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# NOTICE OF MEETING

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## PLANNING COMMITTEE

**WEDNESDAY, 9 DECEMBER 2020 AT 2.00 PM**

## VIRTUAL REMOTE MEETING

Telephone enquiries to Democratic Services - Tel 023 9283 4870  
Email: [Democratic@portsmouthcc.gov.uk](mailto:Democratic@portsmouthcc.gov.uk)

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### **Planning Committee Members:**

Councillors David Fuller (Chair), Judith Smyth (Vice-Chair), Matthew Atkins, Chris Attwell, Lee Hunt, Donna Jones, Terry Norton, Lynne Stagg, Luke Stubbs and Claire Udy

### **Standing Deputies**

Councillors Hugh Mason, George Fielding, Jo Hooper, Suzy Horton, Frank Jonas BEM, Gemma New, Robert New, Scott Payter-Harris, Steve Pitt and Tom Wood

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(NB This agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

Representations by members of the public may be made on any item where a decision is going to be taken. The request needs to be made in writing to the relevant officer by 12 noon on the day 7 working days preceding the relevant meeting, and must include the purpose of the representation (e.g. for or against the recommendations). Email requests to [planning.reps@portsmouthcc.gov.uk](mailto:planning.reps@portsmouthcc.gov.uk) or telephone a member of the Technical Validation Team on 023 9283 4826.

## **AGENDA**

- 1 Apologies for absence**
- 2 Declaration of Members' Interests**
- 3 Minutes of previous meeting - 4 November 2020 (Pages 5 - 12)**

**RECOMMENDED** that the minutes of the Planning Committee held on 4 November 2020 be approved as a correct record to be signed by the Chair.

**4 Update on previous applications**

Planning applications

**5 Reconstitution of Definitive Map and Statement (Pages 13 - 184)**

The Legal Officer will present the report with assistance from Harry Goodchild, Map Review Manager for Hampshire County Council.

- **Appendix A - The Portsmouth Definitive Map Modification Order 2020 - Planning Committee 09/12/20**
- **Appendix B - Portsmouth Definitive Map - Planning Committee 09/12/20**
- **Appendix C - Portsmouth Definitive Statement - Planning Committee 09/12/20**
- **Appendix D - Integrated Impact Assessment - Planning Committee 09/12/20**
- **Definitive Map and Statement Consultation Report**

Planning applications

**6 Queen Alexandra Hospital - 20/01256/FUL (Pages 185 - 260)**

72 bed, two-storey ward, link, parking, etc

**7 Debenhams, 44-46 Palmerston Road, Southsea, PO5 3QG - 20/00620/FUL**

Ground floor mixed use (2,300 sqm), and 142 flats in converted and extended building and new rear block

**8 Debenhams, 44-46 Palmerston Road, Southsea, PO5 3QG - 20/00621/LBC**

Listed Building Consent

**9 251 Twyford Avenue, Portsmouth, PO2 8NY - 20/00376/FUL**

Change of Use from mixed use - retail (Class A1) and residential (Class C3) - to purposes falling within Class C3 (Dwelling House) or C4 (House in Multiple Occupancy), with associated alterations to shopfront

**10 253 Twyford Avenue, Portsmouth, PO2 8NY - 20/00375/FUL**

Description of Development: Change of use from mixed use - retail (Class A1) and residential (Class C3) - to purposes falling within Class C3 (Dwelling House) or C4 (House in Multiple Occupancy), with associated alterations to shopfront

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# Agenda Item 3

## PLANNING COMMITTEE

MINUTES OF THE MEETING of the Planning Committee held remotely on Wednesday 4 November 2020 at 2pm

These minutes should be read in conjunction with the agenda and associated papers for the meeting.

### Present

|             |   |
|-------------|---|
| Councillors | David Fuller (Chair) - (left the meeting after item 10).<br>Judith Smyth (Vice-Chair)<br>Matthew Atkins<br>Chris Attwell<br>Lee Hunt<br>Donna Jones (left the meeting for item 9)<br>Terry Norton<br>Lynne Stagg - (left the meeting after item 8)<br>Luke Stubbs<br>Claire Udy |
|-------------|---|

### Welcome

The chair welcomed everyone to the meeting and introductions were made.

### 75. Apologies (AI 1)

No apologies for absence had been received.

### 76. Declaration of Members' Interests (AI 2)

Item 11: 19/01322/FUL - Forrest Lodge, Locksway Road, Southsea PO4 8LU

Councillor Fuller declared a personal and prejudicial interest in this item because he runs a care home in Portsmouth and he will hand over to the Vice Chair for this item and leave the meeting.

Item 9: 20/00615/CPL - 47 Drayton Lane, Portsmouth PO6 1HG

Councillor Donna Jones declared a personal and prejudicial interest in this item as she knows the applicants personally, and left the meeting for this item.

### 77. Minutes of previous meeting - 7 October 2020 (AI 3)

**RESOLVED that the minutes of the Planning Committee held on 7 October 2020 be approved as a correct record.**

### 78. Updates on previous applications (AI 4)

The Head of Development Management gave the following updates on planning appeals:

*There are six planning enforcement enquiries for HMO outstanding.*

*29b South Parade* – the appeal was dismissed because of the potential impact on the heritage aspect.

*127 St Mary's Road* – the appeal was dismissed.

*76 Grant Road* – the appeal was allowed. Officers would reflect on this decision to draw lessons from the Inspector's reasoning in allowing the appeal.

In response to a question from members, he explained that the 193 minor planning applications awaiting validation and determination had been submitted to TerraQuest for these processing. A number of new interim and permanent staff would start soon. He is confident that before Christmas we should start receiving applications for checking and sign offs with significant progress by early in the New Year on the backlog.

Members also raised the issue of simple/minor cases. The Head of Development Management informed members that the Assistant Director is looking into this and would be in contact with appropriate members to look at possible options.

The Chair said that he would contact all members shortly explaining the situation with regard to the backlog and would ensure a working group is convened with representation from all the political groups.

Members noted that the lack of progress was regrettable but thanked officers for their work on other work including the nitrates issue and the Aquind project.

**79. 20/00842/DOC - Southsea Seafront from Long Curtain Moat in the West to Eastney Marine Barracks in the East. (AI 5)**

The Planning Officer presented the report for the planning application and drew attention to the Supplementary Matters (SMAT) which reported that:

*The period of discretionary publicity has been extended until 4 November. Additional site notices were posted along the diversion route. It follows closure of the promenade on Monday 12 October (after which the original notices still in place can no longer be viewed by the public). Delegated authority is sought to the Assistant Director of Planning & Economic Growth, if members resolve to approve the details reserved by planning condition(s), to issue the decision provided no late representations raise new material issues.*

*The committee report outlines an objection, written on behalf of the Victorious Festival. The objector has since withdrawn the representation commenting "... I have spoken with the applicants and they have been very helpful in finding solutions for us."*

*PCC's Landscape Architects have provided updated consultation advice commenting: "We are pleased that the landscape designers and engineering team have accomplished a thorough consideration of the hard and soft landscape for the first phase of the Southsea Coast defence scheme. The materials chosen are robust and should provide a resilient public realm in this challenging environment. This sets a good precedent for the future phases."*

*It continues that decorative concrete finishes should be subject to final approval upon test panels on site; full design information should be provided in the as-built specification; lifetime maintenance plans/schedules for other furniture and materials should also be provided for future managers of the site; planting should be reviewed annually with the Culture/ Parks*

*Service maintenance representatives, with replacements in the 5-year establishment period "...To ensure success of the overall scheme in such a difficult location replanting should reflect an assessment of what is doing well rather than be limited to the original plans, although replacements should still reflect the design ethos intended."*

*Following review of the submitted details, PCC's Principal Conservation Consultant considers these acceptable from a conservation perspective. In addition, Natural England's response confirms they offer no comments on the submitted details.*

#### *Recommendation*

*Delegated authority be given to the Assistant Director of Planning & Economic Growth to issue the decision provided no late representations raise new material issues if members resolve to approve the details reserved by planning condition(s) for the public realm no.s 17, 22, 23, 25 & 27. The recommendation to Approve remains otherwise unchanged.*

#### Members' Questions

In response to questions from members, officers explained that:

- The modest planting would be a bespoke mix of native plants which relate to the character of the vegetated shingle at Southsea and some non-native to increase biodiversity.
- There is no opportunity for public art at this phase of the plans.
- The conditions would last for the five year establishment period but it is recognised that self-seeded plants would not be removed.

#### Members' Comments

Members were pleased to see the plans in the open so that the public could keep abreast of developments and felt that the species of plants changing over time was natural.

**RESOLVED to grant conditional planning permission as set out in the Officer's Committee report and SMAT.**

#### **80. 20/00025/HOU - 65 Goldsmith Avenue, Southsea PO4 8DX (AI 6)**

The Planning Officer presented the report and drew attention to the Supplementary Matters which reported that:

*Since publication of the main officer report, Officers considered it prudent to also address the matter of the character and appearance of the street scene. It is acknowledged that the removal of the boundary wall and attractive planting at the front of the property, to enable the proposed parking area, would negatively impact on the appearance of the property and the street scene. However, the property is not located within a Conservation Area and there is no Article 4 direction which prevents the removal of front boundary walls without the need for planning permission. Similarly, the removal of a front hedge is outside of planning control. As such the wall and planting could be removed without the need for permission and so it is not considered reasonable to include the impact on the property and street scene as an additional reason for refusal.*

*The recommendation remained unchanged.*

Written deputations were read out as part of the officer presentation from Richard Leonard, the applicant and Councillor Vernon-Jackson, supporting the application.

Deputations are not included in the minutes but can be viewed on the livestream on the following link <https://livestream.com/accounts/14063785/planning-07oct2020/videos/211839879>

#### Members' Questions

In response to questions from members, officers explained that this application had come to committee for determination as requested by Councillor Gerald Vernon-Jackson who had submitted a deputation.

#### Members' Comments

Some members noted that approving this application could set a precedent and the approval of the installation of dropped kerbs has been inconsistently applied. Additionally, the vegetation and character would be reduced and it could be more dangerous for highway users.

However other members felt that there was sufficient space to turn a vehicle and approach the road without causing a conflict of traffic or creating a hazard. It might even encourage the traffic to slow down.

Concerns were also expressed about increased rain water that would enter the waste water system.

Conditions could be placed on any permission limiting the boundary wall height to a maximum of 1m.

**RESOLVED to overturn Officer's refusal recommendation as set out in their Committee report and SMAT, and to conditionally approve the application with delegated authority granted to the Assistant Director of Planning & Economic Growth to articulate planning conditions considered by Members.**

#### **REASONS**

**The proposal is unlikely to cause a conflict of traffic movement along Goldsmith Avenue resulting in additional hazard to users of the highways and to the detriment of highway safety. There is no conflict with the saved policy DC26.**

#### **81. 20/00540/HOU - 9 Victoria Grove, Southsea PO5 1NE (AI 7)**

The Planning Officer presented the report. Further written deputations were read out as part of the officer presentation from Linda Burton, objecting and Emma O'Shea, the applicant.

#### Members' Questions

In response to questions from members, the following points were clarified:

The construction would be approximately 1m from the Northern boundary wall next to St Bartholomew Gardens.

The application was brought to committee for determination following an objection and a deputation being submitted subject to the current scheme of delegation which had not changed since the start of the Covid 19 pandemic.

#### Members' Comments

Members noted that

- The noise and nuisance reports fall under the remit of the council's enforcement service and the police.
- The houses in this area are a mix of different ages.
- There would be a marginal increase in height.

**RESOLVED to grant conditional planning permission as set out in the Officer's Committee report.**

**82. 20/00004/PLAREG - 46 Merlin Drive, Portsmouth PO3 5QY (AI 8)**

The Planning Officer presented the report. Further written deputations were read out as part of the officer presentation from Rosemary Bassett and Brian Dolley, objecting and Karen Clarke, the applicant.

#### Members' Questions

There were no questions from members.

#### Members' Comments

Members noted that the applicant had seemed to do all that she reasonably could to reduce any disturbance to her neighbours.

At wedding hair appointments it is normal for the bride to be accompanied by a friend or family member. However, even if they arrived in separate cars it is unlikely to have an adverse affect on parking in the area. Members noted the general hairdressing use was permitted but the recommended condition to limit the working hours reflects the location.

**RESOLVED to grant conditional planning permission (retrospective) as set out in the Officer's Committee report.**

**83. 20/00615/CPL - 47 Drayton Lane, Portsmouth PO6 1HG (AI 9)**

The Planning Officer presented the report.

#### Members' Questions

There were no questions from members.

#### Members' Comments

There were no comments.

**RESOLVED to grant a Lawful Development Certificate for the existing development/use as set out in the Officer's Committee report.**

**84. 19/01395/FUL - 36 Pains Road, Southsea PO5 1HE (AI 10)**

The Planning Officer presented the report.

Further written deputations were read out as part of the officer presentation from Mr Martin, representing the East St Thomas Residents' Forum, objecting to the application.

Members' Questions

In response to a question from members, the Planning Officer explained that:

- Bedroom 2 had been converted into communal space.
- The previous 2019 floor plans showed two bedrooms in the basement.
- The total floor space is 139m<sup>2</sup>
- At a recent appeal a development with 120m floor space was permitted by the Planning Inspector.
- It is important to consider the light levels.
- The basement ceiling height is approximately 2.2m.
- There is one WC in one of the shower rooms and one on the first floor. This meets the Supplementary Planning Documents minimum standards (6-10 tenants would require two bathrooms and two separate WCs, one of which could be in a bathroom.
- During the site visit, the new bedroom had not been furnished.

Members' Comments

Members felt that there would be an increase in noise and would negatively affect the amenity for the neighbours and the existing tenants. They also expressed concern about the effect on parking in the area, but did not feel this could justify refusal of the application.

**RESOLVED to overturn the officer's approval recommendation as set out in their Committee report, and to refuse the application with delegated authority granted to the Assistant Director of Planning & Economic Growth to articulate Members' planning refusal reasons regarding adverse impact to the living conditions of nearby residents, inadequate living conditions for occupiers of the proposed development and unmitigated harm to the SPAs through additional nitrates owing to an additional occupier.**

Reasons

The effect on living conditions of the current residents and the neighbouring residents due to the over intensity of development in terms of noise and disturbance.  
Lack of satisfactory communal space.  
Lack of satisfactory mitigation.

**85. 19/01322/FUL - Forrest Lodge, Locksway Road, Southsea PO4 8LU (AI 11)**

Councillor Smyth explained that the committee had previously approved the application and asked the officers to introduce the update.

The Planning Officer explained that this information report had come to the committee at the request of Councillor Darren Sanders and the decision notice had been issued.

Members' Questions.

In response to questions, the Planning Officer drew members' attention to the conditions set out in the report.

There is no accommodation for staff to sleep on the premises.

Members' Comments.

Members agreed that it had been useful to have seen this report.

They expressed concern that there did not seem to be any plans for solar panels on the roof.

**RESOLVED to note the update.**

The meeting concluded at 5:40pm.

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Signed by the Chair of the meeting  
Councillor David Fuller

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|                               |   |
|-------------------------------|---|
| <b>Title of meeting:</b>      | Planning Committee                                  |
| <b>Date of meeting:</b>       | 9 December 2020                                     |
| <b>Subject:</b>               | Re-constitution of the Definitive Map and Statement |
| <b>Report by:</b>             | Director of Regeneration                            |
| <b>Wards affected:</b>        | All   |
| <b>Key decision:</b>          | No  |
| <b>Full Council decision:</b> | No  |

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**Due to the A0 size of the printed Definitive Map and printing restrictions on colour it is imperative that Members and the public have regard to the documents detailed in the Appendices and Background Documents section at the end of this report online to ensure that they are viewed to scale and in colour.**

## **1. Purpose of report**

- 1.1 The purpose of this report is to provide Members of the Planning Committee with information regarding the reconstitution of the Definitive Map and Statement of Public Rights of Way for the City of Portsmouth, and the process required to formalise this.
- 1.2 This report also seeks Members' approval for the sealing of a Legal Event Modification Order ('LEMO') (a form of Definitive Map Modification Order) and, subsequent to this, the drafting and sealing of a new definitive map and statement for the City of Portsmouth.

## **2 Recommendations**

- 2.1 That approval be given for sealing of a LEMO, and the new definitive map and statement detailed in the appendices to this report.

## **3 Background**

- 3.1 The provisions of the National Parks and Access to the Countryside Act 1949 placed every county council under a duty to survey all the lands in their area over which a right of way was alleged to subsist, and to prepare a draft map of the area showing all those public rights of way. The map was to be accompanied by a

statement detailing any particulars as to position, width, and any limitations. Section 35 of the Act stated that:

*“The London County Council or the council of a county borough may by resolution adopt the survey provisions as respects any part of the said county or of the county borough, as the case may be, specified in the resolution, and those provisions shall thereupon apply accordingly.”*

- 3.2 The 1949 Act also required ‘surveying authorities’ to conduct periodic reviews and publish revised editions of their map and statement at intervals not exceeding five years. This requirement was repealed by the Wildlife and Countryside Act 1981, which introduced a requirement for surveying authorities to keep the map and statement ‘*under continuous review*’, and to make requisite modifications subsequent to one of a number of events, as set out in Section 53 of the Act. These included modifications necessitated by the stopping up or diversion of a highway, or to the ascertainment of the existence of a highway that was not previously shown.
- 3.3 In instances where a review commenced under the 1949 Act provisions was incomplete, the 1981 Act provided for this to either be concluded or abandoned. Further, the 1981 Act provided that in cases where no review had commenced, or that any so commenced had been abandoned, that the surveying authority should prepare a new map and statement for the area (as set out in Section 55(3) of the Act).
- 3.4 Portsmouth City Council last republished its definitive map and statement in 2003. However, in the course of responding to a 2018 direction from the Planning Inspectorate, the City Council was unable to locate its sealed copies, with the decision taken to reconstitute and republish the map and statement. Officers undertook a consultation with local residents and other stakeholders (including user groups and neighbouring authorities) during December 2018 and January 2019 to seek comments on a proposal to republish the definitive map and statement for the City of Portsmouth, and to ascertain whether there were any additional changes that should be made as part of the process. A draft map and statement were displayed on the City Council’s website
- 3.5 In 2003, the City Council confirmed (without modification) a Definitive Map Modification Order to record one hundred rights of way on the map and statement, and these were reflected on the map and statement published the same year. As part of this process it is considered that it would be appropriate for the City Council to reflect any changes that have occurred since the last map and statement were published, and three additional paths that have been recorded by way of a legal order since 2003 will be included.
- 3.6 The City Council has commissioned the Legal and Countryside Services of Hampshire County Council to provide advice on the process and sequencing for the republication of its definitive map and statement. Having regard to this advice, it is considered that the 103 Orders specified above will need to be formalised

through a LEMO. The process for the making of this particular type of Order is set out in Section 53 of the 1981 Act.

Section 53(2) states that:

*‘As regards every definitive map and statement, the surveying authority shall—  
(a) as soon as reasonably practicable after the commencement date, by order make such modifications to the map and statement as appear to them to be requisite in consequence of the occurrence, before that date, of any of the events specified in subsection (3)..’*

The relevant part of subsection (3) reads:

*‘The events referred to in subsection (2) are as follows—  
(a) the coming into operation of any enactment or instrument, or any other event, whereby—  
(iii) a new right of way has been created over land in the area to which the map relates, being a right of way such that the land over which the right subsists is a public path;*

Additionally, Section 53(6) states that:

*“Orders under subsection (2) which make only such modifications as appear to the authority to be requisite in consequence of the occurrence of one or more events falling within paragraph (a) of subsection (3) shall take effect on their being made...”*

Subsection (6) goes on to state that the prescribed process for publicising and consulting on other Orders made under Section 53 does not apply to Orders which will simply formalise events recorded by earlier Orders. In the present case, one hundred routes were recorded by way of a Definitive Map Modification Order in 2003, whilst three further routes were recorded by stand-alone Orders confirmed after this date. It follows that the 103 routes included on the draft map and statement can be incorporated into the definitive map and statement through this process.

- 3.7 Officers of the County Council have provided guidance relating to the order-making process and examples of recent similar Orders it has made under the above provisions. Five further paths were identified during the 2018/19 consultation (culminating in the report by Atkins linked below), and it is intended that these should be recorded by way of a Public Path Creation Order under Section 26 of the Highways Act 1980, once the map and statement have been sealed (it is proposed that these Orders are made using provisions that will obviate the need for a further LEMO to be made to incorporate the affected routes into the definitive map and statement).
- 3.7.1 The location of these paths are as follows:
- 3.7.1.1 Route 104 - extending from Castle Shore Park (GR 62262 05208) in a North Easterly direction for 130m to Castle Trading Estate (GR 62283 05330).
- 3.7.1.2 Route 105 - extending from Portsdown Hill (GR 62330 06750) in a North Easterly direction for 280m to James Callaghan Drive (GR 62584 06853)
- 3.7.1.3 Route 106 - extending from Portsdown Hill (GR 62533 06896) in a South Westerly direction for 30m to Portsdown Hill Road (GR 62507 06886)

- 3.7.1.4 Route 107 - extending from New Down Lane (GR 66290 06640) in a South Easterly direction for 215m to Portsdown Hill Road (GR 66375 06455)
- 3.7.1.5 Route 108 - extending from Portsdown Hill (GR 68119 06370) in a South Westerly direction for 190m and 75m respectively to Crookhorn Lane (GR 68162 06323)

#### **4 Reasons for recommendations**

- 4.1 By virtue of the fact that it once held a definitive map and statement (dated 2003), it can be inferred that the City Council had either prepared the same under the provisions of the 1949 Act (potentially conducting periodic reviews), *or* produced a new map and statement under the updated provisions of the 1981 Act. Either way, the City Council is required to hold a definitive map and statement, and so it should move to publish a new map and statement as soon as is practicable. This will provide conclusive evidence as to the location of all public rights of way in the area, providing certainty for members of the public, landowners, and other stakeholders.
- 4.2 Although the legislation does not specifically provide for instances where a definitive map and statement are lost, the advice of Hampshire County Council is that Section 55(3) of the 1981 Act provides a suitable basis on which to prepare a new map and statement, given that it cites instances where no review has begun, or any review that has begun has been abandoned. Other provisions set out in the 1981 Act, which provide for an existing map and statement to be modified (as set out in Section 57), are not considered appropriate in this case, given the fact that the existing map and statement have been lost.
- 4.3 As set out at paragraph 3.6, it is considered that all of the routes to be incorporated into the definitive map and statement will need to be formalised through a LEMO. Section 53 sets out the instances in which such an Order can be made, and makes clear the procedure to be followed – specifically, that an Order made in consequence of events described in subsection 3(a) does not need to be publicised in the same way as other Orders made under Section 53, although it is open to the City Council to publicise the Order if it is deemed appropriate, and Hampshire County Council has advised the City Council to make the Order available for public inspection, and to send a copy of it to the Ordnance Survey.

#### **5 Equality impact assessment / Integrated Impact Assessment**

- 5.1 An Equality Impact Assessment has been completed and forms Appendix D.

#### **6 Legal implications**

- 6.1 As set out at 4.1, relevant legislation makes it clear that the City Council must hold (and maintain) a definitive map and statement of public rights of way. Given that the loss of the 2003 map and statement is now in the public domain, a failure to produce a new map and statement could leave the City Council open to legal challenge.

6.2 Because the process for incorporating historic changes into the new definitive map, and the production of the new map and statement itself, are not subject to formal consultation (and therefore not subject to objection), it is considered that any risk of legal challenge is minimal.

**7 Director of Finance's comments**

7.1 Costs to date have been met from existing budgets. Future costs associated with administration in relation to the Definitive Map and Statement will be met from existing budgets, too.

.....  
Signed by:

**Appendices:**

Members must have regard to the Appendices as well as the documents detailed in the background list of documents, especially the Legal Event Modification Order (Appendix A), the Proposed Definitive Map (Appendix B) and the Proposed Definitive Statement (Appendix C) that they are being asked to approve, as well as the Integrated Impact Assessment (Appendix D). All of these documents can be found at <https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?CId=157&MId=4638&Ver=4>

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document                              | Location  |
|--|---|
| Atkins Report on Provisional Map Consultation: | <a href="https://democracy.portsmouth.gov.uk/documents/s29039/Definitive%20Map%20and%20Statement%20Consultation%20Report.pdf">https://democracy.portsmouth.gov.uk/documents/s29039/Definitive%20Map%20and%20Statement%20Consultation%20Report.pdf</a> |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....

Signed by:

**APPENDIX A - The Portsmouth Definitive Map Modification Order 2020**



WILDLIFE AND COUNTRYSIDE ACT 1981

**THE PORTSMOUTH DEFINITIVE MAP MODIFICATION ORDER 2020**

This Order is made by Portsmouth City Council under Section 53(2) of the Wildlife and Countryside Act 1981 (“the Act”) because it appears to that authority that the Portsmouth Wildlife and Countryside Act 1981 s.57(3) Definitive Map and Statement of Public Rights of Way (Dated 31<sup>st</sup> May 2003) requires modification in consequence of the occurrence of the enactments, instruments and events listed in Schedule 1 to this order, being matters specified in Section 53(3) (a) of the Act.

**Portsmouth City Council hereby orders that:**

1. For the purposes of this Order the relevant date is 09 December 2020
2. The Portsmouth Wildlife and Countryside Act 1981 Section 57(2) Definitive Map and Statement of Public Rights of Way (Dated 31<sup>st</sup> May 2003) shall be modified as follows:
  - a) by the addition to the Definitive Map of those paths, or parts of paths, specified in Schedule 2 of this order, such changes being shown on the map annexed to this Order; and
  - b) by the addition to the Definitive Statement as specified in Schedule 3 hereto.
3. This Order shall take effect on the date it is made and may be cited as The Portsmouth Definitive Map Modification Order 2020.

Given this                      day of    2020

THE COMMON SEAL of PORTSMOUTH CITY COUNCIL was hereunto affixed in the presence of:-

..... Authorised signatory





**Schedule 1**

**Orders/ Events requiring changes to the Definitive Map and Statement**

| <b><u>Ref. No.</u></b> | <b><u>Ward</u></b> | <b><u>Path No.</u></b> | <b><u>Order or other event</u></b>  | <b><u>Date</u></b> |
|------------------------|--------------------|------------------------|---|--------------------|
| 1                      | All                | 1-100                  | The City of Portsmouth (Various Footpaths) Definitive Map Modification Order (Number 1) | 31 May 2003        |
| 2                      | Eastney            | 101-102                | The Portsmouth No.1 Definitive Map Modification Order 2008                              | 02 November 2010   |
| 3                      | Baffins            | 103                    | The Portsmouth No.2 Definitive Map Modification Order 2012                              | 27 November 2012   |



**Schedule 2**

**Rights of Way to be added to the Definitive Map**

| <b>Order No.</b> | <b>Ward</b> | <b>Path No.</b> | <b>Description of right of way to be added</b> |
|------------------|-------------|-----------------|--|
| 1                | ALL         | 1-100           | All Footpaths 1 - 100                          |
| 1                | Eastney     | 101-102         | All Footpaths 101 - 102                        |
| 2                | Baffins     | 103             | All of Footpath 103                            |



**Schedule 3**

**Rights of Way to be added to the Definitive Statement**

| <b>Path No.</b> | <b>Status</b> | <b>Start Point (grid reference* and description)</b> | <b>End Point (grid reference* and description)</b> | <b>Description of path to be added to the Definitive Statement</b>   |
|-----------------|---------------|--|--|--|
| 1               | Footpath      | Eldon Street (GR 464145 99603)                       | St. James's Road (GR 464195 99591)                 | The adopted, metalled and lighted path 4.7m and 1.3m wide named ELDON STREET FOOTPATH, extending from Eldon Street (GR 464145 99603) in an easterly direction for 51m to St. James's Road (GR 464195 99591)                      |
| 2               | Footpath      | Broad Street (GR 462906 99566)                       | Bath Square (GR 462883 99561)                      | The adopted and metalled path 1.5m wide named ROWES ALLEY, extending from Broad Street (GR 462906 99566) in a westerly direction for 24m to Bath Square (GR 462883 99561)  |
| 3               | Footpath      | White Hart Road (GR463139 99363)                     | Oyster Street (GR 463161 99365)                    | The adopted and metalled path 1.8m wide named WHITE HART ALLEY, extending from White Hart Road (GR463139 99363) in an easterly direction for 22m to Oyster Street (GR 463161 99365)  |
| 4               | Footpath      | Cecil Grove (GR 463938 99168)                        | Castle Road (GR 463938 99168)                      | The adopted, metalled and lighted path 2.7m wide named CECIL PATH, extending from the eastern end of Cecil Grove (GR 463938 99168) in a south-easterly direction for 14m to Castle Road (GR 463938 99168)                        |
| 5               | Footpath      | Waterworks Lodge, Gillman Road (GR 468267 106204)    | Portsdown Hill Road (GR 468257 106283)             | The adopted earth and grass path approximately 3.0m wide overall named GILLMAN PATH, extending from Waterworks Lodge, Gillman Road (GR 468267 106204) in a northerly direction for 82m to Portsdown Hill Road (GR 468257 106283) |
| 6               | Footpath      | Down End Road (GR467418 106180)                      | Farlington Avenue (GR 467420 106255)               | The adopted, metalled and lighted path 1.8m wide named EDEN PATH, extending from the eastern end of Down End Road (GR467418 106180) in a northerly direction for 78m to Farlington Avenue (GR 467420 106255)                     |
| 7               | Footpath      | Copsey Close (GR 467760 105650)                      | Havant Road (GR 467756 105679)                     | The adopted and metalled path 1.5m wide named COPSEY CLOSE PATH, extending from the northern end of Copsey Close (GR 467760 105650) in a northerly direction for 30m to Havant Road (GR 467756 105679)                           |
| 8               | Footpath      | Laburnum Avenue (GR 467314 105605)                   | Havant Road (GR 467317 105650)                     | The adopted, metalled and lighted path 2.5m to 2.0m wide named LABURNUM PATH, extending from the northern end of   |



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|    |          |                                   |  | Laburnum Avenue (GR 467314 105605) in a northerly direction for 46m to Havant Road (GR 467317 105650)  |
| 9  | Footpath | Aldsworth Close (GR467140 105615) | Havant Road (GR 467139 105660)             | The adopted, metalled and lighted path 3.6m wide named ALDSWORTH PATH, extending from Aldsworth Close (GR467140 105615) in a northerly direction for 46m to Havant Road (GR 467139 105660)                         |
| 10 | Footpath | Broad Street (GR 463030 99331)    | White Hart Road (GR 463152 99444)          | The adopted, metalled and lighted path 3.1m to 2.4m wide named FELTHAM ROW, extending from Broad Street (GR 463030 99331) in a north-easterly and easterly direction for 189m to White Hart Road (GR 463152 99444) |
| 11 | Footpath | Guildhall Walk (GR 464044 100064) | Dorothy Dymond Street (GR 464058 100056)   | The adopted, metalled and lighted path 3.1m wide named SALEM PATH, extending from Guildhall Walk (GR 464044 100064) in a south-easterly direction for 17m to Dorothy Dymond Street (GR 464058 100056)              |
| 12 | Footpath | Melbourne Place (GR 464086 99884) | Winston Churchill Avenue (GR 464086 99913) | The adopted, metalled and lighted path 2.1m wide named MELBOURNE PLACE FOOTPATH, extending from Melbourne Place (GR 464086 99884) in a northerly direction for 28m to Winston Churchill Avenue (GR 464086 99913)   |
| 13 | Footpath | Chivers Close (GR 464447 99489)   | Cottage Grove (GR 464455 99510)            | The adopted and metalled path 1.7m wide named CHIVERS PATH, extending from Chivers Close (GR 464447 99489) in a northerly direction for 23m to Cottage Grove (GR 464455 99510)                                     |
| 14 | Footpath | Belmont Street (GR 464455 99410)  | Elm Grove (GR 464427 99350)                | The adopted, metalled and lighted path 2.7m to 2.1m wide named BELMONT PATH, extending from Belmont Street (GR 464455 99410) in a southerly direction for 67m to Elm Grove (GR 464427 99350)                       |
| 15 | Footpath | Ashby Place (GR 464282 98736)     | Osborne Road (GR 464282 98760)             | The adopted, metalled and lighted path 4.0m to 2.8m wide named COLLINS PASSAGE, extending from Ashby Place (GR 464282 98736) in a northerly direction for 24m to Osborne Road (GR 464282 98760)                    |
| 16 | Footpath | Clifton Terrace (GR 464109 98699) | Clarence Parade (GR 464103 98654)          | The adopted and metalled path 2.6m wide named CLIFTON PATH, extending from Clifton Terrace (GR 464109 98699) in a southerly direction for 56m to Clarence Parade (GR 464103 98654)                                 |
| 17 | Footpath | Copper Street (GR 463932 99263)   | Hambrook Street (GR 463925 99233)          | The adopted and metalled path 4.0m and 2.6m wide named STONE STREET FOOTPATH, extending from Copper Street (GR 463932 99263) in a southerly direction for 31m to Hambrook Street (GR 463925 99233)                 |



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| 18 | Footpath | Little Southsea Street (GR 463959 99262)     | Stone Street (GR 463937 99268)     | The adopted and metalled path 1.8m wide named COPPER STREET FOOTPATH, extending from Little Southsea Street (GR 463959 99262) in a westerly direction for 24m to Stone Street (GR 463937 99268)  |
| 19 | Footpath | Tonbridge Street (GR 464316 98843)           | Palmerston Road (GR 464340 98818)  | The adopted and metalled path 4.8m to 2.8m wide named TONBRIDGE PATH, extending from the southern end of Tonbridge Street (GR 464316 98843) in a southerly and easterly direction for 53m to Palmerston Road (GR 464340 98818)                       |
| 20 | Footpath | Hilltop Crescent (GR467037 106580)           | City boundary (GR 467021 106625)   | The adopted, metalled and lighted path 3.0m wide named BROW PATH, extending from the western end of Hilltop Crescent (GR467037 106580) in a northerly direction for 49m to the City boundary (GR 467021 106625)                                      |
| 21 | Footpath | Dellcrest Path carriageway (GR466610 106488) | City boundary (GR 466661 106601)   | The adopted earth and grass footpath approximately 5.0m to 3.0m wide named DELLCREST PATH, extending from the northern end of Dellcrest Path carriageway (GR466610 106488) in a northerly direction for 123m to the City boundary (GR 466661 106601) |
| 22 | Footpath | Courtmount Road (GR 466379 105978)           | Cranborne Road (GR 466385 106035)  | The adopted, metalled and lighted path 1.8m wide named COURTMOUNT PATH, extending from Courtmount Road (GR 466379 105978) in a northerly direction for 58m to Cranborne Road (GR 466385 106035)  |
| 23 | Footpath | Bromyard Crescent (GR 464542 106005)         | Allaway Avenue (GR 464534 105944)  | The adopted, metalled and lighted path 2.5m to 2.2m wide named BROMYARD CRESCENT FOOTPATH, extending from Bromyard Crescent (GR 464542 106005) in a southerly direction for 62m to Allaway Avenue (GR 464534 105944)                                 |
| 24 | Footpath | Drayton Lane (GR 466754 106298)              | London Road (GR 466759 106331)     | The adopted and metalled path 1.8m wide named DRAYTON LANE FOOTPATH, extending from the northern end of Drayton Lane (GR 466754 106298) in a north-easterly and northerly direction for 40m to London Road (GR 466759 106331)                        |
| 25 | Footpath | Havant Road (GR 466174 105798)               | Widley Road (GR466158 105644)      | The adopted, metalled and grass lighted path 6.0m wide overall named WIDLEY WALK, extending from Havant Road (GR 466174 105798) in a northerly direction for 157m to Widley Road (GR466158 105644)   |
| 26 | Footpath | Westerham Close (GR 465368 105773)           | Sundridge Close (GR 465402 105777) | The adopted, metalled and lighted path 2.2m to 1.8m wide named WESTERHAM CLOSE PATH, extending from the eastern end of Westerham Close (GR 465368 105773) in an easterly and   |



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|    |          |                                     |                                     | northerly direction for 47m to Sundridge Close (GR 465402 105777)   |
| 27 | Footpath | Bryson Road (GR 464670 105696)      | Southampton Road (GR 464690 105719) | The adopted and metalled path 2.4m wide named BRYSON PATH, extending from the northern end of Bryson Road (GR 464670 105696) in a northerly and north-easterly direction for 35m to Southampton Road (GR 464690 105719)               |
| 28 | Footpath | Herne Road (GR 465045 105742)       | Southampton Road (GR 465047 105772) | The adopted and metalled path 4.2m wide named OLD WYMERING LANE PATH, extending from Herne Road (GR 465045 105742) in a northerly direction for 30m to Southampton Road (GR 465047 105772)  |
| 29 | Footpath | Binness Way (GR 468400 105338)      | Fitzherbert Road (GR 468347 105329) | The adopted, metalled and lighted path 1.8m wide named BINNESS PATH, extending from the north-west side of Binness Way (GR 468400 105338) in a westerly direction for 57m to the east side of Fitzherbert Road (GR 468347 105329)     |
| 30 | Footpath | Copsey Close (GR 467783 105599)     | Nutbourne Road (GR 467880 105533)   | The adopted, metalled and lighted path 1.5m, 2.4m and 3.0m wide named COPSEY PATH, extending from Copsey Close (GR 467783 105599) in an easterly and southerly direction for 156m to Nutbourne Road (GR 467880 105533)                |
| 31 | Footpath | Copsey Grove (GR 467725 105475)     | Eastern Road (GR 467736 105426)     | The adopted and metalled path 1.8m and 2.9m wide named EAST COPSEY PATH, extending from Copsey Grove (GR 467725 105475) in a south-easterly and southerly direction for 62m to Eastern Road (GR 467736 105426)                        |
| 32 | Footpath | Denville Close (GR 468600 105545)   | Second Avenue (GR 468576 105568)    | The adopted and metalled path 1.8m wide named DENVILLE CLOSE PATH, extending from the northern end of Denville Close (GR 468600 105545) in a north-westerly direction for 35m to Second Avenue (GR 468576 105568)                     |
| 33 | Footpath | Zetland Road (GR 467781 105248)     | Fitzherbert Road (GR 467654 105167) | The adopted, metalled and lighted path 2.1m wide named ZETLAND PATH, extending from the western end of Zetland Road (GR 467781 105248) in a south-westerly direction for 155m to Fitzherbert Road (GR 467654 105167)                  |
| 34 | Footpath | Homefield Road (GR 467289 105208)   | Grove Road (GR 467333 105089)       | The adopted, metalled and lighted path 1.8m and 2.1m wide named HOMEFIELD PATH, extending from the southern end of Homefield Road (GR 467289 105208) in an easterly and southerly direction for 166m to Grove Road (GR 467333 105089) |
| 35 | Footpath | Fairfield Square (GR 465136 105968) | Fairfield Square (GR 465181 105862) | The adopted, metalled and lighted path 1.2m wide named FAIRFIELD SQUARE PATH, extending across the square from  |



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the north-west (GR 465136 105968) to the south-east (GR 465181 105862) for a distance of 117m.

