Appendix B

Proposed new sites
Proposed site 1: Land to south west of Southsea Marina

The respondent suggests a scheme with the following specifications:

- **Gross area**: 0.20ha
- **Net yield**: 30 dwellings
- **Timeframe for delivery**: 0-5 years
- **Anticipated density**: 150dph
- **Site’s current use**: Boat storage and toilets
- **Suggested by**: Premier Marinas

**Constraints and opportunities identified by the respondent**

- The site is in flood zone 2 and so a flood risk assessment would be required with any planning application.
- There are a number of adjoining sites recognised for their nature conservation importance: Langstone Harbour is of international importance (a designated SSSI, SAC, SPA and Ramsar site) whilst the land to the south of the site is a designated SINC.
- The nearby Fort Cumberland is a designated Scheduled Ancient Monument.

**Proposed city council response**

As the respondent correctly states, the site is in flood zone 2. The PUSH Strategic Flood Risk Assessment (SFRA) shows it to be in a low-medium hazard area, although safe access and egress would also be needed to serve any development on the site. In addition to this, the city council acknowledges the sensitivity of the site, being adjacent to Langstone Harbour, the nearby SINC and Fort Cumberland. In addition, the site is adjacent to a large sewer which may act as a constraint.

This site is also located on land historically reclaimed from the sea by extensive tipping operations by the MOD prior to its development into housing in the late 1980s and early 1990s. As such various remedial measures were put in place during the construction of the marina development including (but not limited to):

- The removal of tipped material during the excavation of the marina
- The installation of a geotechnical membrane across all open areas of the development, covering with 0.7m of ‘fit for purpose’ soil; and
- The placing of services in membrane protected trenches with clean soil backfill.

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 existing remedial measures; and
- Protection of groundwater and any implications associated with the proposed development works on the adjacent Harbour.

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 site. 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 any pre-application discussions and submitted with any planning application.

Although there are barriers to delivery of the site, these could potentially be overcome. Consequently, the city council agrees that the site is potentially suitable for residential development. As there is only one landowner, it is also considered available. The site is in a high strength housing market and so is seen as achievable. Consequently, the site is considered to be a deliverable site as per the definition in PPS3 and so can be included in the first five years of delivery.

However, based on the constraints which exist on the site and the unusual shape of the site, the gross yield for the site will be set at 20 dwellings for the purposes of the SHLAA.
Proposed site 2: Clarence Pier

The respondent suggests a scheme with the following specifications:

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross area</td>
<td>0.98ha</td>
</tr>
<tr>
<td>Net yield</td>
<td>250 dwellings</td>
</tr>
<tr>
<td>Timeframe for delivery</td>
<td>0-10 years</td>
</tr>
<tr>
<td>Anticipated density</td>
<td>255dph</td>
</tr>
<tr>
<td>Site’s current use</td>
<td>Leisure facility</td>
</tr>
<tr>
<td>Suggested by</td>
<td>Billy Manning Ltd</td>
</tr>
</tbody>
</table>

Constraints and opportunities identified by the respondent

- The site is one of the main gateways to the city by sea and is clearly visible from ferries and the hovercraft.
- The existing buildings on the site are outworn and diminish the attractiveness of the seafront.
- The site is at risk of flooding and therefore improvements to flood defences would be necessary.

Proposed city council response

The respondent has suggested that the site be extensively redeveloped with a mixed use scheme incorporating residential development as well as new leisure and commercial facilities.

Proposals to develop the site for housing would have to overcome a number of hurdles. Although the majority of the site is over the shingle coastline, any contamination issues on the site will have to be addressed prior to development taking place. Additionally, the site is in flood zone 2, and this is projected to increase to flood zone 3 by 2115. Although most of the site is in a low hazard area, the southern edge, which borders the Solent, is a very high hazard area.

The site will not be included in the SHLAA as development of a wide variety of uses is being proposed of which residential is not the dominant element. As a result the processes in the SHLAA are not sufficient to determine if this is a deliverable or developable site. The possibility of the site being developed for a mix of uses will consequently be explored through the Site Allocations DPD. If residential development is allocated for any part of the site, it can be included in future versions of the SHLAA.
Proposed site 3: Former Solent Citroën site

The respondent suggests a scheme with the following specifications:

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gross area</strong></td>
<td>0.28ha</td>
</tr>
<tr>
<td><strong>Net yield</strong></td>
<td>85 dwellings</td>
</tr>
<tr>
<td><strong>Timeframe for delivery</strong></td>
<td>0-5 years</td>
</tr>
<tr>
<td><strong>Anticipated density</strong></td>
<td>303dph</td>
</tr>
<tr>
<td><strong>Site’s current use</strong></td>
<td>disused sui generis</td>
</tr>
<tr>
<td><strong>Site suggested by</strong></td>
<td>Mr M Miller</td>
</tr>
</tbody>
</table>

Constraints and opportunities identified by the respondent

- Planning permission for the redevelopment of the site for a six floor business development has already been granted and so the redevelopment of the site is not disputed.
- The extant office permission has been marketed without success.
- The development of the site as residential units would complement the adjacent SHLAA site (site 17 – London Road bus depot, Hilsea).
- The site is an acknowledged gateway to the city.
- The site is in a sustainable location, near to existing services such as bus and rail services and shopping, education and health facilities.

