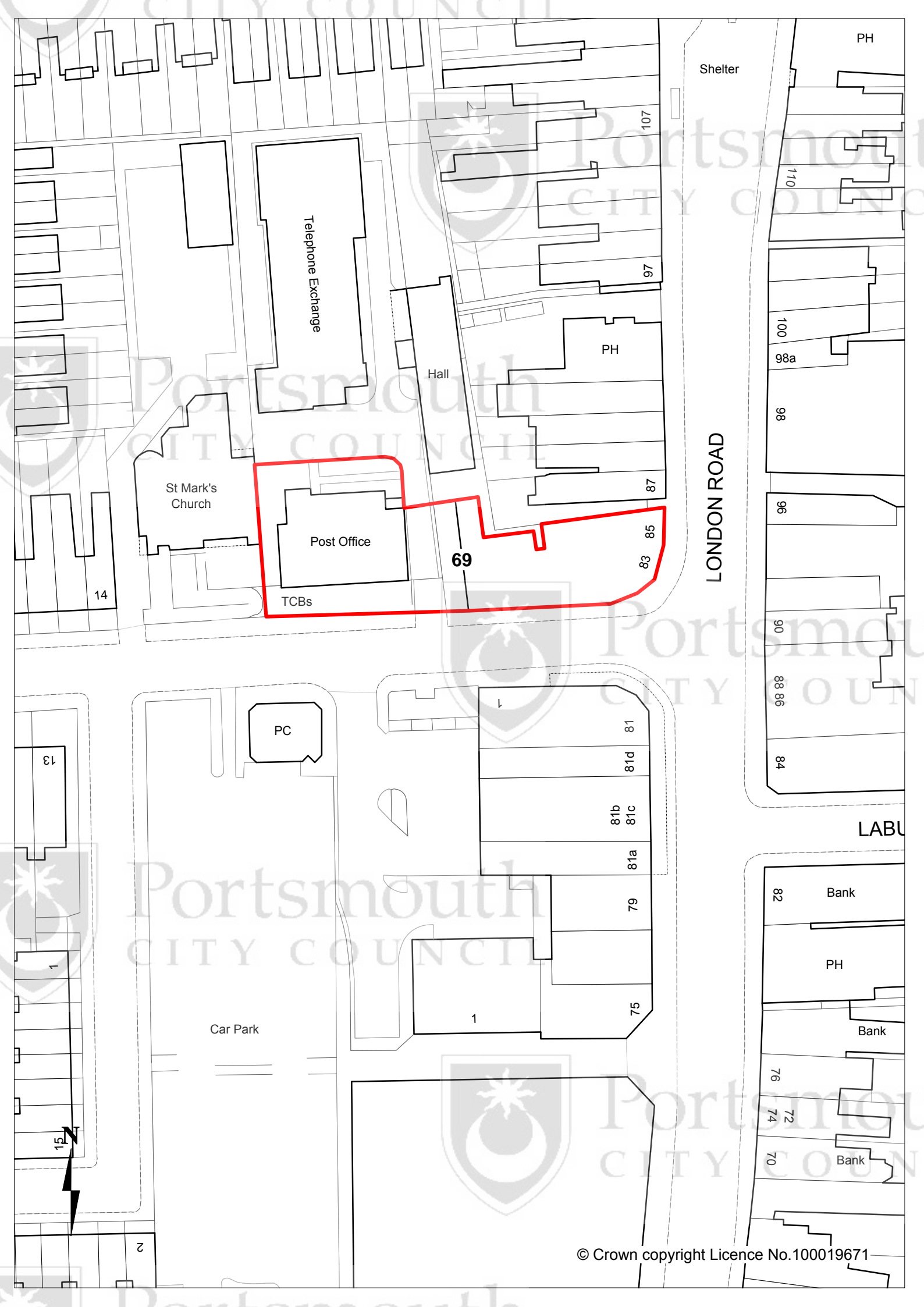
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

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

Timeframe for delivery: 11-13 years

Site status: Potential Housing Site



PH

Shelter

110

100

98a

98

96

90

88 86

84

LABU

82

Bank

PH

Bank

76

74

70

Bank

LONDON ROAD

Telephone Exchange

Hall

PH

St Mark's Church

Post Office

TCBs

69

83

85

87

107

97

14

PC

1

81

81d

81b
81c

81a

79

1

75

Car Park

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: 11-13 years

Site status: Potential Housing Site



MALLOW CLOSE

Elizabeth Court

REGAL CLOSE

Stuart Court

Tudor Court

Windsor Court

Car Park

MS

TCB

Red Lion (PH)

Post

EI Sub Sta

HAVANT ROAD

HIGH STREET

70

PO

Car Park
Cosham Baptist Church
PH
Admin Place

Odeon Buildings

72

OLD MARKET ROAD

EI Sub Sta

High Street

PERVIN ROAD



PERVIN ROAD

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

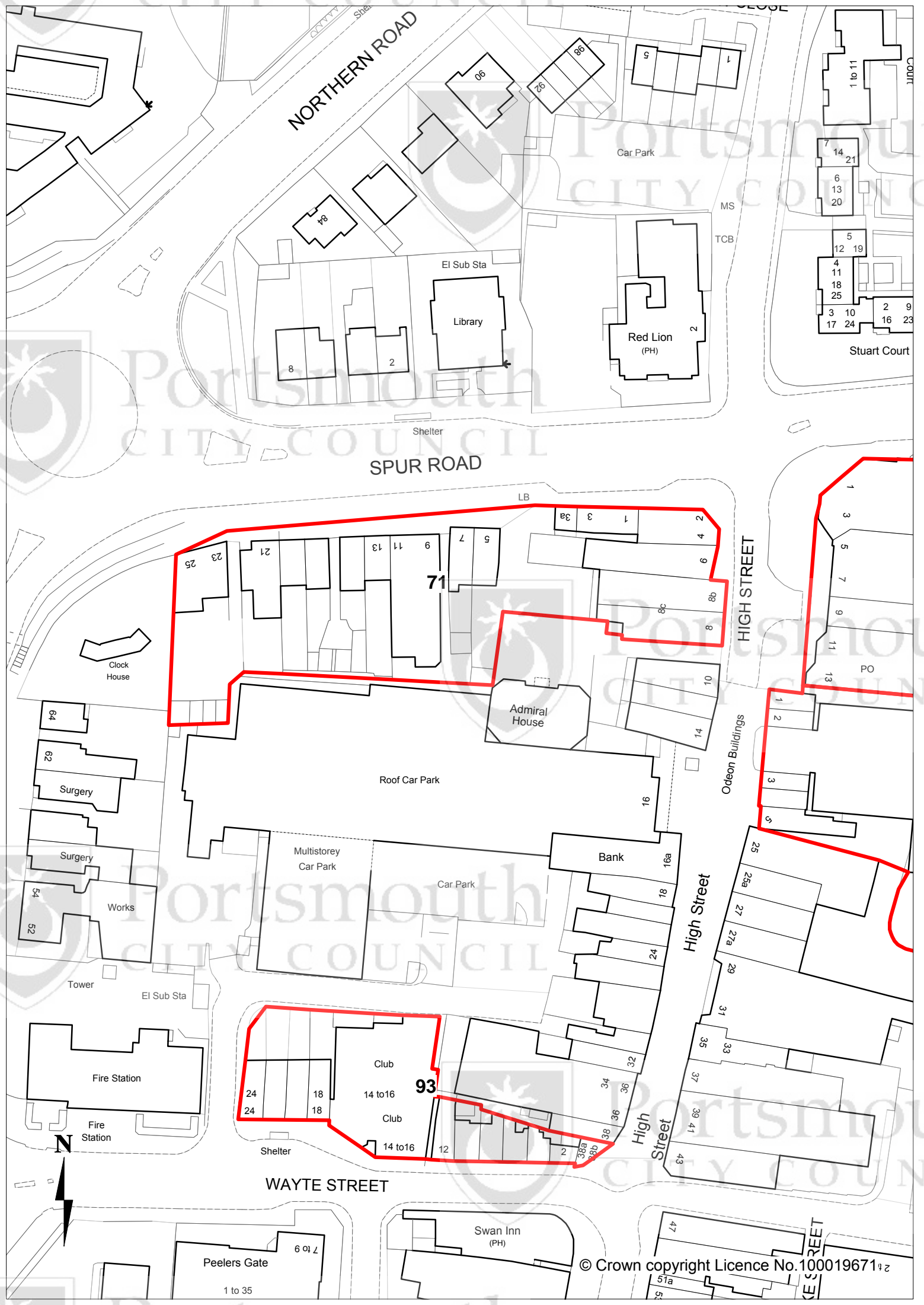
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

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

Bank

Club

Clock House

Surgery

Surgery

Works

Tower

Fire Station

Fire Station

Peelers Gate

Swan Inn (PH)

Car Park

Shelter

Roof Car Park

Car Park

Odeon Buildings

Stuart Court



71

93

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: 11-13 years

Site status: Potential Housing Site



Red Lion
(PH)

Stuart Court

Tudor Court

HAVANT ROAD

HIGH STREET

70

Car Park

Cosham
Baptist
Church

LB

Admiral
House

Odeon Buildings

PO

OLD MARKET ROAD

72

Bank

High Street

PERVIN ROAD

High Street

PERVIN ROAD

ALBERT ROAD

ALDROKE STREET

Victoria Terrace

Beatrice
Mews

The Droke
Orford Court

126

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

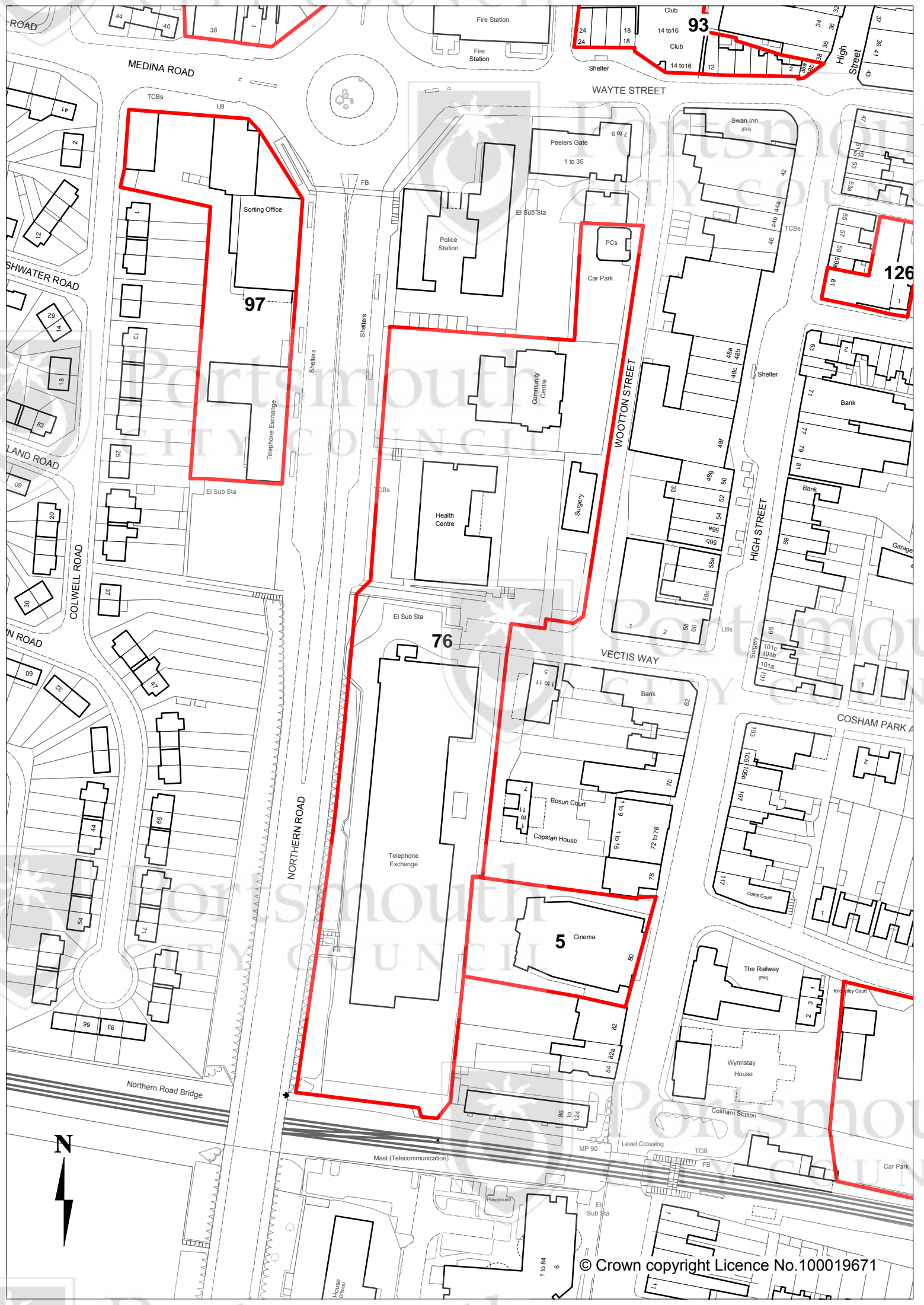
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

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

Timeframe for delivery: 11-13 years

Site status: Potential Housing Site



MEDINA ROAD

WAYTE STREET

SHWATER ROAD

LAND ROAD

W ROAD

COLWELL ROAD

NORTHERN ROAD

WOOTTON STREET

HIGH STREET

VECTIS WAY

COSHAM PARK A

Northern Road Bridge

Mast (Telecommunication)

Level Crossing



97

76

5

93

126

Sorting Office

Telephone Exchange

Police Station

Health Centre

Community Centre

PCs

Car Park

Surgery

Bank

Bosun Court

Capstan House

Cinema

The Railway (PH)

Wynnslay House

Cosham Station

Peeters Gate

El Sub Sta

Shelters

Shelters

El Sub Sta

El Sub Sta

El Sub Sta

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El Sub Sta

Shelter

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Shelter

Shelter

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

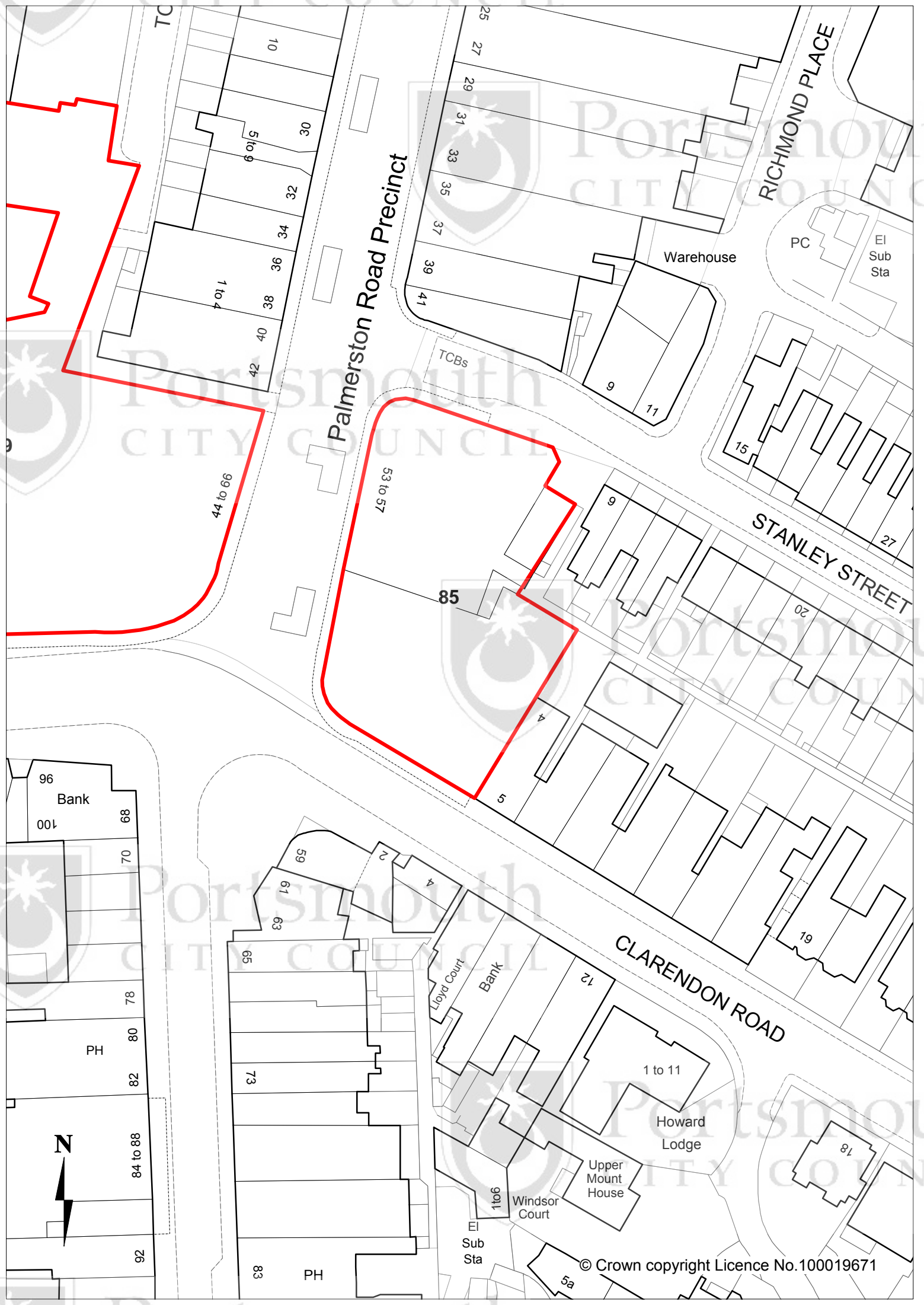
The site is scheduled to become available when John Lewis move to the Northern Quarter. Consequently, development is not expected in the first five years.