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| 36 | Footpath | Regal Close (GR 465858 105693)     | London Road (GR 465823 105695)         | The adopted, metalled and lighted path 4.9m to 2.6m wide named REGAL PATH, extending from Regal Close (GR 465858 105693) in a westerly direction for 37m to London Road (GR 465823 105695)                                |
| 37 | Footpath | Beach Road (GR 464794 98302)       | Clarence Road (GR 464780 98259)        | The adopted, metalled and lighted path 1.5m wide named BEACH ROAD FOOTPATH, extending from Beach Road (GR 464794 98302) in a southerly direction for 46m to Clarence Road (GR 464780 98259)                               |
| 38 | Footpath | Nightingale Road (GR 463981 98900) | Kent Road (GR 463955 99070)            | The adopted, metalled and lighted path 2.8m to 2.4m wide named NIGHTINGALE ROAD FOOTPATH, extending from Nightingale Road (GR 463981 98900) in a westerly and northerly direction for 198m to Kent Road (GR 463955 99070) |
| 39 | Footpath | Cleveland Road (GR 465043 99692)   | Britannia Road North (GR 465003 99695) | The adopted, metalled and lighted path 2.1m and 1.5m wide named CLEVELAND PATH, extending from Cleveland Road (GR 465043 99692) in a westerly direction for 40m to Britannia Road North (GR 465003 99695)                 |
| 40 | Footpath | Fontwell Road (GR 464533 98788)    | Stanley Lane (GR 464522 98777)         | The adopted, metalled and lighted path 1.8m wide named FONTWELL PATH, extending from Fontwell Road (GR 464533 98788) in a south-westerly direction for 16m to Stanley Lane (GR 464522 98777)                              |
| 41 | Footpath | Brompton Road (GR 465762 99064)    | Haslemere Road (GR 465826 99044)       | The adopted, metalled and lighted path 2.0m to 1.9m wide named BROMPTON ROAD FOOTPATH, extending from Brompton Road (GR 465762 99064) in an easterly direction for 68m to Haslemere Road (GR 465826 99044)                |
| 42 | Footpath | Eastern Parade (GR 465943 98509)   | Southsea Esplanade (GR 465928 98322)   | The adopted and metalled path 3.3m wide named ST.HELEN'S PATH, extending from Eastern Parade (GR 465943 98509) in a southerly direction for 191m to Southsea Esplanade (GR 465928 98322)                                  |
| 43 | Footpath | Haslemere Road (GR 465836 99036)   | Highland Road (GR 465884 99001)        | The adopted, metalled and lighted path 3.8m to 2.8m wide named HIGHLAND TERRACE, extending from Haslemere Road (GR 465836 99036) in a south-easterly direction for 59m to Highland Road (GR 465884 99001)                 |
| 44 | Footpath | Cromwell Road (GR 466559 98933)    | Lidiard Gardens (GR 466615 98922)      | The adopted, metalled and lighted path 5.0m to 1.7m wide named LIDIARD PATH, extending from Cromwell Road (GR   |



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|    |          |                                    |  | 46659 98933) in an easterly and southerly direction for 76m to Lidiard Gardens (GR 466615 98922)   |
| 45 | Footpath | Marine Court (GR 466369 98653)     | St. Georges Road (GR 466369 98683)     | The adopted, metalled and lighted path 1.8m to 1.5m wide named MARINE COURT FOOTPATH, extending from Marine Court (GR 466369 98653) in a northerly direction for 28m to St. Georges Road (GR 466369 98683)                   |
| 46 | Footpath | Perth Road (GR 466701 99615)       | Milton Road (GR 466599 99593)          | The adopted, metalled and lighted path 3.3m to 3.0m wide named CANAL FOOTPATH, SOUTH SIDE, extending from the northern end of Perth Road (GR 466701 99615) in a westerly direction for 106m to Milton Road (GR 466599 99593) |
| 47 | Footpath | St. Anns Road (GR 465944 99118)    | Highland Road (GR 465925 99022)        | The adopted, metalled and lighted path 3.0m to 1.8m wide named WHITE CLOUD PLACE, extending from St. Anns Road (GR 465944 99118) in a southerly direction for 98m to Highland Road (GR 465925 99022)                         |
| 48 | Footpath | Abbeydore Road (GR 464300 106016)  | Allaway Avenue (GR 464297 105947)      | The adopted, metalled and lighted path 3.1m to 2.5m wide named ABBEYDORE PATH, extending from Abbeydore Road (GR 464300 106016) in a southerly direction for 71m to Allaway Avenue (GR 464297 105947)                        |
| 49 | Footpath | Cheltenham Road (GR 464121 105811) | Allaway Avenue (GR 464131 105 941)     | The adopted, metalled and lighted path 2.4m wide named CHELTENHAM ROAD PATH, extending from the western end of Cheltenham Road (GR 464121 105811) in a northerly direction for 133m to Allaway Avenue (GR 464131 105 941)    |
| 50 | Footpath | Farmlea Road (GR 463286 105678)    | Southampton Road (GR 463284 105652)    | The adopted, metalled and lighted path 3.0m wide named FARMLEA PATH, extending from the eastern end of Farmlea Road (GR 463286 105678) in a southerly direction for 26m to Southampton Road (GR 463284 105652)               |
| 51 | Footpath | Hempstead Road (GR 463945 106063)  | Collington Crescent (GR 463953 106151) | The adopted, metalled and lighted path 4.1m to 3.9m wide named HEMPSTEAD PATH, extending from Hempstead Road (GR 463945 106063) in a northerly direction for 89m to Collington Crescent (GR 463953 106151)                   |
| 52 | Footpath | Kingsland Close (GR 464231 106114) | Ludlow Road (GR 464219 106154)         | The adopted, metalled and lighted path 1.8m wide named KINGSLAND PATH, extending from the western end of Kingsland Close (GR 464231 106114) in a northerly direction for 42m to Ludlow Road (GR 464219 106154)               |
| 53 | Footpath | Marsden Road (GR 463901 105839)    | Southampton Road (GR 463851 105643)    | The adopted, metalled and lighted path 4.7m to 4.0m wide named RACECOURSE LANE, extending from the southern end of Marsden Road (GR 463901 105839) in a south-westerly and   |





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|    |          |                                     |                                     | southerly direction for 217m to Southampton Road (GR 463851 105643)   |
| 54 | Footpath | Connaught Lane (GR 462515 105822)   | Sedgefield Close (GR 462514 105803) | The adopted and metalled path 4.3m to 2.7m wide named CONNAUGHT LANE PATH, extending from the southern end of Connaught Lane (GR 462515 105822) in a southerly direction for 20m to Sedgefield Close (GR 462514 105803)             |
| 55 | Footpath | Farmlea Road (GR 463136 105722)     | Southampton Road (GR 463134 105668) | The adopted, metalled and lighted path 3.0m wide named PADDOCK WALK, extending from Farmlea Road (GR 463136 105722) in a southerly direction for 54m to Southampton Road (GR 463134 105668)   |
| 56 | Footpath | Browning Avenue (GR 462487 106439)  | Hillsley Road (GR 462526 106551)    | The adopted, metalled and lighted path 6.1m and 4.2m to 3.8m wide named BROWNING PATH, extending from Browning Avenue (GR 462487 106439) in a northerly direction for 123m to Hillsley Road (GR 462526 106551)                      |
| 57 | Footpath | Falmouth Road (GR 462891 106287)    | Hillsley Road (GR 463023 106313)    | The adopted, metalled and lighted path 1.5m and 3.5m wide named HILLSLEY BRIDGE PATH, extending from Falmouth Road (GR 462891 106287) in a south-easterly and north-easterly direction to Hillsley Road (GR 463023 106313)          |
| 58 | Footpath | Falmouth Road (GR 463184 105993)    | Beverston Road (GR 463286 106035)   | The adopted, metalled and lighted path 2.3m to 1.5m wide named BEVERSTON PATH, extending from Falmouth Road (GR 463184 105993) in a north-easterly and easterly direction for 116m to Beverston Road (GR 463286 106035)             |
| 59 | Footpath | Moneyfield Lane (GR 466181 102010)  | Dover Road (GR 466225 101992)       | The adopted, metalled and lighted path 3.0m and 1.8m wide named MONEYFIELD LANE FOOTBRIDGE, extending from the eastern end of Moneyfield Lane (GR 466181 102010) in an easterly direction for 124m to Dover Road (GR 466225 101992) |
| 60 | Footpath | Ninian Park Road (GR 466142 102612) | Monckton Road (GR 466133 102706)    | The adopted, metalled and lighted path 3.0m to 2.7m wide named NINIAN PATH, extending from Ninian Park Road (GR 466142 102612) in a northerly direction for 96m to Monckton Road (GR 466133 102706)                                 |
| 61 | Footpath | Powercourt Road (GR 465767 101806)  | Queens Road (GR 465773 101750)      | The adopted, metalled and lighted path 2.0m to 1.5m wide named POWERSCOURT ROAD FOOTPATH, extending from Powercourt Road (GR 465767 101806) in a southerly direction for 58m to Queens Road (GR 465773 101750)                      |
| 62 | Footpath | Colwell Road (GR 465543 105325)     | Northern Road (GR 465605 105316)    | The adopted, metalled and lighted path 2.8m and 1.2m wide named COLWELL ROAD PATH, extending from Colwell Road  |



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 (GR 465543 105325) in an easterly direction for 64m to Northern Road (GR 465605 105316)

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| 63 | Footpath | Gurnard Road (GR 465523 105264)       | Colwell Road (GR 465548 105278)     | The adopted, metalled and lighted path 2.0m wide named ARTHUR DANN COURT FOOTPATH, extending from Gurnard Road (GR 465523 105264) in a north-easterly direction for 29m to Colwell Road (GR 465548 105278)   |
| 64 | Footpath | The Close (GR 466294 105431)          | Court Lane (GR 466504 105423)       | The adopted, metalled and lighted path 2.0m wide named MULBERRY PATH, extending from the eastern end of The Close (GR 466294 105431) in an easterly direction for 212m to Court Lane (GR 466504 105423)  |
| 65 | Footpath | Park Grove (GR 465896 105268)         | Dorking Crescent (GR 465898 105290) | The adopted and metalled path 1.2m wide named PARK GROVE PATH, extending from Park Grove (GR 465896 105268) in a northerly direction for 22m to Dorking Crescent (GR 465898 105290)  |
| 66 | Footpath | Southbourne Avenue (GR 466876 105550) | Havant Road (GR 466853 105632)      | The adopted, metalled and lighted path 1.2m and 1.4m wide named SOUTHBOURNE AVENUE FOOTPATH, extending from the northern end of Southbourne Avenue (GR 466876 105550) in a northerly and westerly direction for 103m to Havant Road (GR 466853 105632) |
| 67 | Footpath | Aldroke Street (GR 465827 105438)     | Park Lane (GR 466084 105447)        | The adopted, metalled and lighted path 1.8m to 1.5m wide named THE DROKE, extending from Aldroke Street (GR 465827 105438) in an easterly direction for 270m to Park Lane (GR 466084 105447)   |
| 68 | Footpath | Vectis Way (GR 465664 105312)         | Northern Road (GR 465628 105318)    | The adopted, metalled and lighted path 3.0m wide named VECTIS WAY FOOTPATH, extending from the western end of Vectis Way (GR 465664 105312) in a westerly direction for 37m to Northern Road (GR 465628 105318)  |
| 69 | Footpath | Grafton Street (GR 464558 101603)     | Centaur Street (GR 464569 101658)   | The adopted, metalled and lighted path 1.8m wide named CENTAUR STREET FOOTPATH, extending from Grafton Street (GR 464558 101603) in a northerly direction for 57m to Centaur Street (GR 464569 101658)   |
| 70 | Footpath | College Lane (GR 463208 100158)       | College Street (GR 463207 100172)   | The adopted and metalled path 1.3m wide named COLLEGE ALLEY, extending from College Lane (GR 463208 100158) in a northerly direction for 14m to College Street (GR 463207 100172)  |
| 71 | Footpath | Guildford Road (GR 465370 100508)     | Sandringham Road (GR 465362 100435) | The adopted, metalled and lighted path 2.4m and 1.8m wide named GUILDFORD PATH, extending from Guildford Road (GR  |



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|    |          |  |  | 465370 100508) in a westerly and southerly direction for 98m to Sandringham Road (GR 465362 100435)  |
| 72 | Footpath | King William Street (GR 463380 100551) | North Street (GR 463382 100491)          | The adopted, metalled and lighted path 1.8m wide named BLOSSOM SQUARE, WEST SIDE, extending from King William Street (GR 463380 100551) in a southerly direction for 62m to North Street (GR 463382 100491)                  |
| 73 | Footpath | King William Street (GR 463433 100553) | North Street (GR 463436 100493)          | The adopted, metalled and lighted path 1.8m wide named BLOSSOM SQUARE, EAST SIDE, extending from King William Street (GR 463433 100553) in a southerly direction for 62m to North Street (GR 463436 100493)                  |
| 74 | Footpath | Kent Street (GR 463386 100219)         | Queen Street (GR 463378 100396)          | The adopted, metalled and lighted path 1.9m wide named KINGS BENCH ALLEY, extending from Kent Street (GR 463386 100219) in a northerly direction for 181m to Queen Street (GR 463378 100396)                                 |
| 75 | Footpath | Omega Street (GR 464666 100058)        | Blackfriars Road (GR 464639 100026)      | The adopted, metalled and lighted path 2.3m to 2.1m wide named OMEGA PATH, extending from the southern end of Omega Street (GR 464666 100058) in a south-westerly direction for 42m to Blackfriars Road (GR 464639 100026)   |
| 76 | Footpath | Providence Place (GR 464348 100772)    | Commercial Road (GR 464369 100768)       | The adopted and metalled path 2.3m and 1.4m wide named PROVIDENCE PATH, extending from Providence Place (GR 464348 100772) in an easterly direction for 22m to Commercial Road (GR 464369 100768)                            |
| 77 | Footpath | Alver Road (GR 465213 100707)          | Lower Brookfield Road (GR 465339 100642) | The adopted, metalled and lighted path 3.1m to 2.4m wide named RATEYS LANE, extending from Alver Road (GR 465213 100707) in a southerly and easterly direction for 190m to Lower Brookfield Road (GR 465339 100642)          |
| 78 | Footpath | Sandringham Road (GR 465365 100430)    | Guildford Road (GR 465384 100433)        | The adopted and metalled path 2.0m to 1.8m wide named SANDRINGHAM ROAD FOOTPATH, extending from the eastern end of Sandringham Road (GR 465365 100430) in an easterly direction for 20m to Guildford Road (GR 465384 100433) |
| 79 | Footpath | Kent Street (GR 463322 100206)         | Queen Street (GR 463310 100394)          | The adopted, metalled and lighted path 3.6m to 1.2m wide named SOUTHAMPTON ROW, extending from Kent Street (GR 463322 100206) in a northerly direction for 190m to Queen Street (GR 463310 100394)                           |
| 80 | Footpath | Greetham Street (GR 464495 100180)     | Bridport Street (GR 464489 100222)       | The metalled and lighted bridge and steps 2.3m and 1.8m wide named JACOB'S LADDER, extending from Greetham Street (GR  |



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 C 464495 100180) in a northerly direction for 87m to Bridport Street (GR 464489 100222)

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| 81 | Footpath | Cuthbert Road (GR 465609 100563)     | Clive Road (GR 465595 100525)      | The adopted, metalled and lighted path 2.5m to 2.1m wide named CUTHBERT ROAD FOOTPATH, extending from Cuthbert Road (GR 465609 100563) in a southerly direction for 41m to Clive Road (GR 465595 100525)                      |
| 82 | Footpath | Fifth Street (GR 465595 100929)      | Fourth Street (GR 465550 100925)   | The adopted, metalled and lighted path 2.7m to 1.8m wide named FIFTH STREET FOOTPATH, extending from Fifth Street (GR 465595 100929) in a westerly direction for 46m to Fourth Street (GR 465550 100925)                      |
| 83 | Footpath | Avondale Road (GR 465518 100984)     | Cranleigh Road (GR 465500 100986)  | The adopted, metalled and lighted path 1.8m wide named AVONDALE PATH, extending from Avondale Road (GR 465518 100984) in a westerly direction for 19m to Cranleigh Road (GR 465500 100986)                                    |
| 84 | Footpath | Hartley Road (GR 465216 103105)      | Ophir Road (GR 465224 103049)      | The adopted, metalled and lighted path 1.6m wide named HARTLEY ROAD FOOTPATH, extending from Hartley Road (GR 465216 103105) in a southerly direction for 56m to Ophir Road (GR 465224 103049)                                |
| 85 | Footpath | Kingston Crescent (GR 464874 101923) | Derby Road (GR 464765 102216)      | The adopted, metalled and lighted path 3.4m to 1.5m wide named PITCROFT LANE, extending from Kingston Crescent (GR 464874 101923) in a northerly and north-westerly direction for 342m to Derby Road (GR 464765 102216)       |
| 86 | Footpath | Kipling Road (GR 465325 103347)      | Templeton Close (GR 465338 103402) | The adopted, metalled and lighted path 2.5 and 8.7 wide named KIPLING ROAD FOOTPATH, extending from Kipling Road (GR 465325 103347) in a northerly direction for 57m to Templeton Close (GR 465338 103402)                    |
| 87 | Footpath | Egan Close (GR 465842 103470)        | Copnor Road (GR 465859 103465)     | The adopted, metalled and lighted path 1.8m wide named EGAN PATH, extending from the eastern end of Egan Close (GR 465842 103470) in an easterly direction for 19m to Copnor Road (GR 465859 103465)                          |
| 88 | Footpath | Honeywood Close (GR 465904 103480)   | Copnor Road (GR 465882 103470)     | The adopted, metalled and lighted path 1.8m wide named HONEYWOOD CLOSE FOOTPATH, extending from the south-western end of Honeywood Close (GR 465904 103480) in a westerly direction for 26m to Copnor Road (GR 465882 103470) |
| 89 | Footpath | Bapaume Road (GR 465685 104161)      | London Road (GR 465517 104161)     | The adopted, metalled and lighted path 1.7m, 1.6m and 1.5m wide named BAPAUME ROAD FOOTPATH, extending from the western end of Bapaume Road (GR 465685 104161) in a   |



|    |          |                                      |  |  |
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|    |          |                                      |  | southerly, westerly and northerly direction for 213m to London Road (GR 465517 104161)   |
| 90 | Footpath | Parsons Close (GR 465775 103945)     | Copnor Road (GR 465755 103910)         | The adopted, metalled and lighted path 3.1m to 2.4m wide named PARSONS CLOSE FOOTPATH, extending from Parsons Close (GR 465775 103945) in a southerly direction for 40m to Copnor Road (GR 465755 103910)              |
| 91 | Footpath | Sultan Road (GR 464454 101252)       | Old Commercial Road (GR 464433 101251) | The adopted and metalled path 3.4m to 2.1m wide named CONVENT PATH, extending from Sultan Road (GR 464454 101252) in a westerly direction for 21m to Old Commercial Road (GR 464433 101251)                            |
| 92 | Footpath | Lock View (GR 463285 105521)         | Port Way (GR 463302 105571)            | The adopted, metalled and lighted path 2.5m to 1.8m wide named LOCK VIEW PATH, extending from the west side of Lock View (GR 463285 105521) in a northerly direction for 51m to Port Way (GR 463302 105571)            |
| 93 | Footpath | Windsor Road (GR 466010 105034)      | Hawthorn Crescent (GR 466003 104988)   | The adopted, metalled and lighted path 2.7m to 1.5m wide named ASHLEY WALK, extending from the eastern end of Windsor Road (GR 466010 105034) in a southerly direction for 50m to Hawthorn Crescent (GR 466003 104988) |
| 94 | Footpath | Knowsley Crescent (GR 466057 105098) | Windsor Road (GR 466019 105044)        | The adopted, metalled and lighted path 1.5m wide named KNOWSLEY PATH, extending from Knowsley Crescent (GR 466057 105098) in a south-westerly direction for 87m to Windsor Road (GR 466019 105044)                     |
| 95 | Footpath | Wells Street (GR 464444 100687)      | Temple Street (GR 464462 100688)       | The adopted, metalled and lighted path 4.1m and 3.0m wide named CHURCH PATH NORTH, extending from Wells Street (GR 464444 100687) in an easterly direction for 18m to Temple Street (GR 464462 100688)                 |
| 96 | Footpath | Rodney Road (GR 465844 100373)       | Milton Lane (GR 465734 100334)         | The adopted, metalled and lighted path 3.0m wide named RODNEY ROAD FOOTPATH, extending from Rodney Road (GR 465844 100373) in a south-westerly direction for 118m to Milton Lane (GR 465734 100334)                    |
| 97 | Footpath | Wingfield Street (GR 464647 101047)  | Church Street (GR 464600 100967)       | The adopted and metalled path 3.1m wide named WINGFIELD PATH, extending from the south-east side of Wingfield Street (GR 464647 101047) in a south-westerly direction for 94m to Church Street (GR 464600 100967)      |
| 98 | Footpath | Cow Lane (GR 465240 105361)          | Sandown Road (GR 464981 105371)        | The adopted, metalled and part lighted path 2.8m to 1.5m wide named BRIGHSTONE PATH, extending from Cow Lane (GR   |



CITY COUNCIL  
C 465240 105361) in a south-easterly and northerly direction for 417m to Sandown Road (GR 464981 105371)

|     |          |                                     |                                    |  |
|-----|----------|-------------------------------------|------------------------------------|--|
| 99  | Footpath | Milton Road (GR 466579 99610)       | Locksway Road (GR 467294 99793)    | The adopted, metalled and lighted path 4.0m to 2.4m wide named CANAL FOOTPATH, NORTH SIDE, extending from Milton Road (GR 466579 99610) in an easterly direction for 752m to Locksway Road (GR 467294 99793)                       |
| 100 | Footpath | Curtis Mead (GR 465710 103666)      | St. Barbara Way (GR 465774 103651) | The adopted, metalled and lighted path 2.0m wide named CURTIS MEAD FOOTPATH, extending from the eastern end of Curtis Mead (GR 465710 103666) in an easterly direction for 66m to St. Barbara Way (GR 465774 103651)               |
| 101 | Footpath | Halliday Crescent (GR SZ 6739 9912) | Henderson Road (GR SZ 6742 9916)   | Privately owned, concrete path 1.0 to 1.8m wide named Halliday Path, extending from Halliday Crescent (GR SZ 6739 9912) in a N direction for 46m to Henderson Road (GR SZ 6742 9916)   |
| 102 | Footpath | Driftwood gardens (GR SZ 6741 9897) | Henderson Road (GR SZ 6745 9899)   | Privately owned, 1.8m wide path named Driftwood Path, extending from Driftwood gardens (GR SZ 6741 9897) in a NE direction for 46m to Henderson Road (GR SZ 6745 9899)   |
| 103 | Footpath | Stanley Avenue (GR 467013 101502)   | (GR 467032 101519)                 | Privately owned, earth and grass path 1.5m wide extending from Stanley Avenue (GR 467013 101502) to the service road to the rear of properties on the northern side of Tangiers Road and Stanley Avenue for 26m (GR 467032 101519) |

**N.B. Columns 1-4 are for interpretation and clarification only and do not form an operative part of this Order**  
**\*The provision of National Grid references to the nearest 10 metres is for location purposes only and should not be taken as evidence of the precise point at which a right of way starts or finishes. Save where otherwise provided, the prefix SU applies to all grid references.**

## APPENDIX B - Portsmouth Definitive Map

**THIS MAP IS TOO LARGE TO APPEND TO THE REPORT AND SHOULD  
BE VIEWED AT**

**<https://democracy.portsmouth.gov.uk/documents/s29036/Appendix%20B%20Portsmouth%20Definitive%20Map%20-%20Planning%20Committee%20091220.pdf>**

**WHERE IT WILL ALSO BE DISPLAYED IN COLOUR**

## APPENDIX C - Portsmouth Definitive Statement

TO VIEW THE APPENDIX FOR APPROVAL IN COLOUR, VIEW IT AT  
<https://democracy.portsmouth.gov.uk/documents/s29037/Appendix%20C%20Portsmouth%20Definitive%20Statement%20-%20Planning%20Committee%20091220.pdf>



## APPENDIX D - Integrated Impact Assessment

TO VIEW THE INTEGRATED IMPACT ASSESSMENT, GO TO  
<https://democracy.portsmouth.gov.uk/documents/s29043/Appendix%20D%20Integrated%20Impact%20Assessment%20-%20Planning%20Committee%20091220.pdf>

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**PORTSMOUTH CITY COUNCIL**

WILDLIFE AND COUNTRYSIDE ACT 1981

**THE PORTSMOUTH DEFINITIVE MAP MODIFICATION ORDER 2020**

This Order is made by Portsmouth City Council under Section 53(2) of the Wildlife and Countryside Act 1981 (“the Act”) because it appears to that authority that the Portsmouth Wildlife and Countryside Act 1981 s.57(3) Definitive Map and Statement of Public Rights of Way (Dated 31<sup>st</sup> May 2003) requires modification in consequence of the occurrence of the enactments, instruments and events listed in Schedule 1 to this order, being matters specified in Section 53(3) (a) of the Act.

**Portsmouth City Council hereby orders that:**

1. For the purposes of this Order the relevant date is 09 December 2020
2. The Portsmouth Wildlife and Countryside Act 1981 Section 57(2) Definitive Map and Statement of Public Rights of Way (Dated 31<sup>st</sup> May 2003) shall be modified as follows:
  - a) by the addition to the Definitive Map of those paths, or parts of paths, specified in Schedule 2 of this order, such changes being shown on the map annexed to this Order; and
  - b) by the addition to the Definitive Statement as specified in Schedule 3 hereto.
3. This Order shall take effect on the date it is made and may be cited as The Portsmouth Definitive Map Modification Order 2020.

Given this                      day of    2020

THE COMMON SEAL of PORTSMOUTH CITY COUNCIL was hereunto affixed in the presence of:-

..... Authorised signatory

Schedule 1

Orders/ Events requiring changes to the Definitive Map and Statement

| <b>Ref. No.</b> | <b>Ward</b> | <b>Path No.</b> | <b>Order or other event</b>   | <b>Date</b>      |
|-----------------|-------------|-----------------|---|------------------|
| 1               | All         | 1-100           | The City of Portsmouth (Various Footpaths) Definitive Map Modification Order (Number 1) | 31 May 2003      |
| 2               | Eastney     | 101-102         | The Portsmouth No.1 Definitive Map Modification Order 2008                              | 02 November 2010 |
| 3               | Baffins     | 103             | The Portsmouth No.2 Definitive Map Modification Order 2012                              | 27 November 2012 |

**Schedule 2**

**Rights of Way to be added to the Definitive Map**

| <b>Order No.</b> | <b>Ward</b>    | <b>Path No.</b> | <b>Description of right of way to be added</b> |
|------------------|----------------|-----------------|--|
| <b>1</b>         | <b>ALL</b>     | <b>1-100</b>    | <b>All Footpaths 1 - 100</b>                   |
| <b>1</b>         | <b>Eastney</b> | <b>101-102</b>  | <b>All Footpaths 101 - 102</b>                 |
| <b>2</b>         | <b>Baffins</b> | <b>103</b>      | <b>All of Footpath 103</b>                     |

### Schedule 3

#### Rights of Way to be added to the Definitive Statement

| Path No. | Status   | Start Point (grid reference* and description)     | End Point (grid reference* and description) | Description of path to be added to the Definitive Statement  |
|----------|----------|---|---|--|
| 1        | Footpath | Eldon Street (GR 464145 99603)                    | St. James's Road (GR 464195 99591)          | The adopted, metalled and lighted path 4.7m and 1.3m wide named ELDON STREET FOOTPATH, extending from Eldon Street (GR 464145 99603) in an easterly direction for 51m to St. James's Road (GR 464195 99591)                      |
| 2        | Footpath | Broad Street (GR 462906 99566)                    | Bath Square (GR 462883 99561)               | The adopted and metalled path 1.5m wide named ROWES ALLEY, extending from Broad Street (GR 462906 99566) in a westerly direction for 24m to Bath Square (GR 462883 99561)  |
| 3        | Footpath | White Hart Road (GR463139 99363)                  | Oyster Street (GR 463161 99365)             | The adopted and metalled path 1.8m wide named WHITE HART ALLEY, extending from White Hart Road (GR463139 99363) in an easterly direction for 22m to Oyster Street (GR 463161 99365)  |
| 4        | Footpath | Cecil Grove (GR 463938 99168)                     | Castle Road (GR 463938 99168)               | The adopted, metalled and lighted path 2.7m wide named CECIL PATH, extending from the eastern end of Cecil Grove (GR 463938 99168) in a south-easterly direction for 14m to Castle Road (GR 463938 99168)                        |
| 5        | Footpath | Waterworks Lodge, Gillman Road (GR 468267 106204) | Portsdown Hill Road (GR 468257 106283)      | The adopted earth and grass path approximately 3.0m wide overall named GILLMAN PATH, extending from Waterworks Lodge, Gillman Road (GR 468267 106204) in a northerly direction for 82m to Portsdown Hill Road (GR 468257 106283) |
| 6        | Footpath | Down End Road (GR467418 106180)                   | Farlington Avenue (GR 467420 106255)        | The adopted, metalled and lighted path 1.8m wide named EDEN PATH, extending from the eastern end of Down End Road (GR467418 106180) in a northerly direction for 78m to Farlington Avenue (GR 467420 106255)                     |
| 7        | Footpath | Copsey Close (GR 467760 105650)                   | Havant Road (GR 467756 105679)              | The adopted and metalled path 1.5m wide named COPSEY CLOSE PATH, extending from the northern end of Copsey Close (GR 467760 105650) in a northerly direction for 30m to Havant Road (GR 467756 105679)                           |

|    |          |                                    |  |  |
|----|----------|------------------------------------|--|--|
| 8  | Footpath | Laburnum Avenue (GR 467314 105605) | Havant Road (GR 467317 105650)             | The adopted, metalled and lighted path 2.5m to 2.0m wide named LABURNUM PATH, extending from the northern end of Laburnum Avenue (GR 467314 105605) in a northerly direction for 46m to Havant Road (GR 467317 105650) |
| 9  | Footpath | Aldsworth Close (GR467140 105615)  | Havant Road (GR 467139 105660)             | The adopted, metalled and lighted path 3.6m wide named ALDSWORTH PATH, extending from Aldsworth Close (GR467140 105615) in a northerly direction for 46m to Havant Road (GR 467139 105660)                             |
| 10 | Footpath | Broad Street (GR 463030 99331)     | White Hart Road (GR 463152 99444)          | The adopted, metalled and lighted path 3.1m to 2.4m wide named FELTHAM ROW, extending from Broad Street (GR 463030 99331) in a north-easterly and easterly direction for 189m to White Hart Road (GR 463152 99444)     |
| 11 | Footpath | Guildhall Walk (GR 464044 100064)  | Dorothy Dymond Street (GR 464058 100056)   | The adopted, metalled and lighted path 3.1m wide named SALEM PATH, extending from Guildhall Walk (GR 464044 100064) in a south-easterly direction for 17m to Dorothy Dymond Street (GR 464058 100056)                  |
| 12 | Footpath | Melbourne Place (GR 464086 99884)  | Winston Churchill Avenue (GR 464086 99913) | The adopted, metalled and lighted path 2.1m wide named MELBOURNE PLACE FOOTPATH, extending from Melbourne Place (GR 464086 99884) in a northerly direction for 28m to Winston Churchill Avenue (GR 464086 99913)       |
| 13 | Footpath | Chivers Close (GR 464447 99489)    | Cottage Grove (GR 464455 99510)            | The adopted and metalled path 1.7m wide named CHIVERS PATH, extending from Chivers Close (GR 464447 99489) in a northerly direction for 23m to Cottage Grove (GR 464455 99510)   |
| 14 | Footpath | Belmont Street (GR 464455 99410)   | Elm Grove (GR 464427 99350)                | The adopted, metalled and lighted path 2.7m to 2.1m wide named BELMONT PATH, extending from Belmont Street (GR 464455 99410) in a southerly direction for 67m to Elm Grove (GR 464427 99350)                           |
| 15 | Footpath | Ashby Place (GR 464282 98736)      | Osborne Road (GR 464282 98760)             | The adopted, metalled and lighted path 4.0m to 2.8m wide named COLLINS PASSAGE, extending from Ashby Place (GR 464282 98736) in a northerly direction for 24m to Osborne Road (GR 464282 98760)                        |
| 16 | Footpath | Clifton Terrace (GR 464109 98699)  | Clarence Parade (GR 464103 98654)          | The adopted and metalled path 2.6m wide named CLIFTON PATH, extending from Clifton Terrace (GR 464109 98699) in a southerly direction for 56m to Clarence Parade (GR 464103 98654)                                     |

|    |          |  |                                   |  |
|----|----------|--|-----------------------------------|--|
| 17 | Footpath | Copper Street (GR 463932 99263)              | Hambrook Street (GR 463925 99233) | The adopted and metalled path 4.0m and 2.6m wide named <b>STONE STREET FOOTPATH</b> , extending from Copper Street (GR 463932 99263) in a southerly direction for 31m to Hambrook Street (GR 463925 99233)   |
| 18 | Footpath | Little Southsea Street (GR 463959 99262)     | Stone Street (GR 463937 99268)    | The adopted and metalled path 1.8m wide named <b>COPPER STREET FOOTPATH</b> , extending from Little Southsea Street (GR 463959 99262) in a westerly direction for 24m to Stone Street (GR 463937 99268)  |
| 19 | Footpath | Tonbridge Street (GR 464316 98843)           | Palmerston Road (GR 464340 98818) | The adopted and metalled path 4.8m to 2.8m wide named <b>TONBRIDGE PATH</b> , extending from the southern end of Tonbridge Street (GR 464316 98843) in a southerly and easterly direction for 53m to Palmerston Road (GR 464340 98818)                       |
| 20 | Footpath | Hilltop Crescent (GR467037 106580)           | City boundary (GR 467021 106625)  | The adopted, metalled and lighted path 3.0m wide named <b>BROW PATH</b> , extending from the western end of Hilltop Crescent (GR467037 106580) in a northerly direction for 49m to the City boundary (GR 467021 106625)                                      |
| 21 | Footpath | Dellcrest Path carriageway (GR466610 106488) | City boundary (GR 466661 106601)  | The adopted earth and grass footpath approximately 5.0m to 3.0m wide named <b>DELLCREST PATH</b> , extending from the northern end of Dellcrest Path carriageway (GR466610 106488) in a northerly direction for 123m to the City boundary (GR 466661 106601) |
| 22 | Footpath | Courtmount Road (GR 466379 105978)           | Cranborne Road (GR 466385 106035) | The adopted, metalled and lighted path 1.8m wide named <b>COURTMOUNT PATH</b> , extending from Courtmount Road (GR 466379 105978) in a northerly direction for 58m to Cranborne Road (GR 466385 106035)  |
| 23 | Footpath | Bromyard Crescent (GR 464542 106005)         | Allaway Avenue (GR 464534 105944) | The adopted, metalled and lighted path 2.5m to 2.2m wide named <b>BROMYARD CRESCENT FOOTPATH</b> , extending from Bromyard Crescent (GR 464542 106005) in a southerly direction for 62m to Allaway Avenue (GR 464534 105944)                                 |
| 24 | Footpath | Drayton Lane (GR 466754 106298)              | London Road (GR 466759 106331)    | The adopted and metalled path 1.8m wide named <b>DRAYTON LANE FOOTPATH</b> , extending from the northern end of Drayton Lane (GR 466754 106298) in a north-easterly and northerly direction for 40m to London Road (GR 466759 106331)                        |
| 25 | Footpath | Havant Road (GR 466174 105798)               | Widley Road (GR466158 105644)     | The adopted, metalled and grass lighted path 6.0m wide overall named <b>WIDLEY WALK</b> , extending from Havant Road (GR 466174  |



|    |          |                                    |                                     |  |
|----|----------|------------------------------------|-------------------------------------|--|
|    |          |                                    |                                     | 105798) in a northerly direction for 157m to Widley Road (GR466158 105644)   |
| 26 | Footpath | Westerham Close (GR 465368 105773) | Sundridge Close (GR 465402 105777)  | The adopted, metalled and lighted path 2.2m to 1.8m wide named WESTERHAM CLOSE PATH, extending from the eastern end of Westerham Close (GR 465368 105773) in an easterly and northerly direction for 47m to Sundridge Close (GR 465402 105777) |
| 27 | Footpath | Bryson Road (GR 464670 105696)     | Southampton Road (GR 464690 105719) | The adopted and metalled path 2.4m wide named BRYSON PATH, extending from the northern end of Bryson Road (GR 464670 105696) in a northerly and north-easterly direction for 35m to Southampton Road (GR 464690 105719)                        |
| 28 | Footpath | Herne Road (GR 465045 105742)      | Southampton Road (GR 465047 105772) | The adopted and metalled path 4.2m wide named OLD WYMERING LANE PATH, extending from Herne Road (GR 465045 105742) in a northerly direction for 30m to Southampton Road (GR 465047 105772)   |
| 29 | Footpath | Binness Way (GR 468400 105338)     | Fitzherbert Road (GR 468347 105329) | The adopted, metalled and lighted path 1.8m wide named BINNESS PATH, extending from the north-west side of Binness Way (GR 468400 105338) in a westerly direction for 57m to the east side of Fitzherbert Road (GR 468347 105329)              |
| 30 | Footpath | Copsey Close (GR 467783 105599)    | Nutbourne Road (GR 467880 105533)   | The adopted, metalled and lighted path 1.5m, 2.4m and 3.0m wide named COPSEY PATH, extending from Copsey Close (GR 467783 105599) in an easterly and southerly direction for 156m to Nutbourne Road (GR 467880 105533)                         |
| 31 | Footpath | Copsey Grove (GR 467725 105475)    | Eastern Road (GR 467736 105426)     | The adopted and metalled path 1.8m and 2.9m wide named EAST COPSEY PATH, extending from Copsey Grove (GR 467725 105475) in a south-easterly and southerly direction for 62m to Eastern Road (GR 467736 105426)                                 |
| 32 | Footpath | Denville Close (GR 468600 105545)  | Second Avenue (GR 468576 105568)    | The adopted and metalled path 1.8m wide named DENVILLE CLOSE PATH, extending from the northern end of Denville Close (GR 468600 105545) in a north-westerly direction for 35m to Second Avenue (GR 468576 105568)                              |
| 33 | Footpath | Zetland Road (GR467781 105248)     | Fitzherbert Road (GR 467654 105167) | The adopted, metalled and lighted path 2.1m wide named ZETLAND PATH, extending from the western end of Zetland Road (GR467781 105248) in a south-westerly direction for 155m to Fitzherbert Road (GR 467654 105167)                            |

|    |          |                                     |  |  |
|----|----------|-------------------------------------|--|--|
| 34 | Footpath | Homefield Road (GR467289 105208)    | Grove Road (GR 467333 105089)          | The adopted, metalled and lighted path 1.8m and 2.1m wide named HOMEFIELD PATH, extending from the southern end of Homefield Road (GR467289 105208) in an easterly and southerly direction for 166m to Grove Road (GR 467333 105089) |
| 35 | Footpath | Fairfield Square (GR 465136 105968) | Fairfield Square (GR 465181 105862)    | The adopted, metalled and lighted path 1.2m wide named FAIRFIELD SQUARE PATH, extending across the square from the north-west (GR 465136 105968) to the south-east (GR 465181 105862) for a distance of 117m.                        |
| 36 | Footpath | Regal Close (GR 465858 105693)      | London Road (GR 465823 105695)         | The adopted, metalled and lighted path 4.9m to 2.6m wide named REGAL PATH, extending from Regal Close (GR 465858 105693) in a westerly direction for 37m to London Road (GR 465823 105695)   |
| 37 | Footpath | Beach Road (GR 464794 98302)        | Clarence Road (GR 464780 98259)        | The adopted, metalled and lighted path 1.5m wide named BEACH ROAD FOOTPATH, extending from Beach Road (GR 464794 98302) in a southerly direction for 46m to Clarence Road (GR 464780 98259)  |
| 38 | Footpath | Nightingale Road (GR 463981 98900)  | Kent Road (GR 463955 99070)            | The adopted, metalled and lighted path 2.8m to 2.4m wide named NIGHTINGALE ROAD FOOTPATH, extending from Nightingale Road (GR 463981 98900) in a westerly and northerly direction for 198m to Kent Road (GR 463955 99070)            |
| 39 | Footpath | Cleveland Road (GR 465043 99692)    | Britannia Road North (GR 465003 99695) | The adopted, metalled and lighted path 2.1m and 1.5m wide named CLEVELAND PATH, extending from Cleveland Road (GR 465043 99692) in a westerly direction for 40m to Britannia Road North (GR 465003 99695)                            |
| 40 | Footpath | Fontwell Road (GR 464533 98788)     | Stanley Lane (GR 464522 98777)         | The adopted, metalled and lighted path 1.8m wide named FONTWELL PATH, extending from Fontwell Road (GR 464533 98788) in a south-westerly direction for 16m to Stanley Lane (GR 464522 98777)   |
| 41 | Footpath | Brompton Road (GR 465762 99064)     | Haslemere Road (GR 465826 99044)       | The adopted, metalled and lighted path 2.0m to 1.9m wide named BROMPTON ROAD FOOTPATH, extending from Brompton Road (GR 465762 99064) in an easterly direction for 68m to Haslemere Road (GR 465826 99044)                           |
| 42 | Footpath | Eastern Parade (GR 465943 98509)    | Southsea Esplanade (GR 465928 98322)   | The adopted and metalled path 3.3m wide named ST.HELEN'S PATH, extending from Eastern Parade (GR 465943 98509) in a  |