Proposed city council response

The site is in an area at risk from flooding. Currently the site is in flood zone 2, however this will increase to flood zone 3 by 2115. The PUSH SFRA hazard level is in a low, although the site does border a high hazard area. The site also borders a conservation area and is adjacent to a scheduled ancient monument. Nonetheless creating an appropriate access route into the site whilst also protecting residents from the noise and air pollution of the nearby London Road would be one of the most fundamental considerations as part of any planning application. Consequently, there are a great deal of constraints which would have to be overcome in any future development.

Additionally, given the history of petroleum storage on the site, there is a high potential for contamination to exist and so its contaminative status should be established early in the design stage of any development. Subsequently, 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.

The city council does however agree with the respondent that development of the site could complement the neighbouring site 17 (London Road bus depot, Hilsea). Consequently, the two sites will be merged into one site in the next version of the study. However the proposed yield will be 75 to reflect the scale of the constraints which the site presents to any potential development.
Title: Former Solent Citroën site
Plotting in MapInfo made easier
Aligned Assets

PLANNING SERVICES
John Slater BA (Hons) DMS MRTPI, Head of Planning Services

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Proposed site 4: The Portsmouth Grammar School playing fields

The respondent suggests a scheme with the following specifications:

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross area</td>
<td>6.23ha</td>
</tr>
<tr>
<td>Net yield</td>
<td>280 dwellings</td>
</tr>
<tr>
<td>Timeframe for delivery</td>
<td>0-10 years</td>
</tr>
<tr>
<td>Anticipated density</td>
<td>45dph</td>
</tr>
<tr>
<td>Site’s current use</td>
<td>School playing fields</td>
</tr>
<tr>
<td>Site Suggested by</td>
<td>Portsmouth Grammar School</td>
</tr>
</tbody>
</table>

Constraints and opportunities identified by the respondent

- Portsmouth Grammar School are searching for alternative playing fields, hence the site will become increasingly underutilised in the future once alternative facilities are found.
- The site provides a good opportunity to make up the potential shortfall in housebuilding land in the city by making better use of redundant and poorly located open land which is no longer needed by the school.
- With so much uncertainty over sites being delivered through the SHLAA process and the unpredictability of whether existing planning permissions will deliver the expected number of dwellings, this site will provide the numbers to ensure a large contribution towards meeting the city’s housing targets over the next 0-10 years in accordance with PPS3.

Proposed city council response

There are many constraints facing this site which altogether ensure that the site in not suitable for development according to the methodology in the SHLAA. As is stated in paragraph 2.4.2 of the draft SHLAA report - “good quality open space is already at a premium in the city and given the number of new homes anticipated in Portsmouth over the next twenty years, the protection of all open spaces is deemed the only pragmatic approach to the issue.” The city council stands by this approach towards the protection of open space.

Additionally, the site is in flood zone 3 with half of the site at a high hazard level and half at a very high level according to the PUSH SFRA. The SHLAA’s methodology (paragraph 2.8.9) accepts that the constrained nature of the city ensures that every effort must be made to maximise land supply and that most sites that were identified as being capable of accommodating more than five dwellings were included as a potential housing site, including a sizeable number within the tidal floodplain. However paragraph 2.8.11 states that one issue which has ruled some sites out is extreme flood risk. This is defined as when a site is located in flood zones 2 or 3 and has either a high or very high flood hazard level. As this is present on this site as well as safe access and egress being potentially difficult to achieve, the city council defines the site as being at extreme risk of flooding. This aspect of the methodology has not been questioned through the consultation.

The playing fields have previously been in MOD ownership and as such there is the potential for contamination to exist on the site. As a result, an initial desk study and site investigation would have to 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 should be discussed with the city council’s contaminated land team prior to undertaking any works.