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

TCBs

Bank

PH

N

Howard Lodge

Upper Mount House

Windsor Court

Lloyd Court

Bank

El Sub Sta

Site 89**Alfa Romeo showroom, 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) and was included in the Draft Site Allocations Plan.

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

Nightingale Court

El Sub Sta

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

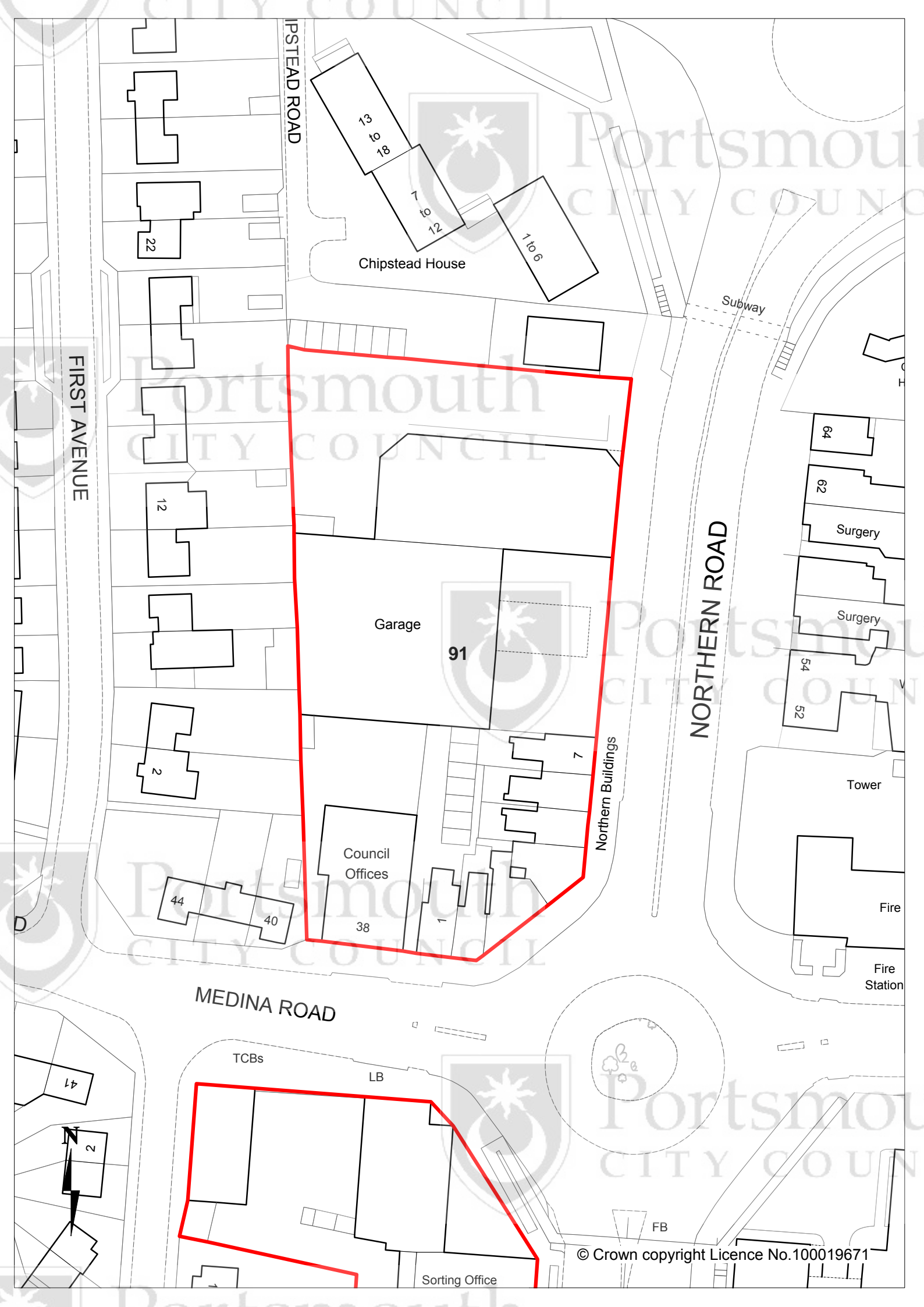
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

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

Timeframe for delivery: 11-13 years

Site status: Potential Housing Site



IPSTEAD ROAD

Chipstead House

Subway

FIRST AVENUE

NORTHERN ROAD

Garage

91

Council Offices

38

Northern Buildings

7

Tower

Fire

Fire Station

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

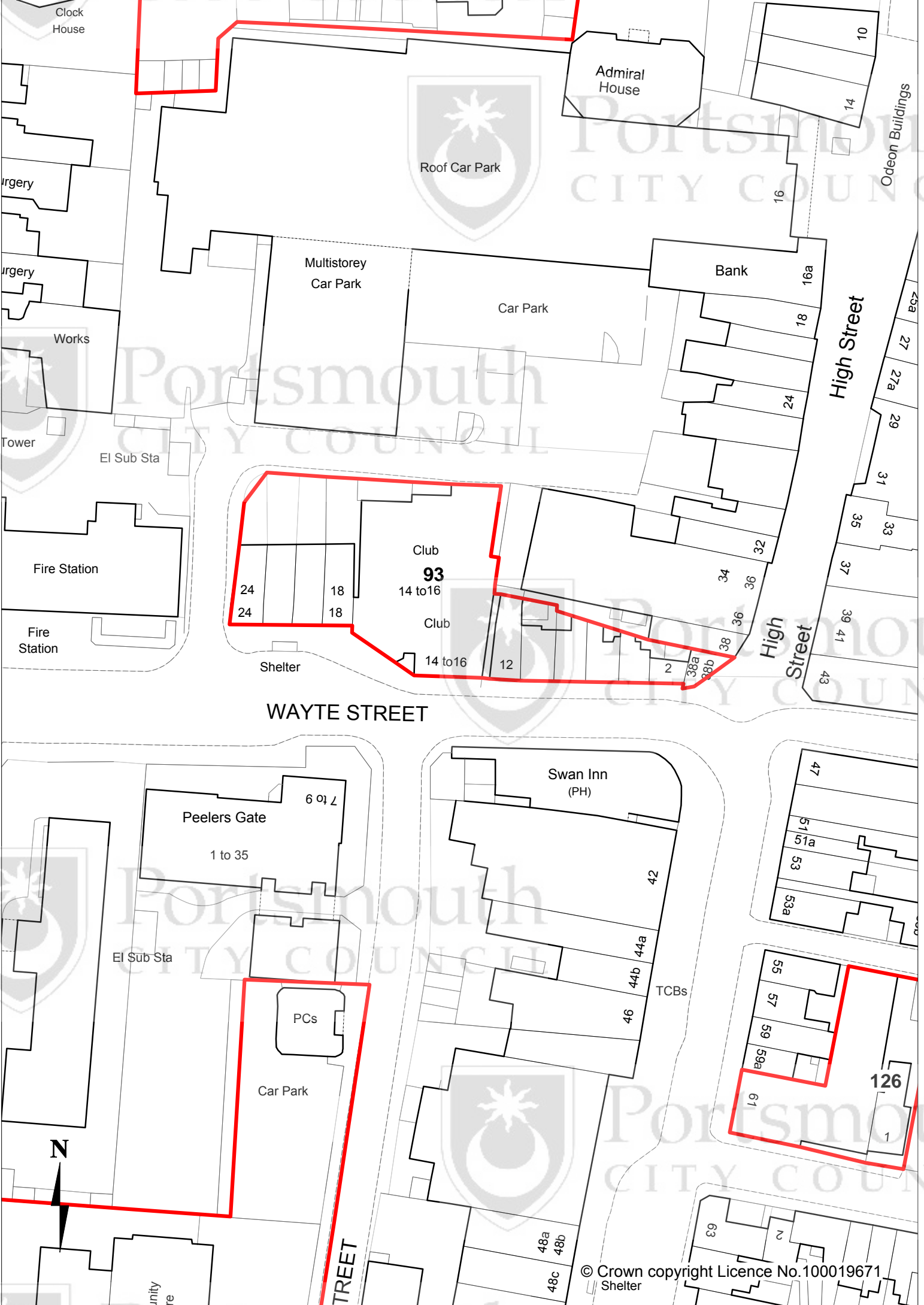
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

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

WAYTE STREET

Swan Inn (PH)

Peelers Gate

1 to 35

El Sub Sta

PCs

Car Park

TCBs

126

N

TREET

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Shelter

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

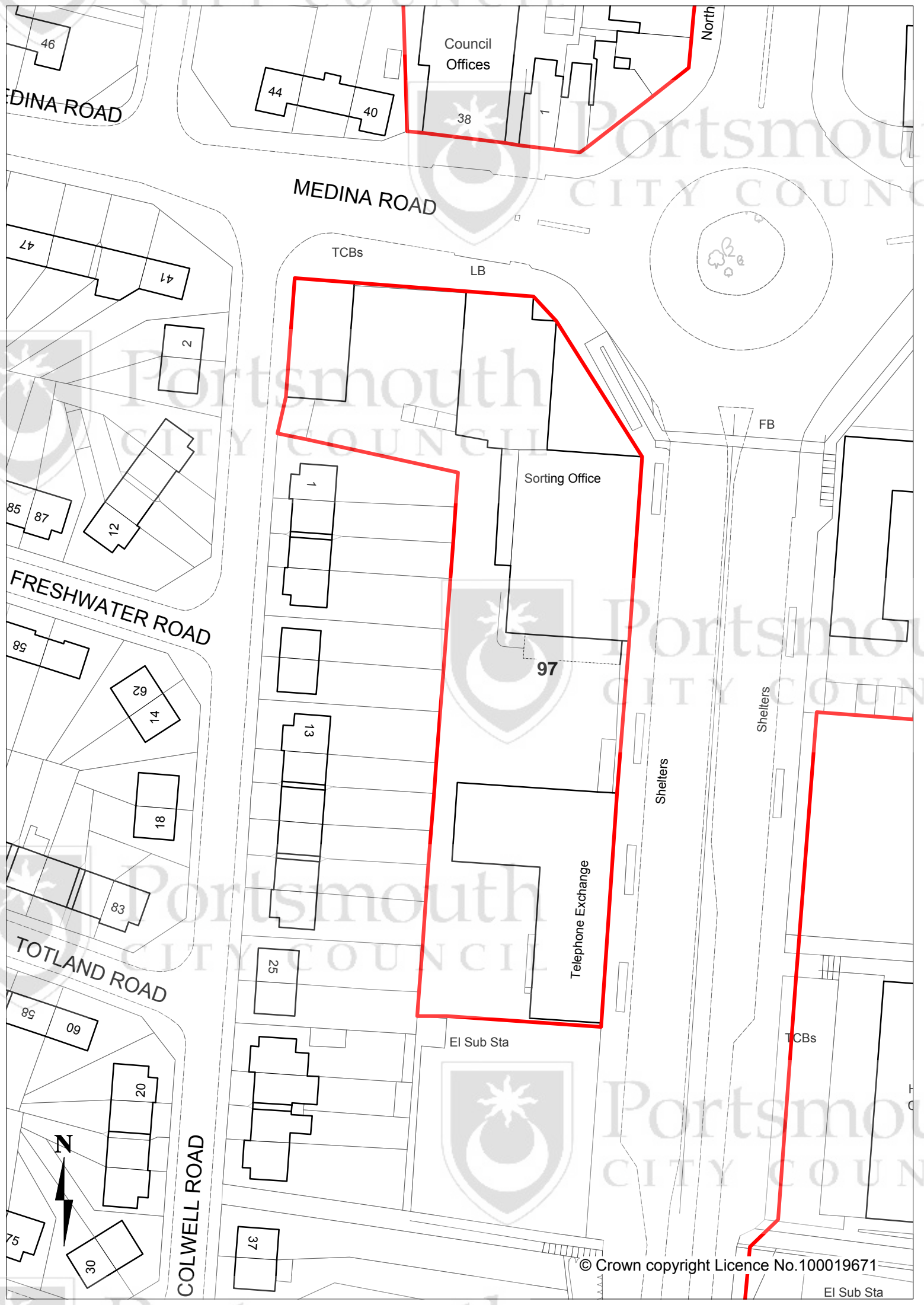
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

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

Timeframe for delivery: 11-13 years

Site status: Potential Housing Site



46
MEDINA ROAD

44 40 38
Council Offices

North

MEDINA ROAD

47 41 2

TCBs

LB

85 87 12

Sorting Office

FB

FRESHWATER ROAD

58 29 14

97

18

83

Telephone Exchange

Shelters

Shelters

TOTLAND ROAD

58 09

25

EI Sub Sta

TCBs

20

75 30

COLWELL ROAD

37

Site 101**Vauxhall showroom (London Road)****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

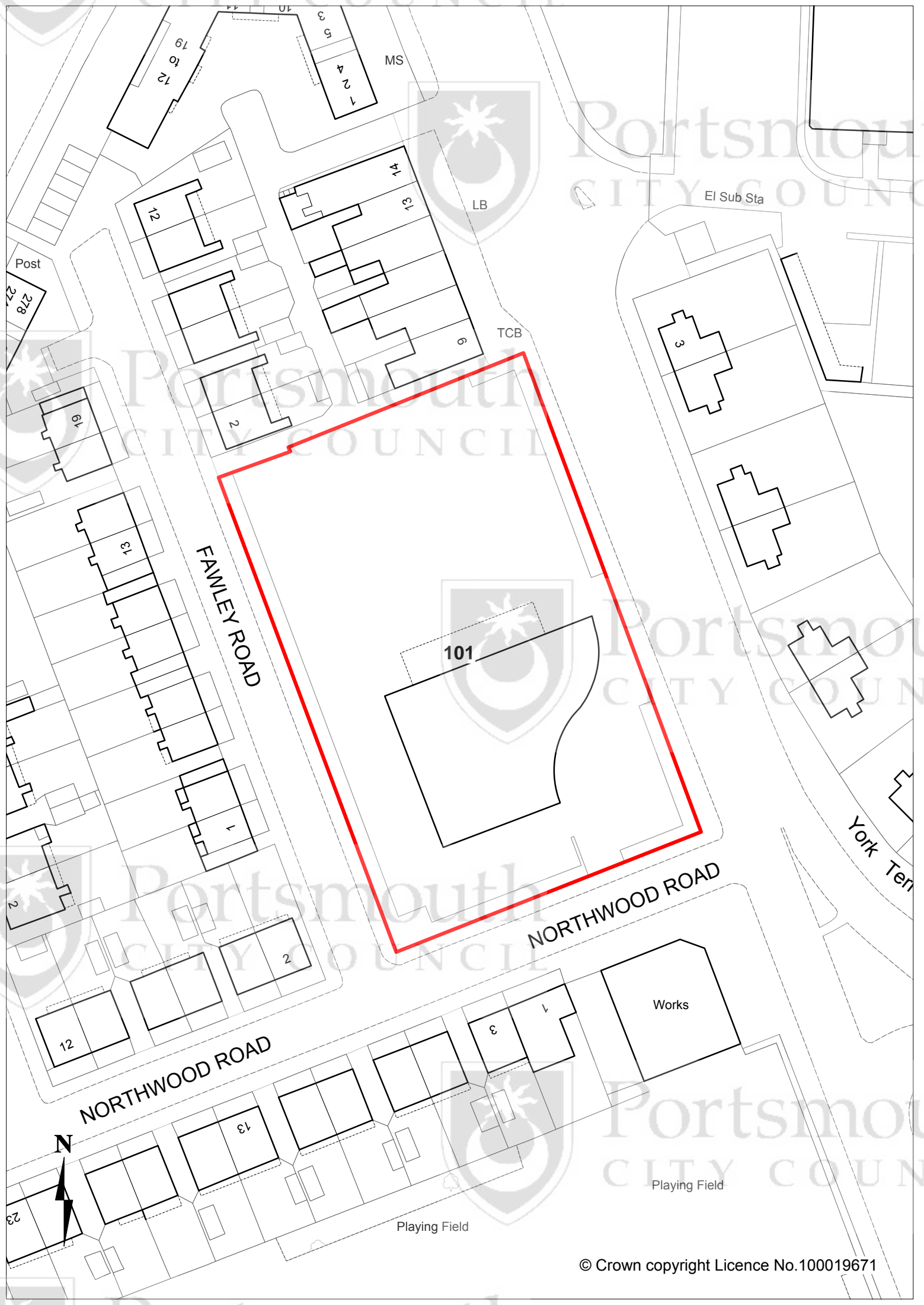
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