|    |          |                                    |                                     |  |
|----|----------|------------------------------------|-------------------------------------|--|
|    |          |                                    |                                     | southerly direction for 191m to Southsea Esplanade (GR 465928 98322)   |
| 43 | Footpath | Haslemere Road (GR 465836 99036)   | Highland Road (GR 465884 99001)     | The adopted, metalled and lighted path 3.8m to 2.8m wide named HIGHLAND TERRACE, extending from Haslemere Road (GR 465836 99036) in a south-easterly direction for 59m to Highland Road (GR 465884 99001)                    |
| 44 | Footpath | Cromwell Road (GR 466559 98933)    | Lidiard Gardens (GR 466615 98922)   | The adopted, metalled and lighted path 5.0m to 1.7m wide named LIDIARD PATH, extending from Cromwell Road (GR 466559 98933) in an easterly and southerly direction for 76m to Lidiard Gardens (GR 466615 98922)              |
| 45 | Footpath | Marine Court (GR 466369 98653)     | St. Georges Road (GR 466369 98683)  | The adopted, metalled and lighted path 1.8m to 1.5m wide named MARINE COURT FOOTPATH, extending from Marine Court (GR 466369 98653) in a northerly direction for 28m to St. Georges Road (GR 466369 98683)                   |
| 46 | Footpath | Perth Road (GR 466701 99615)       | Milton Road (GR 466599 99593)       | The adopted, metalled and lighted path 3.3m to 3.0m wide named CANAL FOOTPATH, SOUTH SIDE, extending from the northern end of Perth Road (GR 466701 99615) in a westerly direction for 106m to Milton Road (GR 466599 99593) |
| 47 | Footpath | St. Anns Road (GR 465944 99118)    | Highland Road (GR 465925 99022)     | The adopted, metalled and lighted path 3.0m to 1.8m wide named WHITE CLOUD PLACE, extending from St. Anns Road (GR 465944 99118) in a southerly direction for 98m to Highland Road (GR 465925 99022)                         |
| 48 | Footpath | Abbeydore Road (GR 464300 106016)  | Allaway Avenue (GR 464297 105947)   | The adopted, metalled and lighted path 3.1m to 2.5m wide named ABBEYDORE PATH, extending from Abbeydore Road (GR 464300 106016) in a southerly direction for 71m to Allaway Avenue (GR 464297 105947)                        |
| 49 | Footpath | Cheltenham Road (GR 464121 105811) | Allaway Avenue (GR 464131 105 941)  | The adopted, metalled and lighted path 2.4m wide named CHELTENHAM ROAD PATH, extending from the western end of Cheltenham Road (GR 464121 105811) in a northerly direction for 133m to Allaway Avenue (GR 464131 105 941)    |
| 50 | Footpath | Farmlea Road (GR 463286 105678)    | Southampton Road (GR 463284 105652) | The adopted, metalled and lighted path 3.0m wide named FARMLEA PATH, extending from the eastern end of Farmlea Road (GR 463286 105678) in a southerly direction for 26m to Southampton Road (GR 463284 105652)               |

|    |          |                                    |  |  |
|----|----------|------------------------------------|--|--|
| 51 | Footpath | Hempstead Road (GR 463945 106063)  | Collington Crescent (GR 463953 106151) | The adopted, metalled and lighted path 4.1m to 3.9m wide named HEMPSTEAD PATH, extending from Hempstead Road (GR 463945 106063) in a northerly direction for 89m to Collington Crescent (GR 463953 106151)                                     |
| 52 | Footpath | Kingsland Close (GR 464231 106114) | Ludlow Road (GR 464219 106154)         | The adopted, metalled and lighted path 1.8m wide named KINGSLAND PATH, extending from the western end of Kingsland Close (GR 464231 106114) in a northerly direction for 42m to Ludlow Road (GR 464219 106154)                                 |
| 53 | Footpath | Marsden Road (GR 463901 105839)    | Southampton Road (GR 463851 105643)    | The adopted, metalled and lighted path 4.7m to 4.0m wide named RACECOURSE LANE, extending from the southern end of Marsden Road (GR 463901 105839) in a south-westerly and southerly direction for 217m to Southampton Road (GR 463851 105643) |
| 54 | Footpath | Connaught Lane (GR 462515 105822)  | Sedgefield Close (GR 462514 105803)    | The adopted and metalled path 4.3m to 2.7m wide named CONNAUGHT LANE PATH, extending from the southern end of Connaught Lane (GR 462515 105822) in a southerly direction for 20m to Sedgefield Close (GR 462514 105803)                        |
| 55 | Footpath | Farmlea Road (GR 463136 105722)    | Southampton Road (GR 463134 105668)    | The adopted, metalled and lighted path 3.0m wide named PADDOCK WALK, extending from Farmlea Road (GR 463136 105722) in a southerly direction for 54m to Southampton Road (GR 463134 105668)  |
| 56 | Footpath | Browning Avenue (GR 462487 106439) | Hillsley Road (GR 462526 106551)       | The adopted, metalled and lighted path 6.1m and 4.2m to 3.8m wide named BROWNING PATH, extending from Browning Avenue (GR 462487 106439) in a northerly direction for 123m to Hillsley Road (GR 462526 106551)                                 |
| 57 | Footpath | Falmouth Road (GR 462891 106287)   | Hillsley Road (GR 463023 106313)       | The adopted, metalled and lighted path 1.5m and 3.5m wide named HILLSLEY BRIDGE PATH, extending from Falmouth Road (GR 462891 106287) in a south-easterly and north-easterly direction to Hillsley Road (GR 463023 106313)                     |
| 58 | Footpath | Falmouth Road (GR 463184 105993)   | Beverston Road (GR 463286 106035)      | The adopted, metalled and lighted path 2.3m to 1.5m wide named BEVERSTON PATH, extending from Falmouth Road (GR 463184 105993) in a north-easterly and easterly direction for 116m to Beverston Road (GR 463286 106035)                        |
| 59 | Footpath | Moneyfield Lane (GR 466181 102010) | Dover Road (GR 466225 101992)          | The adopted, metalled and lighted path 3.0m and 1.8m wide named MONEYFIELD LANE FOOTBRIDGE, extending from the   |

|    |          |                                       |                                     |  |
|----|----------|---------------------------------------|-------------------------------------|--|
|    |          |                                       |                                     | eastern end of Moneyfield Lane (GR 466181 102010) in an easterly direction for 124m to Dover Road (GR 466225 101992)   |
| 60 | Footpath | Ninian Park Road (GR 466142 102612)   | Monckton Road (GR 466133 102706)    | The adopted, metalled and lighted path 3.0m to 2.7m wide named NINIAN PATH, extending from Ninian Park Road (GR 466142 102612) in a northerly direction for 96m to Monckton Road (GR 466133 102706)  |
| 61 | Footpath | Powercourt Road (GR 465767 101806)    | Queens Road (GR 465773 101750)      | The adopted, metalled and lighted path 2.0m to 1.5m wide named POWERSCOURT ROAD FOOTPATH, extending from Powercourt Road (GR 465767 101806) in a southerly direction for 58m to Queens Road (GR 465773 101750)   |
| 62 | Footpath | Colwell Road (GR 465543 105325)       | Northern Road (GR 465605 105316)    | The adopted, metalled and lighted path 2.8m and 1.2m wide named COLWELL ROAD PATH, extending from Colwell Road (GR 465543 105325) in an easterly direction for 64m to Northern Road (GR 465605 105316)   |
| 63 | Footpath | Gurnard Road (GR 465523 105264)       | Colwell Road (GR 465548 105278)     | The adopted, metalled and lighted path 2.0m wide named ARTHUR DANN COURT FOOTPATH, extending from Gurnard Road (GR 465523 105264) in a north-easterly direction for 29m to Colwell Road (GR 465548 105278)   |
| 64 | Footpath | The Close (GR 466294 105431)          | Court Lane (GR 466504 105423)       | The adopted, metalled and lighted path 2.0m wide named MULBERRY PATH, extending from the eastern end of The Close (GR 466294 105431) in an easterly direction for 212m to Court Lane (GR 466504 105423)  |
| 65 | Footpath | Park Grove (GR 465896 105268)         | Dorking Crescent (GR 465898 105290) | The adopted and metalled path 1.2m wide named PARK GROVE PATH, extending from Park Grove (GR 465896 105268) in a northerly direction for 22m to Dorking Crescent (GR 465898 105290)  |
| 66 | Footpath | Southbourne Avenue (GR 466876 105550) | Havant Road (GR 466853 105632)      | The adopted, metalled and lighted path 1.2m and 1.4m wide named SOUTHBOURNE AVENUE FOOTPATH, extending from the northern end of Southbourne Avenue (GR 466876 105550) in a northerly and westerly direction for 103m to Havant Road (GR 466853 105632) |
| 67 | Footpath | Aldroke Street (GR 465827 105438)     | Park Lane (GR 466084 105447)        | The adopted, metalled and lighted path 1.8m to 1.5m wide named THE DROKE, extending from Aldroke Street (GR 465827 105438) in an easterly direction for 270m to Park Lane (GR 466084 105447)   |

|    |          |  |                                     |  |
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| 68 | Footpath | Vectis Way (GR 465664 105312)          | Northern Road (GR 465628 105318)    | The adopted, metalled and lighted path 3.0m wide named VECTIS WAY FOOTPATH, extending from the western end of Vectis Way (GR 465664 105312) in a westerly direction for 37m to Northern Road (GR 465628 105318)            |
| 69 | Footpath | Grafton Street (GR 464558 101603)      | Centaur Street (GR 464569 101658)   | The adopted, metalled and lighted path 1.8m wide named CENTAUR STREET FOOTPATH, extending from Grafton Street (GR 464558 101603) in a northerly direction for 57m to Centaur Street (GR 464569 101658)                     |
| 70 | Footpath | College Lane (GR 463208 100158)        | College Street (GR 463207 100172)   | The adopted and metalled path 1.3m wide named COLLEGE ALLEY, extending from College Lane (GR 463208 100158) in a northerly direction for 14m to College Street (GR 463207 100172)  |
| 71 | Footpath | Guildford Road (GR 465370 100508)      | Sandringham Road (GR 465362 100435) | The adopted, metalled and lighted path 2.4m and 1.8m wide named GUILDFORD PATH, extending from Guildford Road (GR 465370 100508) in a westerly and southerly direction for 98m to Sandringham Road (GR 465362 100435)      |
| 72 | Footpath | King William Street (GR 463380 100551) | North Street (GR 463382 100491)     | The adopted, metalled and lighted path 1.8m wide named BLOSSOM SQUARE, WEST SIDE, extending from King William Street (GR 463380 100551) in a southerly direction for 62m to North Street (GR 463382 100491)                |
| 73 | Footpath | King William Street (GR 463433 100553) | North Street (GR 463436 100493)     | The adopted, metalled and lighted path 1.8m wide named BLOSSOM SQUARE, EAST SIDE, extending from King William Street (GR 463433 100553) in a southerly direction for 62m to North Street (GR 463436 100493)                |
| 74 | Footpath | Kent Street (GR 463386 100219)         | Queen Street (GR 463378 100396)     | The adopted, metalled and lighted path 1.9m wide named KINGS BENCH ALLEY, extending from Kent Street (GR 463386 100219) in a northerly direction for 181m to Queen Street (GR 463378 100396)                               |
| 75 | Footpath | Omega Street (GR 464666 100058)        | Blackfriars Road (GR 464639 100026) | The adopted, metalled and lighted path 2.3m to 2.1m wide named OMEGA PATH, extending from the southern end of Omega Street (GR 464666 100058) in a south-westerly direction for 42m to Blackfriars Road (GR 464639 100026) |
| 76 | Footpath | Providence Place (GR 464348 100772)    | Commercial Road (GR 464369 100768)  | The adopted and metalled path 2.3m and 1.4m wide named PROVIDENCE PATH, extending from Providence Place (GR 464348 100772) in an easterly direction for 22m to Commercial Road (GR 464369 100768)                          |

|    |          |                                      |  |  |
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| 77 | Footpath | Alver Road (GR 465213 100707)        | Lower Brookfield Road (GR 465339 100642) | The adopted, metalled and lighted path 3.1m to 2.4m wide named RATEYS LANE, extending from Alver Road (GR 465213 100707) in a southerly and easterly direction for 190m to Lower Brookfield Road (GR 465339 100642)          |
| 78 | Footpath | Sandringham Road (GR 465365 100430)  | Guildford Road (GR 465384 100433)        | The adopted and metalled path 2.0m to 1.8m wide named SANDRINGHAM ROAD FOOTPATH, extending from the eastern end of Sandringham Road (GR 465365 100430) in an easterly direction for 20m to Guildford Road (GR 465384 100433) |
| 79 | Footpath | Kent Street (GR 463322 100206)       | Queen Street (GR 463310 100394)          | The adopted, metalled and lighted path 3.6m to 1.2m wide named SOUTHAMPTON ROW, extending from Kent Street (GR 463322 100206) in a northerly direction for 190m to Queen Street (GR 463310 100394)                           |
| 80 | Footpath | Greetham Street (GR 464495 100180)   | Bridport Street (GR 464489 100222)       | The metalled and lighted bridge and steps 2.3m and 1.8m wide named JACOB'S LADDER, extending from Greetham Street (GR 464495 100180) in a northerly direction for 87m to Bridport Street (GR 464489 100222)                  |
| 81 | Footpath | Cuthbert Road (GR 465609 100563)     | Clive Road (GR 465595 100525)            | The adopted, metalled and lighted path 2.5m to 2.1m wide named CUTHBERT ROAD FOOTPATH, extending from Cuthbert Road (GR 465609 100563) in a southerly direction for 41m to Clive Road (GR 465595 100525)                     |
| 82 | Footpath | Fifth Street (GR 465595 100929)      | Fourth Street (GR 465550 100925)         | The adopted, metalled and lighted path 2.7m to 1.8m wide named FIFTH STREET FOOTPATH, extending from Fifth Street (GR 465595 100929) in a westerly direction for 46m to Fourth Street (GR 465550 100925)                     |
| 83 | Footpath | Avondale Road (GR 465518 100984)     | Cranleigh Road (GR 465500 100986)        | The adopted, metalled and lighted path 1.8m wide named AVONDALE PATH, extending from Avondale Road (GR 465518 100984) in a westerly direction for 19m to Cranleigh Road (GR 465500 100986)                                   |
| 84 | Footpath | Hartley Road (GR 465216 103105)      | Ophir Road (GR 465224 103049)            | The adopted, metalled and lighted path 1.6m wide named HARTLEY ROAD FOOTPATH, extending from Hartley Road (GR 465216 103105) in a southerly direction for 56m to Ophir Road (GR 465224 103049)                               |
| 85 | Footpath | Kingston Crescent (GR 464874 101923) | Derby Road (GR 464765 102216)            | The adopted, metalled and lighted path 3.4m to 1.5m wide named PITCROFT LANE, extending from Kingston Crescent (GR   |

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|    |          |                                    |  | 464874 101923) in a northerly and north-westerly direction for 342m to Derby Road (GR 464765 102216)   |
| 86 | Footpath | Kipling Road (GR 465325 103347)    | Templeton Close (GR 465338 103402)     | The adopted, metalled and lighted path 2.5 and 8.7 wide named KIPLING ROAD FOOTPATH, extending from Kipling Road (GR 465325 103347) in a northerly direction for 57m to Templeton Close (GR 465338 103402)   |
| 87 | Footpath | Egan Close (GR 465842 103470)      | Copnor Road (GR 465859 103465)         | The adopted, metalled and lighted path 1.8m wide named EGAN PATH, extending from the eastern end of Egan Close (GR 465842 103470) in an easterly direction for 19m to Copnor Road (GR 465859 103465)   |
| 88 | Footpath | Honeywood Close (GR 465904 103480) | Copnor Road (GR 465882 103470)         | The adopted, metalled and lighted path 1.8m wide named HONEYWOOD CLOSE FOOTPATH, extending from the south-western end of Honeywood Close (GR 465904 103480) in a westerly direction for 26m to Copnor Road (GR 465882 103470)                              |
| 89 | Footpath | Bapaume Road (GR 465685 104161)    | London Road (GR 465517 104161)         | The adopted, metalled and lighted path 1.7m, 1.6m and 1.5m wide named BAPAUME ROAD FOOTPATH, extending from the western end of Bapaume Road (GR 465685 104161) in a southerly, westerly and northerly direction for 213m to London Road (GR 465517 104161) |
| 90 | Footpath | Parsons Close (GR 465775 103945)   | Copnor Road (GR 465755 103910)         | The adopted, metalled and lighted path 3.1m to 2.4m wide named PARSONS CLOSE FOOTPATH, extending from Parsons Close (GR 465775 103945) in a southerly direction for 40m to Copnor Road (GR 465755 103910)  |
| 91 | Footpath | Sultan Road (GR 464454 101252)     | Old Commercial Road (GR 464433 101251) | The adopted and metalled path 3.4m to 2.1m wide named CONVENT PATH, extending from Sultan Road (GR 464454 101252) in a westerly direction for 21m to Old Commercial Road (GR 464433 101251)  |
| 92 | Footpath | Lock View (GR 463285 105521)       | Port Way (GR 463302 105571)            | The adopted, metalled and lighted path 2.5m to 1.8m wide named LOCK VIEW PATH, extending from the west side of Lock View (GR 463285 105521) in a northerly direction for 51m to Port Way (GR 463302 105571)  |
| 93 | Footpath | Windsor Road (GR 466010 105034)    | Hawthorn Crescent (GR 466003 104988)   | The adopted, metalled and lighted path 2.7m to 1.5m wide named ASHLEY WALK, extending from the eastern end of Windsor Road (GR 466010 105034) in a southerly direction for 50m to Hawthorn Crescent (GR 466003 104988)                                     |



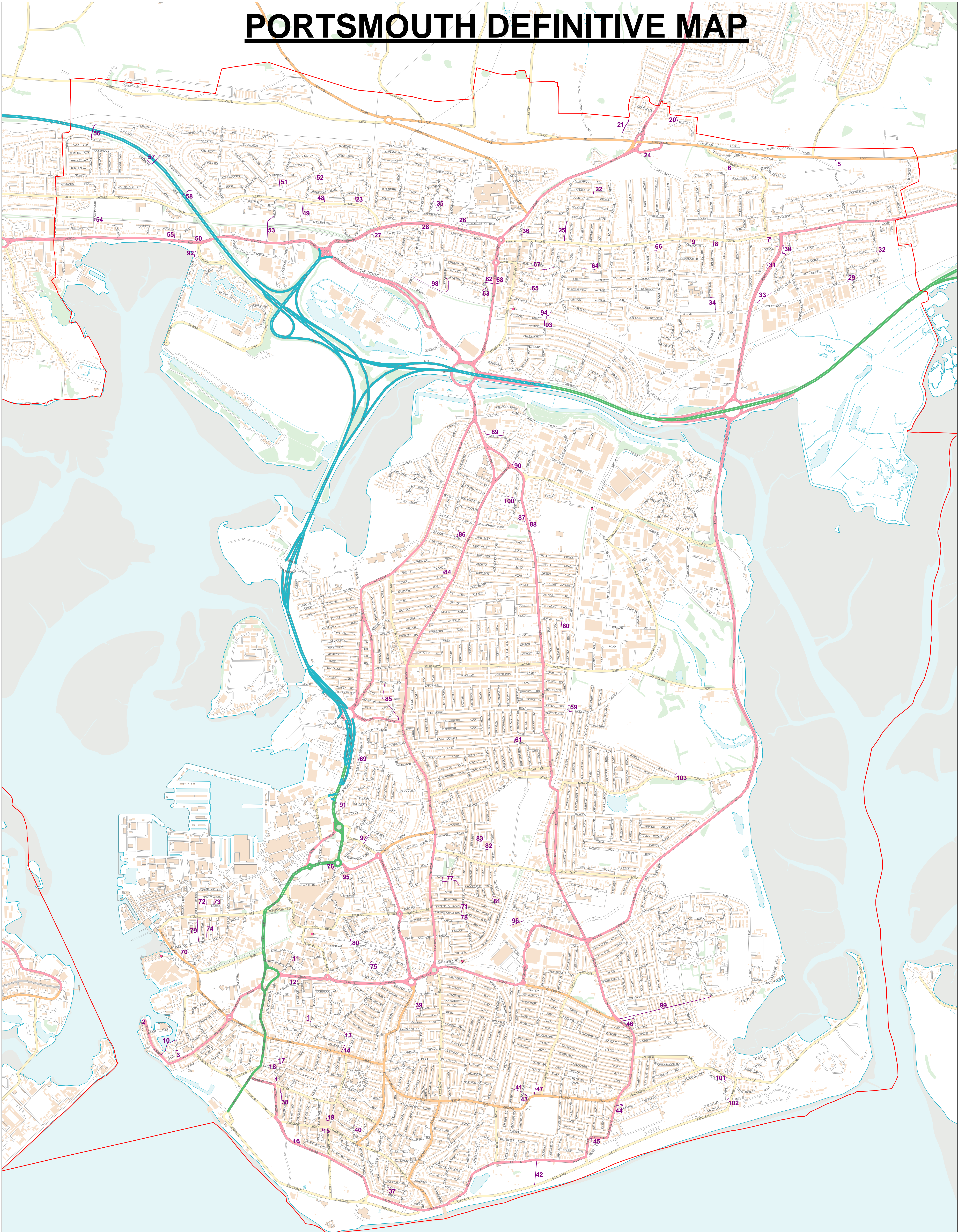
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|-----|----------|--------------------------------------|------------------------------------|---|
| 94  | Footpath | Knowsley Crescent (GR 466057 105098) | Windsor Road (GR 466019 105044)    | The adopted, metalled and lighted path 1.5m wide named KNOWSLEY PATH, extending from Knowsley Crescent (GR 466057 105098) in a south-westerly direction for 87m to Windsor Road (GR 466019 105044)                      |
| 95  | Footpath | Wells Street (GR 464444 100687)      | Temple Street (GR 464462 100688)   | The adopted, metalled and lighted path 4.1m and 3.0m wide named CHURCH PATH NORTH, extending from Wells Street (GR 464444 100687) in an easterly direction for 18m to Temple Street (GR 464462 100688)                  |
| 96  | Footpath | Rodney Road (GR 465844 100373)       | Milton Lane (GR 465734 100334)     | The adopted, metalled and lighted path 3.0m wide named RODNEY ROAD FOOTPATH, extending from Rodney Road (GR 465844 100373) in a south-westerly direction for 118m to Milton Lane (GR 465734 100334)                     |
| 97  | Footpath | Wingfield Street (GR 464647 101047)  | Church Street (GR 464600 100967)   | The adopted and metalled path 3.1m wide named WINGFIELD PATH, extending from the south-east side of Wingfield Street (GR 464647 101047) in a south-westerly direction for 94m to Church Street (GR 464600 100967)       |
| 98  | Footpath | Cow Lane (GR 465240 105361)          | Sandown Road (GR 464981 105371)    | The adopted, metalled and part lighted path 2.8m to 1.5m wide named BRIGHSTONE PATH, extending from Cow Lane (GR 465240 105361) in a south-easterly and northerly direction for 417m to Sandown Road (GR 464981 105371) |
| 99  | Footpath | Milton Road (GR 466579 99610)        | Locksway Road (GR 467294 99793)    | The adopted, metalled and lighted path 4.0m to 2.4m wide named CANAL FOOTPATH, NORTH SIDE, extending from Milton Road (GR 466579 99610) in an easterly direction for 752m to Locksway Road (GR 467294 99793)            |
| 100 | Footpath | Curtis Mead (GR 465710 103666)       | St. Barbara Way (GR 465774 103651) | The adopted, metalled and lighted path 2.0m wide named CURTIS MEAD FOOTPATH, extending from the eastern end of Curtis Mead (GR 465710 103666) in an easterly direction for 66m to St. Barbara Way (GR 465774 103651)    |
| 101 | Footpath | Halliday Crescent (GR SZ 6739 9912)  | Henderson Road (GR SZ 6742 9916)   | Privately owned, concrete path 1.0 to 1.8m wide named Halliday Path, extending from Halliday Crescent (GR SZ 6739 9912) in a N direction for 46m to Henderson Road (GR SZ 6742 9916)                                    |
| 102 | Footpath | Driftwood gardens (GR SZ 6741 9897)  | Henderson Road (GR SZ 6745 9899)   | Privately owned, 1.8m wide path named Driftwood Path, extending from Driftwood gardens (GR SZ 6741 9897) in a NE direction for 46m to Henderson Road (GR SZ 6745 9899)  |

|     |          |                                   |                    |  |
|-----|----------|-----------------------------------|--------------------|--|
| 103 | Footpath | Stanley Avenue (GR 467013 101502) | (GR 467032 101519) | Privately owned, earth and grass path 1.5m wide extending from Stanley Avenue (GR 467013 101502) to the service road to the rear of properties on the northern side of Tangiers Road and Stanley Avenue for 26m (GR 467032 101519) |
|-----|----------|-----------------------------------|--------------------|--|

**N.B. Columns 1-4 are for interpretation and clarification only and do not form an operative part of this Order**  
**\*The provision of National Grid references to the nearest 10 metres is for location purposes only and should not be taken as evidence of the precise point at which a right of way starts or finishes. Save where otherwise provided, the prefix SU applies to all grid references.**



# PORTSMOUTH DEFINITIVE MAP






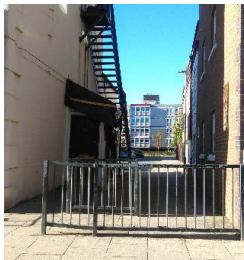
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**Key**  
Public Right of Way  
Portsmouth city boundary




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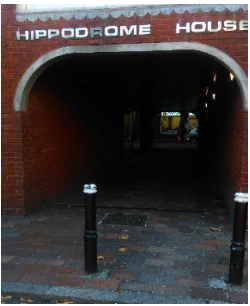
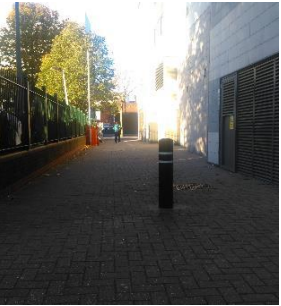


| Route ID | Photo   | Variable  | Description  |
|----------|---|---|--|
| 1        |    | Name: Eldon Street Footpath<br>Start: Eldon Street<br>End: St. James's Road | <b>Length (metres)</b> 51<br><b>Surface</b> Flags<br><b>Type of route</b> Suburban<br><b>Lighting</b> T<br><b>Width (metres)</b> 1.3 , 4.7<br><b>Boundary Type</b> Brick walls & wire fencing<br><b>Ownership</b> Adopted<br><b>Accessibility</b> Good<br><b>Relief</b> Flat<br><b>Status</b> Footpath<br><b>Condition</b> Good<br><br><b>Description</b> The adopted, metalled and lighted path 4.7m and 1.3m wide named ELDON STREET FOOTPATH, extending from Eldon Street (GR 464145 99603) in an easterly direction for 51m to St.James's Road (GR 464195 99591) |
| 2        |    | Name: Rowes Alley<br>Start: Broad Street<br>End: Bath Square                | <b>Length (metres)</b> 24<br><b>Surface</b> Flags<br><b>Type of route</b> Suburban<br><b>Lighting</b> F<br><b>Width (metres)</b> 1.5<br><b>Boundary Type</b> Brick<br><b>Ownership</b> Adopted<br><b>Accessibility</b> Good<br><b>Relief</b> Flat<br><b>Status</b> Footpath<br><b>Condition</b> Good<br><br><b>Description</b> The adopted and metalled path 1.5m wide named ROWES ALLEY, extending from Broad Street (GR 462906 99566) in a westerly direction for 24m to Bath Square (GR 462883 99561)   |
| 3        |  | Name: White Hart Alley<br>Start: White Hart Road<br>End: Oyster Street      | <b>Length (metres)</b> 22<br><b>Surface</b> Stone<br><b>Type of route</b> Suburban<br><b>Lighting</b> F<br><b>Width (metres)</b> 1.8<br><b>Boundary Type</b> Walls & covered way<br><b>Ownership</b> Adopted<br><b>Accessibility</b> Good<br><b>Relief</b> Flat<br><b>Status</b> Footpath<br><b>Condition</b> Good<br><br><b>Description</b> The adopted and metalled path 1.8m wide named WHITE HART ALLEY, extending from White Hart Road (GR463139 99363) in an easterly direction for 22m to Oyster Street (GR 463161 99365)                                     |
| 4        |  | Name: Cecil Path<br>Start: Cecil Grove<br>End:                              | <b>Length (metres)</b> 14<br><b>Surface</b> Flags<br><b>Type of route</b> Suburban<br><b>Lighting</b> T<br><b>Width (metres)</b> 2.7<br><b>Boundary Type</b> Walls<br><b>Ownership</b> Adopted<br><b>Accessibility</b> Good<br><b>Relief</b> Flat<br><b>Status</b> Footpath<br><b>Condition</b> Good   |

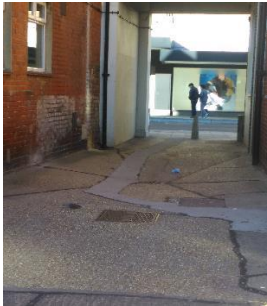
|   |   |  |  |  |   |
|---|---|--|--|--|---|
|   |   | Castle Road  |  | <b>Notable features</b>  | The adopted, metalled and lighted path 2.7m wide named CECIL PATH, extending from the eastern end of Cecil Grove (GR 463938 99168) in a south-easterly direction for 14m to Castle Road (GR 463938 99168)                         |
| 5 |  | Name:<br>Gillman Path<br>Start:<br><br>Gilman Road<br><br>End: |  | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 82<br>Earth & grass<br>Suburban<br>F<br>Overall 3m; Path 0.6<br>Railings, fencing, hedges<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good  |
|   |   | Portsmouth Hill Road   |  | <b>Description</b>   | The adopted earth and grass path approximately 3.0m wide overall named GILLMAN PATH, extending from Waterworks Lodge, Gillman Road (GR 468267 106204) in a northerly direction for 82m to Portsmouth Hill Road (GR 468257 106283) |


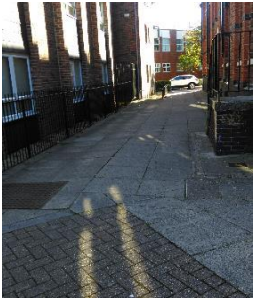

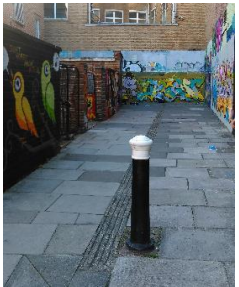
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| 6 |    | <p>Name: Eden Path</p> <p>Start: Down End Road</p> <p>End: Farlington Avenue</p>  | <p><b>Length (metres)</b> 78</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 1.8</p> <p><b>Boundary Type</b> Fences, hedges &amp; grass</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> | <p><b>Description</b></p> <p>The adopted, metalled and lighted path 1.8m wide named EDEN PATH, extending from the eastern end of Down End Road (GR467418 106180) in a northerly direction for 78m to Farlington Avenue (GR 467420 106255)</p>           |
| 7 |    | <p>Name: Copsey Close Path</p> <p>Start: Copsey Close</p> <p>End: Havant Road</p> | <p><b>Length (metres)</b> 30</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> F</p> <p><b>Width (metres)</b> 1.5</p> <p><b>Boundary Type</b> Wall &amp; railings</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>        | <p><b>Description</b></p> <p>The adopted and metalled path 1.5m wide named COPSEY CLOSE PATH, extending from the northern end of Copsey Close (GR 467760 105650) in a northerly direction for 30m to Havant Road (GR 467756 105679)</p>                 |
| 8 |  | <p>Name: Laburnum Path</p> <p>Start: Laburnum Avenue</p> <p>End: Havant Road</p>  | <p><b>Length (metres)</b> 46</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 2.5 &gt; 2.0</p> <p><b>Boundary Type</b> Fences</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>            | <p><b>Description</b></p> <p>The adopted, metalled and lighted path 2.5m to 2.0m wide named LABURNUM PATH, extending from the northern end of Laburnum Avenue (GR 467314 105605) in a northerly direction for 46m to Havant Road (GR 467317 105650)</p> |
| 9 |  | <p>Name: Aldsworth Path</p> <p>Start: Aldsworth Close</p> <p>End:</p>             | <p><b>Length (metres)</b> 46</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 3.6</p> <p><b>Boundary Type</b> Walls &amp; fences</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>         |   |


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|    |   | Havant Road   | <b>Description</b>   | The adopted, mettaled and lighted path 3.6m wide named ALDSWORTH PATH, extending from Aldsworth Close (GR467140 105615) in a northerly direction for 46m to Havant Road (GR 467139 105660)   |
| 10 |  | Name:<br>Feltham Row<br>Start:<br><br>Broad Street<br><br>End:<br><br>White Hart Road | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 189<br>Flags & Millenium motif<br>Suburban<br>T<br>2.4<3.1, & 5.3<br>Brick, railings & quayside<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 3.1m to 2.4m wide named FELTHAM ROW, extending from Broad Street (GR 463030 99331) in a north-easterly and easterly direction for 189m to White Hart Road (GR 463152 99444) |








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| <p>11</p> |    | <p>Name:<br/>Salem Path<br/>Start:<br/><br/>Guildhall Walk<br/><br/>End:<br/><br/>Dorothy Dymond Street</p>                            | <p>Length (metres)<br/>Surface<br/>Type of route<br/>Lighting<br/>Width (metres)<br/>Boundary Type<br/>Ownership<br/>Accessibility<br/>Relief<br/>Status<br/>Condition</p> | <p>17<br/>Paviers<br/>Suburban<br/>T<br/>3.1<br/>Bricks/windows<br/>Adopted<br/>Good<br/>Flat<br/>Footpath<br/>Good</p> <p>Description<br/><br/>The adopted, metalled and lighted path 3.1m wide named SALEM PATH, extending from Guildhall Walk (GR 464044 100064) in a south-easterly direction for 17m to Dorothy Dymond Street (GR 464058 100056)</p>                             |
| <p>12</p> |    | <p>Name:<br/>Melbourne Place Footpath<br/>Start:<br/><br/>Melbourne Place Footpath<br/><br/>End:<br/><br/>Winston Churchill Avenue</p> | <p>Length (metres)<br/>Surface<br/>Type of route<br/>Lighting<br/>Width (metres)<br/>Boundary Type<br/>Ownership<br/>Accessibility<br/>Relief<br/>Status<br/>Condition</p> | <p>28<br/>Paviers<br/>Suburban<br/>T<br/>2.1<br/>Wall &amp; railings/U of P path<br/>Adopted<br/>Good<br/>Flat<br/>Footpath<br/>Good</p> <p>Description<br/><br/>The adopted, metalled and lighted path 2.1m wide named MELBOURNE PLACE FOOTPATH, extending from Melbourne Place (GR 464086 99884) in a northerly direction for 28m to Winston Churchill Avenue (GR 464086 99913)</p> |
| <p>13</p> |  | <p>Name:<br/>Chivers Path<br/>Start:<br/><br/>Chivers Close<br/><br/>End:<br/><br/>Cottage Grove</p>                                   | <p>Length (metres)<br/>Surface<br/>Type of route<br/>Lighting<br/>Width (metres)<br/>Boundary Type<br/>Ownership<br/>Accessibility<br/>Relief<br/>Status<br/>Condition</p> | <p>23<br/>Flags<br/>Suburban<br/>F<br/>1.7<br/>Walls<br/>Adopted<br/>Good<br/>Flat<br/>Footpath<br/>Good</p> <p>Description<br/><br/>The adopted and metalled path 1.7m wide named CHIVERS PATH, extending from Chivers Close (GR 464447 99489) in a northerly direction for 23m to Cottage Grove (GR 464455 99510)</p>   |
| <p>14</p> |  | <p>Name:<br/>Belmont Path<br/>Start:<br/><br/>Belmont Street<br/><br/>End:</p>   | <p>Length (metres)<br/>Surface<br/>Type of route<br/>Lighting<br/>Width (metres)<br/>Boundary Type<br/>Ownership<br/>Accessibility<br/>Relief<br/>Status<br/>Condition</p> | <p>67<br/>Flags<br/>Suburban<br/>T<br/>2.7&gt;2.1<br/>Walls<br/>Adopted<br/>Good<br/>Flat<br/>Footpath<br/>Good</p>   |

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|    |   | Elm Grove  | <b>Description</b>  | The adopted, metalled and lighted path 2.7m to 2.1m wide named BELMONT PATH, extending from Belmont Street (GR 464455 99410) in a southerly direction for 67m to Elm Grove (GR 464427 99350)                          |
| 15 |  | Name: Collins Passage<br>Start: Ashby Place<br>End: Osborne Road | <b>Length (metres)</b> 24<br><b>Surface</b> Concrete<br><b>Type of route</b> Suburban<br><b>Lighting</b> T<br><b>Width (metres)</b> 4.0>2.8<br><b>Boundary Type</b> Walls & covered way<br><b>Ownership</b> Adopted<br><b>Accessibility</b> Good<br><b>Relief</b> Flat<br><b>Status</b> Footpath<br><b>Condition</b> Good | <b>Description</b><br>The adopted, metalled and lighted path 4.0m to 2.8m wide named COLLINS PASSAGE, extending from Ashby Place (GR 464282 98736) in a northerly direction for 24m to Osborne Road (GR 464282 98760) |

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| 16 |    | Name:<br>Clifton Path<br>Start:<br><br>Clifton Terrace<br><br>End:<br><br>Clarence Parade               | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 56<br>Tarmac<br>Suburban<br>F<br>2.6<br>Walls, railings & hedges<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted and metalled path 2.6m wide named CLIFTON PATH, extending from Clifton Terrace (GR 464109 98699) in a southerly direction for 56m to Clarence Parade (GR 464103 98654)              |
| 17 |    | Name:<br>Stone Street Footpath<br>Start:<br><br>Copper Street<br><br>End:<br><br>Hambrook Street        | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 31<br>Flags<br>Suburban<br>F<br>4.0 & 2.6<br>Walls & railings<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted and metalled path 4.0m and 2.6m wide named STONE STREET FOOTPATH, extending from Copper Street (GR 463932 99263) in a southerly direction for 31m to Hambrook Street (GR 463925 99233) |
| 18 |  | Name:<br>Cooper Street Footpath<br>Start:<br><br>Little Southsea Street<br><br>End:<br><br>Stone Street | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 24<br>Tarmac<br>Suburban<br>F<br>1.8<br>Walls & fences<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted and metalled path 1.8m wide named COPPER STREET FOOTPATH, extending from Little Southsea Street (GR 463959 99262) in a westerly direction for 24m to Stone Street (GR 463937 99268)           |
| 19 |  | Name:<br>Tonbridge Path<br>Start:<br><br>Tonbridge Street<br><br>End:                                   | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b>                           | 53<br>Flags<br>Suburban<br>F<br>4.8>2.8<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good  |