The site is also adjacent to a scheduled ancient monument (Hilsea Lines) and Portsmouth Harbour which is a Special Protection Area and a Ramsar site whilst the site itself is of feeding site of high importance to Brent Geese. Consequently, any development would not be achievable if it had a detrimental impact on either Hilsea Lines or Portsmouth Harbour. Additionally, the site is currently poorly accessed by vehicular traffic. It would not be possible to improve the current access route to a level where it could solely serve 280 new dwellings.

Due to the many complex issues facing the site, the city council does not consider the site to be deliverable or developable and thus should not be included in the study.
Proposed site 5: Trafalgar Wharf

The respondent suggests a scheme with the following specifications:

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross area</td>
<td>8.75ha</td>
</tr>
<tr>
<td>Net yield</td>
<td>200</td>
</tr>
<tr>
<td>Timeframe for delivery</td>
<td>0-10 years</td>
</tr>
<tr>
<td>Anticipated density</td>
<td>22.86dph</td>
</tr>
<tr>
<td>Site’s current use</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>Site suggested by</td>
<td>Trafalgar Wharf</td>
</tr>
</tbody>
</table>

Constraints and opportunities identified by the respondent

- Due to the large size of Trafalgar Wharf, there are enormous opportunities to develop the site given that it is no longer being used.
- Many of the existing buildings have reached the end of their useful lives and cannot reasonably be used for suitable, alternative uses.
- Due to the layout of the site and distribution of existing buildings and spaces, the site is inefficient and does not make the best use of land.
- The site is available now.
- The site is at risk of flooding.
- The site requires improvements to its infrastructure, such as its sea walls.
- The site is close to the border between Fareham and Portsmouth.
- The site could be used for housing as well as employment (all B uses, including R&D), leisure, water related sport and hotel.
- Development of the site would open up the area to the public.

Proposed city council response

Although smaller details could also prevent hurdles to development of the site, two significant barriers exist, namely contamination and flood risk.

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. It should be noted that an initial desk study and site investigation was carried out for the northern part of this site in 2007 which Portsmouth City Council commented on in October 2007. Queries raised by the city council were not addressed, as the developer decided not to take the site forward at that time. The developer should review and consider this information as part of the design stage pre-application.

The SHLAA states that existing housing allocations under the adopted Local Plan were generally considered to remain suitable for housing (paragraph 2.8.5). However it goes on to caveat this by stating that the exception to this was when evidence has come to light since the allocation was made to suggest that the site is not suitable for housing. The respondent is correct to point out that one of the main constraints facing the site is flood risk. Currently most of the site is in flood zone 3 and by 2115 almost all of the site will be in flood zone 3. A large section of the site is at a low hazard of flooding, however sections of the site are at medium, high and very high hazard level. As a result, parts of the site would be at extreme risk of flooding, according to paragraph 2.8.10 of the draft SHLAA. Although the site is currently allocated for housing (policy PG4 of the Portsmouth City Local Plan), a planning application was submitted and later withdrawn in 2007 (07/00728/FUL) for a residential scheme, which the Environment Agency commented did not include safe access and egress for use in a flood event.

Of the two major issues which have been identified, contamination could potentially be overcome, if the previous concerns of the city council are addressed in full. However, as per paragraph 2.8.5 of the SHLAA methodology, the site is no longer seen as suitable for residential development due to the significant flood risk, and so will not be included in the study.
Title: Trafalgar Wharf
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Aligned Assets

PLANNING SERVICES
John Slater BA (Hons) DMS MRTP, Head of Planning Services

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Proposed site 6: 19-23 Tangier Road

The respondent suggests a scheme with the following specifications:

- **Gross area** .................0.05
- **Net yield** .....................8-13 dwellings
- **Timeframe for delivery** ......0-5 years

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**Anticipated density** .. 300-400 dph
**Site’s current use** ..... 7 residential units
**Site suggested by** .... Mr M Tett

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**Constraints and opportunities identified by the respondent**

- An opportunity exists to remove an adapted property and replace it with a specifically designed building containing good, environmentally sustainable, efficient dwellings.
- The structure could complement any development on the Copnor Bowling Green site (site 11) in terms of height and design.
- The building would be a landmark building on a corner plot at the ‘entrance to the community’.
- The dwellings could enable older persons to live in a dwelling not requiring maintenance and repair or young people to afford to stay close to their families.

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**Proposed city council response**

Some small contaminative trades have been captured adjacent and in the near vicinity of the site and so any contamination issues on the site will have to be addressed prior to development taking place.

The site is currently part of a block of two storey terraced houses. Consequently, any development on the site would have to respect this setting and not have an overbearing impact on adjacent properties. The city council believes that to achieve a net gain of 8-13 dwellings would be challenging on this site and that the net yield may be less than 5. For this reason, the site will not be included in the study.