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

N

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

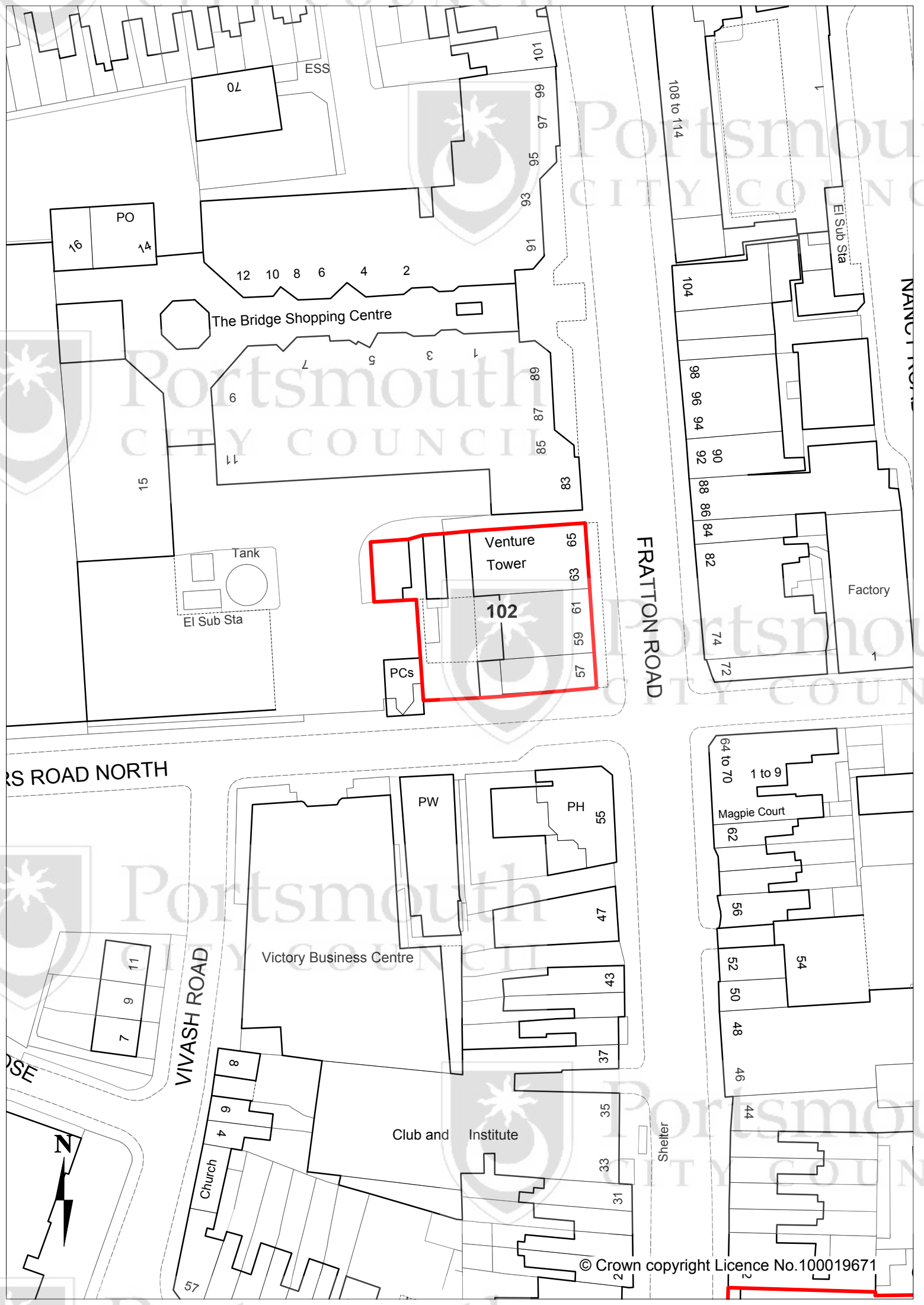
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

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

Timeframe for delivery: 6-10 years

Site status: Potential Housing Site



ESS

02

PO

16

14

12 10 8 6 4 2

The Bridge Shopping Centre

7

5

3

1

9

11

15

Tank

EI Sub Sta

Venture Tower

102

PCs

FRATTON ROAD

108 to 114

EI Sub Sta

104

98

96

94

92

90

88

86

84

82

74

72

Factory

FRATTON ROAD NORTH

PW

PH

55

Victory Business Centre

47

43

37

35

33

31

Club and Institute

Magpie Court

62

56

54

52

50

48

46

44

FRATTON ROAD SOUTH

VIVASH ROAD

11

9

7

Church

8

6

4

57

Shelter

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

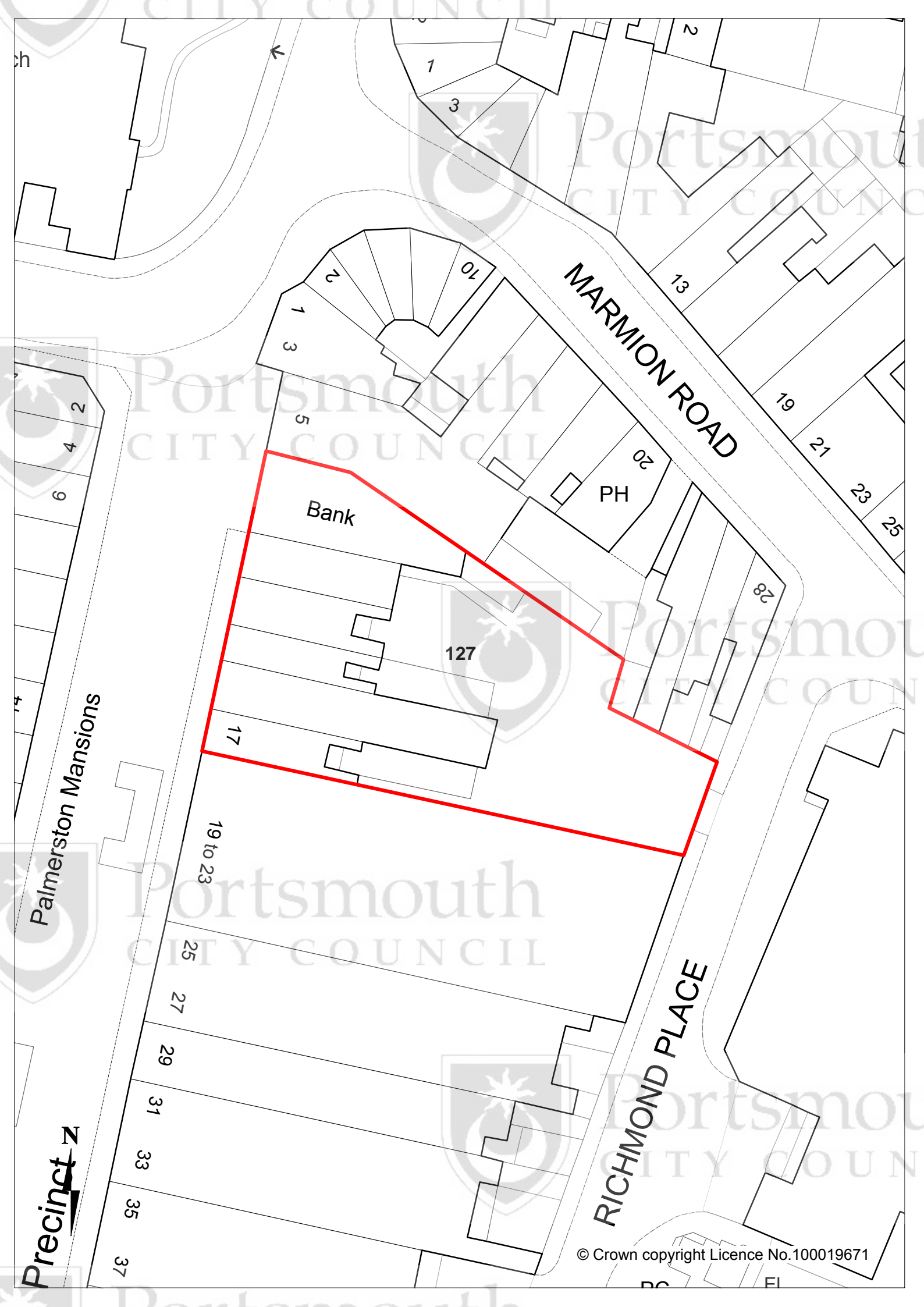
As the site is not being promoted to the city council it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 15 **Existing Units on Site:** 5 **Net Yield:** 10 **Anticipated Density (dph):** 107

Timeframe for delivery: 11-13 years

Site status: Potential Housing Site



MARMION ROAD

RICHMOND PLACE

Palmerston Mansions

Precinct z

Bank

PH

127

19 to 23

17

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27

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31

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35

37

**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 8 new houses (13/00553/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:

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? Site not in use

Achievability

Strength of housing market: Medium-low strength housing market

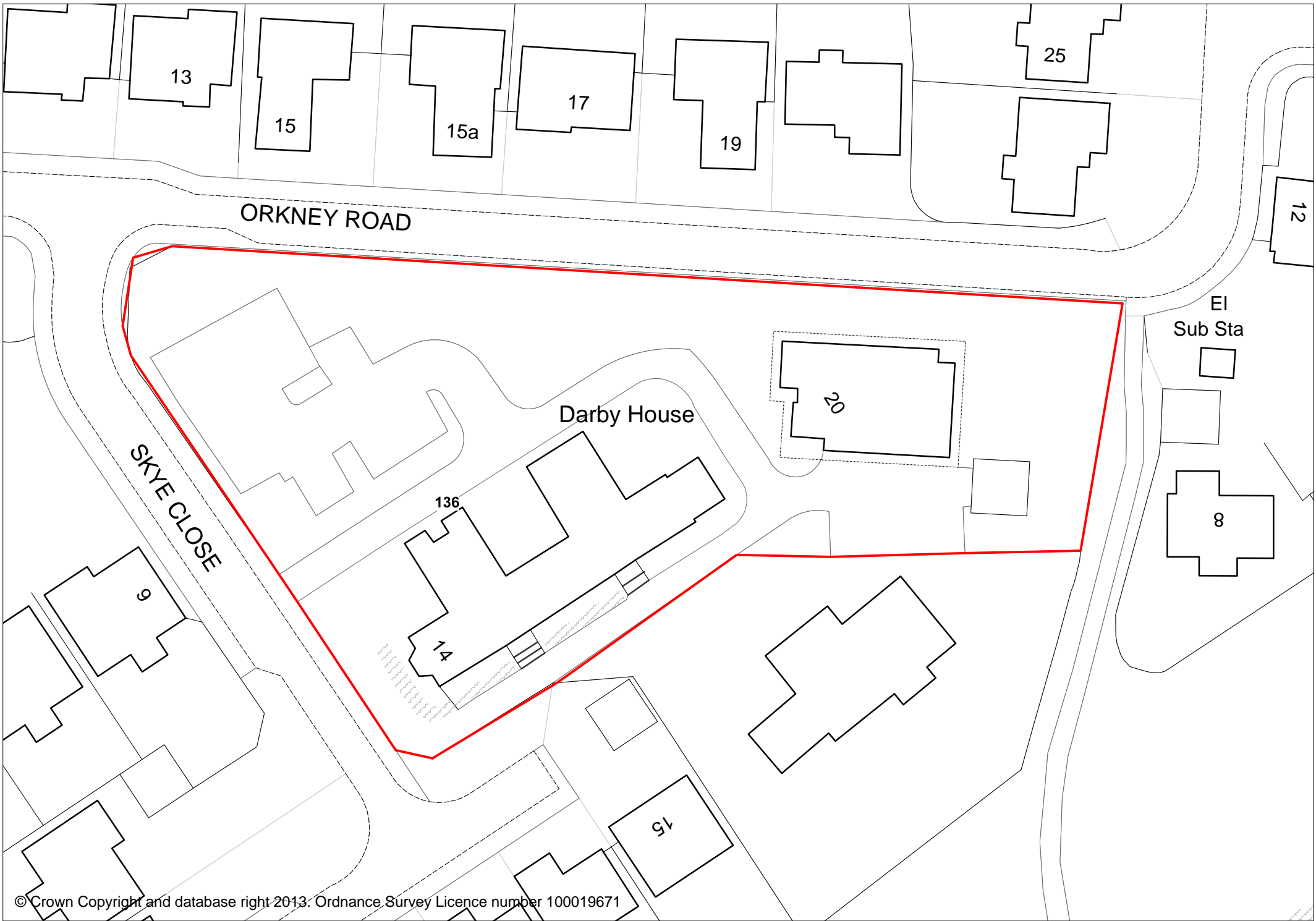
As there is a resolution to grant conditional outline approval, it is reasonable to conclude that development is possible in the first five years.

Conclusions

Gross Yield: 8 **Existing Units on Site:** 0 **Net Yield:** 8 **Anticipated Density (dph):** 21

Timeframe for delivery: 1-5 years

Site status: Potential Housing Site



13

15

15a

17

19

25

12

ORKNEY ROAD

EI
Sub Sta

Darby House

20

8

SKYE CLOSE

9

136

14

15

**Site 137
Portland Hotel**

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:

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 through a recent planning application

Is the site currently in use? Site not in use

Achievability

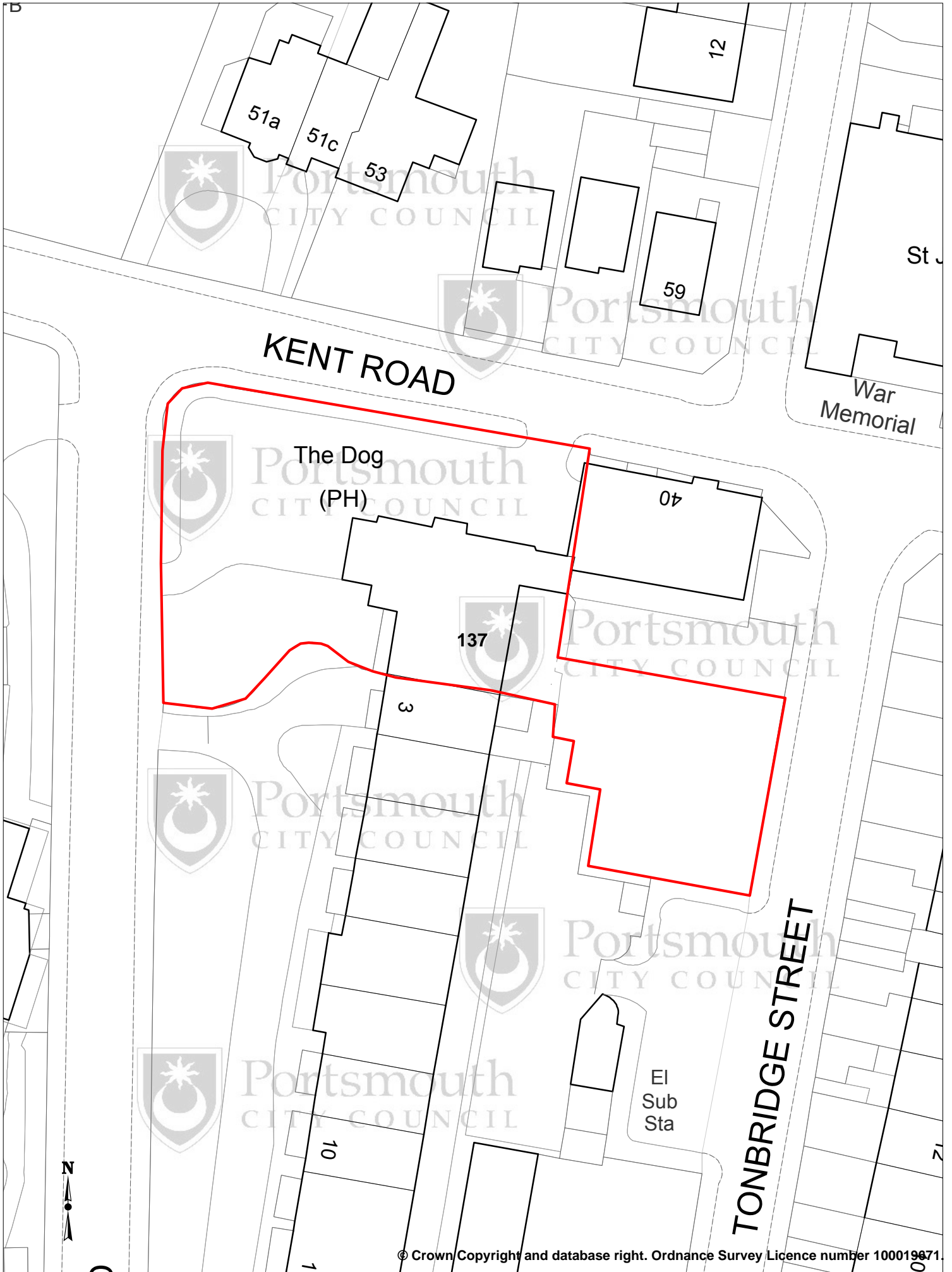
Strength of housing market: High strength housing market

There is clear development interest in the site. As a result, it is 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



KENT ROAD

The Dog
(PH)

40

137

3

TONBRIDGE STREET

EI
Sub
Sta

10

1

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

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CITY COUNCIL

Portsmouth
CITY COUNCIL

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) was granted planning permission in July 2013.