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|    |   | Palmerston Road   | <b>Description</b>   | The adopted and metalled path 4.8m to 2.8m wide named TONBRIDGE PATH, extending from the southern end of Tonbridge Street (GR 464316 98843) in a southerly and easterly direction for 53m to Palmerston Road (GR 464340 98818) |
| 20 |  | Name:<br>Brow Path<br>Start:<br><br>Hilltop Crescent<br><br>End:<br><br>The City Boundary | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 49<br>Tarmac<br>Suburban<br>T<br>3<br>Fences<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good  |
|    |   |   | <b>Description</b>   | The adopted, metalled and lighted path 3.0m wide named BROW PATH, extending from the western end of Hilltop Crescent (GR467037 106580) in a northerly direction for 49m to the City boundary (GR 467021 106625)                |

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| 21 |    | <p>Name:<br/>Dellcrest Path</p> <p>Start:<br/><br/>Dellcrest Path</p> <p>End:<br/><br/>The City Boundary</p>             | <p><b>Length (metres)</b> 123<br/> <b>Surface</b> Earth &amp; grass<br/> <b>Type of route</b> Suburban<br/> <b>Lighting</b> F<br/> <b>Width (metres)</b> 5&gt;3<br/> <b>Boundary Type</b> Wire fence &amp; hedges<br/> <b>Ownership</b> Adopted<br/> <b>Accessibility</b> Good<br/> <b>Relief</b> Flat<br/> <b>Status</b> Footpath<br/> <b>Condition</b> Good</p> | <p><b>Description</b><br/>The adopted earth and grass footpath approximately 5.0m to 3.0m wide named DELLCREST PATH, extending from the northern end of Dellcrest Path carriageway (GR466610 106488) in a northerly direction for 123m to the City boundary (GR 466661 106601)</p> |
| 22 |    | <p>Name:<br/>Courtmouth Path</p> <p>Start:<br/><br/>Courtmouth Grove</p> <p>End:<br/><br/>Courtmouth Road</p>            | <p><b>Length (metres)</b> 58<br/> <b>Surface</b> Tarmac<br/> <b>Type of route</b> Suburban<br/> <b>Lighting</b> T<br/> <b>Width (metres)</b> 1.8<br/> <b>Boundary Type</b> Fences<br/> <b>Ownership</b> Adopted<br/> <b>Accessibility</b> Good<br/> <b>Relief</b> Flat<br/> <b>Status</b> Footpath<br/> <b>Condition</b> Good</p>                                 | <p><b>Description</b><br/>The adopted, metalled and lighted path 1.8m wide named COURTMOUNT PATH, extending from Courtmount Road (GR 466379 105978) in a northerly direction for 58m to Cranborne Road (GR 466385 106035)</p>  |
| 23 |  | <p>Name:<br/>Bromyard Crescent Footpath</p> <p>Start:<br/><br/>Bromyard Crescent</p> <p>End:<br/><br/>Allaway Avenue</p> | <p><b>Length (metres)</b> 62<br/> <b>Surface</b> Tarmac<br/> <b>Type of route</b> Suburban<br/> <b>Lighting</b> T<br/> <b>Width (metres)</b> 2.5 &gt; 2.2<br/> <b>Boundary Type</b> Fencing<br/> <b>Ownership</b> Adopted<br/> <b>Accessibility</b> Good<br/> <b>Relief</b> Flat<br/> <b>Status</b> Footpath<br/> <b>Condition</b> Good</p>                       | <p><b>Description</b><br/>The adopted, metalled and lighted path 2.5m to 2.2m wide named BROMYARD CRESCENT FOOTPATH, extending from Bromyard Crescent (GR 464542 106005) in a southerly direction for 62m to Allaway Avenue (GR 464534 105944)</p>                                 |
| 24 |  | <p>Name:<br/>Drayton Lane Footpath</p> <p>Start:<br/><br/>Drayton Lane</p> <p>End:</p>                                   | <p><b>Length (metres)</b> 40<br/> <b>Surface</b> Tarmac<br/> <b>Type of route</b> Suburban<br/> <b>Lighting</b> F<br/> <b>Width (metres)</b> 1.8<br/> <b>Boundary Type</b> Grass<br/> <b>Ownership</b> Adopted<br/> <b>Accessibility</b> Good<br/> <b>Relief</b> Flat<br/> <b>Status</b> Footpath<br/> <b>Condition</b> Good</p>                                  |  |





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|    |   | London Road  | <b>Description</b>   | The adopted and metalled path 1.8m wide named DRAYTON LANE FOOTPATH, extending from the northern end of Drayton Lane (GR 466754 106298) in a north-easterly and northerly direction for 40m to London Road (GR 466759 106331) |
| 25 |  | <p>Name: Widley Walk</p> <p>Start: Widley Road</p> <p>End: Havant Road</p> | <p><b>Length (metres)</b> 157</p> <p><b>Surface</b> Tarmac &amp; grass verges</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 6</p> <p><b>Boundary Type</b> Hedges &amp; fences</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> |   |
|    |   |  | <b>Description</b>   | The adopted, metalled and grass lighted path 6.0m wide overall named WIDLEY WALK, extending from Havant Road (GR 466174 105798) in a northerly direction for 157m to Widley Road (GR466158 105644)                            |








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| 26 |    | <p>Name:<br/>Westerham Close Path</p> <p>Start:<br/><br/>Westerham Close Path</p> <p>End:<br/><br/>Sundridge Close</p> | <p><b>Length (metres)</b> 47</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 2.2&gt;1.8</p> <p><b>Boundary Type</b> Walls &amp; fencing</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> | <p>The adopted, metalled and lighted path 2.2m to 1.8m wide named WESTERHAM CLOSE PATH, extending from the eastern end of Westerham Close (GR 465368 105773) in an easterly and northerly direction for 47m to Sundridge Close (GR 465402 105777)</p> <p><b>Description</b></p> |
| 27 |    | <p>Name:<br/>Bryson Path</p> <p>Start:<br/><br/>Bryson Road</p> <p>End:<br/><br/>Southampton Road</p>                  | <p><b>Length (metres)</b> 35</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> F</p> <p><b>Width (metres)</b> 2.4</p> <p><b>Boundary Type</b> Grass &amp; mesh fence</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>     | <p>The adopted and metalled path 2.4m wide named BRYSON PATH, extending from the northern end of Bryson Road (GR 464670 105696) in a northerly and north-easterly direction for 35m to Southampton Road (GR 464690 105719)</p> <p><b>Description</b></p>                        |
| 28 |  | <p>Name:<br/>Old Wymering Lane Path</p> <p>Start:<br/><br/>Herne Road</p> <p>End:<br/><br/>Southampton Road</p>        | <p><b>Length (metres)</b> 30</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> F</p> <p><b>Width (metres)</b> 4.2</p> <p><b>Boundary Type</b> Railings</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>                   | <p>The adopted and metalled path 4.2m wide named OLD WYMERING LANE PATH, extending from Herne Road (GR 465045 105742) in a northerly direction for 30m to Southampton Road (GR 465047 105772)</p> <p><b>Description</b></p>   |
| 29 |  | <p>Name:<br/>Binness Path</p> <p>Start:<br/><br/>Binness Way</p> <p>End:</p>   | <p><b>Length (metres)</b> 57</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 1.8</p> <p><b>Boundary Type</b> Grass &amp; shrubs</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>         |   |


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|    |   | Fitzherbert Road   | <b>Description</b>   | The adopted,metalled and lighted path 1.8m wide named BINNESS PATH,extending from the north-west side of Binness Way(GR 468400 105338) in a westerly direction for 57m to the east side of Fitzherbert Road GR 468347 105329)(  |
| 30 |  | Name:<br>Copsey Road<br>Start:<br><br>Copsey Close<br><br>End:<br><br>Nutbourne Road | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 156<br>Tarmac<br>Suburban<br>T<br>1.5, 2.4 & 3.0<br>Mesh fencing & tunnel<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 1.5m,2.4m and 3.0m wide named COPSEY PATH, extending from Copsey Close (GR 467783 105599) in an easterly and southerly direction for 156m to Nutbourne Road (GR 467880 105533) |

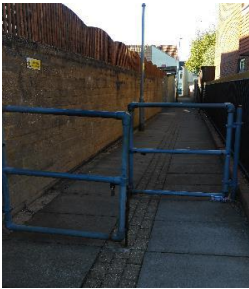

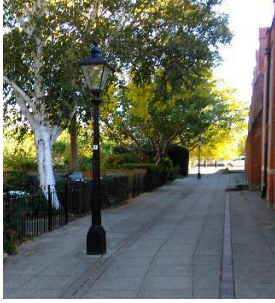




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| 31 |    | Name:<br>East Copsey Road<br>Start:<br><br>Copsey Grove<br>End:<br><br>Eastern Road       | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 62<br>Tarmac<br>Suburban<br>F<br>1.8 & 2.9<br>Fences, Tarmac & grass<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted and metalled path 1.8m and 2.9m wide named EAST COPSEY PATH, extending from Copsey Grove (GR 467725 105475) in a south-easterly and southerly direction for 62m to Eastern Road (GR467736 105426) |
| 32 |    | Name:<br>Denville Close Path<br>Start:<br><br>Denville Close<br>End:<br><br>Second Avenue | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 35<br>Tarmac<br>Suburban<br>F<br>1.8<br>Fencing & hedges<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted and metalled path 1.8m wide named DENVILLE CLOSE PATH, extending from the northern end of Denville Close (GR 468600 105545) in a north-westerly direction for 35m to Second Avenue (GR 468576 105568)         |
| 33 |  | Name:<br>Zetland Path<br>Start:<br><br>Zetland Road<br>End:<br><br>Fitzherbert Road       | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 155<br>Tarmac<br>Suburban<br>T<br>2.1<br>Grass<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 2.1m wide named ZETLAND PATH, extending from the western end of Zetland Road (GR467781 105248) in a south-westerly direction for 155m to Fitzherbert Road (GR 467654 105167)                 |
| 34 |  | Name:<br>Homefield Path<br>Start:<br><br>Homefield Road<br>End:                           | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b>                           | 166<br>Tarmac<br>Suburban<br>T<br>1.8 & 2.1<br>Hedges & mesh fencing<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good  |

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|    |   | Grove Road   | <b>Description</b>   | The adopted, metalled and lighted path 1.8m and 2.1m wide named HOMEFIELD PATH, extending from the southern end of Homefield Road(GR467289 105208) in an easterly and southerly direction for 166m to Grove Road (GR 467333 105089) |
| 35 |  | Name:<br>Fairfield Square Footpath<br>Start:<br>Fairfield Square<br>End:<br>Fairfield Square | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 117<br>Flags<br>Suburban<br>T<br>1.2<br>Grass<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good  |
|    |   |  | <b>Description</b>   | The adopted, metalled and lighted path 1.2m wide named FAIRFIELD SQUARE PATH, extending across the square from the north-west (GR 465136 105968) to the south-east (GR 465181 105862) for a distance of 117m.                       |




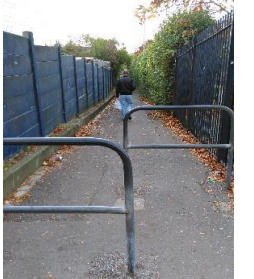
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| 36 |    | <p>Name: Regal Path</p> <p>Start: Regal Close</p> <p>End: London Road</p>                   | <p><b>Length (metres)</b> 37</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 4.9&gt;2.6</p> <p><b>Boundary Type</b> Walls &amp; covered way</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> <p><b>Description</b> The adopted, metalled and lighted path 4.9m to 2.6m wide named REGAL PATH, extending from Regal Close (GR 465858 105693) in a westerly direction for 37m to London Road (GR 465823 105695)</p>                |  |
| 37 |    | <p>Name: Beach Road Footpath</p> <p>Start: Beach Road</p> <p>End: Clarence Road</p>         | <p><b>Length (metres)</b> 46</p> <p><b>Surface</b> Flags</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 1.5</p> <p><b>Boundary Type</b> Walls</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> <p><b>Description</b> The adopted, metalled and lighted path 1.5m wide named BEACH ROAD FOOTPATH, extending from Beach Road (GR 464794 98302) in a southerly direction for 46m to Clarence Road (GR 464780 98259)</p>   |  |
| 38 |  | <p>Name: Nightingale Road Footpath</p> <p>Start: Nightingale Road</p> <p>End: Kent Road</p> | <p><b>Length (metres)</b> 198</p> <p><b>Surface</b> Flags</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 2.8 &gt; 2.4</p> <p><b>Boundary Type</b> Walls</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> <p><b>Description</b> The adopted, metalled and lighted path 2.8m to 2.4m wide named NIGHTINGALE ROAD FOOTPATH, extending from Nightingale Road (GR 463981 98900) in a westerly and northerly direction for 198m to Kent Road (GR 463955 99070)</p> |  |
| 39 |  | <p>Name: Cleveland Path</p> <p>Start: Cleveland Road</p> <p>End:</p>                        | <p><b>Length (metres)</b> 40</p> <p><b>Surface</b> Flags</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 2.1 &amp; 1.5</p> <p><b>Boundary Type</b> Walls &amp; shrubs</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>  |  |


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|    |   | Britannia Road North   | <b>Description</b>   | The adopted, metalled and lighted path 2.1m and 1.5m wide named CLEVELAND PATH, extending from Cleveland Road (GR 465043 99692) in a westerly direction for 40m to Britannia Road North (GR 465003 99695) |
| 40 |  | Name: Fontwell Path<br>Start: Fontwell Road<br>End: Stanley Road | <b>Length (metres)</b> 16<br><b>Surface</b> Tarmac<br><b>Type of route</b> Suburban<br><b>Lighting</b> T<br><b>Width (metres)</b> 1.8<br><b>Boundary Type</b> Grass & shrubs<br><b>Ownership</b> Adopted<br><b>Accessibility</b> Good<br><b>Relief</b> Flat<br><b>Status</b> Footpath<br><b>Condition</b> Good | The adopted, metalled and lighted path 1.8m wide named FONTWELL PATH, extending from Fontwell Road (GR 464533 98788) in a south-westerly direction for 16m to Stanley Lane (GR 464522 98777)              |

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| 41 |    | Name:<br>Brompton Road Footpath<br>Start:<br><br>Brompton Road<br><br>End:<br><br>Haslemere Road | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 68<br>Flags<br>Suburban<br>T<br>2.0>1.9<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br><b>Description</b><br>The adopted, metalled and lighted path 2.0m to 1.9m wide named BROMPTON ROAD FOOTPATH, extending from Brompton Road (GR 465762 99064) in an easterly direction for 68m to Haslemere Road (GR 465826 99044)           |
| 42 |    | Name:<br>St. Helen's Path<br>Start:<br><br>Eastern Parade<br><br>End:<br><br>Southsea Esplanade  | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 191<br>Tarmac<br>Suburban<br>F<br>3.3<br>Fences & hedges<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br><b>Description</b><br>The adopted and metalled path 3.3m wide named ST.HELEN'S PATH, extending from Eastern Parade (GR 465943 98509) in a southerly direction for 191m to Southsea Esplanade (GR 465928 98322)                     |
| 43 |  | Name:<br>Highland Terrace<br>Start:<br><br>Haslemere Road<br><br>End:<br><br>Highland Road       | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 59<br>Flags<br>Suburban<br>T<br>3.8>2.8<br>Railings & walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br><b>Description</b><br>The adopted, metalled and lighted path 3.8m to 2.8m wide named HIGHLAND TERRACE, extending from Haslemere Road (GR 465836 99036) in a south-easterly direction for 59m to Highland Road (GR 465884 99001) |
| 44 |  | Name:<br>Liddiard Path<br>Start:<br><br>Liddiard Gardens<br><br>End:                             | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 76<br>Tarmac & trees<br>Suburban<br>T<br>3.0 & 5.0>1.7<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good  |



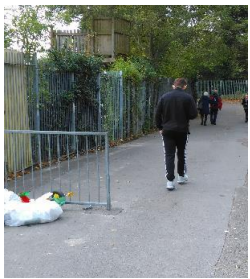

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|    |   | Cromwell Road  |  | <b>Description</b>  | The adopted, metalled and lighted path 5.0m to 1.7m wide named LIDIARD PATH, extending from Cromwell Road (GR 466559 98933) in an easterly and southerly direction for 76m to Lidiard Gardens (GR 466615 98922) |
| 45 |  | Name:<br>Marine Court Footpath<br>Start:<br><br>Marine Court<br><br>End: | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 28<br>Tarmac<br>Suburban<br>T<br>1.8 > 1.5<br>Fences & grasses<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good |   |
|    |   | St George's Road   |  | <b>Description</b>  | The adopted, metalled and lighted path 1.8m to 1.5m wide named MARINE COURT FOOTPATH, extending from Marine Court (GR 466369 98653) in a northerly direction for 28m to St. Georges Road (GR 466369 98683)      |





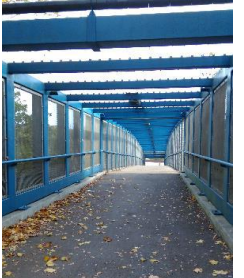


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| 46 |    | Name:<br>Canal Footpath (South Side)<br>Start:<br><br>Perth Road<br><br>End:<br><br>Milton Road  | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 106<br>Tarmac<br>Suburban<br>T<br>3.3 > 3.0<br>Railings & walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 3.3m to 3.0m wide named CANAL FOOTPATH, SOUTH SIDE, extending from the northern end of Perth Road (GR 466701 99615) in a westerly direction for 106m to Milton Road (GR 466599 99593) |
| 47 |    | Name:<br>White Cloud Place<br>Start:<br><br>St. Anns Road<br><br>End:<br><br>Highland Road       | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 98<br>Flags<br>Suburban<br>T<br>3.0>1.8<br>Walls, grass & shrubs<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 3.0m to 1.8m wide named WHITE CLOUD PLACE, extending from St.Anns Road (GR 465944 99118) in a southerly direction for 98m to Highland Road (GR 465925 99022)                         |
| 48 |  | Name:<br>Abbeydore Path<br>Start:<br><br>Abbeydore Road<br><br>End:<br><br>Allaway Avenue        | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 71<br>Tarmac<br>Suburban<br>T<br>3.1 > 2.5<br>Walls, fences & railings<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 3.1m to 2.5m wide named ABBEYDORE PATH, extending from Abbeydore Road (GR 464300 106016) in a southerly direction for 71m to Allaway Avenue (GR 464297 105947)                 |
| 49 |  | Name:<br>Cheltenham Road Path<br>Start:<br><br>Cheltenham Road<br><br>End:<br><br>Allaway Avenue | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 133<br>Tarmac<br>Suburban<br>T<br>2.4<br>Fences & hedges<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 2.4m wide named CHELTENHAM ROAD PATH, extending from the western end of Cheltenham Road (GR 464121 105811) in a northerly direction for 133m to Allaway Avenue (GR 464131 105 941)           |


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| 50 |  | <p>Name:<br/>Farmlea Path</p> <p>Start:<br/><br/>Farmlea Road</p> <p>End:<br/><br/>Southampton Road (adjacent to<br/>No 58)</p> | <p><b>Length (metres)</b> 26</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 3</p> <p><b>Boundary Type</b> Grass &amp; fence</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> | <p><b>Description</b></p> <p>The adopted, metalled and lighted path 3.0m wide named FARMLEA PATH, extending from the eastern end of Farmlea Road (GR 463286 105678) in a southerly direction for 26m to Southampton Road (GR 463284 105652)</p> |
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| <p>51</p>    | <p>Name:<br/>Hempstead Path</p> <p>Start:<br/><br/>Hempstead Road</p> <p>End:<br/><br/>Collington Crescent</p> | <p><b>Length (metres)</b> 89</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 4.1&gt;3.9</p> <p><b>Boundary Type</b> Wall, fence, railings, grass</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>                 | <p><b>Description</b></p> <p>The adopted, metalled and lighted path 4.1m to 3.9m wide named HEMPSTEAD PATH, extending from Hempstead Road (GR 463945 106063) in a northerly direction for 89m to Collington Crescent (GR 463953 106151)</p>                                     |
| <p>52</p>    | <p>Name:<br/>Kingsland Path</p> <p>Start:<br/><br/>Kingsland Close</p> <p>End:<br/><br/>Ludlow Road</p>        | <p><b>Length (metres)</b> 42</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 1.8</p> <p><b>Boundary Type</b> Wall, fence &amp; hedge</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>                             | <p><b>Description</b></p> <p>The adopted, metalled and lighted path 1.8m wide named KINGSLAND PATH, extending from the western end of Kingsland Close (GR 464231 106114) in a northerly direction for 42m to Ludlow Road (GR 464219 106154)</p>                                 |
| <p>53</p>  | <p>Name:<br/>Racecourse Lane</p> <p>Start:<br/><br/>Marsden Road</p> <p>End:<br/><br/>Southampton Road</p>     | <p><b>Length (metres)</b> 217</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 4.7&gt;4.0</p> <p><b>Boundary Type</b> Fences, parapet walls, tarmac &amp; paviers</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> | <p><b>Description</b></p> <p>The adopted, metalled and lighted path 4.7m to 4.0m wide named RACECOURSE LANE, extending from the southern end of Marsden Road (GR 463901 105839) in a south-westerly and southerly direction for 217m to Southampton Road (GR 463851 105643)</p> |
| <p>54</p>  | <p>Name:<br/>Connaught Lane Path</p> <p>Start:<br/><br/>Connaught Lane</p> <p>End:</p>                         | <p><b>Length (metres)</b> 20</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> F</p> <p><b>Width (metres)</b> 4.3&gt;2.7</p> <p><b>Boundary Type</b> Fencing &amp; tunnel</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>                         |   |

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|    |   | Sedgefield Close  | <b>Description</b>   | The adopted and metalled path 4.3m to 2.7m wide named CONNAUGHT LANE PATH, extending from the southern end of Connaught Lane (GR 462515 105822) in a southerly direction for 20m to Sedgefield Close (GR 462514 105803) |
| 55 |  | Name:<br>Paddock Walk<br>Start:<br>Farmlea Road<br>End:<br>Southampton Road | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 54<br>Tarmac<br>Suburban<br>T<br>3<br>Grass<br>Good<br>Flat<br>Footpath<br>Good   |
|    |   |   | <b>Description</b>   | The adopted, metalled and lighted path 3.0m wide named PADDOCK WALK, extending from Farmlea Road (GR 463136 105722) in a southerly direction for 54m to Southampton Road (GR 463134 105668)                             |




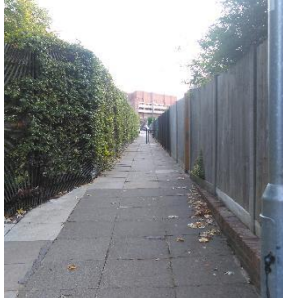
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| 56 |    | <p>Name: Browning Path<br/>Start: Browning Avenue<br/>End: Hillsley Road</p>      | <p><b>Length (metres)</b> 123<br/><b>Surface</b> Tarmac &amp; concrete<br/><b>Type of route</b> Suburban<br/><b>Lighting</b> T<br/><b>Width (metres)</b> 6.1 &amp; 4.2 &gt; 3.8<br/><b>Boundary Type</b> Grass, fencing &amp; tunnel<br/><b>Ownership</b> Adopted<br/><b>Accessibility</b> Good<br/><b>Relief</b> Flat<br/><b>Status</b> Footpath<br/><b>Condition</b> Good</p> | <p><b>Description</b><br/>The adopted, metalled and lighted path 6.1m and 4.2m to 3.8m wide named BROWNING PATH, extending from Browning Avenue (GR 462487 106439) in a northerly direction for 123m to Hillsley Road (GR 462526 106551)</p>             |
| 57 |    | <p>Name: Hillsley Bridge Path<br/>Start: Falmouth Road<br/>End: Hillsley Road</p> | <p><b>Length (metres)</b> 183<br/><b>Surface</b> Tarmac<br/><b>Type of route</b> Suburban<br/><b>Lighting</b> T<br/><b>Width (metres)</b> 1.5 &amp; 3.5<br/><b>Boundary Type</b> Grass &amp; bridge railings<br/><b>Ownership</b> Adopted &amp; Highways Agency<br/><b>Accessibility</b> Good<br/><b>Relief</b> Flat<br/><b>Status</b> Footpath<br/><b>Condition</b> Good</p>   | <p><b>Description</b><br/>The adopted, metalled and lighted path 1.5m and 3.5m wide named HILLSLEY BRIDGE PATH, extending from Falmouth Road (GR 462891 106287) in a south-easterly and north-easterly direction to Hillsley Road (GR 463023 106313)</p> |
| 58 |  | <p>Name: Beverston Path<br/>Start: Falmouth Road<br/>End: Beverston Road</p>      | <p><b>Length (metres)</b> 116<br/><b>Surface</b> Tarmac<br/><b>Type of route</b> Suburban<br/><b>Lighting</b> T<br/><b>Width (metres)</b> 2.3&gt;1.5<br/><b>Boundary Type</b> Grass, fencing &amp; tunnel<br/><b>Ownership</b> Adopted<br/><b>Accessibility</b> Good<br/><b>Relief</b> Flat<br/><b>Status</b> Footpath<br/><b>Condition</b> Good</p>                            | <p><b>Description</b><br/>The adopted, metalled and lighted path 2.3m to 1.5m wide named BEVERSTON PATH, extending from Falmouth Road (GR 463184 105993) in a north-easterly and easterly direction for 116m to Beverston Road (GR 463286 106035)</p>    |
| 59 |  | <p>Name: Moneyfield Lane Footbridge<br/>Start: Moneyfield Lane<br/>End:</p>       | <p><b>Length (metres)</b> 124<br/><b>Surface</b> Flags &amp; tarmac<br/><b>Type of route</b> Suburban<br/><b>Lighting</b> T<br/><b>Width (metres)</b> 3.0 &amp; 1.8<br/><b>Boundary Type</b> Walls &amp; bridge parapets<br/><b>Ownership</b> Adopted<br/><b>Accessibility</b> Good<br/><b>Relief</b> Flat<br/><b>Status</b> Footpath<br/><b>Condition</b> Good</p>             |  |


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|    |   | Dover Road  |  | <b>Description</b>  | The adopted, metalled and lighted path 3.0m and 1.8m wide named MONEYFIELD LANE FOOTBRIDGE, extending from the eastern end of Moneyfield Lane (GR 466181 102010) in an easterly direction for 124m to Dover Road (GR 466225 101992) |
| 60 |  | Name:<br>Ninian Path<br>Start:<br><br>Ninian Park Road<br><br>End:<br><br>Monckton Road | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 96<br>Tarmac<br>Suburban<br>T<br>3.0 > 2.7<br>Walls & fences<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good | <b>Description</b><br>The adopted, metalled and lighted path 3.0m to 2.7m wide named NINIAN PATH, extending from Ninian Park Road (GR 466142 102612) in a northerly direction for 96m to Monckton Road (GR 466133 102706)           |

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| 61 |    | <p>Name:<br/>Powerscourt Road Footpath</p> <p>Start:<br/>Powerscourt Road</p> <p>End:<br/>Queens Road</p> | <p><b>Length (metres)</b> 58</p> <p><b>Surface</b> Flags</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 2.0 &gt; 1.5</p> <p><b>Boundary Type</b> Walls</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>                              | <p><b>Description</b></p> <p>The adopted, metalled and lighted path 2.0m to 1.5m wide named POWERSCOURT ROAD FOOTPATH, extending from Powercourt Road (GR 465767 101806) in a southerly direction for 58m to Queens Road (GR 465773 101750)</p> |
| 62 |    | <p>Name:<br/>Colwell Road Path</p> <p>Start:<br/>Colwell Road</p> <p>End:<br/>Northern Road</p>           | <p><b>Length (metres)</b> 64</p> <p><b>Surface</b> Flags</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 2.8 &amp; 1.2 (Steps)</p> <p><b>Boundary Type</b> Fence, hedges &amp; walls</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> | <p><b>Description</b></p> <p>The adopted, metalled and lighted path 2.8m and 1.2m wide named COLWELL ROAD PATH, extending from Colwell Road (GR 465543 105325) in an easterly direction for 64m to Northern Road (GR 465605 105316)</p>         |
| 63 |  | <p>Name:<br/>Arthur Dann Court Footpath</p> <p>Start:<br/>Gurnard Road</p> <p>End:<br/>Colwell Road</p>   | <p><b>Length (metres)</b> 29</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 2</p> <p><b>Boundary Type</b> Wall &amp; fence</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>                             | <p><b>Description</b></p> <p>The adopted, metalled and lighted path 2.0m wide named ARTHUR DANN COURT FOOTPATH, extending from Gurnard Road (GR 465523 105264) in a north-easterly direction for 29m to Colwell Road (GR 465548 105278)</p>     |
| 64 |  | <p>Name:<br/>Mulberry Path</p> <p>Start:<br/>The Close</p> <p>End:</p>                                    | <p><b>Length (metres)</b> 212</p> <p><b>Surface</b> Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> 2</p> <p><b>Boundary Type</b> Walls, fences &amp; hedges</p> <p><b>Ownership</b> Adopted</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p>                  |   |


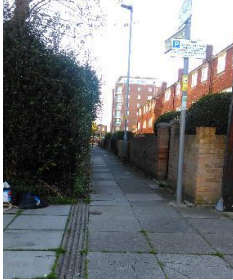
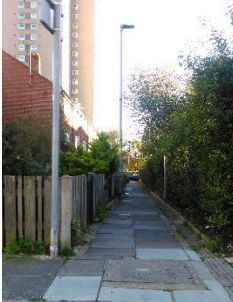

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|    |   | Court Lane   |  |   | The adopted, metalled and lighted path 2.0m wide named MULBERRY PATH, extending from the eastern end of The Close (GR 466294 105431) in an easterly direction for 212m to Court Lane (GR 466504 105423)       |
| 65 |  | Name:<br>Park Grove path<br>Start:<br><br>Park Grove<br><br>End:<br><br>Dorking Crescent | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 22<br>Flags<br>Suburban<br>F<br>1.2<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good | <b>Description</b><br><br>The adopted and metalled path 1.2m wide named PARK GROVE PATH, extending from Park Grove (GR 465896 105268) in a northerly direction for 22m to Dorking Crescent (GR 465898 105290) |








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| 66 |    | <p>Name:<br/>Southbourne Avenue Footpath</p> <p>Start:<br/>Southbourne Avenue</p> <p>End:<br/>Havant Road</p> | <p><b>Length (metres)</b><br/><b>Surface</b><br/><b>Type of route</b><br/><b>Lighting</b><br/><b>Width (metres)</b><br/><b>Boundary Type</b><br/><b>Ownership</b><br/><b>Accessibility</b><br/><b>Relief</b><br/><b>Status</b><br/><b>Condition</b></p> <p><b>Description</b></p> | <p>103<br/>Tarmac<br/>Suburban<br/>T<br/>1.2 &amp; 1.4<br/>Fences &amp; hedges<br/>Adopted<br/>Good<br/>Flat<br/>Footpath<br/>Good<br/>The adopted, metalled and lighted path 1.2m and 1.4m wide named SOUTHBOURNE AVENUE FOOTPATH, extending from the northern end of Southbourne Avenue (GR 466876 105550) in a northerly and westerly direction for 103m to Havant Road (GR 466853 105632)</p> |
| 67 |    | <p>Name:<br/>The Droke</p> <p>Start:<br/>Aldroke Street</p> <p>End:<br/>Park Lane</p>                         | <p><b>Length (metres)</b><br/><b>Surface</b><br/><b>Type of route</b><br/><b>Lighting</b><br/><b>Width (metres)</b><br/><b>Boundary Type</b><br/><b>Ownership</b><br/><b>Accessibility</b><br/><b>Relief</b><br/><b>Status</b><br/><b>Condition</b></p> <p><b>Description</b></p> | <p>270<br/>Flags<br/>Suburban<br/>T<br/>1.8 &gt; 1.5<br/>Walls &amp; fences<br/>Adopted<br/>Good<br/>Flat<br/>Footpath<br/>Good<br/>The adopted, metalled and lighted path 1.8m to 1.5m wide named THE DROKE, extending from Aldroke Street (GR 465827 105438) in an easterly direction for 270m to Park Lane (GR 466084 105447)</p>  |
| 68 |  | <p>Name:<br/>Vectis Way Footpath</p> <p>Start:<br/>Vectis Way</p> <p>End:<br/>Northern Road</p>               | <p><b>Length (metres)</b><br/><b>Surface</b><br/><b>Type of route</b><br/><b>Lighting</b><br/><b>Width (metres)</b><br/><b>Boundary Type</b><br/><b>Ownership</b><br/><b>Accessibility</b><br/><b>Relief</b><br/><b>Status</b><br/><b>Condition</b></p> <p><b>Description</b></p> | <p>37<br/>Tarmac<br/>Suburban<br/>T<br/>3<br/>Fencing &amp; concrete wall<br/>Adopted<br/>Good<br/>Flat<br/>Footpath<br/>Good<br/>The adopted, metalled and lighted path 3.0m wide named VECTIS WAY FOOTPATH, extending from the western end of Vectis Way (GR 465664 105312) in a westerly direction for 37m to Northern Road (GR 465628 105318)</p>   |
| 69 |  | <p>Name:<br/>Centaur Street Footpath</p> <p>Start:<br/>Grafton Street</p> <p>End:</p>                         | <p><b>Length (metres)</b><br/><b>Surface</b><br/><b>Type of route</b><br/><b>Lighting</b><br/><b>Width (metres)</b><br/><b>Boundary Type</b><br/><b>Ownership</b><br/><b>Accessibility</b><br/><b>Relief</b><br/><b>Status</b><br/><b>Condition</b></p>                           | <p>57<br/>Flags<br/>Suburban<br/>T<br/>1.8<br/>Fences<br/>Adopted<br/>Good<br/>Flat<br/>Footpath<br/>Good</p>   |

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|    |   | Centaur Street   |  | <b>Description</b>   | The adopted, metalled and lighted path 1.8m wide named CENTAUR STREET FOOTPATH, extending from Grafton Street (GR 464558 101603) in a northerly direction for 57m to Centaur Street (GR 464569 101658)  |
| 70 |  | Name:<br>College Alley<br>Start:<br><br>College Lane<br><br>End:<br><br>College Street | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 14<br>Tarmac<br>Suburban<br>F<br>1.3<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good | <b>Description</b><br>The adopted and metalled path 1.3m wide named COLLEGE ALLEY, extending from College Lane (GR 463208 100158) in a northerly direction for 14m to College Street (GR 463207 100172) |







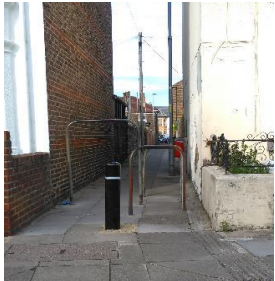
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| 71 |    | Name:<br>Guildford Path<br>Start:<br><br>Guildford Road<br><br>End:<br><br>Sandringham Road              | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 98<br>Flags<br>Suburban<br>T<br>2.4 & 1.8<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 2.4m and 1.8m wide named GUILDFORD PATH, extending from Guildford Road (GR 465370 100508) in a westerly and southerly direction for 98m to Sandringham Road (GR 465362 100435) |
| 72 |    | Name:<br>Blossom Square (west side)<br>Start:<br><br>King William Street<br><br>End:<br><br>North Street | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 62<br>Tarmac<br>Suburban<br>T<br>1.8<br>Walls & hedges<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 1.8m wide named BLOSSOM SQUARE, WEST SIDE, extending from King William Street (GR 463380 100551) in a southerly direction for 62m to North Street (GR 463382 100491)       |
| 73 |  | Name:<br>Blossom Square (east side)<br>Start:<br><br>King William Street<br><br>End:<br><br>North Street | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 62<br>Tarmac<br>Suburban<br>T<br>1.8<br>Walls & hedges<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 1.8m wide named BLOSSOM SQUARE, EAST SIDE, extending from King William Street (GR 463433 100553) in a southerly direction for 62m to North Street (GR 463436 100493)       |
| 74 |  | Name:<br>Kings Beach Alley<br>Start:<br><br>Kent Street<br><br>End:                                      | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 181<br>Flags<br>Suburban<br>T<br>1.9<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good   |

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|    |   | Queen Street  | <b>Description</b>   | The adopted, metalled and lighted path 1.9m wide named KINGS BENCH ALLEY, extending from Kent Street (GR 463386 100219) in a northerly direction for 181m to Queen Street (GR 463378 100396)  |
| 75 |  | Name:<br>Omega Path<br>Start:<br><br>Omega Street<br><br>End:<br><br>Blackfriars Road | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 42<br>Tarmac<br>Suburban<br>T<br>2.3 > 2.1<br>Fences<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br>The adopted, metalled and lighted path 2.3m to 2.1m wide named OMEGA PATH, extending from the southern end of Omega Street (GR 464666 100058) in a south-westerly direction for 42m to Blackfriars Road (GR 464639 100026) |



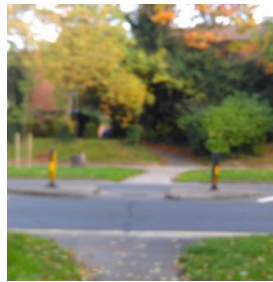
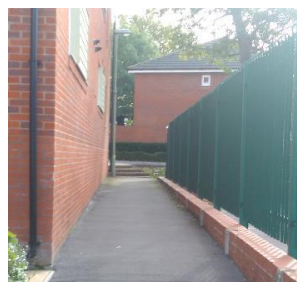
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| 76 |    | Name:<br>Providence Path<br>Start:<br><br>Providence Place<br>End:<br><br>Commercial Road          | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 22<br>Flags<br>Suburban<br>F<br>1.4 & 2.3<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted and metalled path 2.3m and 1.4m wide named PROVIDENCE PATH, extending from Providence Place (GR 464348 100772) in an easterly direction for 22m to Commercial Road (GR 464369 100768)                                     |
| 77 |    | Name:<br>Rateys Lane<br>Start:<br><br>Alver Road<br>End:<br><br>Lower Brookfield Road              | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 190<br>Flags & stone setts<br>Suburban<br>T<br>3.1 > 2.4<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted, metalled and lighted path 3.1m to 2.4m wide named RATEYS LANE, extending from Alver Road (GR 465213 100707) in a southerly and easterly direction for 190m to Lower Brookfield Road (GR 465339 100642)    |
| 78 |  | Name:<br>Sandringham Road Footpath<br>Start:<br><br>Sandringham Road<br>End:<br><br>Guildford Road | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 20<br>Flags<br>Suburban<br>F<br>2.0 > 1.8<br>Walls & fences<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted and metalled path 2.0m to 1.8m wide named SANDRINGHAM ROAD FOOTPATH, extending from the eastern end of Sandringham Road (GR 465365 100430) in an easterly direction for 20m to Guildford Road (GR 465384 100433) |
| 79 |  | Name:<br>Southampton Row<br>Start:<br><br>Kent Street<br>End:                                      | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b>                           | 190<br>Flags<br>Suburban<br>T<br>3.6 > 1.2<br>Walls & fences<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good  |

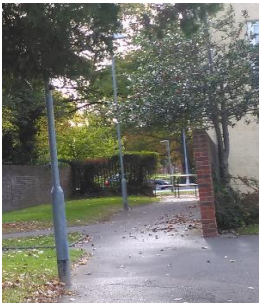
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|    |   | Queen Street  | <b>Description</b>   | The adopted, metalled and lighted path 3.6m to 1.2m wide named SOUTHAMPTON ROW, extending from Kent Street (GR 463322 100206) in a northerly direction for 190m to Queen Street (GR 463310 100394)          |
| 80 |  | <p>Name: Jacob's Ladder</p> <p>Start: Greetham Street</p> <p>End: Bridport Street</p> | <p><b>Length (metres)</b> 87</p> <p><b>Surface</b> Concrete (maintained by PCC)</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> T</p> <p><b>Width (metres)</b> Bridge 2.3, Steps 1</p> <p><b>Boundary Type</b> Walls &amp; bridge parapets</p> <p><b>Ownership</b> Network Rail</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Stepped</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> |   |
|    |   |   | <b>Description</b>   | The metalled and lighted bridge and steps 2.3m and 1.8m wide named JACOB'S LADDER, extending from Greetham Street (GR 464495 100180) in a northerly direction for 87m to Bridport Street (GR 464489 100222) |

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|----|---|---|--|---|
| 81 |    | Name:<br>Cuthbert Road Footpath<br>Start:<br><br>Cuthbert Road<br><br>End:<br><br>Clive Road  | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 41<br>Flags & setts<br>Suburban<br>T<br>2.5 > 2.1<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted, metalled and lighted path 2.5m to 2.1m wide named CUTHBERT ROAD FOOTPATH, extending from Cuthbert Road (GR 465609 100563) in a southerly direction for 41m to Clive Road (GR 465595 100525) |
| 82 |    | Name:<br>Fifth Street Footpath<br>Start:<br><br>Fifth Street<br><br>End:<br><br>Fourth Street | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 46<br>Tarmac<br>Suburban<br>T<br>2.7 > 1.8<br>Fences<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted, metalled and lighted path 2.7m to 1.8m wide named FIFTH STREET FOOTPATH, extending from Fifth Street (GR 465595 100929) in a westerly direction for 46m to Fourth Street (GR 465550 100925)       |
| 83 |  | Name:<br>Avondale Path<br>Start:<br><br>Avondale Road<br><br>End:<br><br>Cranleigh Road       | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 19<br>Flags<br>Suburban<br>T<br>1.8<br>Wall & hedge<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted, metalled and lighted path 1.8m wide named AVONDALE PATH, extending from Avondale Road (GR 465518 100984) in a westerly direction for 19m to Cranleigh Road (GR 465500 100986)                      |
| 84 |  | Name:<br>Hartley Road Footpath<br>Start:<br><br>Hartley Road<br><br>End:                      | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b>                           | 56<br>Flags<br>Suburban<br>T<br>1.6<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good   |





|    |   |   |  |   |  |  |  |  |   |
|----|---|---|--|---|--|--|--|--|---|
|    |   | Ophir Road  |  |   |  |  |  |  | The adopted, metalled and lighted path 1.6m wide named HARTLEY ROAD FOOTPATH, extending from Hartley Road (GR 465216 103105) in a southerly direction for 56m to Ophir Road (GR 465224 103049)                          |
| 85 |  | Name:<br>Pitcroft Lane<br>Start:<br><br>Kingston Crescent<br>End:<br><br>Derby Road | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 342<br>Flags<br>Suburban<br>T<br>3.4 > 1.5<br>Walls & fences<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good |  |  |  |  | The adopted, metalled and lighted path 3.4m to 1.5m wide named PITCROFT LANE, extending from Kingston Crescent (GR 464874 101923) in a northerly and north-westerly direction for 342m to Derby Road (GR 464765 102216) |







|    |   |   |  |  |
|----|---|---|--|--|
| 86 |    | Name:<br>Kipling Road Footpath<br>Start:<br><br>Kipling Road<br><br>End:<br><br>Templeton Close   | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 57<br>Tarmac<br>Suburban<br>T<br>2.5 & 8.7<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br><b>Description</b><br>The adopted, metalled and lighted path 2.5 and 8.7 wide named KIPLING ROAD FOOTPATH, extending from Kipling Road (GR 465325 103347) in a northerly direction for 57m to Templeton Close (GR 465338 103402)                             |
| 87 |    | Name:<br>Egan Path<br>Start:<br><br>Egan Close<br><br>End:<br><br>Copnor Road                     | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 19<br>Tarmac<br>Suburban<br>T<br>1.8<br>Walls & grass<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br><b>Description</b><br>The adopted, metalled and lighted path 1.8m wide named EGAN PATH, extending from the eastern end of Egan Close (GR 465842 103470) in an easterly direction for 19m to Copnor Road (GR 465859 103465)                                 |
| 88 |  | Name:<br>Honeywood Close Footpath<br>Start:<br><br>Honeywood Close<br><br>End:<br><br>Copnor Road | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 26<br>Tarmac<br>Suburban<br>T<br>1.8<br>Wall, fence & shrubs<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br><b>Description</b><br>The adopted, metalled and lighted path 1.8m wide named HONEYWOOD CLOSE FOOTPATH, extending from the south-western end of Honeywood Close (GR 465904 103480) in a westerly direction for 26m to Copnor Road (GR 465882 103470) |
| 89 |  | Name:<br>Bapaume Road Footpath<br>Start:<br><br>Bapaume Road<br><br>End:                          | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 213<br>Tarmac<br>Suburban<br>T<br>1.7, 1.6 & 1.5<br>Walls, fences, grass & tarmac<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good   |

|    |   |  |  |  |
|----|---|--|--|--|
|    |   | London Road  | <b>Description</b>   | The adopted, metalled and lighted path 1.7m,1.6m and 1.5m wide named BAPAUME ROAD FOOTPATH, extending from the western end of Bapaume Road (GR 465685 104161) in a southerly,westerly and northerly direction for 213m to London Road (GR 465517 104161) |
| 90 |  | Name:<br>Parsons Close Footpath<br>Start:<br><br>Parsons Close<br><br>End: | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b> | 40<br>Tarmac<br>Suburban<br>T<br>3.1 > 2.4<br>Walls & grass<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good   |
|    |   | Copnor Road  | <b>Description</b>   | The adopted, metalled and lighted path 3.1m to 2.4m wide named PARSONS CLOSE FOOTPATH, extending from Parsons Close (GR 465775 103945) in a southerly direction for 40m to Copnor Road (GR 465755 103910)  |





|    |   |   |  |  |
|----|---|---|--|--|
| 91 |    | Name:<br>Convent Path<br>Start:<br><br>Sultan Road<br><br>End:<br><br>Old Commercial Road | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b>          | 21<br>Flags<br>Suburban<br>F<br>3.4 > 2.1<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted and metalled path 3.4m to 2.1m wide named CONVENT PATH, extending from Sultan Road (GR 464454 101252) in a westerly direction for 21m to Old Commercial Road (GR 464433 101251)   |
| 92 |    | Name:<br>Lock View Path<br>Start:<br><br>Lock View<br><br>End:<br><br>Port Way            | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 51<br>Tarmac & flags<br>Suburban<br>T<br>2.5 > 1.8<br>Wall, sea wall & grass<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted, metalled and lighted path 2.5m to 1.8m wide named LOCK VIEW PATH, extending from the west side of Lock View (GR 463285 105521) in a northerly direction for 51m to Port Way (GR 463302 105571) |
| 93 |  | Name:<br>Ashley Walk<br>Start:<br><br>Windsor Road<br><br>End:<br><br>Hawthorn Crescent   | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 50<br>Tarmac<br>Suburban<br>T<br>2.7 > 1.5<br>Walls<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted, metalled and lighted path 2.7m to 1.5m wide named ASHLEY WALK, extending from the eastern end of Windsor Road (GR 466010 105034) in a southerly direction for 50m to Hawthorn Crescent (GR 466003 104988)               |
| 94 |  | Name:<br>Knowsley Path<br>Start:<br><br>Knowsley Crescent<br><br>End:                     | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b>                           | 87<br>Flags & tarmac<br>Suburban<br>T<br>1.5<br>Walls, hedges & bridge parapets<br>Adopted & Network Rail<br>Good<br>Flat<br>Footpath<br>Good  |

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|----|---|--|---|--|
|    |   | Windsor Road   | <b>Description</b>  | The adopted, metalled and lighted path 1.5m wide named KNOWSLEY PATH, extending from Knowsley Crescent (GR 466057 105098) in a south-westerly direction for 87m to Windsor Road (GR 466019 105044)                           |
| 95 |  | Name: Church Path North<br>Start: Wells Street<br>End: Temple Street | <b>Length (metres)</b> 18<br><b>Surface</b> Tarmac<br><b>Type of route</b> Suburban<br><b>Lighting</b> T<br><b>Width (metres)</b> 4.1 & 3.0<br><b>Boundary Type</b> Public House & railings<br><b>Ownership</b> Adopted<br><b>Accessibility</b> Good<br><b>Relief</b> Flat<br><b>Status</b> Footpath<br><b>Condition</b> Good | <b>Description</b><br>The adopted, metalled and lighted path 4.1m and 3.0m wide named CHURCH PATH NORTH, extending from Wells Street (GR 464444 100687) in an easterly direction for 18m to Temple Street (GR 464462 100688) |

|    |   |  |  |   |
|----|---|--|--|---|
| 96 |    | Name:<br>Rodney Road Footpath<br>Start:<br><br>Rodney Road<br><br>End:<br><br>Milton Lane  | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 118<br>Tarmac<br>Suburban<br>T<br>3<br>Wall & fence<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted, metalled and lighted path 3.0m wide named RODNEY ROAD FOOTPATH, extending from Rodney Road (GR 465844 100373) in a south-westerly direction for 118m to Milton Lane (GR 465734 100334)                       |
| 97 |    | Name:<br>Wingfield Path<br>Start:<br><br>Wingfield Street<br><br>End:<br><br>Church Street | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 94<br>Flags<br>Suburban<br>F<br>3.1<br>Grass<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted and metalled path 3.1m wide named WINGFIELD PATH, extending from the south-east side of Wingfield Street (GR 464647 101047) in a south-westerly direction for 94m to Church Street (GR 464600 100967)                |
| 98 |  | Name:<br>Brighstone Path<br>Start:<br><br>Sandown Path<br><br>End:<br><br>Cow Lane         | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width (metres)</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b><br><br><b>Description</b> | 417<br>Tarmac<br>Suburban<br>F<br>2.8 > 1.5<br>Fences<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good<br><br>The adopted, metalled and part lighted path 2.8m to 1.5m wide named BRIGHSTONE PATH, extending from Cow Lane (GR 465240 105361) in a south-easterly and northerly direction for 417m to Sandown Road (GR 464981 105371) |
| 99 |  | Name:<br>Canal Footpath (North side)<br>Start:<br><br>Milton Road<br><br>End:              | <b>Length (metres)</b><br><b>Surface</b><br><b>Type of route</b><br><b>Lighting</b><br><b>Width</b><br><b>Boundary Type</b><br><b>Ownership</b><br><b>Accessibility</b><br><b>Relief</b><br><b>Status</b><br><b>Condition</b>                                    | 752<br>Tarmac<br>Suburban<br>T<br>4.0 > 2.4<br>Walls, fences & tarmac<br>Adopted<br>Good<br>Flat<br>Footpath<br>Good  |

|     |   |  |  |   |
|-----|---|--|--|---|
|     |   | Locksway Road  | <b>Description</b>   | The adopted, metalled and lighted path 4.0m to 2.4m wide named CANAL FOOTPATH, NORTH SIDE, extending from Milton Road (GR 466579 99610) in an easterly direction for 752m to Locksway Road (GR 467294 99793)        |
| 100 |  | Name: Curtis Mead Footpath<br>Start: Curtis Mead<br>End: St. Barbara Way | <b>Length (metres)</b> 66<br><b>Surface</b> Tarmac<br><b>Type of route</b> Suburban<br><b>Lighting</b> T<br><b>Width (metres)</b> 2<br><b>Boundary Type</b> Railings & grass<br><b>Ownership</b> Adopted<br><b>Accessibility</b> Good<br><b>Relief</b> Flat<br><b>Status</b> Footpath<br><b>Condition</b> Good | The adopted, metalled and lighted path 2.0m wide named CURTIS MEAD FOOTPATH, extending from the eastern end of Curtis Mead (GR 465710 103666) in an easterly direction for 66m to St.Barbara Way (GR 465774 103651) |

|     |   |  |  |  |
|-----|---|--|--|--|
| 101 |  | <p>Name:<br/>Halliday Crescent North footpath</p> <p>Start:<br/><br/>Halliday Crescent</p> <p>End:<br/><br/>Henderson Road</p>                                   | <p><b>Length (metres)</b> 46</p> <p><b>Surface</b> Concrete/Tarmac</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> F</p> <p><b>Width (metres)</b> 1.0 metres for the northernmost 22 metres otherwise, 1.8 metres wide.</p> <p><b>Boundary Type</b> Brick/grass</p> <p><b>Ownership</b> Private</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> <p><b>Description</b> Privately owned, concrete path 1.0 &lt; 1.8m wide named Halliday Path, extending from Halliday Crescent (GR SZ 6739 9912) in a N direction for 46m to Henderson Road (GR SZ 6742 9916)</p> |  |
| 102 |  | <p>Name:<br/>Halliday Crescent South footpath</p> <p>Start:<br/><br/>Junction of Driftwood Gardens and Halliday Crescent</p> <p>End:<br/><br/>Henderson Road</p> | <p><b>Length (metres)</b> 46</p> <p><b>Surface</b> Grass</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> F</p> <p><b>Width (metres)</b> 1.8</p> <p><b>Boundary Type</b> Unbounded</p> <p><b>Ownership</b> Private</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> <p><b>Description</b> Privately owned, 1.8m wide path named Driftwood Path, extending from Driftwood gardens (GR SZ 6741 9897) in a NE direction for 46m to Henderson Road (GR SZ 6745 9899)</p>   |  |
| 103 | No Picture  | <p>Name:<br/>Stanley Avenue</p> <p>Start:<br/><br/>Stanley Avenue close to the junction with Tangiers Road</p> <p>End:<br/><br/>Access Lane off Tangier Road</p> | <p><b>Length (metres)</b> 26</p> <p><b>Surface</b> Earth &amp; grass</p> <p><b>Type of route</b> Suburban</p> <p><b>Lighting</b> F</p> <p><b>Width (metres)</b> 1.5</p> <p><b>Boundary Type</b> Grass &amp; Scrub</p> <p><b>Ownership</b> Private</p> <p><b>Accessibility</b> Good</p> <p><b>Relief</b> Flat</p> <p><b>Status</b> Footpath</p> <p><b>Condition</b> Good</p> <p><b>Description</b> Privately owned, earth and grass path 1.5m wide extending from Stanley Avenue (GR 467013 101502) to the service road to the rear of properties on the northern side of Tangiers Road and Stanley Avenue for 26m (GR 467032 101519)</p>               |  |

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# Integrated Impact Assessment (IIA)

Integrated impact assessment (IIA) form December 2019

[www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

The integrated impact assessment is a quick and easy screening process. It should:

- identify those policies, projects, services, functions or strategies that could impact positively or negatively on the following areas:
  - Communities and safety
  - Regeneration and culture
  - Environment and public space
  - Equality & - Diversity This can be found in Section A5

**Directorate:**

Regeneration

**Service, function:**

Traffic & Transport

**Title of policy, service, function, project or strategy (new or old) :**

Reconstitution of Definitive Map and Statement of Rights of Way

**Type of policy, service, function, project or strategy:**

- Existing
- New / proposed
- Changed

**What is the aim of your policy, service, function, project or strategy?**

To seek approval for the sealing of a Legal Event Modification Order ('LEMO') (a form of Definitive Map Modification Order) and, subsequent to this, the drafting and sealing of a new definitive map and statement for the City of Portsmouth.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Yes. The outcomes of consultation are documented in the Background Document 'Atkins Report on Provisional Map Consultation'.

**A - Communities and safety**

Yes

No

Is your policy/proposal relevant to the following questions?

**A1-Crime** - Will it make our city safer?

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information contact [Lisa.Wills@portsmouthcc.gov.uk](mailto:Lisa.Wills@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How will you measure/check the impact of your proposal?

**A - Communities and safety**

Yes

No

Is your policy/proposal relevant to the following questions?

**A2-Housing** - Will it provide good quality homes?

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?



How are you going to measure/check the impact of your proposal?

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**A3-Health** - Will this help promote healthy, safe and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information contact [Dominique.Letouze@portsmouthcc.gov.uk](mailto:Dominique.Letouze@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

An up-to-date and functional Definitive Map and Statement will give a clear record of rights of way in the city, encouraging active travel.

How are you going to measure/check the impact of your proposal?

The Definitive Map must be kept under "continuous review" under statute.

**A - Communities and safety**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**A4-Income deprivation and poverty**-Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty; e.g., single working age adults and lone parent households?
- How will it consider low-income communities, households and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information contact [Mark.Sage@portsmouthcc.gov.uk](mailto:Mark.Sage@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>  
<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

**A - Communities and safety**

Yes

No

Is your policy/proposal relevant to the following questions?

**A5-Equality & diversity** - Will it have any positive/negative impacts on the protected characteristics?

In thinking about this question:

- How will it impact on the protected characteristics-Positive or negative impact (Protected characteristics under the Equality Act 2010, Age, disability, race/ethnicity, Sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil partnership,socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help promote equality for a specific protected characteristic?

If you want more information contact [gina.perryman@portsmouthcc.gov.uk](mailto:gina.perryman@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

It was noted from the consultation that some routes require attention as their condition may present an impediment to use by disabled persons. That said, the proposed approval to reconstitute the definitive map and statement is not considered to have an equality impact as it acknowledges existing routes rather than creating new routes or physically altering existing ones. Reconstitution of the Definitive Map and Statement should improve management of rights of way.

How are you going to measure/check the impact of your proposal?

As above, reconstitution of the Definitive Map and Statement should improve management of rights of way.

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B1-Carbon emissions** - Will it reduce carbon emissions?

In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The rights of way under consideration are already in use so the proper recognition of them within the Definitive Map and Statement does not have a tangible impact upon carbon emissions.

How are you going to measure/check the impact of your proposal?

N/A

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B2-Energy use** - Will it reduce energy use?

In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information contact [Triston.thorn@portsmouthcc.gov.uk](mailto:Triston.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The rights of way under consideration are already in use so the proper recognition of them within the Definitive Map and Statement does not have a tangible impact upon resource consumption or production.

How are you going to measure/check the impact of your proposal?

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B3 - Climate change mitigation and flooding**-Will it proactively mitigate against a changing climate and flooding?



In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information contact [Tristan.thorn@portsmouthcc.gov.uk](mailto:Tristan.thorn@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Aside from the possibility that active travel may be negligibly increased through awareness of footpaths by reconstitution of the Definitive Map and Statement, this is an administrative recognition of existing facts so no changes are anticipated 'on-the-ground'.

How are you going to measure/check the impact of your proposal?

**B - Environment and climate change**

**Yes**

**No**

Is your policy/proposal relevant to the following questions?

**B4-Natural environment**-Will it ensure public spaces are greener, more sustainable and well-maintained?



In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information contact [Daniel.Young@portsmouthcc.gov.uk](mailto:Daniel.Young@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Rights of way should be better maintained in the city through heightened understanding of where these rights of way exist, allowing any problems arising with them to be addressed quickly.

How are you going to measure/check the impact of your proposal?

There is a statutory duty to keep the definitive map and statement under "continuous review".

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

**B5-Air quality** - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information contact [Hayley.Trower@portsmouthcc.gov.uk](mailto:Hayley.Trower@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

Because the reconstitution reflects existing rights of way that are already used by the public, it is unlikely to lead to any improvement in air quality.

How are you going to measure/check the impact of your proposal?

**B - Environment and climate change**

Yes

No

Is your policy/proposal relevant to the following questions?

**B6-Transport** - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions, and near misses, with pedestrians and cyclists?

If you want more information contact [Pam.Turton@portsmouthcc.gov.uk](mailto:Pam.Turton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

The Definitive Map and Statement, if approved, will confirm 103 footpaths throughout the city. By definition only pedestrians may use these routes.

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

**B7-Waste management** - Will it increase recycling and reduce the production of waste?

In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information contact [Steven.Russell@portsmouthcc.gov.uk](mailto:Steven.Russell@portsmouthcc.gov.uk) or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

|   |
|---|
|   |
| How are you going to measure/check the impact of your proposal? |
|   |

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

**C1-Culture and heritage** - Will it promote, protect and enhance our culture and heritage?

In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information contact [Claire.Looney@portsmouthcc.gov.uk](mailto:Claire.Looney@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

**C - Regeneration of our city**

Yes

No

Is your policy/proposal relevant to the following questions?

**C2-Employment and opportunities** - Will it promote the development of a skilled workforce?

In thinking about this question:

- How will it improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

Is your policy/proposal relevant to the following questions?

**C3 - Economy** - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?

In thinking about this question:

- How will it encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

If you want more information contact [Mark.Pembleton@portsmouthcc.gov.uk](mailto:Mark.Pembleton@portsmouthcc.gov.uk) or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy/proposal will have, and how you propose to mitigate any negative impacts?

How are you going to measure/check the impact of your proposal?

**Q8 - Who was involved in the Integrated impact assessment?**

Gina Perryman

**This IIA has been approved by:**

**Contact number:**

**Date:**



# PCC Definitive Public right of Way Map and Statement

Public Right of Way Report 2019

Portsmouth City Council

18 March 2018

# Notice

This document and its contents have been prepared and are intended solely as information for Portsmouth City Council and use in relation to the Portsmouth PROW Definitive Map and Statement. Atkins Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 65 pages including the cover.

## Document history

| Revision | Purpose description | Originated | Checked | Reviewed | Authorised | Date       |
|----------|---------------------|------------|---------|----------|------------|------------|
| Rev 1.0  | DRAFT Report        | MS         | CMO     | MW       | MW         | 06/03/2019 |
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|          |                     |            |         |          |            |            |
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|          |                     |            |         |          |            |            |

## Client signoff

|                         |  |
|-------------------------|--|
| Client                  | Portsmouth City Council                              |
| Project                 | PCC Definitive Public right of Way Map and Statement |
| Job number              | 5182064  |
| Client signature / date |  |

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# 1. Introduction

Atkins have been commissioned by Portsmouth City Council (PCC) to undertake an audit of the Public Right of Way (PROW) Network across the local authority area and to support PCC in producing an updated Definitive Map and Statement.

## 1.1. Background

The Countryside and Rights of Way Act 2000 provided designated PROWs across the UK with the same protection in law as all other highways. As a result, once a PROW is designated it remains in existence unless and until it is lawfully closed or diverted. Such a closure or diversion can arise only out of legal action by either a local authority, a magistrates' court or a government department, or through an Act of Parliament.

A Definitive Map and Statement is produced by local authorities to ensure clear representation and protection of designated PROWs and is a legal record of its existence at the date of the Definitive Map / Statement. The Definitive Map and Statement is defined as follows by the Government:

### **Definitive Map**

*A definitive map is a map prepared by a surveying authority which is a legal record of the public's rights of way in one of four categories (footpath, bridleway, restricted byway or byway open to all traffic). If a way is shown on the map, then that is legal, or conclusive, evidence that the public had those rights along the way at the relevant date of the map (and has them still, unless there has been a legally authorised change). The definitive map is therefore useful in providing evidence of the public's rights, but may not tell the whole story.*

*Surveying authorities are under a duty to keep the definitive map and statement under continuous review...when this is done, the map is given a new relevant date.*

### **Definitive Statement**

*The definitive map is accompanied by a statement which describes each right of way in greater or lesser detail. If the statement defines the position or width of a right of way shown on the map, then that information is conclusive evidence of the position or width of the public's right of way at the relevant date. Similarly, if the statement contains a record of any limitation or condition attached to the public's rights, then that too is conclusive evidence of the existence of such a limitation or condition at the relevant date.*

(A guide to definitive maps and changes to public rights of way - 2008 Revision, available at [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/414670/definitive-map-guide.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/414670/definitive-map-guide.pdf))

## 1.2. Scope of this Document

The PCC PROW Definitive Map and Statement is due to be updated and refreshed. Therefore, the scope of this project is to assist PCC in updating the Map and Statement.

In this document, the results of the desktop study, PROW audits and the consultation exercise are provided. This information will be used to inform the updated Map and Statement.

## 1.3. Structure of this Document

This document is set out as follows:

- Policy, Guidance & Best Practice
- Desktop Study;
- PROW Site Audit;
- Public Consultation;
- Updating the Definitive Map & Statement; and
- Conclusion & Next Steps.

## 2. Policy, Guidance & Best Practice

### 2.1. National Legislation

Recent legislation has confirmed that there will now be a cut-off-date for PROWs by 1st January 2026. This entails that if a PROW is not recorded on a definitive map and statement by this date, it will be extinguished. Therefore, it is essential that an updated definitive map and statement is produced consolidating the existence of all PROWs. This cut-off-date will override previous legislation of common law of “once a highway always a highway” when determining PROWs.

All surveying authorities must have a copy of their definitive map and statement ready for public inspection. This definitive map and statement act as evidence during any PROWs orders, in which the existence of PROWs is in dispute.

### 2.2. Wildlife and Countryside Act

Portsmouth City Council has a statutory duty as a surveying authority to produce and continuously review a definitive map and statement, as outlined in the Wildlife and Countryside Act 1981. Regulations are defined by the Wildlife and Countryside Regulations 1993, stating that a definitive map must be a scale of no less than 1/25,000 with a complementary inset map allowed on a larger scale.

### 2.3. Countryside and Rights of Way Act 2000

Alongside a definitive map and statement, a surveying authority must produce a Rights of Way Improvement Plan every 10 years. This requirement originates from the Countryside and Rights of Way Act 2000. This Plan assesses the needs of public in relation to PROWs, acting to improve upon their use in terms of accessibility, recreation and exercise.

### 2.4. Best Practice

A review has been completed of the definitive maps, statements and PROW improvement plans for the neighbouring surveying authorities of Southampton City Council, Hampshire County Council and Brighton and Hove City Council. Hampshire County Council and Southampton City Council has provided an online portal for both the definitive map and statement and has made it publicly available in local libraries. Brighton and Hove City Council also has an online portal of their definitive map; however, the official definitive map and statement must be requested.

Southampton City Council and Brighton and Hove City Council have commenced the creation of an updated Rights of Way Improvement Plan 2017-2027, including public consultations. Hampshire County Council has an updated Plan 2015-2025.

## 2.5. Summary

In summary, Portsmouth City Council are required to ensure they have an updated definitive map and statement, with a supplementary PROW improvement plan. This will ensure that sufficient evidence is available both for the public and PROW orders in the future.



## 3. Desktop Study

The Desktop Study summarises the information available online for PCC's PROW network. The study has been used to determine what information is currently available to members of the public and how easy it is to access this information. The information will be also used for the planning of the PROW site audit.

To create an initial depiction of Portsmouth's PROW network, information was sourced from Portsmouth.gov.uk and Data.gov.uk. Largely, the information on each site matched, however, there were some routes on the Portsmouth.gov.uk site which did not appear on the Data.gov.uk site.

In total, 103 routes were identified. All 103 of these identified routes were featured on Portsmouth.gov.uk (as shown in **Appendix A**) and 87 of these also featured on Data.gov.uk. No additional routes were identified on Data.gov.uk.

Due to Portsmouth City Council's local authority area being predominantly urban, it was anticipated that the majority of the PROW would be urban and suburban routes and passageways. This was confirmed during the desktop study.

Many of the routes are passageways or 'cuttings' between roads in suburban areas and short in length. The average length is 85m with 77 routes (75%) being under 100m (the longest being 786m and the shortest being 10m).

The review established that there were 6 main types of route; suburban, urban, green spaces, crossings, industrial and rural. Suburban routes were the most common comprising 69 (67%) of the routes, followed by urban comprising 12 (12%) of the routes. The remaining routes were 8 rail and road crossing routes (8%), 7 industrial routes (7%), 5 routes in open green spaces (5%) and 2 rural routes (2%).

The full results of the desktop study have been combined with the on-site audit results and are shown in **Appendix B**.

### Land Registry Data

To support the consultation process, Land Registry data was sourced for each of the routes. Routes which were identified as being wholly owned by PCC were excluded. Excluding PCC owned routes, 21 land owners were identified covering 18 routes.

## 4. PROW Site Audit

### 4.1. Purpose of Audit

A PROW site audit of all 103 identified routes was carried out by Atkins on Monday 22<sup>nd</sup>, Tuesday 23<sup>rd</sup> and Wednesday 24<sup>th</sup> October 2018. The purpose of the site audit was to confirm that the PROW was still in existence and to collect and confirmation information about the route.

### 4.2. Methodology

The PROW site audit was undertaken over three days with the 103 routes divided into three sections; with one section to be visited per day. An overview of the breakdown is shown in **Table 4-1** and

Figure 4-1.

Figure 4-1 For the full PROW Audit schedule, see **Appendix C**.

**Table 4-1 – Breakdown of PROW Site Audit**

| Section | Approx. Location   | PROW Audit Day           | No. of PROWs |
|---------|--|--------------------------|--------------|
| North   | North of A27   | Mon 22 <sup>nd</sup> Oct | 44           |
| Central | South of A27, North of Portsmouth & Southsea Railway Station | Tue 23 <sup>rd</sup> Oct | 29           |
| South   | South of Portsmouth & Southsea Railway Station               | Wed 24 <sup>th</sup> Oct | 30           |

**Figure 4-1 - Map of On-site Audit Locations**



(Mapping: Google Maps)

Prior to the PROW Audit, Atkins produced a standardised data collection form to ensure that information was collected consistently for each PROW and to ensure that required information is not excluded. A copy of the form template is shown in **Appendix D**. The following information was collected for each site:

- Length of each individual route (to confirm desktop study);
- Access permissions (to confirm desktop study);
- Average width of route (measured at each end and middle of route);
- Width at the narrowest point;
- Accessibility;
- Condition of route;
- Surface type;
- Brief commentary of level of use; and
- Other notable features.

A risk assessment was produced by Atkins to identify the risks associated with the PROW site audit. This allowed the risks to be successfully mitigated prior to visiting the PROW sites; ensuring an efficient and safe site visit was conducted. The risk assessment is outlined in **Appendix E**.

### 4.3. PROW Audit Findings

#### Type of Route

To get a better understanding of the nature of each route and what each route was most likely to be used for, the type of route was established using the classification method set out in **Table 4-2**.

**Table 4-2 - Characteristics of each type of route.**

| Type of Route         | Characteristics   |
|-----------------------|---|
| Urban                 | Located in urban centres<br>High usage<br>Used for accessing urban amenities and tourist attractions.   |
| Suburban              | Located in housing areas outside urban centres<br>Often providing access between residential streets<br>Used for accessing local amenities and local transport services |
| Industrial            | Located in industrial or business parks.  |
| Rural                 | Located in less built up areas.<br>Used for leisure walks and dog walking<br>Less likely to be hard surfacing with lighting   |
| Road or Rail Crossing | An overbridge or underpass enabling access across a railway line or road.   |

The Desktop Study confirmed the predominately urban and suburban nature of Portsmouth's PROW network. Using Atkin's categorisation, only 2 (2%) have been classified as rural, with 88 (85%) classified as urban or suburban and 4 (4%) as industrial. Road and railway crossings were classified separately and comprised 9 (9%) of the routes.

#### Surfacing

Due to the urban nature of the PROW network, 100 routes (97%) were recorded as having hard surfacing (tarmac, paving, brick or concrete) and only 3 routes (3%) as being grass. This had a positive impact on the accessibility of the routes, with 75 (73%) being classified as having good accessibility.

#### Condition

The condition of the routes was also audited to help demonstrate the overall quality of the routes and to inform the PROW Improvement Plan. When assessing the routes, levels of the following were identified as key factors which determine the quality and condition of the route:

- Overgrown vegetation;
- Graffiti;
- Broken lighting;
- litter;
- dog fouling; and
- other vandalism.

Only 2 (2%) of the routes were classified as poor and 85 (83%) as good. The routes classified as poor were Ashley Walk (93) and route Stanley Avenue (103), due to having an uneven surface and being overgrown respectively.

### Signage

Footpath signage was found to be clear and in the correct orientation for 80 (77%) of the routes. The remaining 23 routes were inadequate; principally due to faded signage on 13 (13%) of the routes, as shown in **Figure 4-2**.

Signage was in the wrong orientation on inspection for 6 (6%) of the routes and signage was entirely missing or partially missing (i.e. from one end of the route) on 4 (4%) of the routes.

**Figure 4-2 - Examples of faded signage at White Hart Alley and Cleveland Path**



### Gates, Bollards and Barriers

The narrowest point for each route was established during the audit to confirm accessibility for all route users. This was often found at access controls such as gates, bollards and barriers. Barriers were found to be the most common narrowest point for 34 (33%) of the routes. **Figure 4-3** shows an example of a barrier commonly used on the PROWs. Bollards were present on 14 (14%) of the routes and a gate only on 1 (1%) of the routes. Although these access controls promote safe use of routes they may exclude or hinder some users due to their width limitations.



Figure 4-3 - A barrier at Canal Footpath (South Side)



### Lighting

Lighting was found primarily in urban, suburban, crossings and industrial routes. Sufficient lighting was viewed in 77 (75%) of the routes and no lighting in 26 (25%) of the routes (**Figure 4-4**). Lighting is important as it promotes safety for all route users. Routes with no lighting may be impractical for use at night reducing accessibility.

Figure 4-4 – Browning Path with clear lighting and an unlit Connaught Lane Path



### 4.4. Summary

The PROW site audit was carried out over three days, covering all 103 identified PROW routes in Portsmouth. **Table 4-3** provides a brief summary of the Audit findings, further details are provided in **Appendix B**.

**Table 4-3 – Summary of Audit Results.**

| Aspect of Route              | Findings  |
|------------------------------|---|
| Type of Route                | The vast majority of the routes are urban or suburban, with a low number classified as industrial, rail / road crossings or rural.  |
| Surfacing                    | Almost all of the routes consisted of hard surfacing, having a positive impact on the accessibility of the routes.  |
| Condition                    | Only two of the routes were classified as poor, with the remainder being classified as fair or good.  |
| Signage                      | Signage on 23% of the routes was found to be inadequate or poor; this was due to either the signage having the wrong orientation, being missing or partially missing or faded.  |
| Gates, Bollards and Barriers | In many cases, it was found that access controls such as gates, bollards and barriers were the narrowest point of the PROW. It is expected for a low number of routes; the safety features would prevent or hinder users with reduced mobility. |
| Lighting                     | Lighting was found primarily in urban, suburban, crossings and industrial routes. Sufficient lighting was provided in the majority of the routes but no lighting in a quarter of the routes.  |

Almost all of the routes in Portsmouth’s identified PROW Network are urban or suburban routes. There are also a low number of as industrial, road / railway crossing and rural routes. All but the two rural routes consisted of hard surfacing, many of which being passageways between residential or commercial properties. As a result, many of the the routes were accessible, however, some routes had limited accessibility due to pedestrian barriers and bollards creating a narrow point which may limit some users.

Overall, the condition of the sites was good. The key issues identified on a small number of routes across the network was uneven surfacing, faded / missing signage and lighting which did not work.



## 5. Public Consultation

The public consultation consisted of an online questionnaire with supporting documents of the Draft Definitive Map and Draft Supportive Statement. The consultation period ran between 3<sup>rd</sup> December 2018 and 27<sup>th</sup> January 2019.

### 5.1. Methodology

#### 5.1.1. Promotion

The promotion of the consultation was managed by PCC and consisted of two main elements. The consultation was advertised on the homepage of PCC's website, [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk), which included a link to the PROW consultation section of the same website.

Letters were also sent to the land owners which were identified using the Land Registry data, as explained in **Section 3**. The provided information on the definition of a PROW and the objective of the PROW consultation as well as instructions for accessing the online survey.

#### 5.1.2. Online Questionnaire

The consultation questionnaire was created and managed by PCC for the duration of the consultation period. The questionnaire consisting of 15 questions with a mixture of short-specific answers and longer open-ended answers.

These questions have been divided into two main sections for analysis purposes, as follows:

#### **Section 1: Interface with Portsmouth's PROW Network**

1. How often do you use Public Rights of Way in Portsmouth?
2. Using the draft definitive map, please specify which route number(s) you use.
3. Do you live adjacent to or in close proximity to a Public Right of Way?
4. Using the draft definitive map, please specify which route number(s).
5. Are you a landowner with a Public Right of Way on your property?
6. Using the draft definitive map, please specify which route number(s) are on land you own.

#### **Section 2: Accuracy of the Definitive Map and Statement**

7. Are you aware of any Public Rights of Way in Portsmouth which have not been identified correctly, are missing from or should not be on the draft definitive map? If you have identified a route that you believe to be incorrect or missing, evidence must be provided. This can come in the form of a written order or deed relating to the route. Please provide contact details in order for us to obtain this information.
8. If you believe there is an error with a recorded route, using the draft definitive map for reference, please specify which route number(s) you consider to be incorrect and explain your reasons why for each?
9. Please describe any missing route(s) as best as you can, referring to road names at either end.

10. From the draft definitive map are you aware of any Public Rights of Way in Portsmouth which you believe should not be included?
11. Using the draft definitive map for reference, please specify which route number(s) you believe should not be included and explain your reasons why for each.
12. Do you believe that any information provided in the statement is incorrect?
13. Using the draft definitive map for reference, please specify which route number(s) you believe the incorrect information relates to and provide further information why you believe it to be incorrect.
14. If you have any further comments which explain your responses to any of the questions, please leave them in the box below.
15. Please provide your contact details for further correspondence.

For reasons of data security and GDPR, information received as part of Q14 will not be included in report and no further analysis undertaken. Likewise, personal information will not be included in the full results which are provided in the appendices.

## 5.2. Overall Response

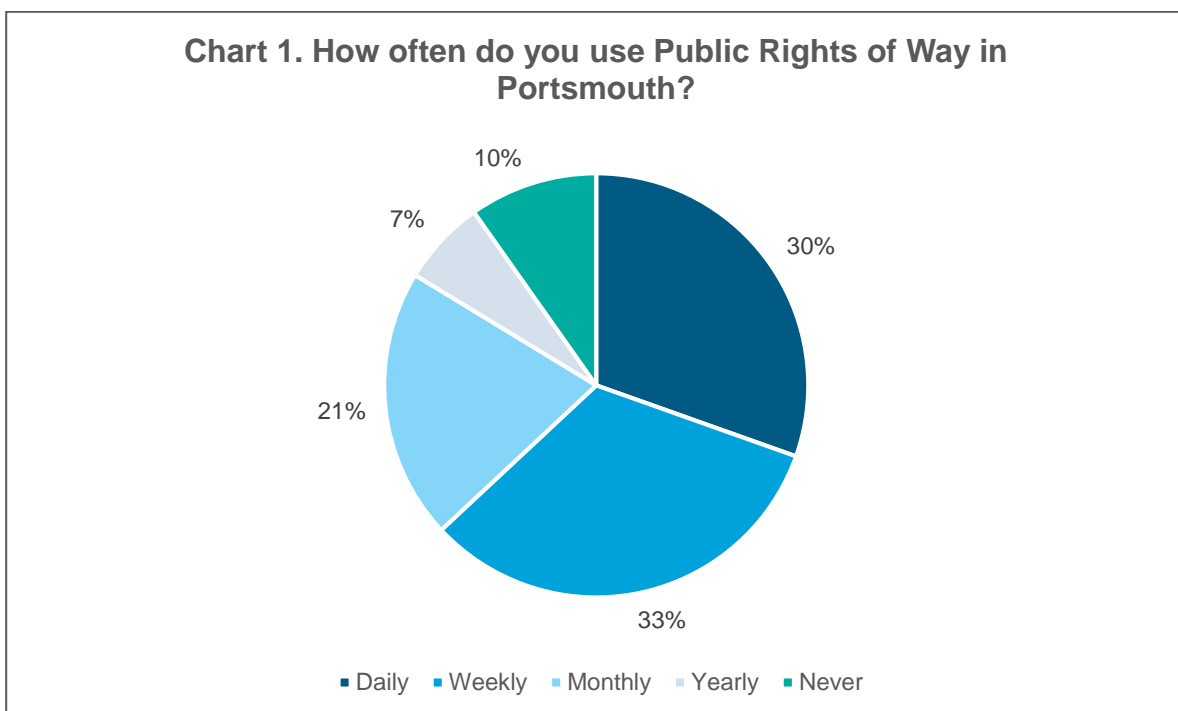
In total, 92 people responded to the PROW consultation questionnaire. The majority of which, responded in early December 2018.