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.

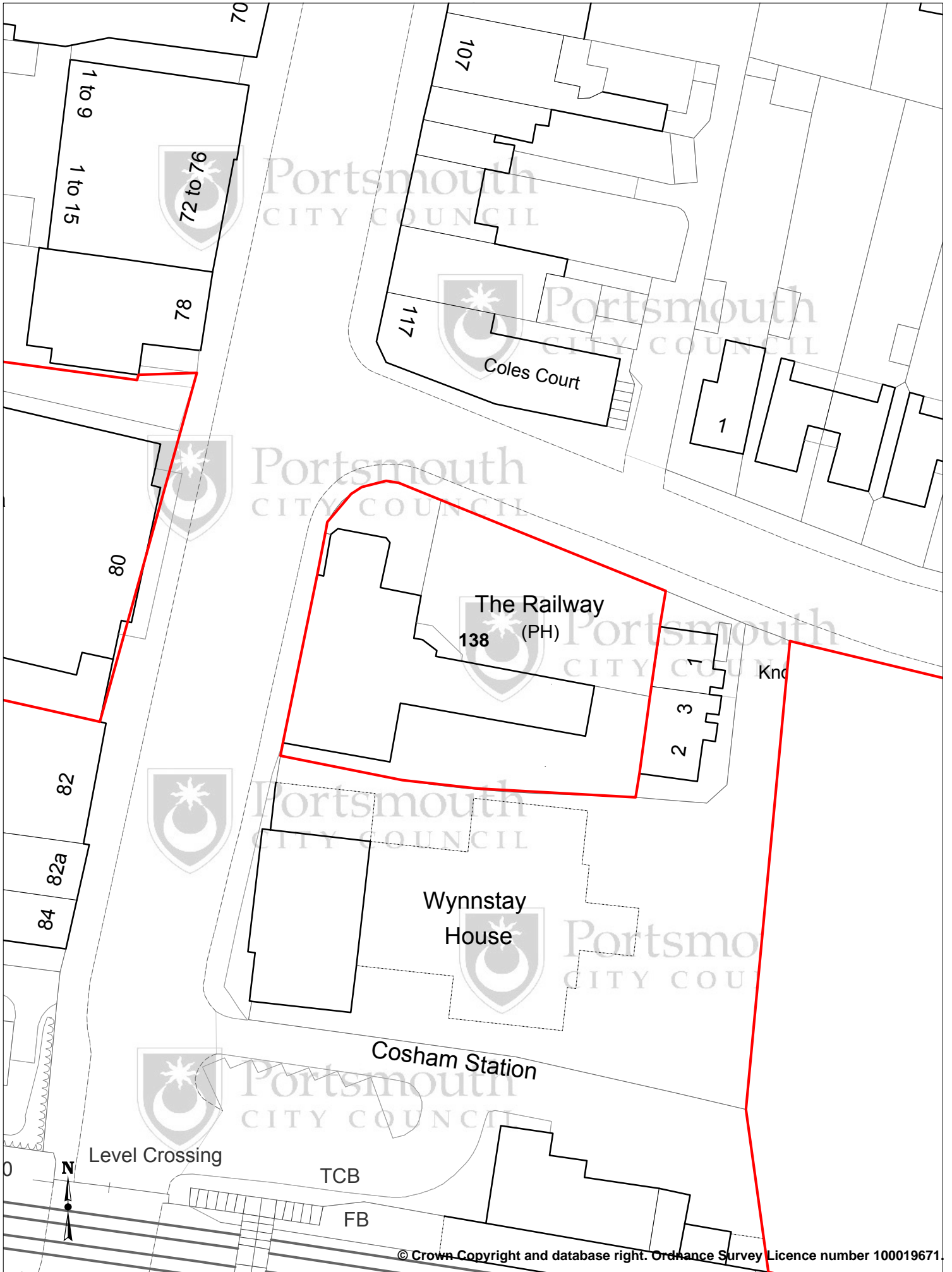
What form could the development take? Flats**Contamination:**

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 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:** 20 **Existing Units on Site:** 0 **Net Yield:** 20 **Anticipated Density (dph):** 200**Timeframe for delivery:** 1-5 years**Site status:** Potential Housing Site



Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

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CITY COUNCIL

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Portsmouth
CITY COUNCIL

Site 143
Land at 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:

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 to the city council through a recent planning application.

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

Achievability

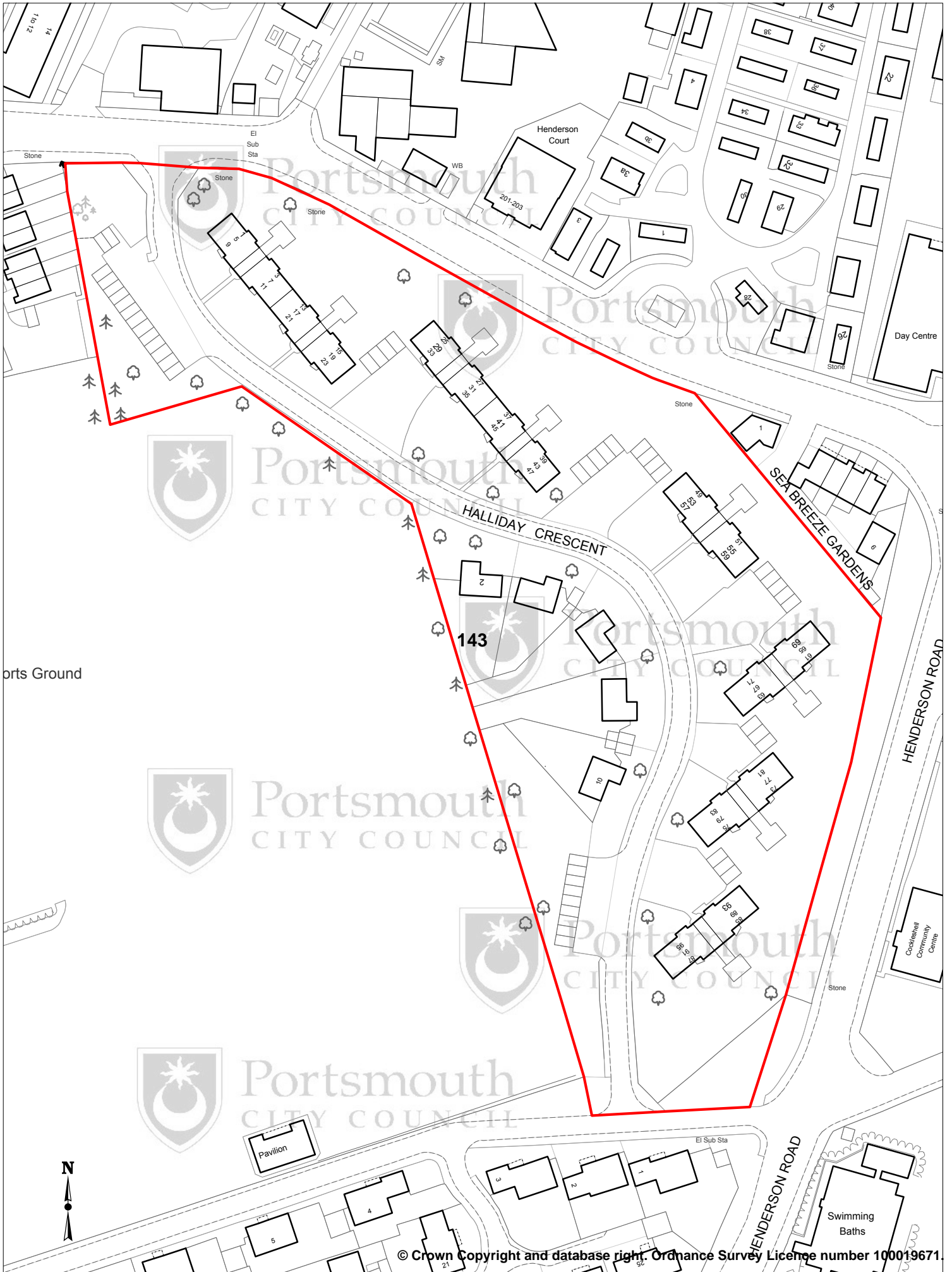
Strength of housing market: Medium-high strength housing market

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****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:

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

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

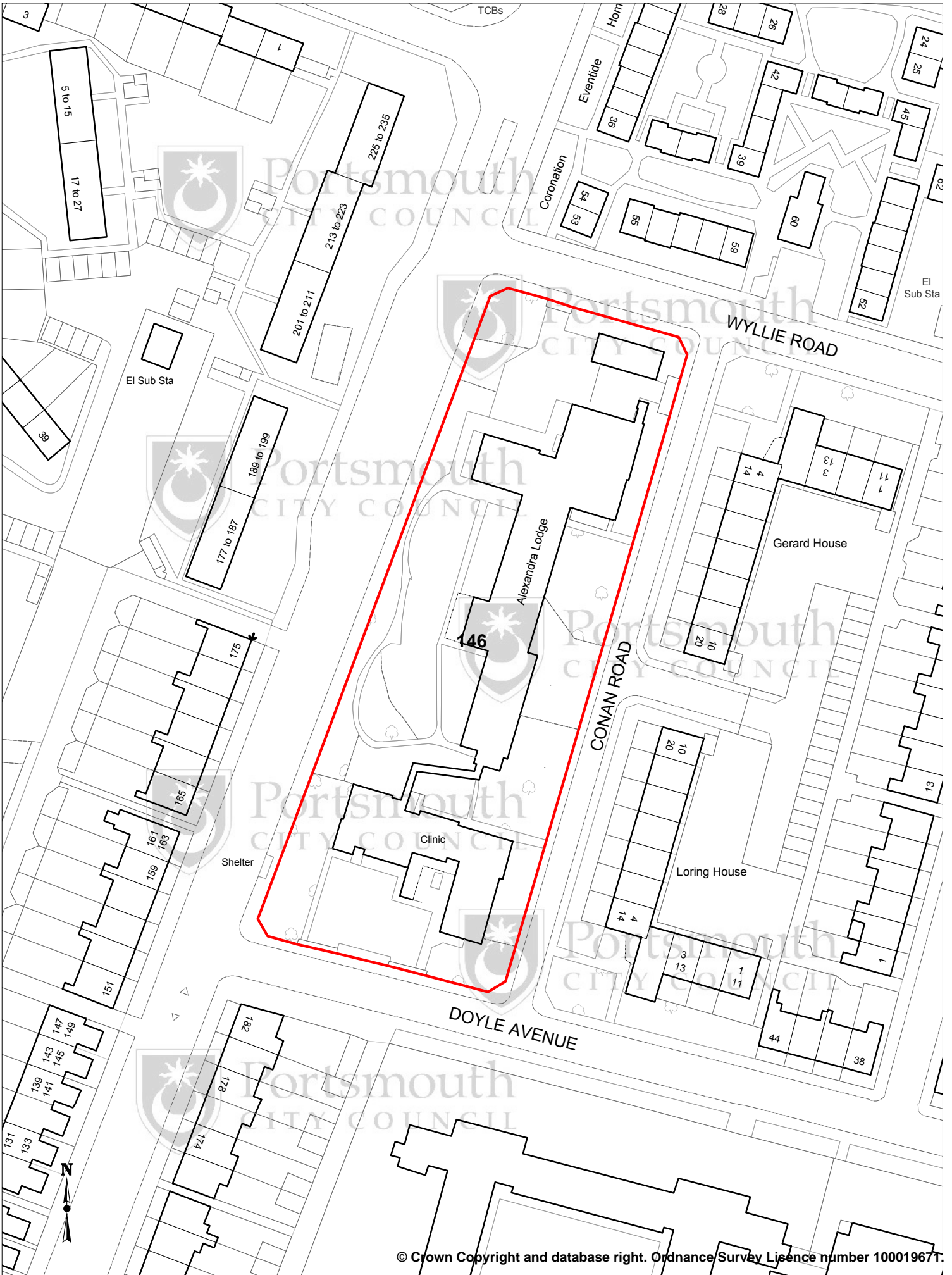
The site is being actively disposed of. Thus, subject to achieving planning permission, it is reasonable to conclude that development is possible within 5 years.

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:

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? Unintensively Used

Achievability

Strength of housing market: Medium-high strength housing market

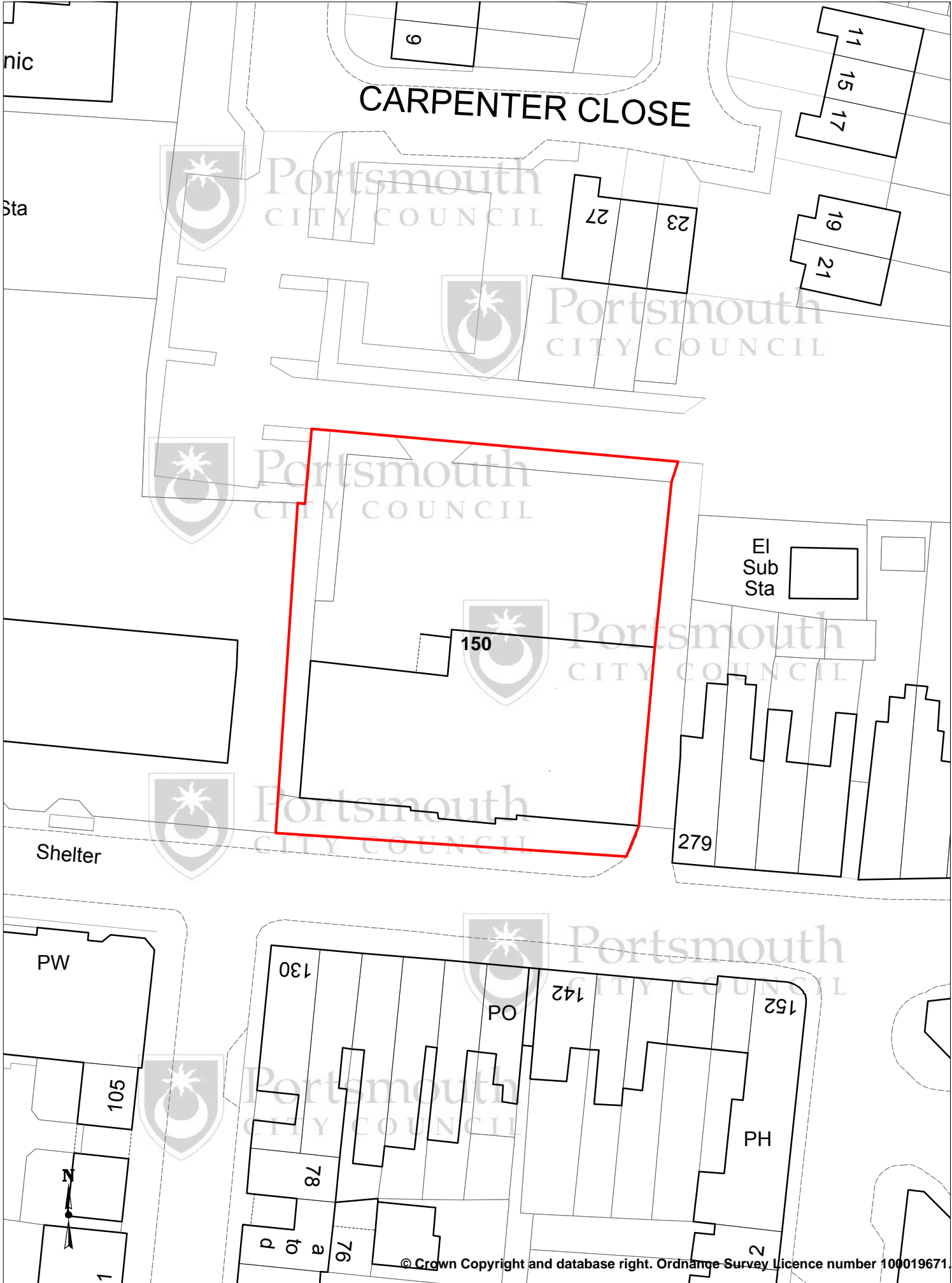
As the site is being disposed of, subject to planning permission, it is reasonable to conclude that development is possible in the first five years.