## 5.3. Interface with Portsmouth’s PROW Network

As set out above, there are three main questions which provide information on the general usage of and interface with the PROW network in Portsmouth. These are set out in this section.

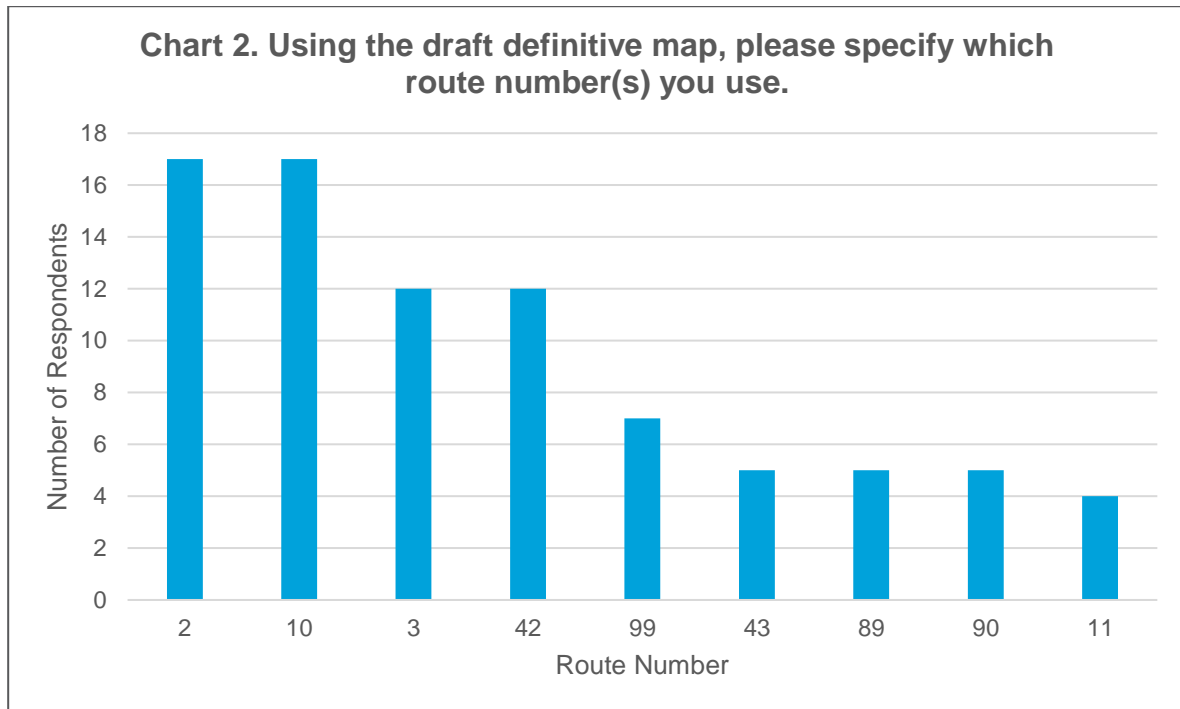
### Use of the PROW Network

Firstly, respondents were asked about how frequently they use PROW routes in Portsmouth. All 92 respondents answered this question.



The graph, in **Chart 1**, shows that the greatest number of respondents use a PROW on a weekly basis (33%) followed by daily (30%) and then by monthly (21%). Of the total respondents, 10% stated that they never use a PROW in Portsmouth.

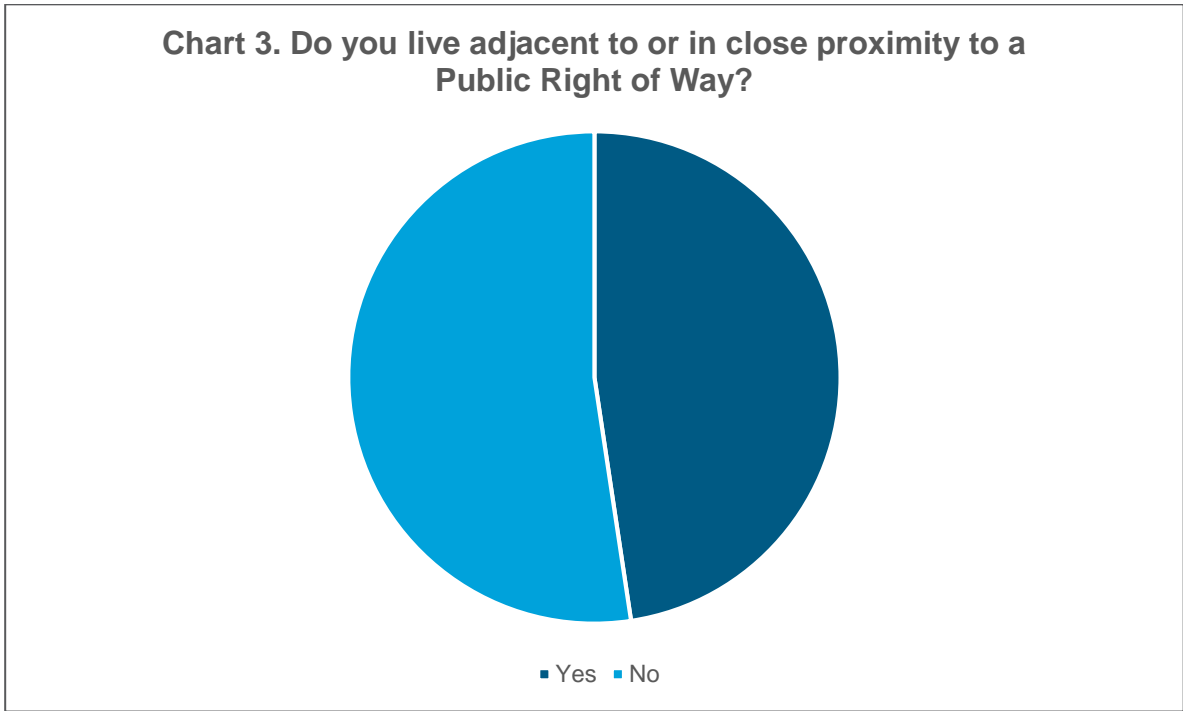
In regard to the frequency stated in Question 1, respondents were asked to specify which route or routes that they used. Out of the 92 respondents, 52 answered this Question 2.



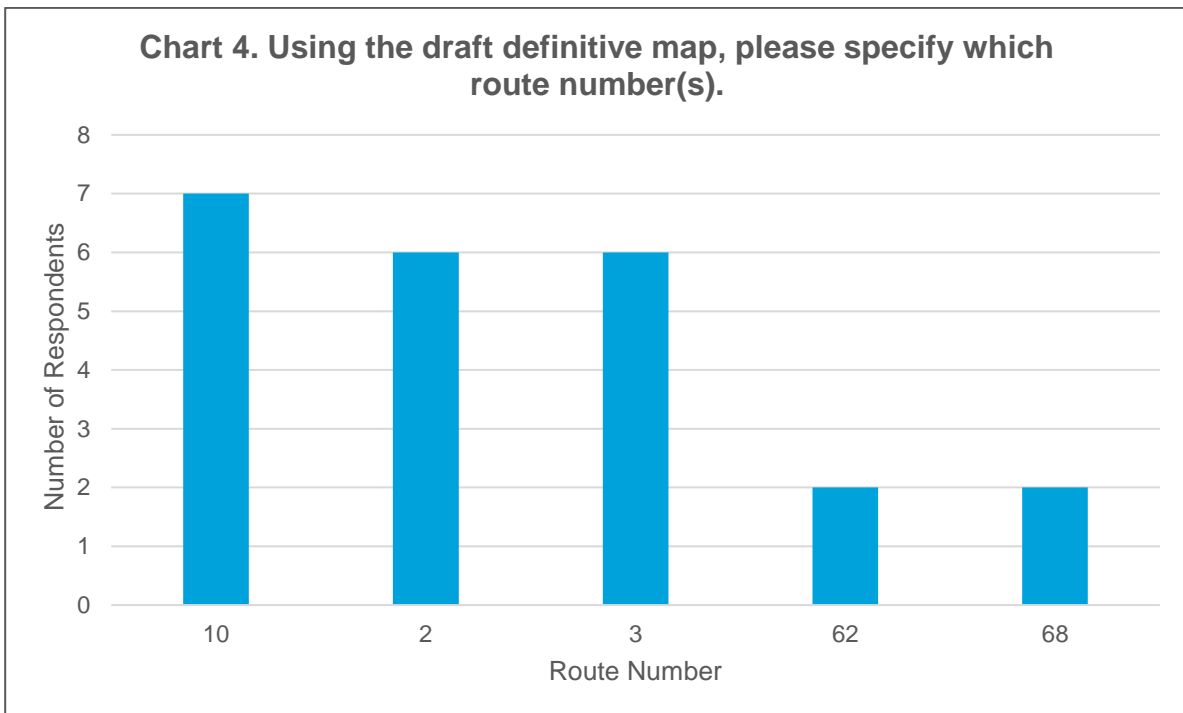
Due to the wide range PROW routes included in the responses (73 routes out of the 103 routes where stated at least once), the routes that were stated by 5 or more respondents have been shown in **Chart 2**. Route numbers 2 (Rowes Alley) and 10 (Feltham Row) were stated the most often, with 17 responses each, followed by route numbers 3 (White Hart Alley) and 42 (Melbourne Place Footpath), with 12 responses each.

**Proximity to the PROW Network**

Question 3 asked respondents to state whether they lived adjacent to or in close proximity to a PROW route. The results are shown in **Chart 3**. Out of the 92 respondents, 63 answered Question 3.



The chart shows that just over 50% of respondents stated that they live adjacent to or in close proximity to a PROW. These respondents were then asked to state which route that they lived adjacent to or in close proximity to, of which 25 responded. The results are shown in **Chart 4**.



Again, due to the wide range PROW routes included in the responses, the routes that were stated by 2 or more respondents have been shown in **Chart 4**. Out of the 25 respondents, 7 stated that they lived adjacent to or in close proximity to route 10 (Feltham Row) followed by route 2 (Rowes Alley) and route number 3, with 6 responses each.

## Landownership and the PROW Network

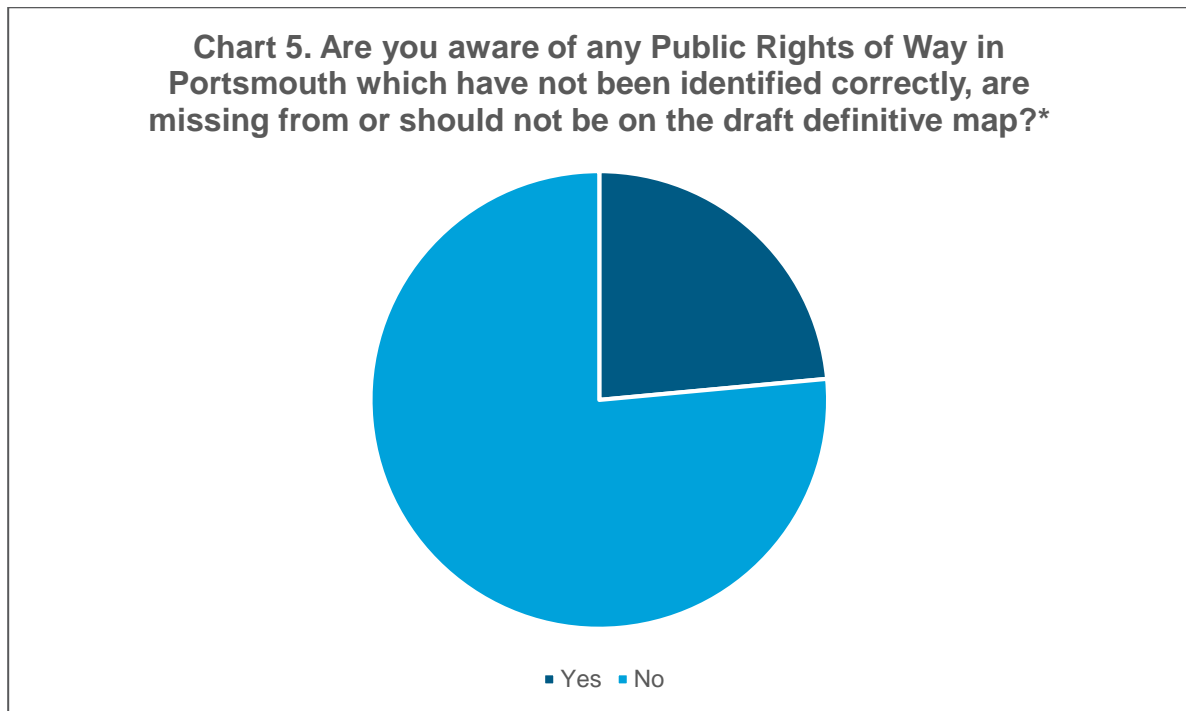
None of the respondents identified themselves as landowners with a PROW located on their property. Therefore, no further analysis of Questions 5 and 6 has been undertaken for this study.

### 5.4. Accuracy of the Definitive Map and Statement

Having established the respondents' usage and interface with the PROW Network, respondents were then asked whether they were aware of any errors, omitted or incorrectly added PROW routes in the Draft Definitive Map and Statement. The results are shown in this section.

#### Completeness of the PROW Network

Respondents were asked whether they were aware of any PROW route which has been incorrectly included or excluded on the Draft Definitive Map or Statement or which included information which is not accurate. Of the 92 total respondents, 51 answered this Question 7. The results are shown in **Chart 5**.



*\*Shortened version.*

Out of the 51 who answered Question 7, 12 people responded that they were aware of an incorrectly included or excluded route, or an instance where information was inaccurate. Respondents were then asked to specify which route their response to Question 7 was in reference to.

In response to Question 8, only 1 route was identified as having incorrect information provided, which was route 7 (Copsey Close Path). However, no explanation was provided to this response.

All other answers received to this question (3) were in relation to missing routes. Therefore, these have been included in the Question 9 analysis.

Question 9 asked respondents to describe any missing route or routes as best as they were able to, referring to road names at either end. Post-consultation desktop research has been undertaken by Atkins to identify the routes stated as missing and provided a brief commentary.

A summary of this research is provided in **Note:** *The following analysis has been undertaken as a desktop analysis, using Google Maps and Google Streetview. Also, the routes have been determined using the information provided by the respondents. Where the information not completely descriptive, assumptions have been made.*

**Table 5-1** with the full answers and analysis process shown in **Appendix F**.

*Note: The following analysis has been undertaken as a desktop analysis, using Google Maps and Google Streetview. Also, the routes have been determined using the information provided by the respondents. Where the information not completely descriptive, assumptions have been made.*

**Table 5-1 – Missing Routes Identified by Respondents**

| Route                                | No. of Respondents | Comments   |
|--------------------------------------|--------------------|--|
| The Camber Quay                      | 7                  | See <b>Section 5.5</b> .   |
| Pervin Road to Dean Road             | 2                  | A route clearly exists, as described by the respondent.<br>The route is a wide and accessible route and appears to be in good condition.   |
| Dean Road to Park Lane               | 2                  | Based on the information provided by the respondent, it is difficult to determine the exact route identified as missing. However, it has been assumed to be the route as shown in the <b>Appendix F</b> .<br>The route is a narrow track and chicanes between the two rows of housing. |
| Tudor Crescent and Dovercourt Road   | 2                  | A route clearly exists, as described by the respondent.<br>The route provides access between a recent housing development and Highbury college, and appears to also be recent and in very good condition with lighting.  |
| Pembroke Road to Long Curtain Tunnel | 1                  | A route clearly exists, as described by the respondent. The northern access narrower than the main section of the route. Overall, the route appears to be in good condition.   |
| Broad Street to the Camber           | 1                  | Based on the information provided by the respondent, it is not possible to determine the exact location. There is existing access between Broad Street and The Camber via East Street and Seager's Court.  |

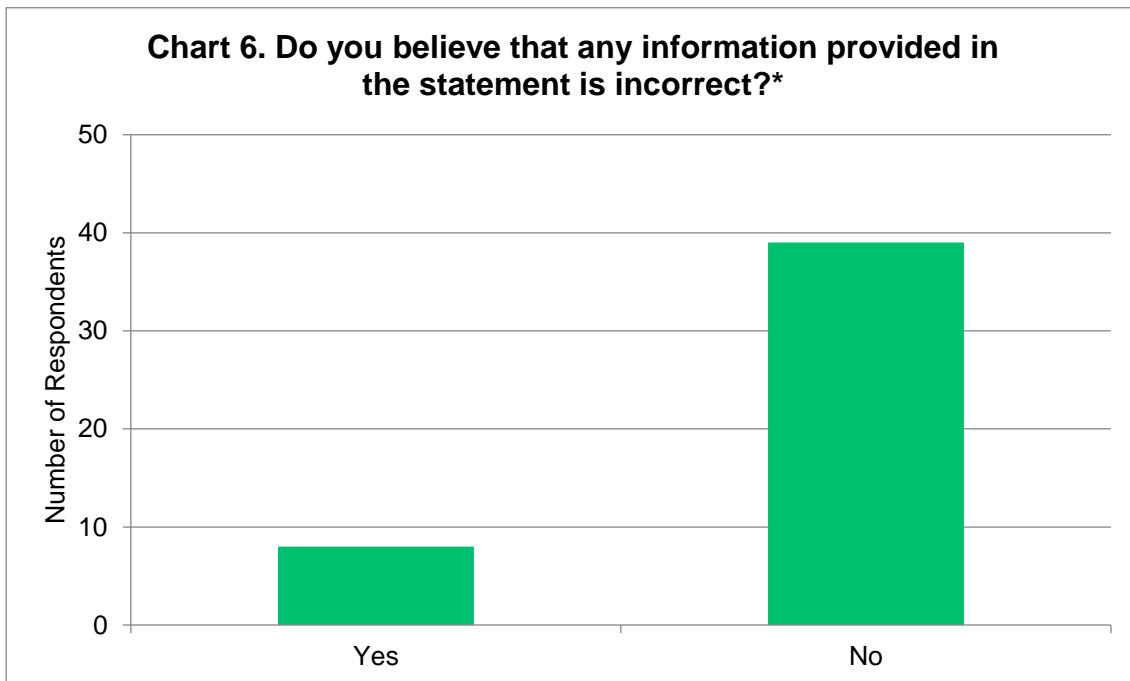
|                                   |   |   |
|-----------------------------------|---|---|
| The Old Road and Jasmond Road     | 1 | A route or former route is shown to exist, as described by the respondent. As also stated by the respondent, the eastern end of the route does appear to be overgrown and fenced / gated. The western end appears to be shared with vehicles for access to residential garages. |
| Highland Road and Carpenter Close | 1 | A route appears to exist alongside the former Highland Road police station, as described by the respondent.   |
| Highbury Grove to Creek           | 1 | An underpass clearly exists, as described by the respondent. The route appears to be average condition with lighting.   |

**PROW Routes Incorrectly Included**

None of the respondents identified any PROW route within Portsmouth that was incorrectly included in the Definitive Map or Definitive Statement. Therefore, no further analysis of Questions 10 and 11 has been undertaken for this site and all routes included in the Map / Statement are to be retained in the updated versions.

**Accuracy of PROW Information**

Respondents were asked whether they were aware of any PROW route has been included on the Draft Definitive Map or Statement but where the route information was not accurate. The results of Question 12 are shown in **Chart 6**.



*\*Shortened version.*

Out of the 92 total respondents, 8 stated that there was an error with the information provided for one or more of the routes. However, only one response was received (as part of Question 13) regarding incorrect or missing information.

The one response was in regard to the provision of usage rights, i.e. whether the route is a footpath, bridleway etc.

### **Additional Comments**

Question 14 enabled the respondents to leave any additional comments; 12 respondents provided additional comments, of which 10 comments provided information (1 responded “none” and 1 provided a personal phone number to be contacted for further discussion).

Comments picked up as part of other questions, have been added to the additional comments, meaning a total of 12 comments. These are summarised in **Table 5-2**.

**Table 5-2 – Summary of Additional Comments**

| <b>Category</b>                 | <b>Number of Respondents</b> | <b>Additional Information</b>  |
|---------------------------------|------------------------------|--|
| Clarity of Draft Definitive Map | 4                            | Comments were all in relation to the Draft Definitive Map and Statement provided as part of the consultation being difficult to view / interpret.                |
| The Camber Quay                 | 2                            | See <b>Section 5.5</b>   |
| Missing Routes                  | 1                            | Both of the routes have been included in earlier analysis.   |
| Usage of Routes                 | 1                            | A general comment highlighting the high level of use of routes 62 (Colwell Road Path) and 68 (Vectis Way Footpath).  |
| Blockage of Route               | 1                            | A blockage of a route which has been notified as missing from the Draft Definitive Map and Statement, but <b>not currently identified as a designated PROW</b> . |
| Availability of Data            | 1                            | A request for data collected as part of the consultation to be made available under the open government license.   |
| Closure of Public Area          | 1                            | Comment stating that South Sea Common should not be closed off for commercial events.  |
| Non-PROW Comments               | 1                            | Comment regarding traffic issues in Portsmouth.  |

### **5.5. The Camber Quay**

A significant number of comments were received referring to The Camber Quay route, with 7 respondents identifying it as a route missing from the Draft Definitive Map.

The questionnaire requested evidence to be provided to support any claim of an incorrect or missing route. The information provided was as follows:

- 1 respondent states that there are photographs evidencing the route as a designated PROW; and



- 1 respondent states that he / she believed that the Book of Reference in the 1959 Portsmouth Corporation Act papers describes the Quay as a public highway.

No further evidence was received.

## 5.6. Summary

Overall, 92 respondents accessed the online consultation and completed Question 1. However, the majority of the information gathered from the questionnaire regarding routes with inaccurate supporting information or routes which were incorrectly included or excluded from the Draft Definitive Map and Statement, was gathered from less than 10 respondents.

A significant number of comments were received regarding The Camber Quay route with several identifying it a route missing from the Draft Definitive Map and Statement. In addition, 8 routes were identified as missing from the Map and Statement with no routes being identified as incorrectly included.

## 6. Recommendations

The following recommendations are provided to PCC based on the results of the desktop study and the public consultation.

### 6.1. Missing Routes

There were 8 routes identified as missing by one or more respondent, excluding The Camber Quay route. These routes should be reviewed by PCC to determine whether they should be included in the Definitive Map and Statement or not.

In line with Natural England guidance (A guide to definitive maps and changes to public rights of way, 2008) PCC should consider what evidence is available or can be gathered which shows 'that the right of way has come into being through presumed dedication following use over a period of time which has ended before the making of the order'. In most cases, a period of 20 years will be required for evidence without any evidence that the landowner has shown an intention to not have the route dedicated during that time.

PCC should consider the above, before deciding on whether to make an order and should be confident that the Secretary of State will be satisfied that the route has been shown to exist.

For routes where an order is to be made, a brief explanation (i.e. no evidence of use) should be provided in response to the consultation process.

It is proposed that the above analysis should be undertaken as part of the Definitive Map and Statement update.

### 6.2. Non-Designated Routes

There were no PROWs that were identified as being incorrectly included on the Definitive Map / Statement. Therefore, no further action should be taken.

### 6.3. Incorrect Information

One route was identified as having incorrect information provided in the Definitive Map or Statement. However, a further explanation was not provided.

If provided, PCC should use the contact details provided to contact the respondent to determine what information was identified as incorrect.

A further audit of this route (number 7, Copsey Close Path) should be undertaken by PCC. This should include a second site visit to the site to identify any issues on the route or to confirm the issues identified by the respondent if contact is possible.

If contact is not possible and the second audit does not find any information to be correct, PCC should include the PROW as provided in the Draft Definitive Map and Statement.

### 6.4. Display of Definitive Map and Statement

There were several comments regarding the clarity and display of the Definitive Map and Statement. The key points regarding the display of the Map / Statement were as follows:

- One respondent requested more information regarding usage rights, i.e. whether the route is a footpath, bridleway etc.; and
- Four respondents stated that the clarity of the Map should be improved as it was difficult to view and interpret.

It is recommended that PCC include the usage rights of each site as part of the updated Definitive Map and Statement, as defined by the DfT:

- footpaths;
- bridleways;
- restricted byways; and
- byways open to all traffic.

The clarity of and the ability to understand the Definitive Maps and Statements is important. When the Map and Statement is updated, it is recommended that PCC work with their internal GIS team to produce a user-friendly and attractive version of the Map / Statement; in line with other surveying authorities. A trial of the Map / Statement should be conducted before being launched publicly, to ensure quality of use, and to enable feedback from users once live.

Alternative formats should also be considered; such as larger print and mobile phone friendly.

## 6.5. Data.gov.uk

Once the Definitive Map and Statement has been updated and finalised, it is recommended that the updated information is provided on the Data.gov.uk, replacing the existing PROW information for Portsmouth which was uploaded in 2015.

## 6.6. Summary

The main next steps for the PROW update are to investigate the routes which have been identified as missing and determine which information has been identified as incorrect for the Copsey Close Path route. A summary of the recommendations is provided in **Table 6-1**.

**Table 6-1 – Summary of Recommendations**

| Recommendation        | Summary   |
|-----------------------|---|
| Missing Routes        | There were 8 routes identified as missing by one or more respondent, excluding The Camber Quay route. Each of these routes should be reviewed by PCC to determine whether they should be included in the Definitive Map and Statement or not. |
| Incorrect Information | One route was identified as having incorrect information provided on the Map and / or Statement, however, no further information was provided. PCC should either contact the respondent (if details were                                      |

|   |  |
|---|--|
|   | provided) or undertake a more detailed analysis of the route and data to try and identify and rectify the error.   |
| Display of Definitive Map and Statement | The way in which the Map and Statement were presented for the consultation process drew several negative comments. PCC need to ensure that the updated version is clear and concise and available in relevant formats to ensure the document is accessible to all. |
| Data.gov.uk                             | PCC should ensure that the information included in the updated Map and Statement should also be made available on the Data.gov.uk website.   |

## 7. Summary & Conclusion

### 7.1. Summary

#### Desktop Analysis

In total, 103 routes were identified. All 103 of these identified routes were featured on Portsmouth.gov.uk (as shown in **Appendix A**) and 87 of these also featured on Data.gov.uk.

The study confirmed that the vast majority of the routes were urban / suburban PROWs. Many of these were passageways between roads in suburban areas and were short in length.

#### PROW Site Audit

The PROW site audit was carried out over three days, covering all 103 identified PROW routes in Portsmouth. The audit looked at the elements of the PROWs which were not possible to confirm as part of the Desktop study, such as:

- Surfacing;
- Condition;
- Signage;
- Gates, Bollards and Barriers; and
- Lighting.

Overall, the condition of the sites was good. The key issues identified on a small number of routes across the network was uneven surfacing, faded / missing signage and lighting which did not work.

#### Public Consultation

Overall, 92 respondents accessed the online consultation and completed Question 1. However, the majority of the detailed information gathered from the was gathered from less than 10 respondents.

One route was identified as having incorrect information provided and 8 routes were identified as missing from the Map and Statement. No routes were identified as incorrectly included.

A significant number of comments were received regarding The Camber Quay route with several identifying it a route missing from the Draft Definitive Map and Statement.

### 7.2. Conclusion

The predominately urban and suburban PROW network in Portsmouth consists of 103 existing routes. The PROW site audit identified that the majority of these are in good condition and that the details held by PCC were largely correct. Some additional routes were identified by respondents of the public consultation which need to be confirmed by PCC. Taking into account the above recommendations, PCC will be able to deliver a detailed and accurate Definitive Map and Statement which is clearly represented and easy to understand.

# Appendices



# Appendix A. List of PROWs Provided by Portsmouth City Council

Public Rights of Way List, Portsmouth

| <b>ROW No</b> | <b>Name</b>               | <b>From</b>            | <b>To</b>                |
|---------------|---------------------------|------------------------|--------------------------|
| 1             | Eldon Street Footpath     | Eldon Street           | St. James's Road         |
| 2             | Rowes Alley               | Broad Street           | Bath Square              |
| 3             | White Hart Alley          | White Hart Road        | Oyster Street            |
| 4             | Cecil Path                | Cecil Grove            | Castle Road              |
| 5             | Gillman Path              | Gillman Road           | Portsmouth Hill Road     |
| 6             | Eden Path                 | Down End Road          | Farlington Avenue        |
| 7             | Copsey Close Path         | Copsey Close           | Havant Road              |
| 8             | Laburnum Path             | Laburnum Avenue        | Havant Road              |
| 9             | Aldsworth Path            | Aldsworth Close        | Havant Road              |
| 10            | Feltham Row               | Broad Street           | White Hart Road          |
| 11            | Salem Path                | Guildhall Walk         | Dorothy Dymond Street    |
| 12            | Melbourne Place Footpath  | Melbourne Place        | Winston Churchill Avenue |
| 13            | Chivers Path              | Chivers Close          | Cottage Grove            |
| 14            | Belmont Path              | Belmont Street         | Elm Grove                |
| 15            | Collins Passage           | Ashby Place            | Osborne Road             |
| 16            | Clifton Path              | Clifton Terrace        | Clarence Parade          |
| 17            | Stone Street Footpath     | Copper Street          | Hambrook Street          |
| 18            | Copper Street Footpath    | Little Southsea Street | Stone Street             |
| 19            | Tonbridge Path            | Tonbridge Street       | Palmerston Road          |
| 20            | Brow Path                 | Hilltop Crescent       | The City Boundary        |
| 21            | Dellcrest Path            | Dellcrest Path         | The City Boundary        |
| 22            | Courtmount Path           | Courtmount Grove       | Cranborne Road           |
| 23            | Bromyard Cres.Footpath    | Bromyard Crescent      | Allaway Avenue           |
| 24            | Drayton Lane Footpath     | Drayton Lane           | London Road              |
| 25            | Widley Walk               | Widley Road            | Havant Road              |
| 26            | Westerham Close Path      | Westerham Close        | Sundridge Close          |
| 27            | Bryson Path               | Bryson Road            | Southampton Road         |
| 28            | Old Wymering Lane Path    | Herne Road             | Southampton Road         |
| 29            | Binness Path              | Binness Way            | Fitzherbert Road         |
| 30            | Copsey Path               | Copsey Close           | Nutbourne Road           |
| 31            | East Copsey Path          | Copsey Grove           | Eastern Road             |
| 32            | Denville Close Path       | Denville Close         | Second Avenue            |
| 33            | Zetland Path              | Zetland Road           | Fitzherbert Road         |
| 34            | Homefield Path            | Homefield Road         | Grove Road               |
| 35            | Fairfield Square Footpath | Fairfield Square       | Fairfield Square         |
| 36            | Regal Path                | Regal Close            | London Road              |
| 37            | Beach Road Footpath       | Beach Road             | Clarence Road            |
| 38            | Nightingale Road Footpath | Nightingale Road       | Kent Road                |
| 39            | Cleveland Path            | Cleveland Road         | Britannia Road North     |
| 40            | Fontwell Path             | Fontwell Road          | Stanley Lane             |
| 41            | Brompton Road Footpath    | Brompton Road          | Haslemere Road           |
| 42            | St. Helen's Path          | Eastern Parade         | Southsea Esplanade       |
| 43            | Highland Terrace          | Haslemere Road         | Highland Road            |
| 44            | Liddiard Path             | Liddiard Gardens       | Cromwell Road            |







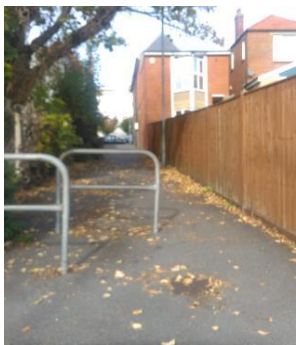
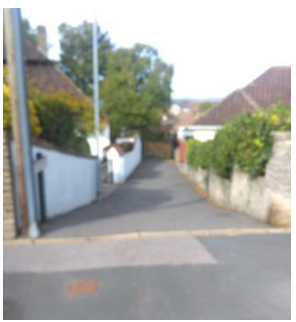



|    |                             |                     |                                      |
|----|-----------------------------|---------------------|--------------------------------------|
| 45 | Marine Court Footpath       | Marine Court        | St. George's Road                    |
| 46 | Canal Footpath (South Side) | Perth Road          | Milton Road                          |
| 47 | White Cloud Place           | St. Anns Road       | Highland Road                        |
| 48 | Abbeydore Path              | Abbeydore Road      | Allaway Avenue                       |
| 49 | Cheltenham Road Path        | Cheltenham Road     | Allaway Avenue                       |
| 50 | Farmlea Path                | Farmlea Road        | Southampton Road (adjacent to No 58) |
| 51 | Hempstead Path              | Hempstead Road      | Collington Crescent                  |
| 52 | Kingsland Path              | Kingsland Close     | Ludlow Road                          |
| 53 | Racecourse Lane             | Marsden Road        | Southampton Road                     |
| 54 | Connaught Lane Path         | Connaught Lane      | Sedgefield Close                     |
| 55 | Paddock Walk                | Farmlea Road        | Southampton Road                     |
| 56 | Browning Path               | Browning Avenue     | Hillsley Road                        |
| 57 | Hillsley Bridge Path        | Falmouth Road       | Hillsley Road                        |
| 58 | Beverston Path              | Falmouth Road       | Beverston Road                       |
| 59 | Moneyfield Lane Footbridge  | Moneyfield Lane     | Dover Road                           |
| 60 | Ninian Path                 | Ninian Park Road    | Monckton Road                        |
| 61 | Powerscourt Road Footpath   | Powerscourt Road    | Queens Road                          |
| 62 | Colwell Road Path           | Colwell Road        | Northern Road                        |
| 63 | Arthur Dann Court Footpath  | Gurnard Road        | Colwell Road                         |
| 64 | Mulberry Path               | The Close           | Court Lane                           |
| 65 | Park Grove path             | Park Grove          | Dorking Crescent                     |
| 66 | Southbourne Avenue Footpath | Southbourne Avenue  | Havant Road                          |
| 67 | The Droke                   | Aldroke Street      | Park Lane                            |
| 68 | Vectis Way Footpath         | Vectis Way          | Northern Road                        |
| 69 | Centaur Street Footpath     | Grafton Street      | Centaur Street                       |
| 70 | College Alley               | College Lane        | College Street                       |
| 71 | Guildford Path              | Guildford Road      | Sandringham Road                     |
| 72 | Blossom Square (west side)  | King William Street | North Street                         |
| 73 | Blossom Square (east side)  | King William Street | North Street                         |
| 74 | Kings Bench Alley           | Kent Street         | Queen Street                         |
| 75 | Omega Path                  | Omega Street        | Blackfriars Road                     |
| 76 | Providence Path             | Providence Place    | Commercial Road                      |
| 77 | Rateys Lane                 | Alver Road          | Lower Brookfield Road                |
| 78 | Sandringham Road Footpath   | Sandringham Road    | Guildford Road                       |
| 79 | Southampton Row             | Kent Street         | Queen Street                         |
| 80 | Jacob's Ladder              | Greetham Street     | Bridport Street                      |
| 81 | Cuthbert Road Footpath      | Cuthbert Road       | Clive Road                           |
| 82 | Fifth Street Footpath       | Fifth Street        | Fourth Street                        |
| 83 | Avondale Path               | Avondale Road       | Cranleigh Road                       |
| 84 | Hartley Road Footpath       | Hartley Road        | Ophir Road                           |
| 85 | Pitcroft Lane               | Kingston Crescent   | Derby Road                           |
| 86 | Kipling Road Footpath       | Kipling Road        | Templeton Close                      |
| 87 | Egan Path                   | Egan Close          | Copnor Road                          |
| 88 | Honeywood Close Footpath    | Honeywood Close     | Copnor Road                          |
| 89 | Bapaume Road Footpath       | Bapaume Road        | London Road                          |






|     |                                  |   |                              |
|-----|----------------------------------|---|------------------------------|
| 90  | Parsons Close Footpath           | Parsons Close   | Copnor Road                  |
| 91  | Convent Path                     | Sultan Road   | Old Commercial Road          |
| 92  | Lock View Path                   | Lock View   | Port Way                     |
| 93  | Ashley Walk                      | Windsor Road  | Hawthorn Crescent            |
| 94  | Knowsley Path                    | Knowsley Crescent                                       | Windsor Road                 |
| 95  | Church Path North                | Wells street  | Temple Street                |
| 96  | Rodney Road Footpath             | Rodney Road   | Milton Lane                  |
| 97  | Wingfield Path                   | Wingfield Street  | Church Street                |
| 98  | Brighstone Path                  | Sandown Road  | Cow Lane                     |
| 99  | Canal Footpath (North side)      | Milton Road   | Locksway Road                |
| 100 | Curtis Mead Footpath             | Curtis Mead   | St. Barbara Way              |
| 101 | Halliday Crescent North footpath | Halliday Crescent                                       | Henderson Road               |
| 102 | Halliday Crescent South footpath | Junction of Driftwood Gardens and Halliday Crescent     | Henderson Road               |
| 103 | Stanley Avenue                   | Stanley Avenue Close to the Junction with Tangiers Road | Access Lane off Tangier Road |