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



CARPENTER CLOSE

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

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CITY COUNCIL

Portsmouth
CITY COUNCIL

Portsmouth
CITY COUNCIL

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: There are a number of issues facing development of the site which include flood risk, impact on nearby SPAs, land contamination and access.

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

Contamination:

Due to the large size of the site, its 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.

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: 6-10 years **Site status:** Potential Housing Site



Site 153**Parking area south of Sultan Road (east)****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:

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? Unintensively Used

Achievability

Strength of housing market: Low strength housing market

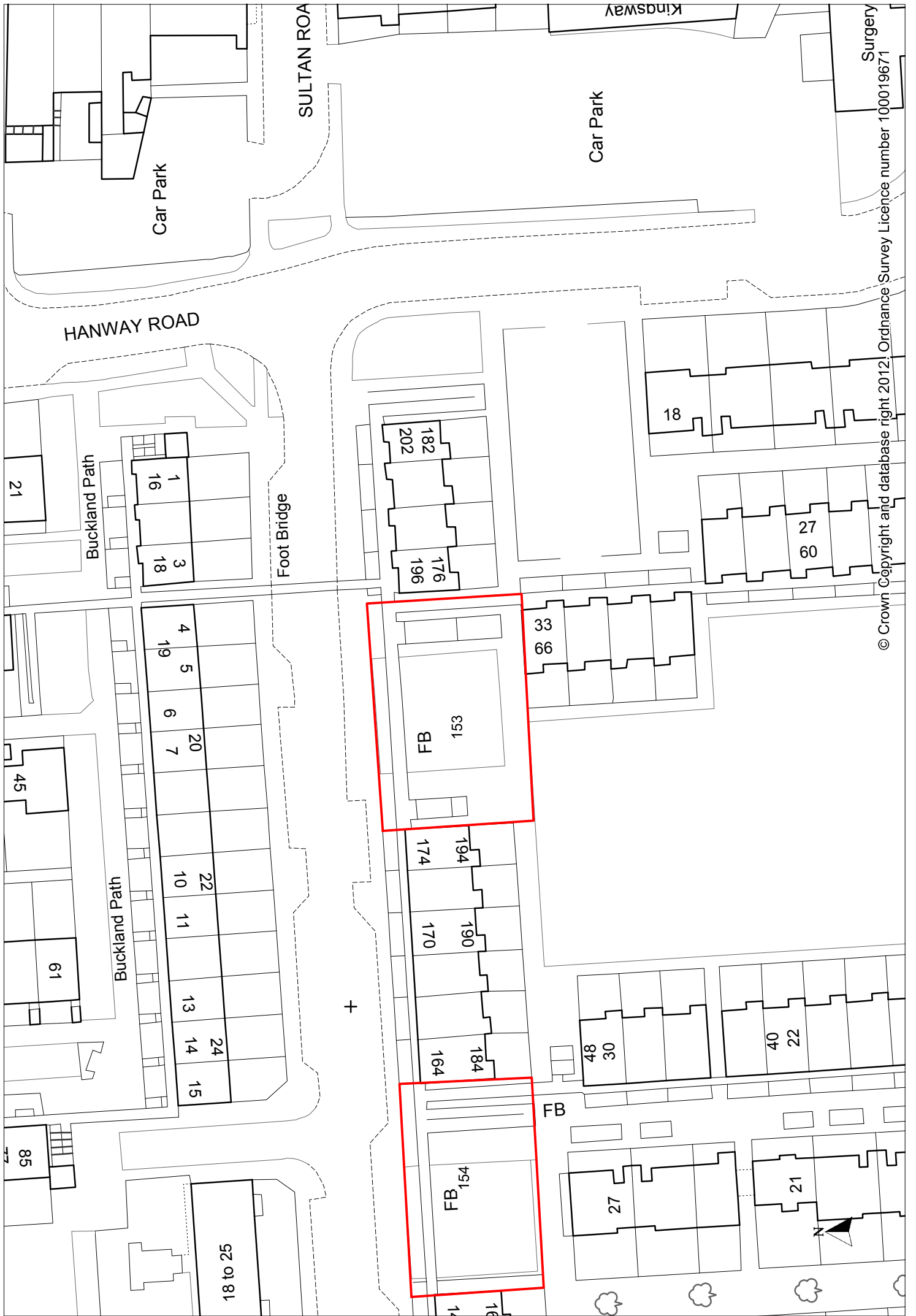
The site is expected to come forward in the first five years.

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**Parking area south of Sultan Road (west)****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:

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? Unintensively Used

Achievability

Strength of housing market: Low strength housing market

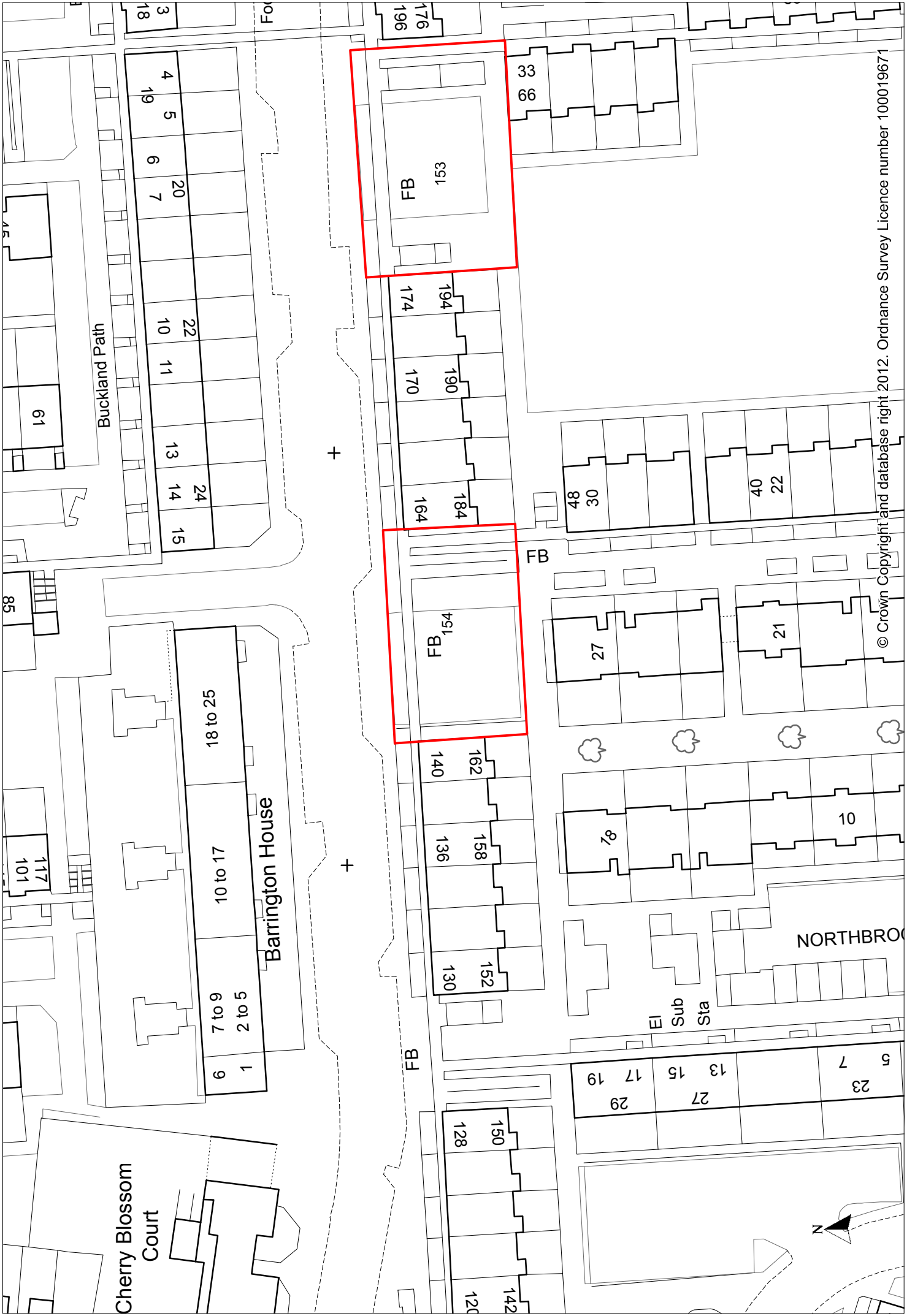
The site is expected to come forward in the first five years

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**University of Portsmouth - St George's Building****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:

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

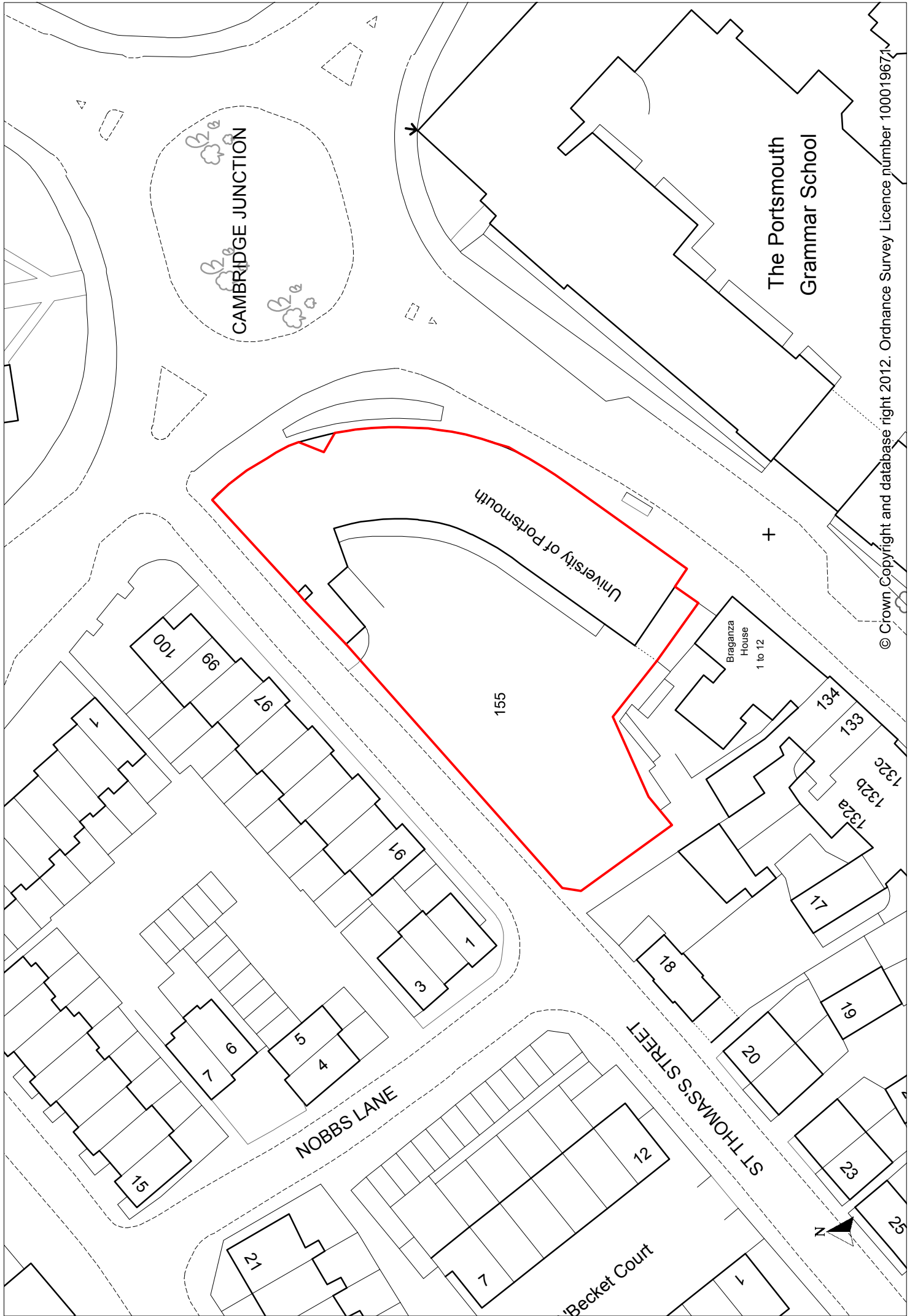
The site is expected to come forward in the first five years.

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 parking area****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:

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? 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

44

30

14

4

127

119

109	107	105	103
93	91	89	87

117	115	113	111	95
101	99	97	111	

85	83	81	79	77	75	73	71
----	----	----	----	----	----	----	----

El Sub Sta

69	67	65	63
81	79		

31	47
----	----

45

SEYMOUR

CLOSE

FB

FB

FB

68	80	66	64	78	62
----	----	----	----	----	----

156

76	84	74	72	82	70
----	----	----	----	----	----

116	114	112	110	94
100	98	96		

108	106	104	102	86
92	90	88		

60	48
----	----

46	36
----	----

20

**Site 158
Edinburgh House**

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:

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? 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

12 to 17

6 to 11

4 1
2 3 5

Site 159**TA Centre at Tudor Crescent****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:

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 Ministry of Defence.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium strength housing market

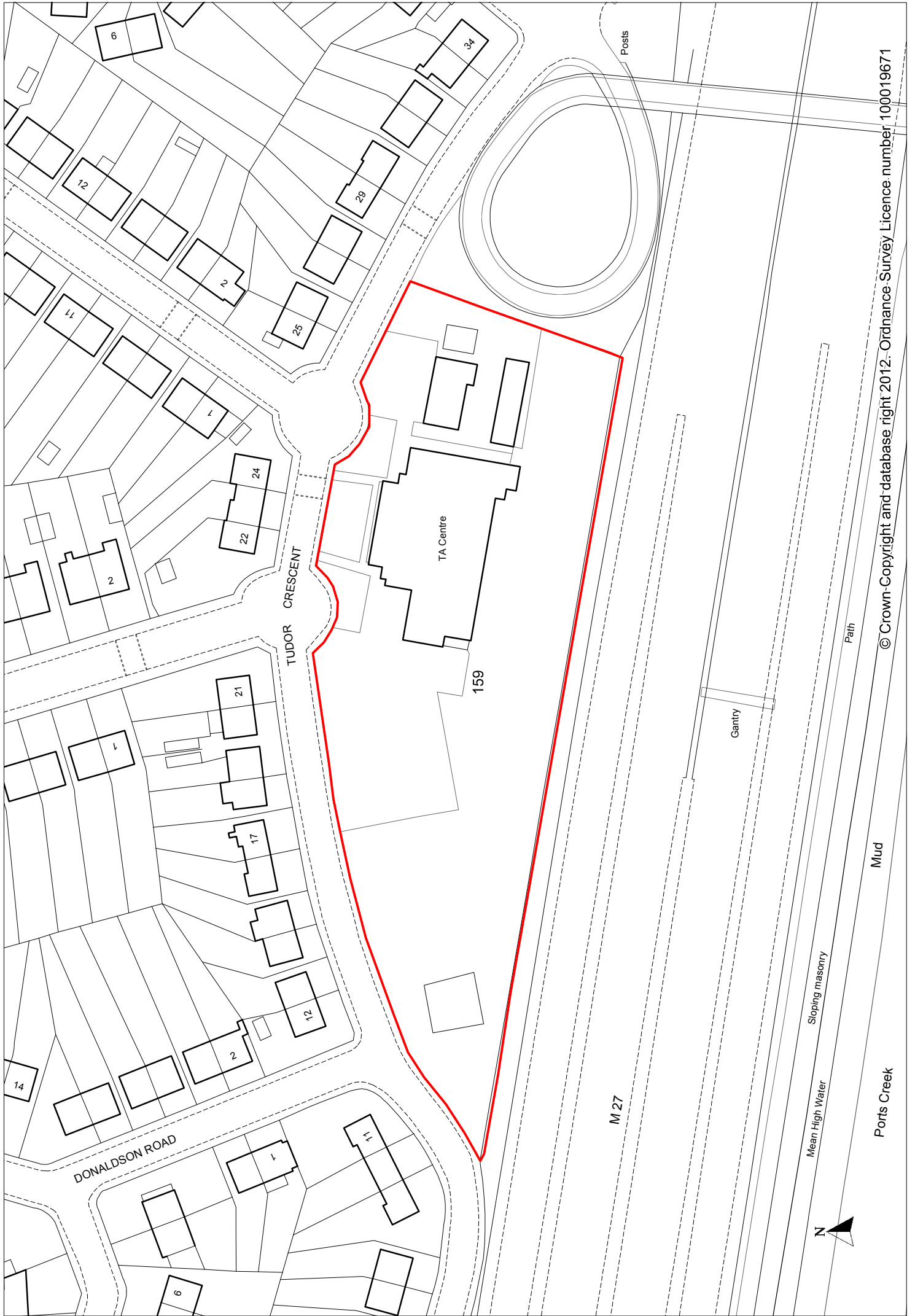
The site is likely to come forward in the first five years.

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



DONALDSON ROAD

TUDOR CRESCENT

TA Centre

159

M 27

Gantry

Mean High Water

Sloping masonry

Path

Ports Creek

Mud



**Site 160
Acorn Lodge**

Description of the Site and Planning History

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

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

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: 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: Development here would involve demolition of the existing building and new build containing approximately 8 flats.

What form could the development take? Flats

Contamination:

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

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

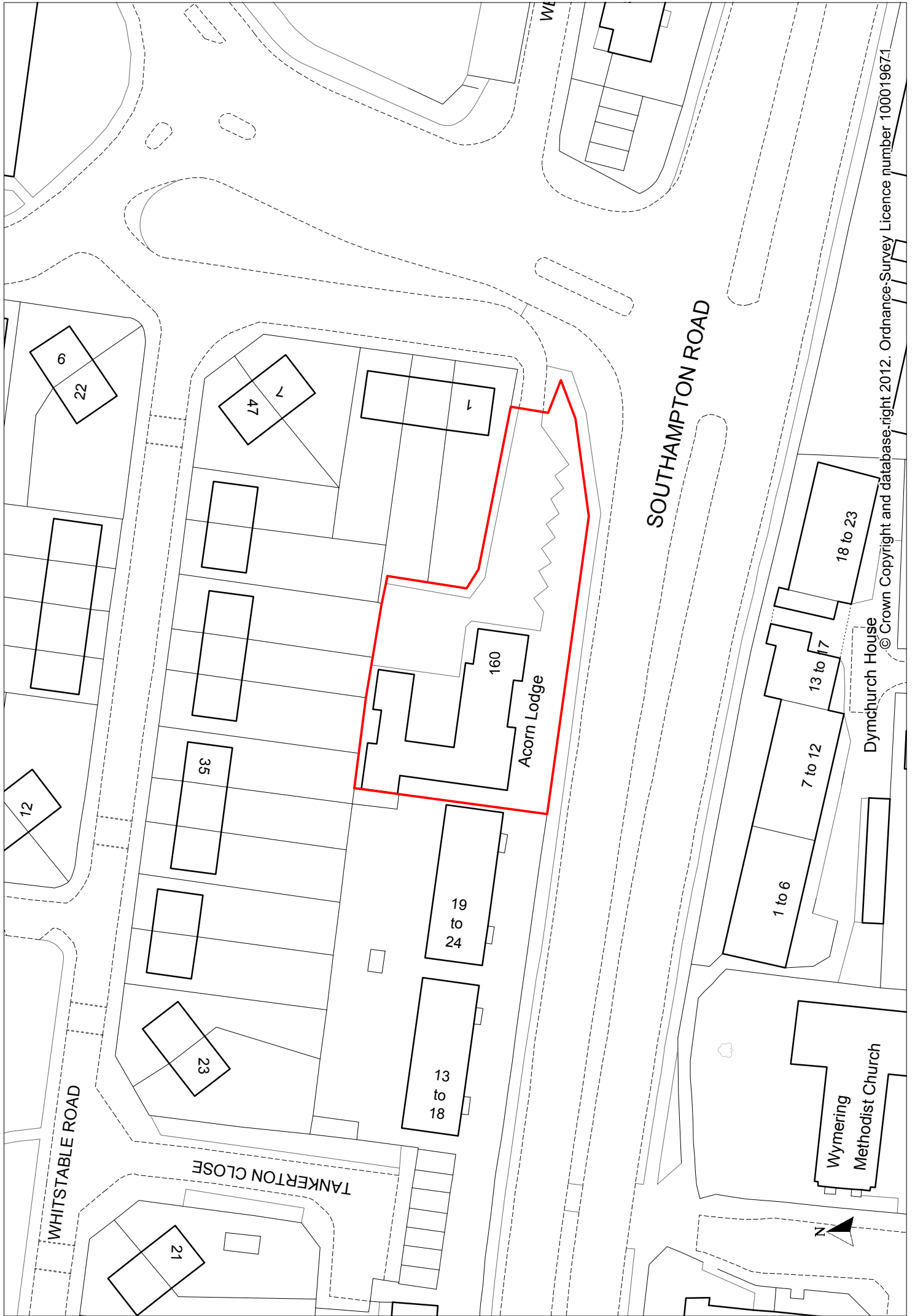
The is likely to come forward in the first five years.

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



SOUTHAMPTON ROAD

WHITSTABLE ROAD

TANKERTON CLOSE

160
Acorn Lodge

Wymering
Methodist Church

Dymchurch House

Site 163
Site of Savoy Buildings

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:

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

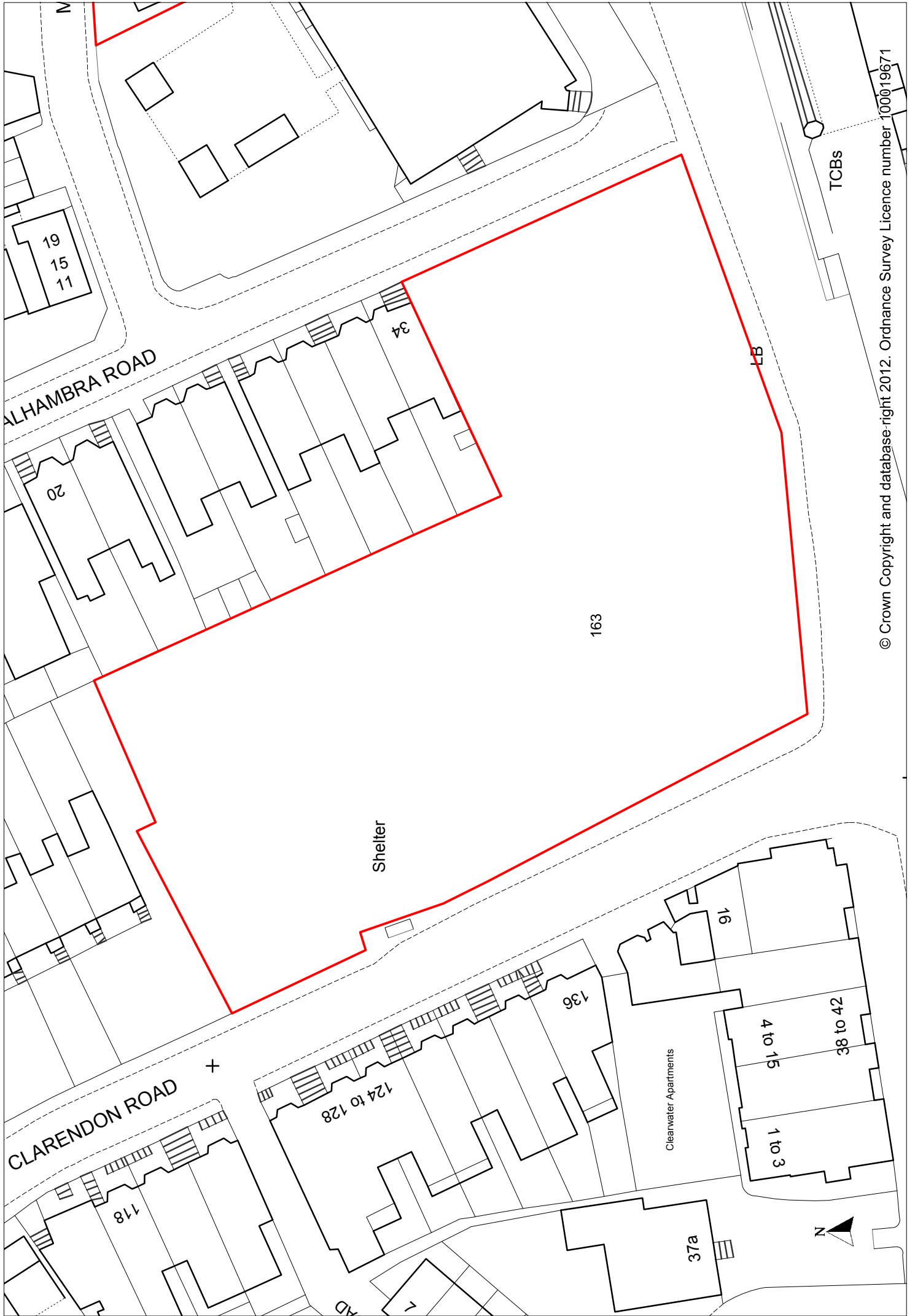
Strength of housing market: High strength housing market

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



ALHAMBRA ROAD

CLARENDON ROAD

Shelter

163

Clearwater Apartments

TCBs

Site 164**TA centre at 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:

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 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

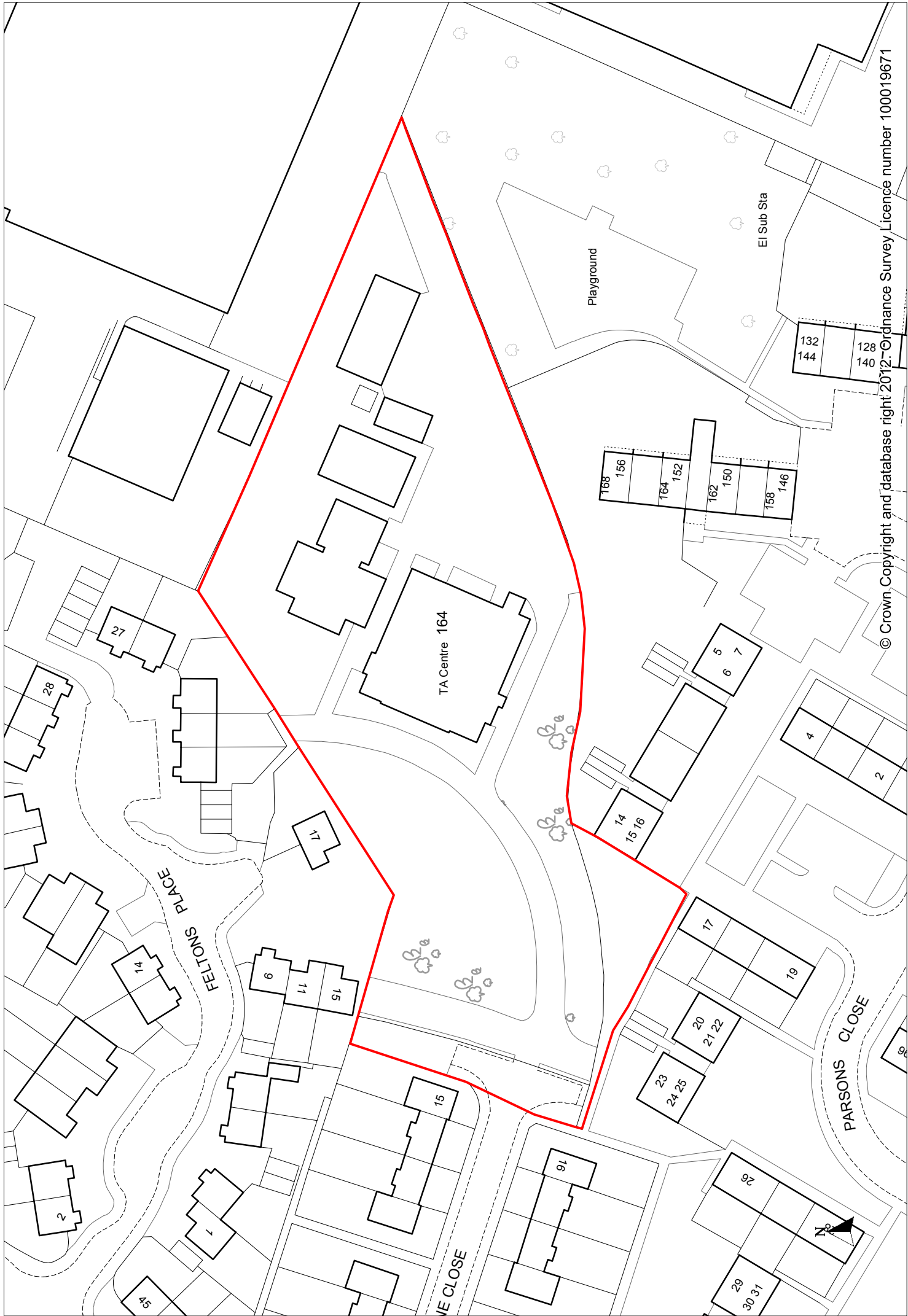
The site is expected to come forward in the first five years.

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



TA Centre 164

Playground

EI Sub Sta

FELTONS PLACE

PARSONS CLOSE

VE CLOSE



27

28

14

17

9

11

15

15

91

92

29

30-31

168

156

164

152

162

150

158

146

14

15

16

5

7

6

4

2

132

144

128

140

**Site 166
Hilsea Lodge**

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:

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? Intensively Used

Achievability

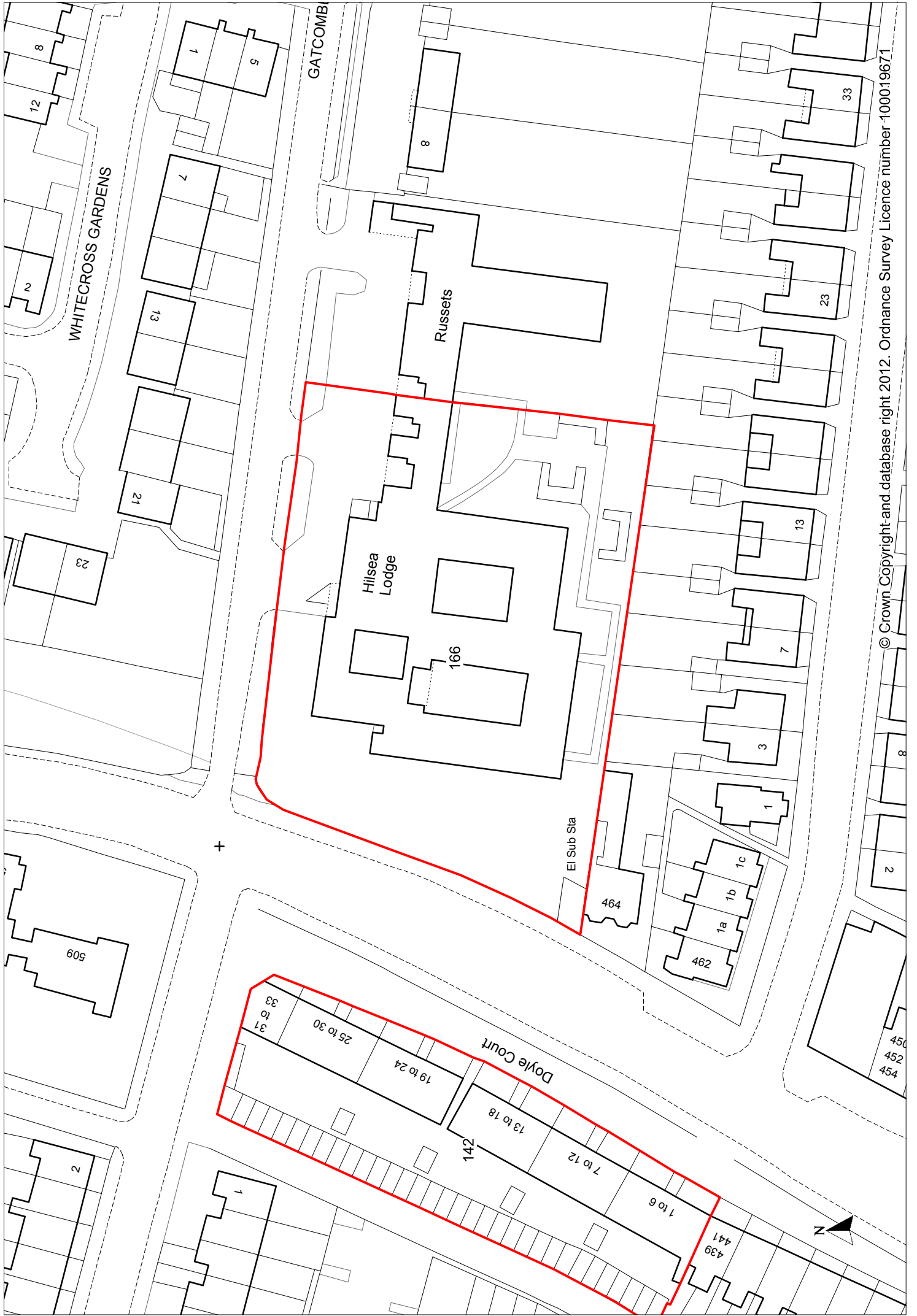
Strength of housing market: Medium-low strength housing market

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



Site 167**Light Villa and Glebe Villa, St James' Hospital****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:

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 NHS.