# Appendix B. Desktop Study and Site Audit Results

## B.1. North

| Route ID | Photo   | Variable         | Description              |
|----------|---|------------------|--------------------------|
| 5        |    | Length           | 68                       |
|          |   | Surface          | Grass                    |
|          |   | Type of route    | Rural                    |
|          |   | Lighting         | No                       |
|          |   | Average width    | Less than 1m             |
|          |   | Narrowest width  | Less than 0.5m           |
|          |   | Narrowest point  | Entrance                 |
|          |   | Accessibility    | Low                      |
|          |   | Relief           | Gentle slope             |
|          |   | Condition        | Fair                     |
|          |   | Notable features | Rural ROW, overgrown     |
| 6        |   | Length           | 70                       |
|          |   | Surface          | Tarmac                   |
|          |   | Type of route    | Suburban                 |
|          |   | Lighting         | Yes                      |
|          |   | Average width    | More than 2m             |
|          |   | Narrowest width  | More than 1m             |
|          |   | Narrowest point  | N/A - uniform throughout |
|          |   | Accessibility    | Fair                     |
|          |   | Relief           | Steep slope              |
|          |   | Condition        | Fair                     |
|          |   | Notable features | N/A                      |
| 7        |  | Length           | 31                       |
|          |   | Surface          | Tarmac                   |
|          |   | Type of route    | Suburban                 |
|          |   | Lighting         | No                       |
|          |   | Average width    | More than 2m             |
|          |   | Narrowest width  | Less than 1m             |
|          |   | Narrowest point  | Bollards                 |
|          |   | Accessibility    | Fair                     |
|          |   | Relief           | Gentle slope             |
|          |   | Condition        | Good                     |
|          |   | Notable features | N/A                      |
| 8        |  | Length           | 44                       |
|          |   | Surface          | Tarmac                   |
|          |   | Type of route    | Suburban                 |
|          |   | Lighting         | No                       |
|          |   | Average width    | More than 2m             |
|          |   | Narrowest width  | More than 1m             |
|          |   | Narrowest point  | Bollards                 |
|          |   | Accessibility    | Good                     |
|          |   | Relief           | Flat                     |
|          |   |                  |                          |







|    |   |                         |  |
|----|---|-------------------------|--|
|    |   | <b>Condition</b>        | Very good                                |
|    |   | <b>Notable features</b> | Faded sign, unusual placement of bollard |
| 9  |    | <b>Length</b>           | 45                                       |
|    |   | <b>Surface</b>          | Tarmac                                   |
|    |   | <b>Type of route</b>    | Suburban                                 |
|    |   | <b>Lighting</b>         | Yes                                      |
|    |   | <b>Average width</b>    | More than 2m                             |
|    |   | <b>Narrowest width</b>  | More than 1m                             |
|    |   | <b>Narrowest point</b>  | Barriers                                 |
|    |   | <b>Accessibility</b>    | Good                                     |
|    |   | <b>Relief</b>           | Gentle slope                             |
|    |   | <b>Condition</b>        | Good                                     |
|    |   | <b>Notable features</b> | N/A                                      |
| 20 |    | <b>Length</b>           | 50                                       |
|    |   | <b>Surface</b>          | Tarmac                                   |
|    |   | <b>Type of route</b>    | Suburban                                 |
|    |   | <b>Lighting</b>         | Yes                                      |
|    |   | <b>Average width</b>    | More than 2m                             |
|    |   | <b>Narrowest width</b>  | More than 1m                             |
|    |   | <b>Narrowest point</b>  | N/A - uniform throughout                 |
|    |   | <b>Accessibility</b>    | Good                                     |
|    |   | <b>Relief</b>           | Gentle slope                             |
|    |   | <b>Condition</b>        | Very good                                |
|    |   | <b>Notable features</b> | N/A                                      |
| 21 |  | <b>Length</b>           | 50                                       |
|    |   | <b>Surface</b>          | Tarmac                                   |
|    |   | <b>Type of route</b>    | Rural                                    |
|    |   | <b>Lighting</b>         | Yes                                      |
|    |   | <b>Average width</b>    | More than 2m                             |
|    |   | <b>Narrowest width</b>  | More than 1m                             |
|    |   | <b>Narrowest point</b>  | N/A - uniform throughout                 |
|    |   | <b>Accessibility</b>    | Low                                      |
|    |   | <b>Relief</b>           | Gentle slope                             |
|    |   | <b>Condition</b>        | Good                                     |
|    |   | <b>Notable features</b> | N/A                                      |
| 22 |  | <b>Length</b>           | 59                                       |
|    |   | <b>Surface</b>          | Concrete                                 |
|    |   | <b>Type of route</b>    | Suburban                                 |
|    |   | <b>Lighting</b>         | Yes                                      |
|    |   | <b>Average width</b>    | More than 2m                             |
|    |   | <b>Narrowest width</b>  | More than 1m                             |
|    |   | <b>Narrowest point</b>  | Barriers                                 |
|    |   | <b>Accessibility</b>    | Good                                     |
|    |   | <b>Relief</b>           | Flat                                     |
|    |   | <b>Condition</b>        | Good                                     |
|    |   | <b>Notable features</b> | N/A                                      |
| 23 |  | <b>Length</b>           | 60                                       |
|    |   | <b>Surface</b>          | Tarmac                                   |
|    |   | <b>Type of route</b>    | Suburban                                 |
|    |   | <b>Lighting</b>         | Yes                                      |
|    |   | <b>Average width</b>    | More than 2m                             |
|    |   | <b>Narrowest width</b>  | More than 1m                             |
|    |   | <b>Accessibility</b>    | Good                                     |

|    |   |                         |                          |
|----|---|-------------------------|--------------------------|
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Good                     |
|    |   | <b>Notable features</b> | Faded footpath sign      |
| 24 |    | <b>Length</b>           | 38                       |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Rural                    |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | More than 1m             |
|    |   | <b>Narrowest point</b>  | N/A - uniform throughout |
|    |   | <b>Accessibility</b>    | Low                      |
|    |   | <b>Relief</b>           | Gentle slope/stairs      |
|    |   | <b>Condition</b>        | Fair                     |
|    |   | <b>Notable features</b> | N/A                      |
| 25 |   | <b>Length</b>           | 150                      |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | More than 1m             |
|    |   | <b>Narrowest point</b>  | Barriers                 |
|    |   | <b>Accessibility</b>    | Good                     |
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Good                     |
|    |   | <b>Notable features</b> | N/A                      |
| 26 |  | <b>Length</b>           | 50                       |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | Less than 1m             |
|    |   | <b>Narrowest point</b>  | Barriers and corner      |
|    |   | <b>Accessibility</b>    | Fair                     |
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Good                     |
|    |   | <b>Notable features</b> | Narrow corner            |
| 27 |  | <b>Length</b>           | 33                       |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | No                       |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | More than 1m             |
|    |   | <b>Narrowest point</b>  | Bollard                  |
|    |   | <b>Accessibility</b>    | Fair                     |
|    |   | <b>Relief</b>           | Steep slope              |
|    |   | <b>Condition</b>        | Fair                     |
|    |   | <b>Notable features</b> | N/A                      |
| 28 |  | <b>Length</b>           | 30                       |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | More than 1m             |
|    |   | <b>Narrowest point</b>  | Barriers                 |
|    |   | <b>Accessibility</b>    | Good                     |





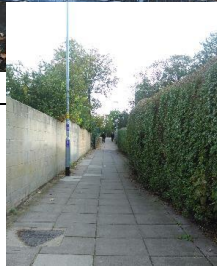








|                      |   |                         |                          |
|----------------------|---|-------------------------|--------------------------|
|                      |   | <b>Relief</b>           | Gentle slope             |
|                      |   | <b>Condition</b>        | Good                     |
|                      |   | <b>Notable features</b> | N/A                      |
| 29                   |    | <b>Length</b>           | 43                       |
|                      |   | <b>Surface</b>          | Tarmac                   |
|                      |   | <b>Type of route</b>    | Industrial               |
|                      |   | <b>Lighting</b>         | Yes                      |
|                      |   | <b>Average width</b>    | More than 2m             |
|                      |   | <b>Narrowest width</b>  | More than 1m             |
|                      |   | <b>Narrowest point</b>  | N/A - uniform throughout |
|                      |   | <b>Accessibility</b>    | Good                     |
|                      |   | <b>Relief</b>           | Flat                     |
|                      |   | <b>Condition</b>        | Good                     |
|                      |   | <b>Notable features</b> | N/A                      |
| 30                   |   | <b>Length</b>           | 172                      |
|                      |   | <b>Surface</b>          | Concrete                 |
|                      |   | <b>Type of route</b>    | Crossing                 |
|                      |   | <b>Lighting</b>         | Yes                      |
|                      |   | <b>Average width</b>    | More than 2m             |
|                      |   | <b>Narrowest width</b>  | More than 1m             |
|                      |   | <b>Narrowest point</b>  | N/A - uniform throughout |
|                      |   | <b>Accessibility</b>    | Good                     |
|                      |   | <b>Relief</b>           | Flat                     |
|                      |   | <b>Condition</b>        | Good                     |
|                      |   | <b>Notable features</b> | N/A                      |
| 31                   |  | <b>Length</b>           | 63                       |
|                      |   | <b>Surface</b>          | Tarmac                   |
|                      |   | <b>Type of route</b>    | Suburban                 |
|                      |   | <b>Lighting</b>         | No                       |
|                      |   | <b>Average width</b>    | Less than 2m             |
|                      |   | <b>Narrowest width</b>  | Less than 1m             |
|                      |   | <b>Narrowest point</b>  | Between houses           |
|                      |   | <b>Accessibility</b>    | Low                      |
|                      |   | <b>Relief</b>           | Steep slope              |
|                      |   | <b>Condition</b>        | Good                     |
|                      |   | <b>Notable features</b> | N/A                      |
| 32                   |  | <b>Length</b>           | 32                       |
|                      |   | <b>Surface</b>          | Tarmac                   |
|                      |   | <b>Type of route</b>    | Suburban                 |
|                      |   | <b>Lighting</b>         | No                       |
|                      |   | <b>Average width</b>    | More than 2m             |
|                      |   | <b>Narrowest width</b>  | More than 1m             |
|                      |   | <b>Narrowest point</b>  | No cycling post          |
|                      |   | <b>Accessibility</b>    | Good                     |
|                      |   | <b>Relief</b>           | Flat                     |
|                      |   | <b>Condition</b>        | Good                     |
|                      |   | <b>Notable features</b> | N/A                      |
| 33                   |  | <b>Length</b>           | 150                      |
|                      |   | <b>Surface</b>          | Tarmac                   |
|                      |   | <b>Type of route</b>    | Suburban                 |
|                      |   | <b>Lighting</b>         | Yes                      |
|                      |   | <b>Average width</b>    | More than 2m             |
|                      |   | <b>Narrowest width</b>  | More than 1m             |
|                      |   | <b>Narrowest point</b>  | N/A - uniform throughout |
| <b>Accessibility</b> | Good  |                         |                          |






|    |   |                         |                          |
|----|---|-------------------------|--------------------------|
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Good                     |
|    |   | <b>Notable features</b> | Within a park            |
| 34 |    | <b>Length</b>           | 162                      |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | More than 1m             |
|    |   | <b>Narrowest point</b>  | N/A - uniform throughout |
|    |   | <b>Accessibility</b>    | Good                     |
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Good                     |
|    |   | <b>Notable features</b> | N/A                      |
| 35 |    | <b>Length</b>           | 118                      |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | More than 1m             |
|    |   | <b>Narrowest point</b>  | N/A - uniform throughout |
|    |   | <b>Accessibility</b>    | Good                     |
|    |   | <b>Relief</b>           | Gentle slope             |
|    |   | <b>Condition</b>        | Good                     |
|    |   | <b>Notable features</b> | Within a park            |
| 36 |  | <b>Length</b>           | 37                       |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | More than 1m             |
|    |   | <b>Narrowest point</b>  | Bollards                 |
|    |   | <b>Accessibility</b>    | Good                     |
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Good                     |
|    |   | <b>Notable features</b> | Beneath flats            |
| 48 |  | <b>Length</b>           | 96                       |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | Less than 1m             |
|    |   | <b>Narrowest point</b>  | Barriers                 |
|    |   | <b>Accessibility</b>    | Fair                     |
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Good                     |
|    |   | <b>Notable features</b> | N/A                      |
| 49 |  | <b>Length</b>           | 141                      |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | More than 1m             |
|    |   | <b>Narrowest point</b>  | Barriers                 |
|    |   | <b>Accessibility</b>    | Good                     |

|                         |  |                         |  |
|-------------------------|--|-------------------------|--|
|                         |  | <b>Relief</b>           | Flat   |
|                         |  | <b>Condition</b>        | Good   |
|                         |  | <b>Notable features</b> | N/A  |
| 50                      |   | <b>Length</b>           | 26   |
|                         |  | <b>Surface</b>          | Tarmac   |
|                         |  | <b>Type of route</b>    | Suburban   |
|                         |  | <b>Lighting</b>         | Yes  |
|                         |  | <b>Average width</b>    | More than 2m   |
|                         |  | <b>Narrowest width</b>  | More than 1m   |
|                         |  | <b>Narrowest point</b>  | At ends  |
|                         |  | <b>Accessibility</b>    | Good   |
|                         |  | <b>Relief</b>           | Flat   |
|                         |  | <b>Condition</b>        | Good   |
|                         |  | <b>Notable features</b> | N/A  |
|                         |  | 51                      |  |
| <b>Surface</b>          | Tarmac   |                         |  |
| <b>Type of route</b>    | Suburban   |                         |  |
| <b>Lighting</b>         | Yes  |                         |  |
| <b>Average width</b>    | More than 2m   |                         |  |
| <b>Narrowest width</b>  | More than 1m   |                         |  |
| <b>Narrowest point</b>  | At ends  |                         |  |
| <b>Accessibility</b>    | Good   |                         |  |
| <b>Relief</b>           | Gentle slope   |                         |  |
| <b>Condition</b>        | Good   |                         |  |
| <b>Notable features</b> | N/A  |                         |  |
| 52                      |   |                         |  |
|                         |  | <b>Surface</b>          | Tarmac   |
|                         |  | <b>Type of route</b>    | Suburban   |
|                         |  | <b>Lighting</b>         | Yes  |
|                         |  | <b>Average width</b>    | Less than 2m   |
|                         |  | <b>Narrowest width</b>  | Less than 1m   |
|                         |  | <b>Narrowest point</b>  | Barriers and lamppost  |
|                         |  | <b>Accessibility</b>    | Low  |
|                         |  | <b>Relief</b>           | Gentle slope   |
|                         |  | <b>Condition</b>        | Fair   |
| 53                      | <br> | <b>Length</b>           | 200  |
|                         |  | <b>Surface</b>          | Tarmac   |
|                         |  | <b>Type of route</b>    | Crossing   |
|                         |  | <b>Lighting</b>         | Yes  |
|                         |  | <b>Average width</b>    | More than 2m   |
|                         |  | <b>Narrowest width</b>  | More than 1m   |
|                         |  | <b>Narrowest point</b>  | Barriers   |
|                         |  | <b>Accessibility</b>    | Good   |
|                         |  | <b>Relief</b>           | Gentle slope   |
|                         |  | <b>Condition</b>        | Good   |
| 54                      |   | <b>Length</b>           | 13   |
|                         |  | <b>Surface</b>          | Tarmac   |
|                         |  | <b>Type of route</b>    | Crossing   |
|                         |  | <b>Lighting</b>         | No   |
|                         |  | <b>Average width</b>    | More than 2m   |
|                         |  | <b>Narrowest width</b>  | More than 1m   |
|                         |  | <b>Narrowest point</b>  | Barriers   |
|                         |  | <b>Accessibility</b>    | Good   |



|    |  |                         |   |
|----|--|-------------------------|---|
|    |  | <b>Relief</b>           | Flat  |
|    |  | <b>Condition</b>        | Good  |
|    |  | <b>Notable features</b> | N/A   |
| 55 |   | <b>Length</b>           | 58  |
|    |  | <b>Surface</b>          | Tarmac  |
|    |  | <b>Type of route</b>    | Suburban  |
|    |  | <b>Lighting</b>         | Yes   |
|    |  | <b>Average width</b>    | More than 2m  |
|    |  | <b>Narrowest width</b>  | More than 1m  |
|    |  | <b>Narrowest point</b>  | Bollards  |
|    |  | <b>Accessibility</b>    | Good  |
|    |  | <b>Relief</b>           | Flat  |
|    |  | <b>Condition</b>        | Good  |
|    |  | <b>Notable features</b> | Between houses, traffic cone covering exposed iron work |
| 56 |    | <b>Length</b>           | 123   |
|    |  | <b>Surface</b>          | Tarmac  |
|    |  | <b>Type of route</b>    | Crossing  |
|    |  | <b>Lighting</b>         | Yes   |
|    |  | <b>Average width</b>    | More than 2m  |
|    |  | <b>Narrowest width</b>  | More than 1m  |
|    |  | <b>Narrowest point</b>  | Barriers  |
|    |  | <b>Accessibility</b>    | Fair  |
|    |  | <b>Relief</b>           | Steep slope   |
|    |  | <b>Condition</b>        | Fair  |
|    |  | <b>Notable features</b> | Steep slope/steps, some lighting not working            |
| 57 |   | <b>Length</b>           | 90  |
|    |  | <b>Surface</b>          | Tarmac  |
|    |  | <b>Type of route</b>    | Crossing  |
|    |  | <b>Lighting</b>         | Yes   |
|    |  | <b>Average width</b>    | More than 2m  |
|    |  | <b>Narrowest width</b>  | More than 1m  |
|    |  | <b>Narrowest point</b>  | Barriers  |
|    |  | <b>Accessibility</b>    | Good  |
|    |  | <b>Relief</b>           | Gentle slope  |
|    |  | <b>Condition</b>        | Good  |
|    |  | <b>Notable features</b> | N/A   |
| 58 | <br> | <b>Length</b>           | 120   |
|    |  | <b>Surface</b>          | Tarmac  |
|    |  | <b>Type of route</b>    | Crossing  |
|    |  | <b>Lighting</b>         | Yes   |
|    |  | <b>Average width</b>    | Less than 2m  |
|    |  | <b>Narrowest width</b>  | More than 1m  |
|    |  | <b>Narrowest point</b>  | Barriers  |
|    |  | <b>Accessibility</b>    | Good  |
|    |  | <b>Relief</b>           | Gentle slope  |
|    |  | <b>Condition</b>        | Good  |
|    |  | <b>Notable features</b> | N/A   |
| 62 |   | <b>Length</b>           | 63  |
|    |  | <b>Surface</b>          | Paving  |
|    |  | <b>Type of route</b>    | Suburban  |
|    |  | <b>Lighting</b>         | Yes   |
|    |  | <b>Average width</b>    | More than 2m  |





|                         |   |                         |  |
|-------------------------|---|-------------------------|--|
|                         |   | <b>Narrowest width</b>  | More than 1m   |
|                         |   | <b>Narrowest point</b>  | N/A - uniform throughout   |
|                         |   | <b>Accessibility</b>    | Good   |
|                         |   | <b>Relief</b>           | Flat   |
|                         |   | <b>Condition</b>        | Good   |
|                         |   | <b>Notable features</b> | N/A  |
| 63                      |    | <b>Length</b>           | 28   |
|                         |   | <b>Surface</b>          | Tarmac   |
|                         |   | <b>Type of route</b>    | Suburban   |
|                         |   | <b>Lighting</b>         | Yes  |
|                         |   | <b>Average width</b>    | More than 2m   |
|                         |   | <b>Narrowest width</b>  | Less than 1m   |
|                         |   | <b>Narrowest point</b>  | Bollard  |
|                         |   | <b>Accessibility</b>    | Good   |
|                         |   | <b>Relief</b>           | Flat   |
|                         |   | <b>Condition</b>        | Good   |
|                         |   | <b>Notable features</b> | N/A  |
|                         |   | 64                      |  |
| <b>Surface</b>          | Tarmac  |                         |  |
| <b>Type of route</b>    | Suburban  |                         |  |
| <b>Lighting</b>         | Yes   |                         |  |
| <b>Average width</b>    | More than 2m  |                         |  |
| <b>Narrowest width</b>  | More than 1m  |                         |  |
| <b>Narrowest point</b>  | Lamppost  |                         |  |
| <b>Accessibility</b>    | Good  |                         |  |
| <b>Relief</b>           | Flat  |                         |  |
| <b>Condition</b>        | Good  |                         |  |
| <b>Notable features</b> | N/A   |                         |  |
| 65                      |  |                         |  |
|                         |   | <b>Surface</b>          | Tarmac   |
|                         |   | <b>Type of route</b>    | Suburban   |
|                         |   | <b>Lighting</b>         | No   |
|                         |   | <b>Average width</b>    | Less than 2m   |
|                         |   | <b>Narrowest width</b>  | More than 1m   |
|                         |   | <b>Narrowest point</b>  | Between houses   |
|                         |   | <b>Accessibility</b>    | Fair   |
|                         |   | <b>Relief</b>           | Flat   |
|                         |   | <b>Condition</b>        | Good   |
| 66                      |  | <b>Length</b>           | 101  |
|                         |   | <b>Surface</b>          | Tarmac   |
|                         |   | <b>Type of route</b>    | Suburban   |
|                         |   | <b>Lighting</b>         | Yes  |
|                         |   | <b>Average width</b>    | Less than 2m   |
|                         |   | <b>Narrowest width</b>  | More than 1m   |
|                         |   | <b>Narrowest point</b>  | Bollard, corner  |
|                         |   | <b>Accessibility</b>    | Good   |
|                         |   | <b>Relief</b>           | Flat   |
|                         |   | <b>Condition</b>        | Good   |
| 67                      |  | <b>Length</b>           | 263  |
|                         |   | <b>Surface</b>          | Paving   |
|                         |   | <b>Type of route</b>    | Suburban   |
|                         |   | <b>Lighting</b>         | Yes  |
|                         |   | <b>Average width</b>    | Less than 2m   |
|                         |   | <b>Narrowest width</b>  | More than 1m   |





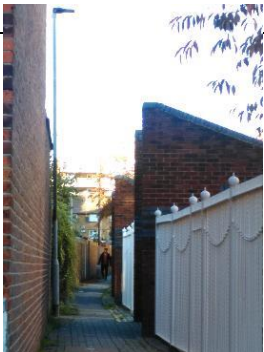
|    |   |                         |                          |
|----|---|-------------------------|--------------------------|
|    |   | <b>Narrowest point</b>  | Bollard, corner          |
|    |   | <b>Accessibility</b>    | Good                     |
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Good                     |
|    |   | <b>Notable features</b> | N/A                      |
| 68 |    | <b>Length</b>           | 42                       |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | More than 1m             |
|    |   | <b>Narrowest point</b>  | N/A - uniform throughout |
|    |   | <b>Accessibility</b>    | Good                     |
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Good                     |
|    |   |                         |                          |
| 92 |   | <b>Length</b>           | 55                       |
|    |   | <b>Surface</b>          | Tarmac/brick             |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | More than 1 m            |
|    |   | <b>Narrowest point</b>  | Centre by lamppost       |
|    |   | <b>Accessibility</b>    | Good                     |
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Good                     |
|    |   |                         |                          |
| 93 |  | <b>Length</b>           | 12                       |
|    |   | <b>Surface</b>          | Brick                    |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | Less than 1m             |
|    |   | <b>Narrowest point</b>  | Barriers in centre       |
|    |   | <b>Accessibility</b>    | Low                      |
|    |   | <b>Relief</b>           | Flat                     |
|    |   | <b>Condition</b>        | Poor                     |
|    |   |                         |                          |
| 94 |  | <b>Length</b>           | 70                       |
|    |   | <b>Surface</b>          | Tarmac/Paving            |
|    |   | <b>Type of route</b>    | Crossing                 |
|    |   | <b>Lighting</b>         | Yes                      |
|    |   | <b>Average width</b>    | More than 2m             |
|    |   | <b>Narrowest width</b>  | Less than 1m             |
|    |   | <b>Narrowest point</b>  | Corners/stairs           |
|    |   | <b>Accessibility</b>    | Low                      |
|    |   | <b>Relief</b>           | Stairs/flat              |
|    |   | <b>Condition</b>        | Good                     |
|    |   |                         |                          |
| 98 |  | <b>Length</b>           | 417                      |
|    |   | <b>Surface</b>          | Tarmac                   |
|    |   | <b>Type of route</b>    | Suburban                 |
|    |   | <b>Lighting</b>         | No                       |
|    |   | <b>Average width</b>    | More than 2m             |




|  |  |                         |                          |
|--|--|-------------------------|--------------------------|
|  |  | <b>Narrowest width</b>  | More than 1m             |
|  |  | <b>Narrowest point</b>  | Centre, under vegetation |
|  |  | <b>Accessibility</b>    | Good                     |
|  |  | <b>Relief</b>           | Flat                     |
|  |  | <b>Condition</b>        | Good                     |
|  |  | <b>Notable features</b> | N/A                      |



## B.2. Central

| Route ID                | Photo  | Variable               | Description  |
|-------------------------|--|------------------------|--------------|
| 59                      |                                     | <b>Length</b>          | 121          |
|                         |  | <b>Surface</b>         | Tarmac       |
|                         |  | <b>Type of route</b>   | Crossing     |
|                         |  | <b>Lighting</b>        | Yes          |
|                         |  | <b>Average width</b>   | More than 2m |
|                         |  | <b>Narrowest width</b> | Less than 1m |
|                         |  | <b>Narrowest point</b> | Barriers     |
|                         |  | <b>Accessibility</b>   | Low          |
|                         |  | <b>Relief</b>          | Stairs       |
|                         |  | <b>Condition</b>       | Good         |
| <b>Notable features</b> | N/A  |                        |              |
| 60                      |                                   | <b>Length</b>          | 95           |
|                         |  | <b>Surface</b>         | Tarmac       |
|                         |  | <b>Type of route</b>   | Suburban     |
|                         |  | <b>Lighting</b>        | Yes          |
|                         |  | <b>Average width</b>   | More than 2m |
|                         |  | <b>Narrowest width</b> | More than 1m |
|                         |  | <b>Narrowest point</b> | Pillars      |
|                         |  | <b>Accessibility</b>   | Good         |
|                         |  | <b>Relief</b>          | Flat         |
|                         |  | <b>Condition</b>       | Good         |
| <b>Notable features</b> | Footpath sign several metres down path and not visible from footway<br>Garages onto footpath with access to footpath |                        |              |
| 61                      |                                   | <b>Length</b>          | 57           |
|                         |  | <b>Surface</b>         | Paving       |
|                         |  | <b>Type of route</b>   | Suburban     |
|                         |  | <b>Lighting</b>        | Yes          |
|                         |  | <b>Average width</b>   | More than 2m |
|                         |  | <b>Narrowest width</b> | Less than 1m |
|                         |  | <b>Narrowest point</b> | Barriers     |
|                         |  | <b>Accessibility</b>   | Fair         |
|                         |  | <b>Relief</b>          | Flat         |
|                         |  | <b>Condition</b>       | Good         |
| <b>Notable features</b> | Between houses   |                        |              |
| 69                      |                                   | <b>Length</b>          | 63           |
|                         |  | <b>Surface</b>         | Paving       |
|                         |  | <b>Type of route</b>   | Suburban     |
|                         |  | <b>Lighting</b>        | Yes          |
|                         |  | <b>Average width</b>   | More than 2m |
|                         |  | <b>Narrowest width</b> | More than 1m |
|                         |  | <b>Accessibility</b>   | Good         |

|                         |   |                         |   |                |        |
|-------------------------|---|-------------------------|---|----------------|--------|
|                         |   | <b>Relief</b>           | Flat  |                |        |
|                         |   | <b>Condition</b>        | Good  |                |        |
|                         |   | <b>Notable features</b> | N/A   |                |        |
| 70                      |    | <b>Length</b>           | 15  |                |        |
|                         |   | <b>Surface</b>          | Concrete  |                |        |
|                         |   | <b>Type of route</b>    | Suburban  |                |        |
|                         |   | <b>Lighting</b>         | No  |                |        |
|                         |   | <b>Average width</b>    | More than 2m  |                |        |
|                         |   | <b>Narrowest width</b>  | More than 1m  |                |        |
|                         |   | <b>Narrowest point</b>  | N/A - Uniform throughout  |                |        |
|                         |   | <b>Accessibility</b>    | Fair  |                |        |
|                         |   | <b>Relief</b>           | Flat  |                |        |
|                         |   | <b>Condition</b>        | Fair  |                |        |
|                         |   | <b>Notable features</b> | Uneven surface at times, no sign posts  |                |        |
|                         |   | 71                      |    | <b>Length</b>  | 106    |
|                         |   |                         |   | <b>Surface</b> | Tarmac |
| <b>Type of route</b>    | Suburban  |                         |   |                |        |
| <b>Lighting</b>         | No  |                         |   |                |        |
| <b>Average width</b>    | More than 2m  |                         |   |                |        |
| <b>Narrowest width</b>  | Less than 1m  |                         |   |                |        |
| <b>Narrowest point</b>  | Barriers  |                         |   |                |        |
| <b>Accessibility</b>    | Fair  |                         |   |                |        |
| <b>Relief</b>           | Flat  |                         |   |                |        |
| <b>Condition</b>        | Fair  |                         |   |                |        |
| <b>Notable features</b> | Faded signpost and pointing wrong way, joint to 78 difficult to delineate           |                         |   |                |        |
| 72                      |   |                         |   | <b>Length</b>  | 60     |
|                         |   |                         |   | <b>Surface</b> | Paving |
|                         |   | <b>Type of route</b>    | Suburban  |                |        |
|                         |   | <b>Lighting</b>         | Yes   |                |        |
|                         |   | <b>Average width</b>    | More than 2m  |                |        |
|                         |   | <b>Narrowest width</b>  | More than 1m  |                |        |
|                         |   | <b>Narrowest point</b>  | N/A - Uniform throughout  |                |        |
|                         |   | <b>Accessibility</b>    | Good  |                |        |
|                         |   | <b>Relief</b>           | Flat  |                |        |
|                         |   | <b>Condition</b>        | Good  |                |        |
|                         |   | <b>Notable features</b> | N/A   |                |        |
|                         |   | 73                      |  | <b>Length</b>  | 64     |
|                         |   |                         |   | <b>Surface</b> | Paving |
| <b>Type of route</b>    | Suburban  |                         |   |                |        |
| <b>Lighting</b>         | Yes   |                         |   |                |        |
| <b>Average width</b>    | More than 2m  |                         |   |                |        |
| <b>Narrowest width</b>  | More than 1m  |                         |   |                |        |
| <b>Narrowest point</b>  | N/A - Uniform throughout  |                         |   |                |        |
| <b>Accessibility</b>    | Good  |                         |   |                |        |
| <b>Relief</b>           | Flat  |                         |   |                |        |
| <b>Condition</b>        | Good  |                         |   |                |        |
| <b>Notable features</b> | Signpost facing wrong way   |                         |   |                |        |
| 74                      |  |                         |   | <b>Length</b>  | 186    |
|                         |   |                         |   | <b>Surface</b> | Brick  |
|                         |   | <b>Type of route</b>    | Suburban  |                |        |
|                         |   | <b>Lighting</b>         | Yes   |                |        |
|                         |   | <b>Average width</b>    | More than 2m  |                |        |
|                         |   | <b>Narrowest width</b>  | More than 1m  |                |        |
|                         |   | <b>Narrowest point</b>  | N/A - Uniform throughout  |                |        |
|                         |   | <b>Accessibility</b>    | Fair  |                |        |
|                         |   | <b>Relief</b>           | Flat  |                |        |

|               |   |                         |                                    |
|---------------|---|-------------------------|------------------------------------|
|               |   | <b>Condition</b>        | Good                               |
|               |   | <b>Notable features</b> | N/A                                |
| 76            |    | <b>Length</b>           | 40                                 |
|               |   | <b>Surface</b>          | Tarmac                             |
|               |   | <b>Type of route</b>    | Urban                              |
|               |   | <b>Lighting</b>         | No                                 |
|               |   | <b>Average width</b>    | More than 2m                       |
|               |   | <b>Narrowest width</b>  | More than 1m                       |
|               |   | <b>Narrowest point</b>  | N/A - Uniform throughout           |
|               |   | <b>Accessibility</b>    | Fair                               |
|               |   | <b>Relief</b>           | Flat                               |
|               |   | <b>Condition</b>        | Good                               |
|               |   | <b>Notable features</b> | Faded footpath sign                |
| 77            |    | <b>Length</b>           | 224                                |
|               |   | <b>Surface</b>          | Paving                             |
|               |   | <b>Type of route</b>    | Urban                              |
|               |   | <b>Lighting</b>         | No                                 |
|               |   | <b>Average width</b>    | More than 2m                       |
|               |   | <b>Narrowest width</b>  | More than 1m                       |
|               |   | <b>Narrowest point</b>  | Barriers                           |
|               |   | <b>Accessibility</b>    | Good                               |
|               |   | <b>Relief</b>           | Flat                               |
|               |   | <b>Condition</b>        | Good                               |
|               |   | <b>Notable features</b> | N/A                                |
| 78            |  | <b>Length</b>           | 19                                 |
|               |   | <b>Surface</b>          | Paving                             |
|               |   | <b>Type of route</b>    | Suburban                           |
|               |   | <b>Lighting</b>         | Yes                                |
|               |   | <b>Average width</b>    | More than 2m                       |
|               |   | <b>Narrowest width</b>  | Less than 1m                       |
|               |   | <b>Narrowest point</b>  | Barriers                           |
|               |   | <b>Accessibility</b>    | Good                               |
|               |   | <b>Relief</b>           | Flat                               |
|               |   | <b>Condition</b>        | Good                               |
|               |   | <b>Notable features</b> | Joint to 71 difficult to delineate |
| 79            |  | <b>Length</b>           | 197                                |
|               |   | <b>Surface</b>          | Paving/brick                       |
|               |   | <b>Type of route</b>    | Suburban                           |
|               |   | <b>Lighting</b>         | Yes                                |
|               |   | <b>Average width</b>    | More than 2m                       |
|               |   | <b>Narrowest width</b>  | More than 1m                       |
|               |   | <b>Narrowest point</b>  | Bollard                            |
|               |   | <b>Accessibility</b>    | Good                               |
|               |   | <b>Relief</b>           | Flat                               |
|               |   | <b>Condition</b>        | Good                               |
|               |   | <b>Notable features</b> | No footpath sign at one end        |
| 81            |  | <b>Length</b>           | 43                                 |
|               |   | <b>Surface</b>          | Brick                              |
|               |   | <b>Type of route</b>    | Suburban                           |
|               |   | <b>Lighting</b>         | Yes                                |
|               |   | <b>Average width</b>    | More than 2m                       |
|               |   | <b>Narrowest width</b>  | Less than 1m                       |
|               |   | <b>Narrowest point</b>  | Lamppost                           |
|               |   | <b>Accessibility</b>    | Good                               |
| <b>Relief</b> | Flat  |                         |                                    |







|               |   |                         |   |
|---------------|---|-------------------------|---|
|               |   | <b>Condition</b>        | Good  |
|               |   | <b>Notable features</b> | N/A   |
| 82            |    | <b>Length</b>           | 60  |
|               |   | <b>Surface</b>          | Tarmac  |
|               |   | <b>Type of route</b>    | Suburban  |
|               |   | <b>Lighting</b>         | Yes   |
|               |   | <b>Average width</b>    | More than 2m  |
|               |   | <b>Narrowest width</b>  | More than 1m  |
|               |   | <b>Narrowest point</b>  | Bend in the path  |
|               |   | <b>Accessibility</b>    | Good  |
|               |   | <b>Relief</b>           | Flat  |
|               |   | <b>Condition</b>        | Good  |
|               |   | <b>Notable features</b> | N/A   |
| 83            |    | <b>Length</b>           | 22  |
|               |   | <b>Surface</b>          | Paving  |
|               |   | <b>Type of route</b>    | Suburban  |
|               |   | <b>Lighting</b>         | Yes   |
|               |   | <b>Average width</b>    | More than 2m  |
|               |   | <b>Narrowest width</b>  | More than 1m  |
|               |   | <b>Narrowest point</b>  | Lamppost  |
|               |   | <b>Accessibility</b>    | Good  |
|               |   | <b>Relief</b>           | Flat  |
|               |   | <b>Condition</b>        | Fair  |
|               |   | <b>Notable features</b> | Rubbish, footpath sign facing the wrong way                                 |
| 84            |   | <b>Length</b>           | 55  |
|               |   | <b>Surface</b>          | Tarmac slabs  |
|               |   | <b>Type of route</b>    | Suburban  |
|               |   | <b>Lighting</b>         | Yes   |
|               |   | <b>Average width</b>    | More than 2m  |
|               |   | <b>Narrowest width</b>  | More than 1m  |
|               |   | <b>Narrowest point</b>  | N/A - Uniform throughout  |
|               |   | <b>Accessibility</b>    | Good  |
|               |   | <b>Relief</b>           | Flat  |
|               |   | <b>Condition</b>        | Good  |
|               |   | <b>Notable features</b> | Between houses  |
| 85            |  | <b>Length</b>           | 341   |
|               |   | <b>Surface</b>          | Paving  |
|               |   | <b>Type of route</b>    | Suburban  |
|               |   | <b>Lighting</b>         | Yes   |
|               |   | <b>Average width</b>    | More than 2m  |
|               |   | <b>Narrowest width</b>  | Less than 1m  |
|               |   | <b>Narrowest point</b>  | Barriers  |
|               |   | <b>Accessibility</b>    | Low   |
|               |   | <b>Relief</b>           | Flat  |
|               |   | <b>Condition</b>        | Good  |
|               |   | <b>Notable features</b> | Continuous over several roads, inaccessible at parts due to narrow barriers |
| 86            |  | <b>Length</b>           | 47  |
|               |   | <b>Surface</b>          | Tarmac  |
|               |   | <b>Type of route</b>    | Suburban  |
|               |   | <b>Lighting</b>         | Yes   |
|               |   | <b>Average width</b>    | More than 2m  |
|               |   | <b>Narrowest width</b>  | More than 1m  |
|               |   | <b>Narrowest point</b>  | No cycling sign   |
|               |   | <b>Accessibility</b>    | Fair  |
| <b>Relief</b> | Flat  |                         |   |