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

Achievability

Strength of housing market: Medium-high strength housing market

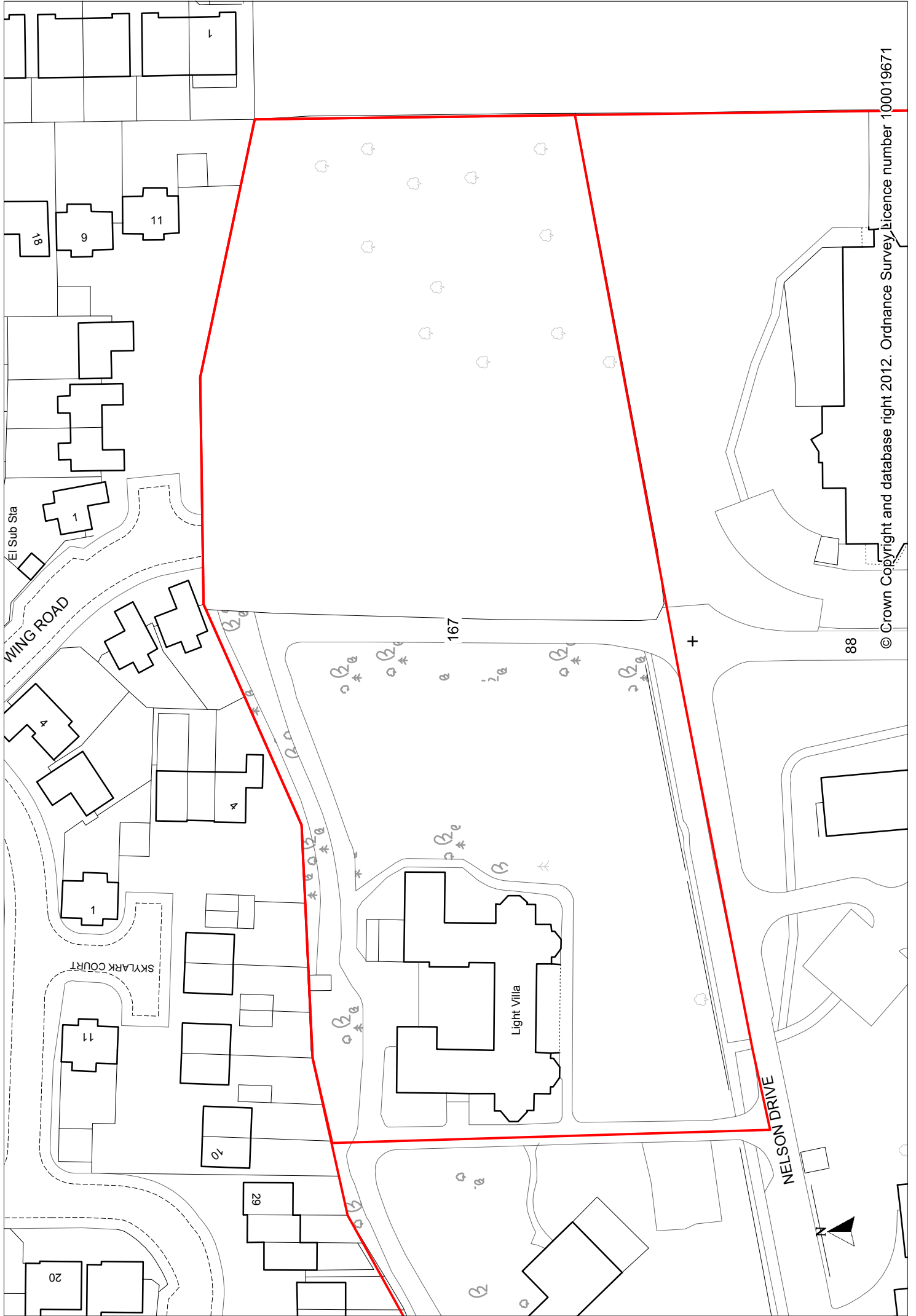
The site is expected to come forward in the first five years.

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



167

88

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. As the development will be replacing a large amount of purpose built student accommodation, there is likely to be a net loss of dwellings as a result of the development.

What form could the development take? A mix of houses and 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? 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:** 115 **Net Yield:** -5 **Anticipated Density (dph):** 33

Timeframe for delivery: 11-13 years

Site status: Potential Housing Site

Mud

Mud

Shingle

Shingle

Mean High Water

G₁

Harbour View

URP

Sand and Shingle

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

Trust Block

Langstone Flats (East)

Langstone Flats (West)

6/30/35w

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 at St James' Hospital****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:

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 NHS.

Is the site currently in use? Intensively Used

Achievability

Strength of housing market: Medium-high strength housing market

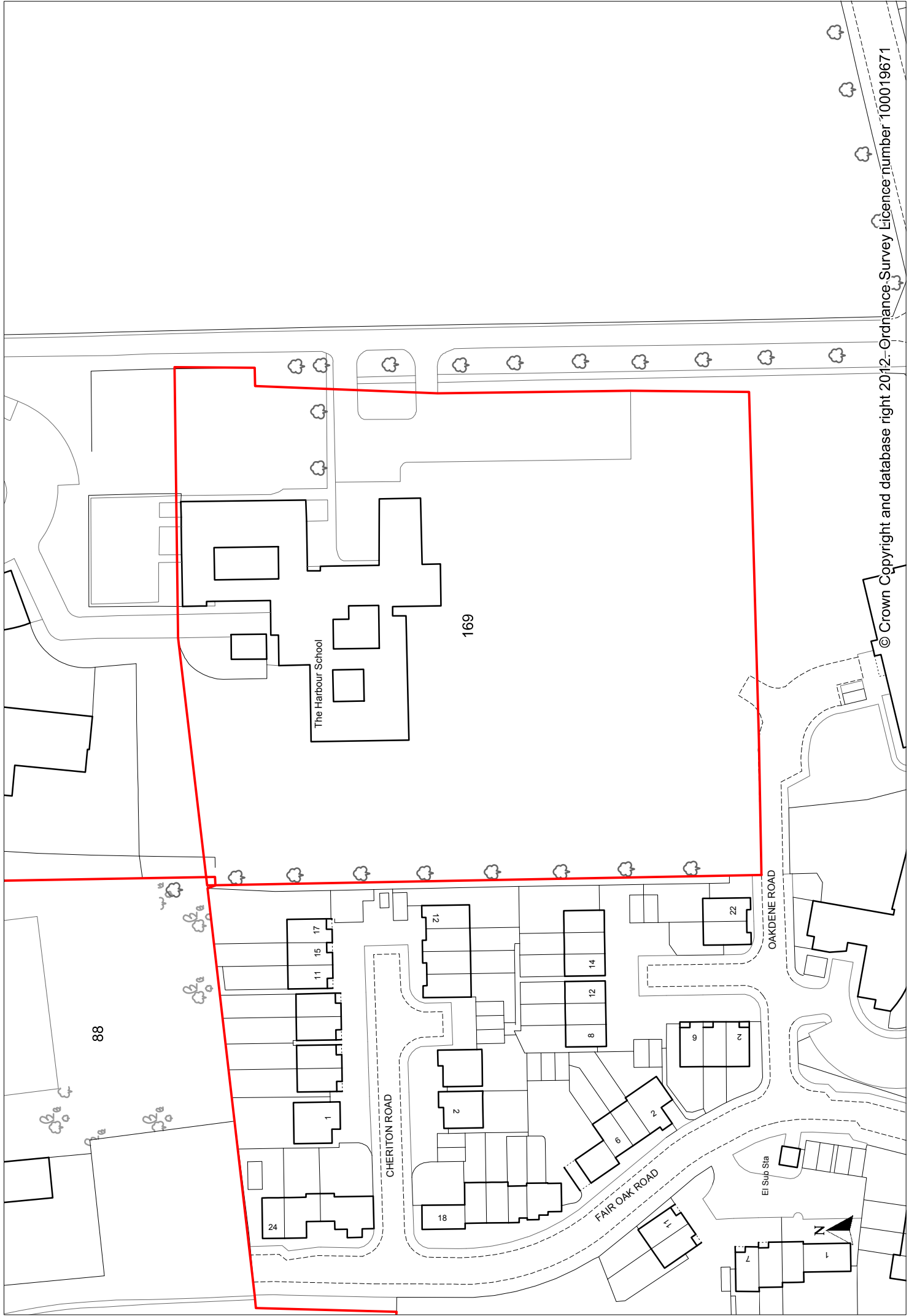
As the site is available and offers a suitable location for housing, development could be achieved in the first five years.

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



The Harbour School

169

88

CHERITON ROAD

FAIR OAK ROAD

OAKDENE ROAD

El Sub Sta

N

Site 170**Garages at Dursley Crescen****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:

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? Site not in use

Achievability

Strength of housing market: Low strength housing market

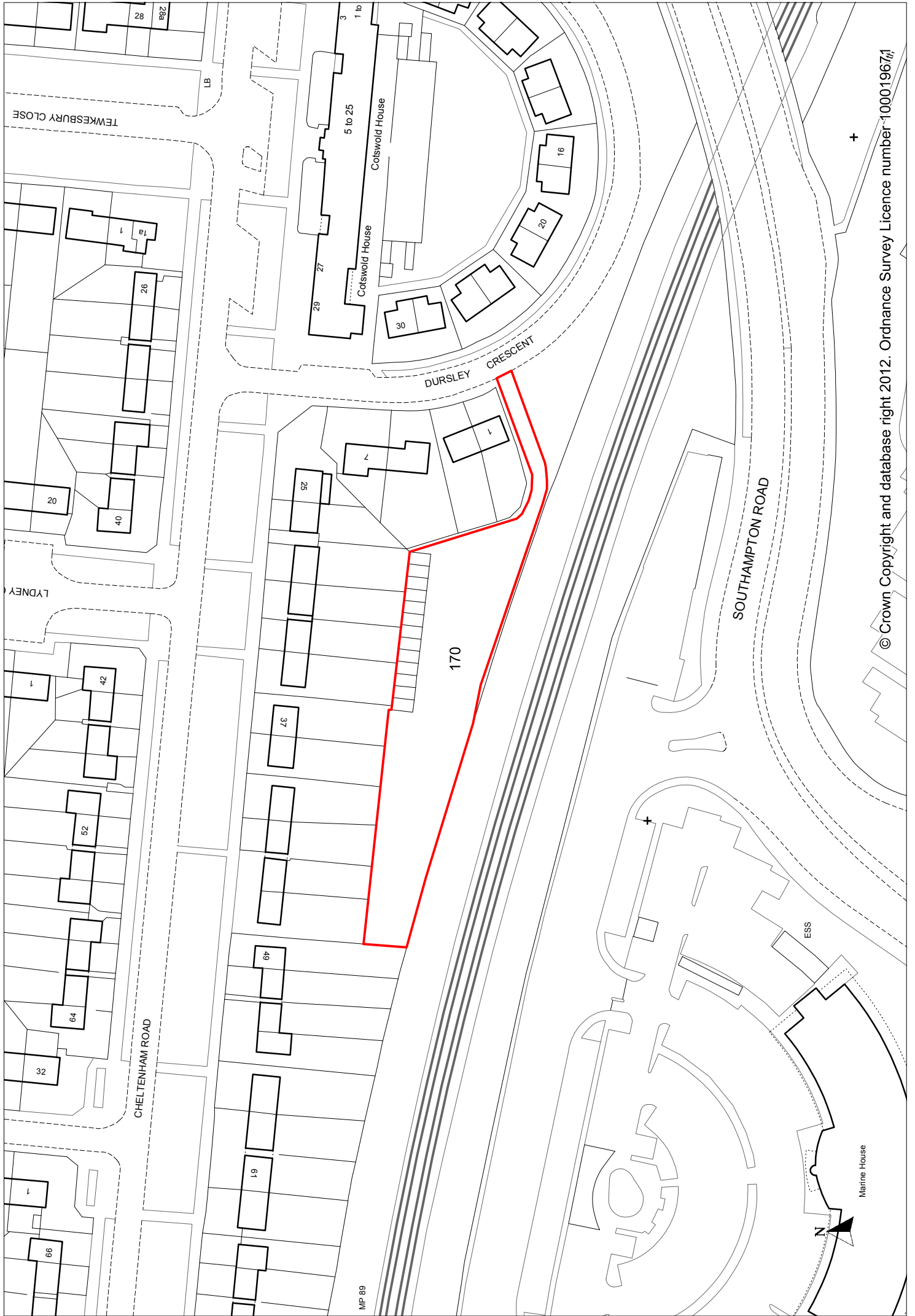
The site is vacant. As a result, development could be achieved in the first five years.

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**

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:

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? Intensively Used

Achievability

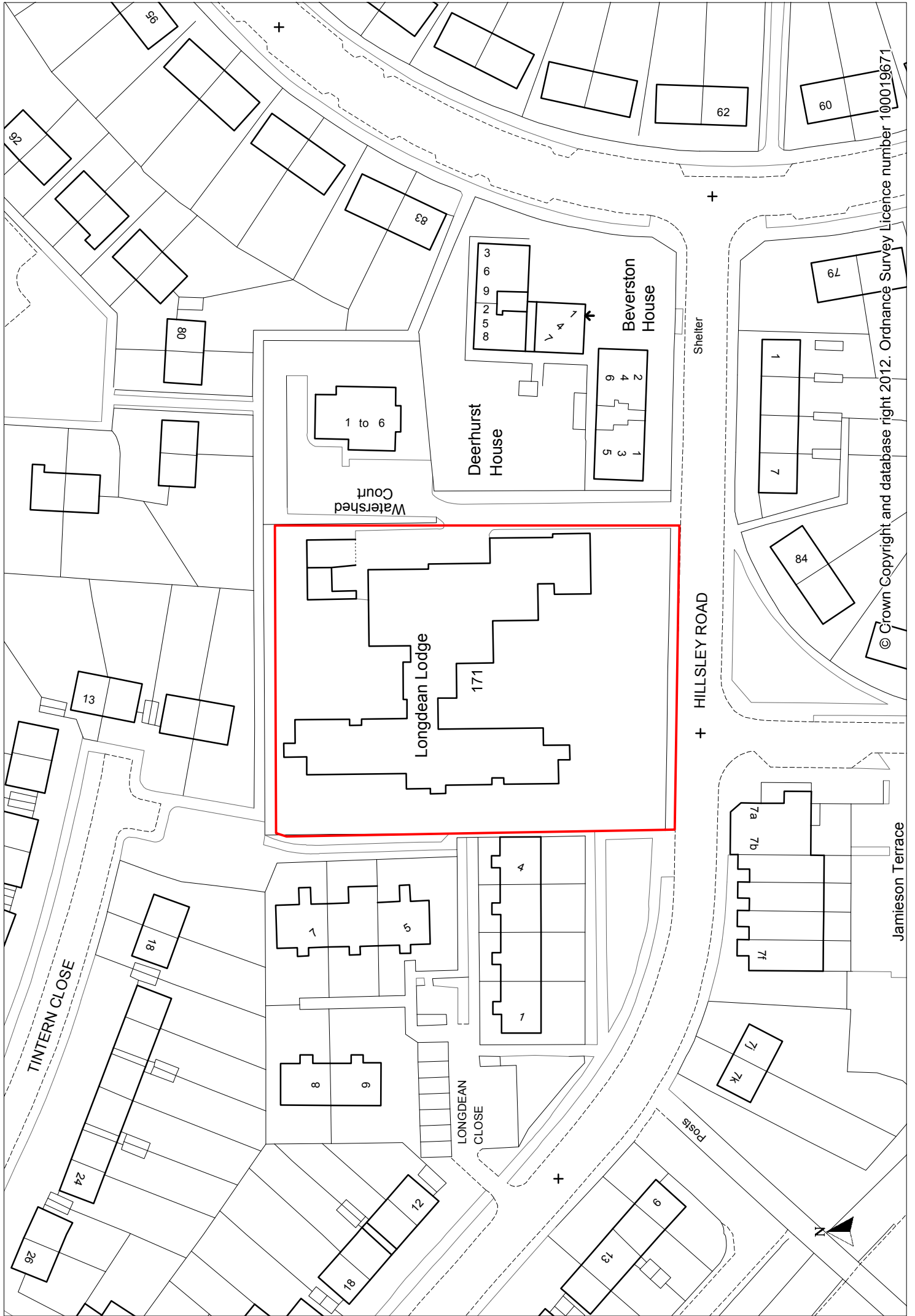
Strength of housing market: Low strength housing market

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



Site 172**Land at Point, east of 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/café's 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:

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: High strength housing market

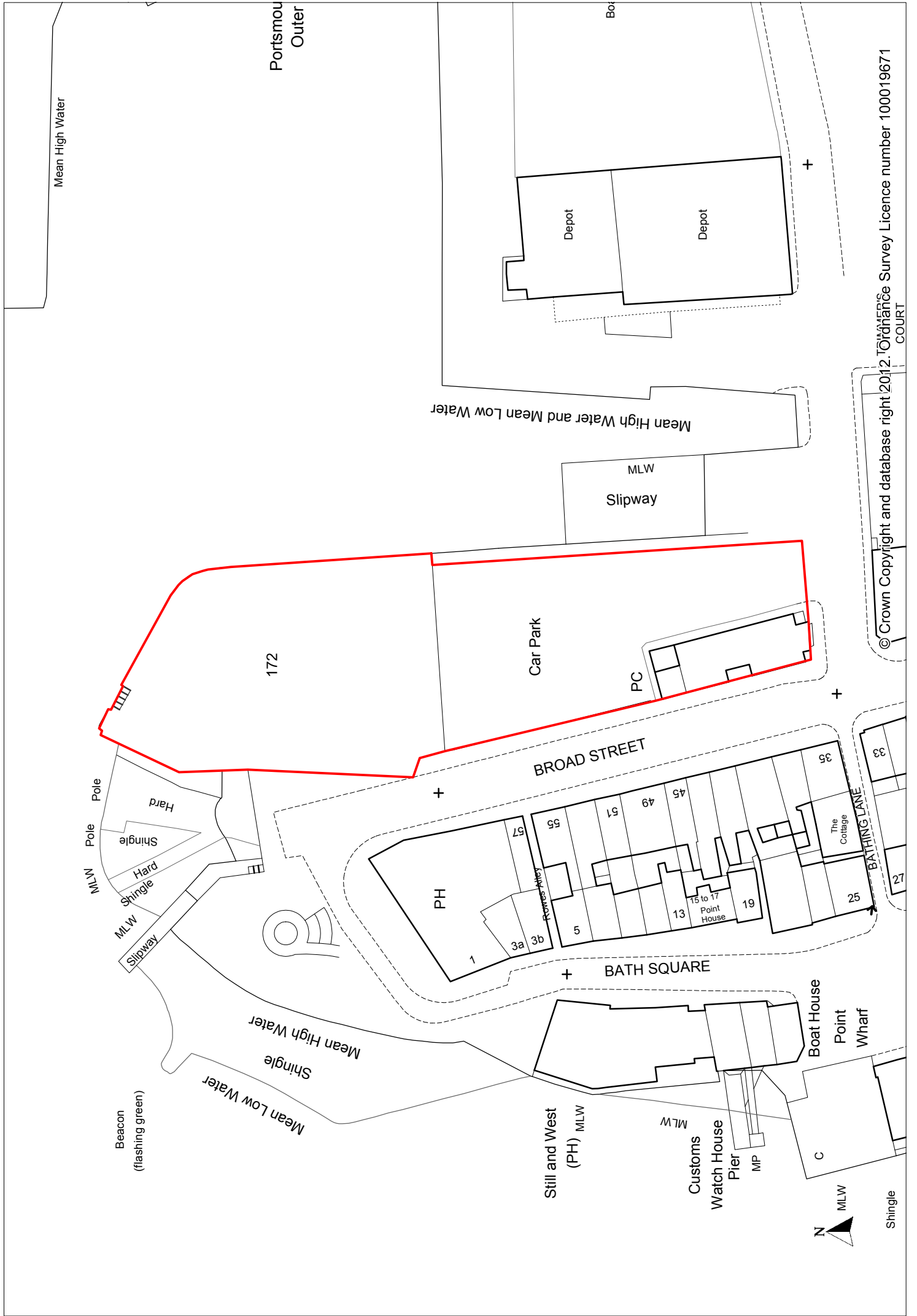
Development on the site should be achievable in the 6-10 year period.

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

MLW Pole

Shingle

Shingle

MLW

Slipway

PH

57

55

51

49

45

13

15 to 17
Point House

19

25

35

37

The Cottage

BATHING LANE

BATH SQUARE

Mean High Water

Shingle

Beacon
(flashing green)

Still and West
(PH) MLW

Customs
Watch House
Pier MP

Boat House
Point Wharf



Shingle

Site 176
Mayville Apartments

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:

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 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



Site 177
Walker Car Sales

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:

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? Intensively Used

Achievability

Strength of housing market: Medium-low strength housing market

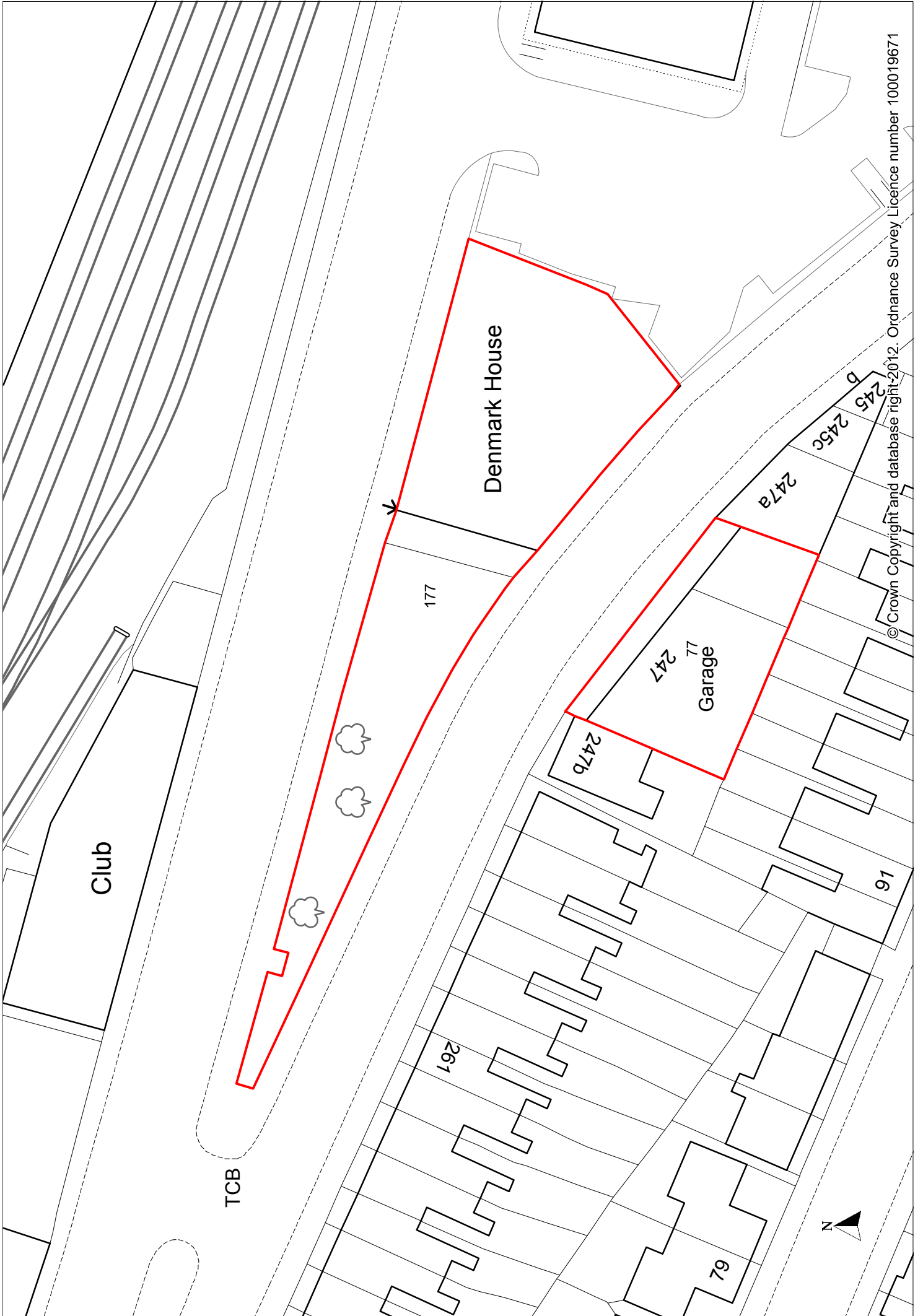
As the site has planning permission, it is reasonable to assume that development could be achieved in the first five years.

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

247a

247b

245c

245

261

79

91



Site 178**University of Portsmouth - 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. As the development will be replacing a large amount of purpose built student accommodation, there is likely to be a net loss of dwellings as a result of the development.

What form could the development take? Houses and 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? Intensively Used

Achievability

Strength of housing market: High strength housing market

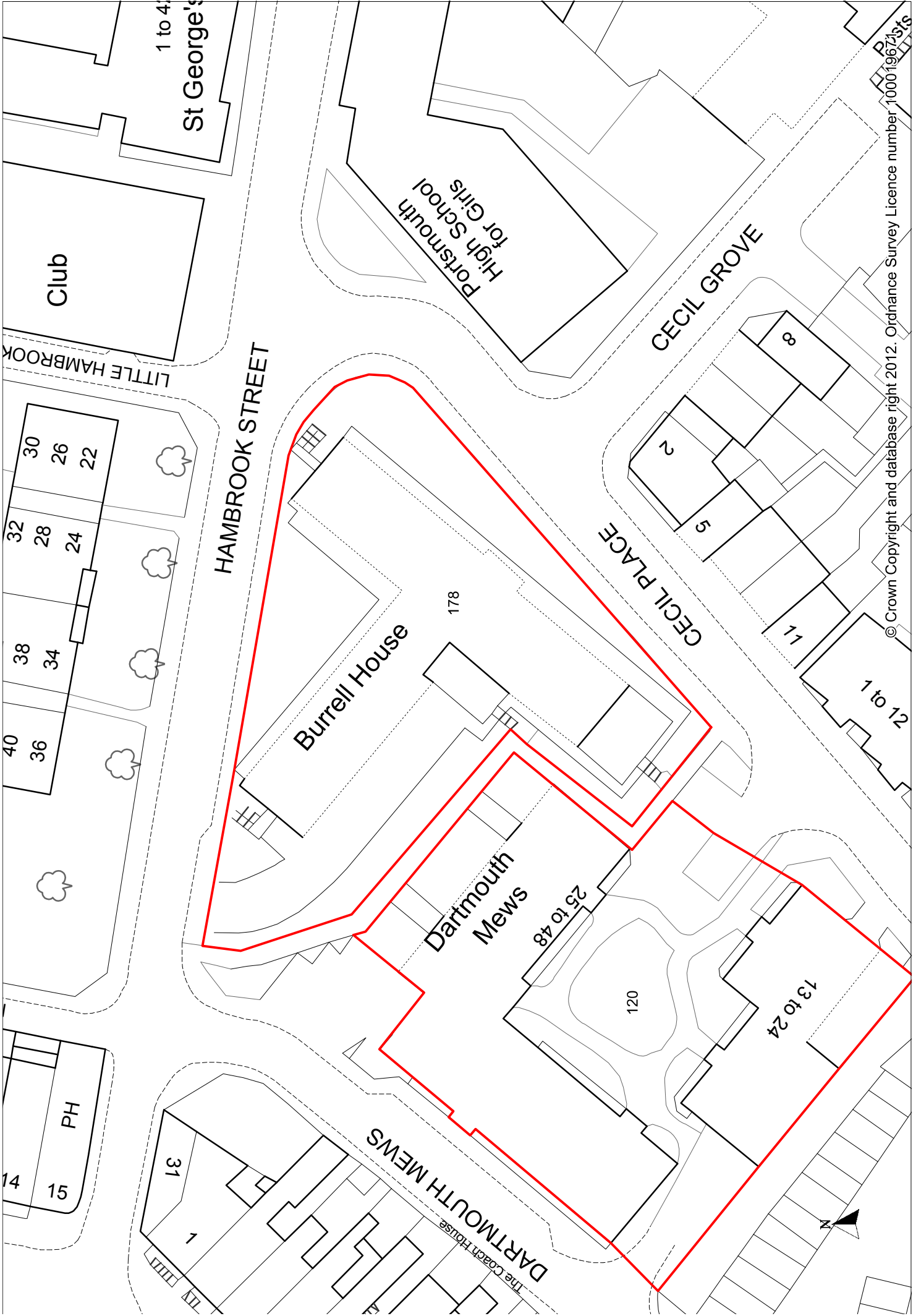
As the site is not being promoted at this time, it is not expected to come forward in the first five years.

Conclusions

Gross Yield: 25 **Existing Units on Site:** 33 **Net Yield:** -8 **Anticipated Density (dph):** 156

Timeframe for delivery: 11-13 years

Site status: Potential Housing Site



Site 179**Portsmouth Adoption Centre****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: 11-13 years

Site status: Potential Housing Site



Att...

9

1

13 15

14

21

25

16

OLD CANAL

Milford Court

Artillery Arms (PH)

24

12

HESTER ROAD

Family Centre
179

3

1

8

2

GURNEY ROAD

6

19

1

1

43

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Site 180**White Heather Garage****Description of the Site and Planning History**

The site is located between Clarendon Road, Richmond Road, Victoria Road South Brandon Road and Hamilton Road in Southsea. The site is currently used as a fuel station, forecourt and car sales. A previous application (07/02432/FUL) for 37 sheltered units and 16 affordable flats was refused on design, overdevelopment and flood risk grounds.

Gross area of site (ha): 0.29

Net developable area (ha): 0.31

Suitability

Current flood zone: Partially or wholly in Zone 3

Distance to Local Centre: >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? 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 specific solutions: The site is in a very high hazard area in flood zone 3 and so measures may be needed to make the site safe. Any scheme would need to preserve the amenity of the houses to the south of the site.

What form could the development take? Houses

Contamination:

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 unlikely to come forward in the first five years.

Conclusions

Gross Yield: 0

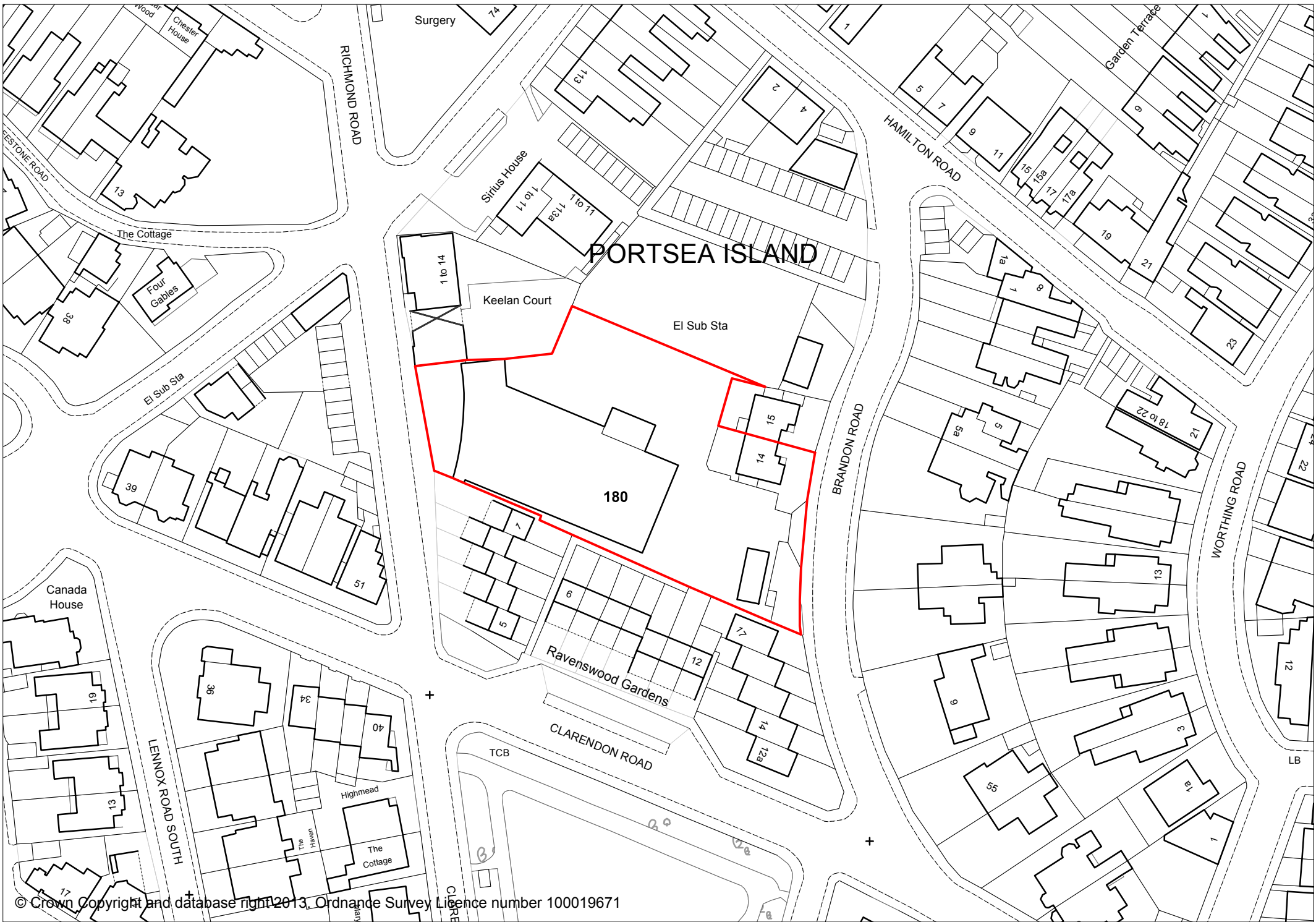
Existing Units on Site: 0

Net Yield: 0

Anticipated Density (dph): 0

Timeframe for delivery: 11-13 years

Site status: Potential Housing Site



PORTSEA ISLAND

180