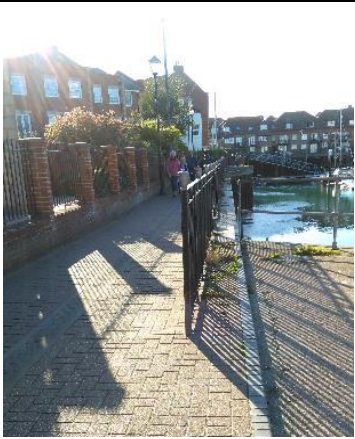

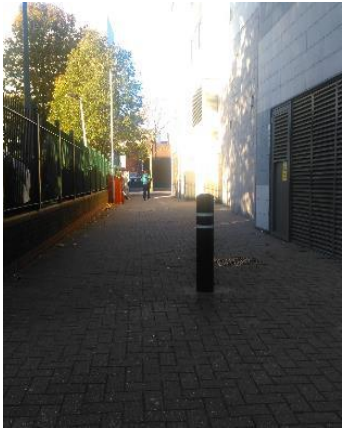

|                         |   |                         |  |
|-------------------------|---|-------------------------|--|
|                         |   | <b>Condition</b>        | Good   |
|                         |   | <b>Notable features</b> | Uneven surface   |
| 87                      |    | <b>Length</b>           | 22   |
|                         |   | <b>Surface</b>          | Tarmac   |
|                         |   | <b>Type of route</b>    | Suburban   |
|                         |   | <b>Lighting</b>         | Yes  |
|                         |   | <b>Average width</b>    | More than 2m   |
|                         |   | <b>Narrowest width</b>  | Less than 1m   |
|                         |   | <b>Narrowest point</b>  | Barriers   |
|                         |   | <b>Accessibility</b>    | Fair   |
|                         |   | <b>Relief</b>           | Flat   |
|                         |   | <b>Condition</b>        | Good   |
|                         |   | <b>Notable features</b> | Separated from 88 by road  |
|                         |   | 88                      |   |
| <b>Surface</b>          | Tarmac  |                         |  |
| <b>Type of route</b>    | Suburban  |                         |  |
| <b>Lighting</b>         | Yes   |                         |  |
| <b>Average width</b>    | More than 2m  |                         |  |
| <b>Narrowest width</b>  | More than 1m  |                         |  |
| <b>Narrowest point</b>  | Lamppost  |                         |  |
| <b>Accessibility</b>    | Good  |                         |  |
| <b>Relief</b>           | Gentle slope  |                         |  |
| <b>Condition</b>        | Good  |                         |  |
| <b>Notable features</b> | Separated from 87 by road   |                         |  |
| 89                      |  |                         |  |
|                         |   | <b>Surface</b>          | Tarmac   |
|                         |   | <b>Type of route</b>    | Industrial   |
|                         |   | <b>Lighting</b>         | Yes  |
|                         |   | <b>Average width</b>    | More than 2m   |
|                         |   | <b>Narrowest width</b>  | More than 1m   |
|                         |   | <b>Narrowest point</b>  | Corner   |
|                         |   | <b>Accessibility</b>    | Low  |
|                         |   | <b>Relief</b>           | Steps  |
|                         |   | <b>Condition</b>        | Good   |
|                         |   | <b>Notable features</b> | N/A  |
|                         |   | 90                      | <br> |
| <b>Surface</b>          | Tarmac  |                         |  |
| <b>Type of route</b>    | Suburban  |                         |  |
| <b>Lighting</b>         | Yes   |                         |  |
| <b>Average width</b>    | More than 2m  |                         |  |
| <b>Narrowest width</b>  | More than 1m  |                         |  |
| <b>Narrowest point</b>  | Barriers  |                         |  |
| <b>Accessibility</b>    | Good  |                         |  |
| <b>Relief</b>           | Flat  |                         |  |
| <b>Condition</b>        | Good  |                         |  |
| <b>Notable features</b> | N/A   |                         |  |
| 91                      |  |                         |  |
|                         |   | <b>Surface</b>          | Paving   |
|                         |   | <b>Type of route</b>    | Suburban   |
|                         |   | <b>Lighting</b>         | Yes  |
|                         |   | <b>Average width</b>    | More than 2m   |
|                         |   | <b>Narrowest width</b>  | More than 1m   |
|                         |   | <b>Narrowest point</b>  | N/A - Uniform throughout   |
|                         |   | <b>Accessibility</b>    | Good   |
| <b>Relief</b>           | Flat  |                         |  |





|                         |  |                         |   |
|-------------------------|--|-------------------------|---|
|                         |  | <b>Condition</b>        | Good  |
|                         |  | <b>Notable features</b> | Near Charles Dickens birthplace   |
| 95                      |   | <b>Length</b>           | 10  |
|                         |  | <b>Surface</b>          | Tarmac/paving   |
|                         |  | <b>Type of route</b>    | Urban   |
|                         |  | <b>Lighting</b>         | Yes   |
|                         |  | <b>Average width</b>    | More than 2m  |
|                         |  | <b>Narrowest width</b>  | More than 1m  |
|                         |  | <b>Narrowest point</b>  | Bollard   |
|                         |  | <b>Accessibility</b>    | Good  |
|                         |  | <b>Relief</b>           | Flat  |
|                         |  | <b>Condition</b>        | Good  |
|                         |  | <b>Notable features</b> | N/A   |
|                         |  | 96                      |    |
| <b>Surface</b>          | Tarmac   |                         |   |
| <b>Type of route</b>    | Industrial   |                         |   |
| <b>Lighting</b>         | Yes  |                         |   |
| <b>Average width</b>    | More than 2m   |                         |   |
| <b>Narrowest width</b>  | More than 1m   |                         |   |
| <b>Narrowest point</b>  | Bend in the path   |                         |   |
| <b>Accessibility</b>    | Good   |                         |   |
| <b>Relief</b>           | Flat   |                         |   |
| <b>Condition</b>        | Good   |                         |   |
| <b>Notable features</b> | N/A  |                         |   |
| 97                      |  |                         |   |
|                         |  | <b>Surface</b>          | Paving  |
|                         |  | <b>Type of route</b>    | Suburban  |
|                         |  | <b>Lighting</b>         | Yes   |
|                         |  | <b>Average width</b>    | More than 2m  |
|                         |  | <b>Narrowest width</b>  | More than 1m  |
|                         |  | <b>Narrowest point</b>  | N/A - Uniform throughout  |
|                         |  | <b>Accessibility</b>    | Good  |
|                         |  | <b>Relief</b>           | Flat  |
|                         |  | <b>Condition</b>        | Good  |
|                         |  | <b>Notable features</b> | N/A   |
|                         |  | 100                     |  |
| <b>Surface</b>          | Tarmac   |                         |   |
| <b>Type of route</b>    | Suburban   |                         |   |
| <b>Lighting</b>         | Yes  |                         |   |
| <b>Average width</b>    | More than 2m   |                         |   |
| <b>Narrowest width</b>  | More than 1m   |                         |   |
| <b>Narrowest point</b>  | N/A - Uniform throughout   |                         |   |
| <b>Accessibility</b>    | Good   |                         |   |
| <b>Relief</b>           | Flat   |                         |   |
| <b>Condition</b>        | Good   |                         |   |
| <b>Notable features</b> | N/A  |                         |   |





### B.3. South

| Route ID         | Photo   | Variable        | Description              |
|------------------|---|-----------------|--------------------------|
| 1                |    | Length (metres) | 51                       |
|                  |   | Surface         | Paving                   |
|                  |   | Type of route   | Suburban                 |
|                  |   | Lighting        | No                       |
|                  |   | Average width   | More than 2m             |
|                  |   | Narrowest width | More than 1m             |
|                  |   | Narrowest point | West side                |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Good                     |
| Notable features | N/A   |                 |                          |
| 2                |   | Length (metres) | 25                       |
|                  |   | Surface         | Paving                   |
|                  |   | Type of route   | Suburban                 |
|                  |   | Lighting        | No                       |
|                  |   | Average width   | Less than 2m             |
|                  |   | Narrowest width | Less than 1m             |
|                  |   | Narrowest point | N/A - Uniform throughout |
|                  |   | Accessibility   | Low                      |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Good                     |
| Notable features | Very narrow   |                 |                          |
| 3                |  | Length (metres) | 19                       |
|                  |   | Surface         | Paving                   |
|                  |   | Type of route   | Suburban                 |
|                  |   | Lighting        | No                       |
|                  |   | Average width   | More than 2m             |
|                  |   | Narrowest width | More than 1m             |
|                  |   | Narrowest point | N/A - Uniform throughout |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Very good                |
| Notable features | Faded footpath sign   |                 |                          |
| 4                |  | Length (metres) | 17                       |
|                  |   | Surface         | Paving                   |
|                  |   | Type of route   | Suburban                 |
|                  |   | Lighting        | No                       |
|                  |   | Average width   | More than 2m             |
|                  |   | Narrowest width | Less than 1m             |
|                  |   | Narrowest point | Barriers                 |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Good                     |
| Notable features | No footpath sign  |                 |                          |







|    |   |                  |                                |
|----|---|------------------|--------------------------------|
| 10 |    | Length (metres)  | 171                            |
|    |   | Surface          | Brick                          |
|    |   | Type of route    | Urban                          |
|    |   | Lighting         | Yes                            |
|    |   | Average width    | More than 2m                   |
|    |   | Narrowest width  | More than 1m                   |
|    |   | Narrowest point  | Bollards                       |
|    |   | Accessibility    | Good                           |
|    |   | Relief           | Flat                           |
|    |   | Condition        | Very good                      |
|    |   | Notable features | Faded footpath sign            |
| 11 |   | Length (metres)  | 24                             |
|    |   | Surface          | Brick                          |
|    |   | Type of route    | Urban                          |
|    |   | Lighting         | Yes                            |
|    |   | Average width    | More than 2m                   |
|    |   | Narrowest width  | More than 1m                   |
|    |   | Narrowest point  | Pillars                        |
|    |   | Accessibility    | Good                           |
|    |   | Relief           | Flat                           |
|    |   | Condition        | Good                           |
|    |   | Notable features | N/A                            |
| 12 |  | Length (metres)  | 48                             |
|    |   | Surface          | Brick                          |
|    |   | Type of route    | Urban                          |
|    |   | Lighting         | Yes                            |
|    |   | Average width    | More than 2m                   |
|    |   | Narrowest width  | More than 1m                   |
|    |   | Narrowest point  | Bollard                        |
|    |   | Accessibility    | Good                           |
|    |   | Relief           | Flat                           |
|    |   | Condition        | Good                           |
|    |   | Notable features | Coop metal storage in footpath |
| 13 |  | Length (metres)  | 27                             |
|    |   | Surface          | Paving                         |
|    |   | Type of route    | Suburban                       |
|    |   | Lighting         | Yes                            |
|    |   | Average width    | More than 2m                   |
|    |   | Narrowest width  | More than 1m                   |
|    |   | Narrowest point  | Bollards                       |
|    |   | Accessibility    | Good                           |
|    |   | Relief           | Flat                           |
|    |   | Condition        | Good                           |
|    |   | Notable features | N/A                            |





|                  |   |                 |                          |
|------------------|---|-----------------|--------------------------|
| 14               |    | Length (metres) | 70                       |
|                  |   | Surface         | Paving                   |
|                  |   | Type of route   | Suburban                 |
|                  |   | Lighting        | Yes                      |
|                  |   | Average width   | More than 2m             |
|                  |   | Narrowest width | More than 1m             |
|                  |   | Narrowest point | N/A - Uniform throughout |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Good                     |
| Notable features | N/A   |                 |                          |
| 15               |   | Length (metres) | 26                       |
|                  |   | Surface         | Concrete                 |
|                  |   | Type of route   | Urban                    |
|                  |   | Lighting        | No                       |
|                  |   | Average width   | More than 2m             |
|                  |   | Narrowest width | More than 1m             |
|                  |   | Narrowest point | Barriers                 |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Fair                     |
| Notable features | Uneven ground, access to car park from shops  |                 |                          |
| 16               |  | Length (metres) | 55                       |
|                  |   | Surface         | Tarmac                   |
|                  |   | Type of route   | Suburban                 |
|                  |   | Lighting        | No                       |
|                  |   | Average width   | More than 2m             |
|                  |   | Narrowest width | More than 1m             |
|                  |   | Narrowest point | N/A - Uniform throughout |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Fair                     |
| Notable features | Faded footpath sign   |                 |                          |
| 17               |  | Length (metres) | 34                       |
|                  |   | Surface         | Paving/brick             |
|                  |   | Type of route   | Suburban                 |
|                  |   | Lighting        | No                       |
|                  |   | Average width   | More than 2m             |
|                  |   | Narrowest width | More than 1m             |
|                  |   | Narrowest point | N/A - Uniform throughout |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Good                     |
| Notable features | N/A   |                 |                          |



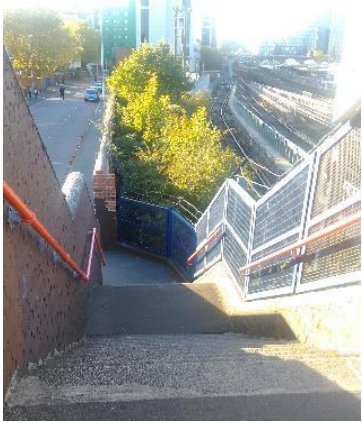

|    |   |                  |  |
|----|---|------------------|--|
| 18 |    | Length (metres)  | 29   |
|    |   | Surface          | Tarmac   |
|    |   | Type of route    | Suburban   |
|    |   | Lighting         | No   |
|    |   | Average width    | More than 2m                                     |
|    |   | Narrowest width  | More than 1m                                     |
|    |   | Narrowest point  | N/A - Uniform throughout                         |
|    |   | Accessibility    | Good   |
|    |   | Relief           | Flat   |
|    |   | Condition        | Good   |
|    |   | Notable features | Footpath sign in wrong direction                 |
| 19 |   | Length (metres)  | 58   |
|    |   | Surface          | Paving   |
|    |   | Type of route    | Urban  |
|    |   | Lighting         | No   |
|    |   | Average width    | More than 2m                                     |
|    |   | Narrowest width  | More than 1m                                     |
|    |   | Narrowest point  | Bollard  |
|    |   | Accessibility    | Good   |
|    |   | Relief           | Flat   |
|    |   | Condition        | Good   |
|    |   | Notable features | Faded footpath sign at both ends                 |
| 37 |  | Length (metres)  | 45   |
|    |   | Surface          | Paving   |
|    |   | Type of route    | Suburban   |
|    |   | Lighting         | Yes  |
|    |   | Average width    | Less than 2m                                     |
|    |   | Narrowest width  | More than 1m                                     |
|    |   | Narrowest point  | N/A - Uniform throughout                         |
|    |   | Accessibility    | Good   |
|    |   | Relief           | Flat   |
|    |   | Condition        | Good   |
|    |   | Notable features | Dumped rubbish, footpath sign in wrong direction |
| 38 |  | Length (metres)  | 187  |
|    |   | Surface          | Tarmac   |
|    |   | Type of route    | Suburban   |
|    |   | Lighting         | Yes  |
|    |   | Average width    | More than 2m                                     |
|    |   | Narrowest width  | More than 1m                                     |
|    |   | Narrowest point  | Corner   |
|    |   | Accessibility    | Good   |
|    |   | Relief           | Flat   |
|    |   | Condition        | Fair   |
|    |   | Notable features | Dumped rubbish blocking path, uneven ground      |





|                         |   |                         |   |
|-------------------------|---|-------------------------|---|
| 39                      |    | <b>Length (metres)</b>  | 39  |
|                         |   | <b>Surface</b>          | Paving  |
|                         |   | <b>Type of route</b>    | Suburban  |
|                         |   | <b>Lighting</b>         | Yes   |
|                         |   | <b>Average width</b>    | More than 2m  |
|                         |   | <b>Narrowest width</b>  | Less than 1m  |
|                         |   | <b>Narrowest point</b>  | Barriers  |
|                         |   | <b>Accessibility</b>    | Good  |
|                         |   | <b>Relief</b>           | Flat  |
|                         |   | <b>Condition</b>        | Fair  |
|                         |   | <b>Notable features</b> | Dumped rubbish, footpath sign faded at one end missing at the other end |
| 40                      |   | <b>Length (metres)</b>  | 18  |
|                         |   | <b>Surface</b>          | Tarmac  |
|                         |   | <b>Type of route</b>    | Suburban  |
|                         |   | <b>Lighting</b>         | Yes   |
|                         |   | <b>Average width</b>    | More than 2m  |
|                         |   | <b>Narrowest width</b>  | Less than 1m  |
|                         |   | <b>Narrowest point</b>  | N/A - Uniform throughout  |
|                         |   | <b>Accessibility</b>    | Good  |
|                         |   | <b>Relief</b>           | Flat  |
|                         |   | <b>Condition</b>        | Good  |
| <b>Notable features</b> | Faded footpath sign   |                         |   |
| 41                      |  | <b>Length (metres)</b>  | 69  |
|                         |   | <b>Surface</b>          | Paving/bricks   |
|                         |   | <b>Type of route</b>    | Suburban  |
|                         |   | <b>Lighting</b>         | Yes   |
|                         |   | <b>Average width</b>    | More than 2m  |
|                         |   | <b>Narrowest width</b>  | More than 1m  |
|                         |   | <b>Narrowest point</b>  | Barriers  |
|                         |   | <b>Accessibility</b>    | Good  |
|                         |   | <b>Relief</b>           | Flat  |
|                         |   | <b>Condition</b>        | Good  |
| <b>Notable features</b> | Faded footpath sign, road separates from 43   |                         |   |
| 42                      |  | <b>Length (metres)</b>  | 190   |
|                         |   | <b>Surface</b>          | Tarmac  |
|                         |   | <b>Type of route</b>    | Suburban  |
|                         |   | <b>Lighting</b>         | No  |
|                         |   | <b>Average width</b>    | More than 2m  |
|                         |   | <b>Narrowest width</b>  | More than 1m  |
|                         |   | <b>Narrowest point</b>  | Barriers  |
|                         |   | <b>Accessibility</b>    | Good  |
|                         |   | <b>Relief</b>           | Flat  |
|                         |   | <b>Condition</b>        | Good  |
| <b>Notable features</b> | Crossing at one end difficult   |                         |   |



|                  |   |                 |                          |
|------------------|---|-----------------|--------------------------|
| 43               |    | Length (metres) | 61                       |
|                  |   | Surface         | Paving/bricks            |
|                  |   | Type of route   | Suburban                 |
|                  |   | Lighting        | Yes                      |
|                  |   | Average width   | More than 2m             |
|                  |   | Narrowest width | More than 1m             |
|                  |   | Narrowest point | Bollards                 |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Good                     |
| Notable features | Road separates from 41  |                 |                          |
| 44               |   | Length (metres) | 78                       |
|                  |   | Surface         | Brick                    |
|                  |   | Type of route   | Suburban                 |
|                  |   | Lighting        | Yes                      |
|                  |   | Average width   | More than 2m             |
|                  |   | Narrowest width | Less than 1m             |
|                  |   | Narrowest point | Barriers                 |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Good                     |
| Notable features | N/A   |                 |                          |
| 45               |  | Length (metres) | 31                       |
|                  |   | Surface         | Tarmac                   |
|                  |   | Type of route   | Suburban                 |
|                  |   | Lighting        | Yes                      |
|                  |   | Average width   | Less than 2m             |
|                  |   | Narrowest width | More than 1m             |
|                  |   | Narrowest point | N/A - Uniform throughout |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Good                     |
| Notable features | Gated at one end, faded footpath sign   |                 |                          |
| 46               |  | Length (metres) | 102                      |
|                  |   | Surface         | Tarmac                   |
|                  |   | Type of route   | Industrial               |
|                  |   | Lighting        | Yes                      |
|                  |   | Average width   | More than 2m             |
|                  |   | Narrowest width | More than 1m             |
|                  |   | Narrowest point | Barriers                 |
|                  |   | Accessibility   | Good                     |
|                  |   | Relief          | Flat                     |
|                  |   | Condition       | Good                     |
| Notable features | N/A   |                 |                          |

|    |   |                         |                                  |
|----|---|-------------------------|----------------------------------|
| 47 |    | <b>Length (metres)</b>  | 91                               |
|    |   | <b>Surface</b>          | Brick                            |
|    |   | <b>Type of route</b>    | Suburban                         |
|    |   | <b>Lighting</b>         | Yes                              |
|    |   | <b>Average width</b>    | More than 2m                     |
|    |   | <b>Narrowest width</b>  | More than 1m                     |
|    |   | <b>Narrowest point</b>  | Barriers                         |
|    |   | <b>Accessibility</b>    | Good                             |
|    |   | <b>Relief</b>           | Flat                             |
|    |   | <b>Condition</b>        | Good                             |
|    |   | <b>Notable features</b> | Footpath sign in wrong direction |
| 75 |   | <b>Length (metres)</b>  | 40                               |
|    |   | <b>Surface</b>          | Tarmac                           |
|    |   | <b>Type of route</b>    | Suburban                         |
|    |   | <b>Lighting</b>         | Yes                              |
|    |   | <b>Average width</b>    | More than 2m                     |
|    |   | <b>Narrowest width</b>  | More than 1m                     |
|    |   | <b>Narrowest point</b>  | Barriers                         |
|    |   | <b>Accessibility</b>    | Good                             |
|    |   | <b>Relief</b>           | Flat                             |
|    |   | <b>Condition</b>        | Good                             |
|    |   | <b>Notable features</b> | Footpath sign in wrong direction |
| 80 |  | <b>Length (metres)</b>  | 50                               |
|    |   | <b>Surface</b>          | Tarmac                           |
|    |   | <b>Type of route</b>    | Crossing                         |
|    |   | <b>Lighting</b>         | Yes                              |
|    |   | <b>Average width</b>    | More than 2m                     |
|    |   | <b>Narrowest width</b>  | More than 1m                     |
|    |   | <b>Narrowest point</b>  | N/A - Uniform throughout         |
|    |   | <b>Accessibility</b>    | Low                              |
|    |   | <b>Relief</b>           | Stairs                           |
|    |   | <b>Condition</b>        | Good                             |
|    |   | <b>Notable features</b> | N/A                              |
| 99 |  | <b>Length (metres)</b>  | 736                              |
|    |   | <b>Surface</b>          | Tarmac                           |
|    |   | <b>Type of route</b>    | Suburban                         |
|    |   | <b>Lighting</b>         | Yes                              |
|    |   | <b>Average width</b>    | More than 2m                     |
|    |   | <b>Narrowest width</b>  | Less than 1m                     |
|    |   | <b>Narrowest point</b>  | Barriers                         |
|    |   | <b>Accessibility</b>    | Good                             |
|    |   | <b>Relief</b>           | Flat                             |
|    |   | <b>Condition</b>        | Good                             |
|    |   | <b>Notable features</b> | N/A                              |

|                         |   |                         |                          |
|-------------------------|---|-------------------------|--------------------------|
| 101                     |  | <b>Length (metres)</b>  | 48                       |
|                         |   | <b>Surface</b>          | Concrete                 |
|                         |   | <b>Type of route</b>    | Suburban                 |
|                         |   | <b>Lighting</b>         | No                       |
|                         |   | <b>Average width</b>    | Less than 2m             |
|                         |   | <b>Narrowest width</b>  | More than 1m             |
|                         |   | <b>Narrowest point</b>  | N/A - Uniform throughout |
|                         |   | <b>Accessibility</b>    | Good                     |
|                         |   | <b>Relief</b>           | Flat                     |
|                         |   | <b>Condition</b>        | Good                     |
|                         |   | <b>Notable features</b> | Faded footpath sign      |
| 102                     |  | <b>Length (metres)</b>  | 45                       |
|                         |   | <b>Surface</b>          | Grass                    |
|                         |   | <b>Type of route</b>    | Suburban                 |
|                         |   | <b>Lighting</b>         | No                       |
|                         |   | <b>Average width</b>    | More than 2m             |
|                         |   | <b>Narrowest width</b>  | More than 1m             |
|                         |   | <b>Narrowest point</b>  | N/A - Uniform throughout |
|                         |   | <b>Accessibility</b>    | Low                      |
|                         |   | <b>Relief</b>           | Flat                     |
|                         |   | <b>Condition</b>        | Fair                     |
| <b>Notable features</b> | Not clearly delineated, adjacent to pavement                                      |                         |                          |
| 103                     |   | <b>Surface</b>          | Grass                    |
|                         |   | <b>Type of route</b>    | Suburban                 |
|                         |   | <b>Lighting</b>         | No                       |
|                         |   | <b>Average width</b>    | Less than 1m             |
|                         |   | <b>Narrowest width</b>  | Less than 1m             |
|                         |   | <b>Narrowest point</b>  | N/A - Uniform throughout |
|                         |   | <b>Accessibility</b>    | Low                      |
|                         |   | <b>Relief</b>           | Flat                     |
|                         |   | <b>Condition</b>        | Poor                     |
|                         |   | <b>Notable features</b> | Overgrown                |
|                         |   | <b>Surface</b>          | Grass                    |

## Appendix C. PROW Audit Schedule

| Day / Time                      | Task   |
|---------------------------------|--|
| <b>Day 1: North</b>             |  |
| 08.00 – 08.30                   | AOS set up and Day 1 Briefing.   |
| 08.30 – 09.00                   | Travel to site   |
| 09.00 – 11.00                   | 24,20,66,9,64,8,6,7,30,31,33,34,5,32,29 (15 Sites)                               |
| 11.00 – 11.30                   | Break  |
| 11.30 – 13.00                   | 63,62,68,36,67,94,93,25,22,21 (10 Sites)   |
| 13.00 – 14.00                   | Lunch break  |
| 14.00 – 16.00                   | 58,55,50,92,51,53,49,52,48,23,27,35,28,98,26 (15 sites)                          |
| 16.00 – 16.30                   | Break  |
| 16.30 – 17.00                   | 56,54,57 (3 Sites)   |
| 17.00 – 18.00                   | Travel from site, AOS closure and debrief (including lessons learned discussion) |
| <b>Day 2: Fratton to Hilsea</b> |  |
| 08.00 – 08.30                   | AOS set up and Day 2 Briefing.   |
| 08.30 – 09.00                   | Travel to site   |
| 09.00 – 11.00                   | 89,90,100,87,88,86,84,60,85,69,59,61,91,97,83 (15 sites)                         |
| 11.00 – 11.30                   | Break  |
| 11.30 – 13.00                   | 82,76,95,77,71,78,81,96, 103, 72,73,79,74,70 (14 sites)                          |
| 13.00 – 14.00                   | Lunch break  |
| 14.00 – 16.00                   | Contingency for Day 1 and 2  |
| 16.00 – 16.30                   | Break  |
| 16.30 – 17.30                   | Contingency for Day 1 and 2  |
| 17.30 – 18.30                   | Travel from site, AOS closure and debrief (including lessons learned discussion) |
| <b>Day 3: City Centre</b>       |  |
| 08.00 – 08.30                   | AOS set up and Day 3 Briefing.   |
| 08.30 – 09.00                   | Travel to site   |
| 09.00 – 11.00                   | 11,12,80,75,10,3,1,4,17,18,38,16,15,19,13 (15 sites)                             |
| 11.00 – 11.30                   | Break  |
| 11.30 – 13.00                   | 14,39,37,43,47,42,44,99,46,102,101,2,40,41,45 (15 sites)                         |
| 13.00 – 14.00                   | Lunch break  |
| 14.00 – 16.00                   | Contingency for Day 1, 2 and 3   |
| 16.00 – 16.30                   | AOS closure and debrief  |
| 16.30                           | Travel from site   |

# Appendix D. Site Audit Data Collection Form (Example)

**Route number:**

|   |                 |          |          |       |       |
|---|-----------------|----------|----------|-------|-------|
| Section                                       |                 |          |          |       |       |
| Length of route                               |                 |          |          |       |       |
| Surface                                       |                 |          |          |       |       |
| Average width of route                        | <i>At end 1</i> |          |          |       |       |
|   | <i>At end 2</i> |          |          |       |       |
|   | <i>Middle</i>   |          |          |       |       |
| Narrowest point of each route                 |                 |          |          |       |       |
| Type of route                                 | Urban           | Suburban | Crossing | Rural | Other |
|   |                 |          |          |       |       |
| Level of access for less mobile users         |                 |          |          |       |       |
| Access permissions (e.g. bridleway, cycleway) |                 |          |          |       |       |
| Condition of route                            |                 |          |          |       |       |
| Brief commentary of level of use              |                 |          |          |       |       |
| Potential missing sections of the route       |                 |          |          |       |       |
| Any other notable features of the route       |                 |          |          |       |       |



## Appendix E. Risk Assessment

| Risk     | Risk Effect  | Pre-Mitigation |         |     | Chosen action  | Post Mitigation |         |     |
|----------|--|----------------|---------|-----|--|-----------------|---------|-----|
|          |  | Prob 1-5       | Imp 1-5 | P*I |  | Prob 1-5        | Imp 1-5 | P*I |
| Daylight | The time of year which the site visit is being undertaken, poses a higher risk of running out of daylight. | 5              | 5       | 25  | <p>The Project Manager has checked daylight hours for Portsmouth for the site visit period. The schedule has been planned to account for this and to ensure that both attendees will not be on site after sunset or before sunrise.</p> <p>A risk of needing to drive from site after sunset remains, in the case of sever traffic / an incident. Extra care will be taken when driving after dark.</p> <p>Returning from site will be the priority following the completion of the site audits for that day. The debrief and AOS closure will take place from the accommodation location.</p> <p>PPE will be available in the vehicle for both attendees and will be worn should the attendees be required to exit the vehicle after dark (with the exception of arriving at the accommodation location).</p> | 1               | 1       | 1   |



|                         |   |          |          |           |  |          |          |          |
|-------------------------|---|----------|----------|-----------|--|----------|----------|----------|
| Verbal / Physical Abuse | <p>Abuse could cause:</p> <ol style="list-style-type: none"> <li>1) Physical harm to one or more attendees on site.</li> <li>2) Psychological harm to one or more attendees on site.</li> <li>3) Both of the above</li> </ol> | <b>3</b> | <b>4</b> | <b>12</b> | <p>In any case of physical abuse, the site visits will be immediately halted, and the police called.</p> <p>In a case of verbal abuse, the site visits will be immediately halted. A decision will be made whether to attend the other site visit locations (excluding any within close vicinity) depending on the severity and nature of the abuse. Any agreement to continue with the site visits will be made jointly between both site attendees. Neither will be forced or encouraged to continue if they feel uncomfortable.</p> <p>Atkins will not challenge any person. If challenged themselves, Atkins will explain the reason for being on site and show a letter provided by PCC (see below) for evidence. If the challenging person is still not satisfied, Atkins will provide contact details of the relevant PCC officer (if appropriate) and leave the site immediately.</p> <p>All incidences will be reported to PCC and more severe incidences reported to the Police.</p> <p>A letter has been provided by PCC for Atkins use during the site visit. This letter clearly states the reason for the site visit and that Atkins have the relevant permissions from PCC. The aim of this letter is to prevent any misunderstanding for the visit which may cause unnecessary confrontation or abuse.</p> | <b>1</b> | <b>4</b> | <b>4</b> |
| Trip / Fall             | <p>The effects of a trip or fall can range from slight, temporary injury to sever, long term injury.</p> <p>There is also an additional risk of tripping / falling into the</p>   | <b>4</b> | <b>3</b> | <b>12</b> | <p>The site visit has been planned to allow sufficient time so that attendees will not have to rush when on location or when travelling to / from. This will enable attendees to take sufficient precaution when walking around the site and to / from, significantly reducing the risk of a trip or fall.</p>   | <b>1</b> | <b>3</b> | <b>3</b> |

|                      |  |   |   |    |   |   |   |   |
|----------------------|--|---|---|----|---|---|---|---|
|                      | carriageway and being struck by a vehicle.   |   |   |    | <p>Tiredness can increase the risk of tripping or falling when on site. Regular breaks have been scheduled (see Audit Plan section) and accommodation provided for two nights to ensure tiredness is not a factor.</p> <p>To reduce the pressure on attendees, a contingency period has been added to the end of Day 2 and Day 3 to enable 'missed' routes to be audited at another time as opposed to increasing the length of the working day or the audits being rushed.</p> <p>All Atkins employees on site have completed online health and safety training.</p>   |   |   |   |
| Illness              | <p>Illness may impact on the attendee's ability to remain focused whilst working on site and therefore may have health and safety implications; e.g. leading to a trip or fall.</p> <p>Also, an illness may become more severe if the attendee is not able to get required treatment as a result of being on site.</p> | 3 | 4 | 12 | <p>In the event of illness, the site visit will be halted. There will be no instance of lone working; if one attendee becomes ill, both attendees will be required to halt the audit.</p> <p>Although it is not possible to significantly reduce the probability of illness, the mitigations will significantly reduce the impact of the illness on the attendee's safety.</p> <p>A comfortable, clean and working environment and accommodation will be provided throughout to help reduce the risk of illness. The site visit has been carefully planned to reduce stress and fatigue on all attendees.</p> <p>Any ongoing medical issues, including allergies, are stated by each attendee as part of Atkins' AOS system. If any are deemed to be a risk, the employee will not attend the site visit.</p> | 2 | 1 | 2 |
| Weather Implications | The time of year which the site visit is being undertaken, poses a higher risk of severe weather.  | 3 | 3 | 9  | <p>Prior to and during the site visit, the Project Manager will routinely check the weather forecast to ensure that no severe weather warnings are issued, or unsuitable</p>  | 2 | 1 | 2 |

|                  |   |          |          |           |  |          |          |           |
|------------------|---|----------|----------|-----------|--|----------|----------|-----------|
|                  | <p>Severe weather is expected to significantly impact travel to the study area and between each site, as well as whilst on foot on site.</p>  |          |          |           | <p>weather is forecast. If this is the case, the site visit will be postponed.</p> <p>If a severe weather warning is issued or unsuitable weather is forecast whilst on site, the site visit will be halted. In this case both attendees will return to their office locations to avoid travelling in severe weather.</p> <p>In cases of short spells of poor weather, the attendees will break until the poor weather passes. The site visit will resume on agreement of both attendees.</p> <p>Although every possible action will be taken to avoid working or travelling in severe weather, the risk of non-forecast severe weather is still present. In this case all travel will be halted, and accommodation extended as appropriate.</p> <p>PPE will be worn by both attendees at all times which help reduce the risk of incident in poor light (due to weather).</p> |          |          |           |
| Vehicle Incident | <p>The potential impact of an incident whilst driving varies significantly. For this risk assessment the worst-case scenario is assessed.</p> <p>The probability is high if personal precautions are not taken by Atkins employees; such as sufficient breaks and avoiding severe weather. The risk is increased due to other drivers' errors or lack of precaution, which cannot</p> | <b>4</b> | <b>5</b> | <b>20</b> | <p>The schedule has been carefully planned as to avoid transport / driving fatigue. The main driver, travelling from Birmingham alone, is travelling the prior evening to allow more time for breaks from driving and to reduce the number of hours driving in one day. Accommodation has been provided for that evening also.</p> <p>The driving will be shared between both attendees and adequate breaks have been scheduled.</p> <p>When arriving at each site, the vehicle will be parked safely without causing hazards to other vehicles or pedestrians. It will be parked in a location where the attendees can exit safely on foot and where the driver can</p>   | <b>2</b> | <b>5</b> | <b>10</b> |

|                                  |  |          |          |           |  |          |          |          |
|----------------------------------|--|----------|----------|-----------|--|----------|----------|----------|
|                                  | be controlled by the site visit attendees.   |          |          |           | <p>re-join the carriageway safety when leaving the site, accommodation or any other location.</p> <p>Atkins pool cars are serviced regularly and meet the highest pool car safety standards.</p> <p>If there is any issue with the vehicle, the driver will pull over at the first safe location (or will be left in situ if not in motion) and Atkins breakdown service will be called. Both attendees will find a safe place to wait in proximity of the vehicle and PPE will be worn if not on a standard footway. In this event, the site visit will be halted, and Atkins will provide a safe method of transport back to the retrospective home office for each attendee.</p> <p>As explained above, site visits will only be undertaken in daylight hours.</p> <p>The probability remains significant due to other drivers' errors and lack of precaution not being controllable. The impact also remains high as the worst-case scenario remains as a possibility.</p> |          |          |          |
| Pedestrian Incident with Vehicle | <p>The potential impact of an incident whilst working close to a carriageway varies significantly. For this risk assessment the worst-case scenario is assessed.</p> <p>The probability is high if personal precautions are not taken by Atkins employees; such as working away from the carriageway wherever possible and wearing PPE. The risk is increased due to</p> | <b>4</b> | <b>5</b> | <b>20</b> | <p>PPE will be worn at all times.</p> <p>When on site, the attendees will work away from the carriageway boundary and will not be required to stand within the carriageway at any time (other than entering and exiting the vehicle).</p> <p>Where possible, attendees will work in locations where vehicles are not able to strike either attendee. If this is not possible, for example at the end of a route terminating on a footway adjacent to a carriageway, one attendee will act as a look out for traffic and warn the other attendee. This</p>  | <b>1</b> | <b>5</b> | <b>5</b> |

|                   |  |   |   |            |   |   |   |           |
|-------------------|--|---|---|------------|---|---|---|-----------|
|                   | driver errors which cannot be controlled by the site visit attendees.  |   |   |            | <p>will improve reaction time in case of an incident involving a vehicle mounting the footway.</p> <p>The vehicle will be parked in a location which allows the safe exit and entry of the attendees. If there is any risk of the attendee being struck by a vehicle on exit / entry, another location will be found to park.</p> <p>As explained above, site visits will only be undertaken in daylight hours.</p> <p>The probability is lowered due to the above precautions but remains due to driver error not being controllable and attendees being required to access the carriageway (to access the vehicle) and at times to work on footways adjacent to a carriageway. The impact remains high as the worst-case scenario remains as a possibility.</p> |   |   |           |
| Damage to Vehicle | Damage to the vehicle may result in the vehicle becoming unroadworthy and therefore increase other associated risks. | 2 | 2 | 4          | <p>The vehicle will be parked in a safe location where the risk of impact from another vehicle is minimal (i.e. away from corners / junctions).</p> <p>The vehicle will also be parked in a visible location so that the risk of purposeful damage / vandalism is reduced.</p> <p>If there is any visible damage to the car on return or apparent issues whilst driving, the site visit will be halted and Atkins breakdown service will be contacted.</p>  | 1 | 2 | 2         |
|                   |  |   |   | <b>114</b> |   |   |   | <b>29</b> |






# Appendix F. Identification of 'Missing' Routes



**Note:**

- 1) The following analysis has been undertaken as a desktop analysis, using Google Maps and Google Streetview.
- 2) The routes have been determined using the information provided by the respondents. Where the information not completely descriptive, assumptions have been made.

| Respondent's Answer  | Route Start / Finish                 | Ref. | Evidence of Route (Desktop)  | Comments  |
|--|--------------------------------------|------|--|---|
| Camber Town Quay - East street and Seagers' Court  | Camber Quay Route                    | 1    | See Section 5.5 (in Main Report)   | -   |
| There is not a route around the Town Camber Quay   | Camber Quay Route                    | 2    | See Section 5.5 (in Main Report)   | -   |
| There has been a route around the camber in old Portsmouth for many years over 40 years as I used to walk around it. The route enabled people to walk and drive around the area known as the camber. This meant that people were able to walk and drive all along along the waters edge and there are photos available on the Internet to show this. One photo is entitled KB boats 16 reasons. Included East steet outer camber and car park. | Camber Quay Route                    | 3    | See Section 5.5 (in Main Report)   | -   |
| <p>1) There is a public right of way from Pembroke Road to the Long Curtain tunnel, to the west of the old City wall</p> <p>2) There is a right of way from Broad Street to the Camber</p> <p>3) There is a right of way around the Camber to the west of the Ben Ainslie Racing building to the Market Tavern and south back to Broad St</p>  | Pembroke Road to Long Curtain Tunnel | 4a   | <p>Aerial view</p>  <p>North access</p> | <p>A route clearly exists, as described by the respondent.</p> <p>PCC to determine whether this should be included on Definitive Map and Statement.</p> |



South access  
Not available.

|   |    |   |   |
|---|----|---|---|
|   |    |  <p>Aerial view</p>                    |   |
| Broad Street to the Camber  | 4b | See comment.  | Based on the information provided by the respondent, it is not possible to determine the exact location. There is existing access between Broad Street and The Camber via East Street and Seager's Court.   |
| Camber Quay Route   | 4c | See Section 5.5 (in Main Report)  | -   |
| The right of way between The Old Road and Jasmond Road is not numbered and does not appear on the list. This way has become overgrown | 5  |  <p>East access</p> <p>West access</p> | <p>A route does appear to exist, as stated by the respondent.</p> <p>Also as stated by the respondent, the eastern end of the route does appear to be overgrown and fenced / gated.</p> <p>The western end appears to be shared with vehicles for access to residential garages.</p> <p>PCC to determine whether this should be included on Definitive Map and Statement.</p> |



allayways missing top Pervin Road and through to Park Lane and Dean Road to Park Lane

Pervin Road to Dean Road

6a

Aerial view



East access






West access



A route clearly exists, as described by the respondent.

PCC to determine whether this should be included on Definitive Map and Statement.



|   |           |   |  |
|---|-----------|---|--|
| <p>Dean Road to Park Lane</p>   | <p>6b</p> | <p>Aerial view</p>  <p>East access</p>  <p>West access</p>  | <p>Based on the information provided by the respondent, it is difficult to determine the exact route identified as missing.</p> <p>However, it has been assumed to be the route as shown. The route is a narrow track and chicanes between the two rows of housing.</p> <p>PCC to determine whether this should be included on Definitive Map and Statement.</p> |
| <p>The path around the Ben Ainsley building at the Camber Dock is missing from the map.</p> | <p>7</p>  | <p>See Section 5.5 (in Main Report)</p>   | <p>-</p>   |

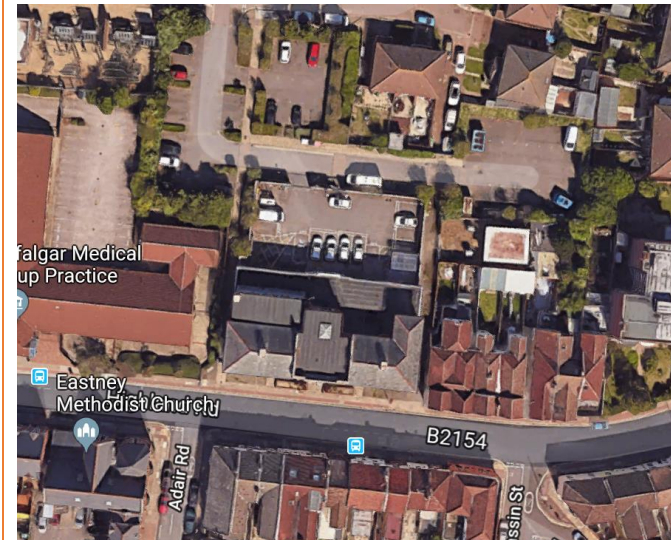
See the previous question where I have specified this.  
(There was a path around the Ben Ainsley building which is missing and we used on our weekly walks. This was removed when the huge building was built.)

To the side of Highland road police station.  
From Highland road through to Carpenter Close.

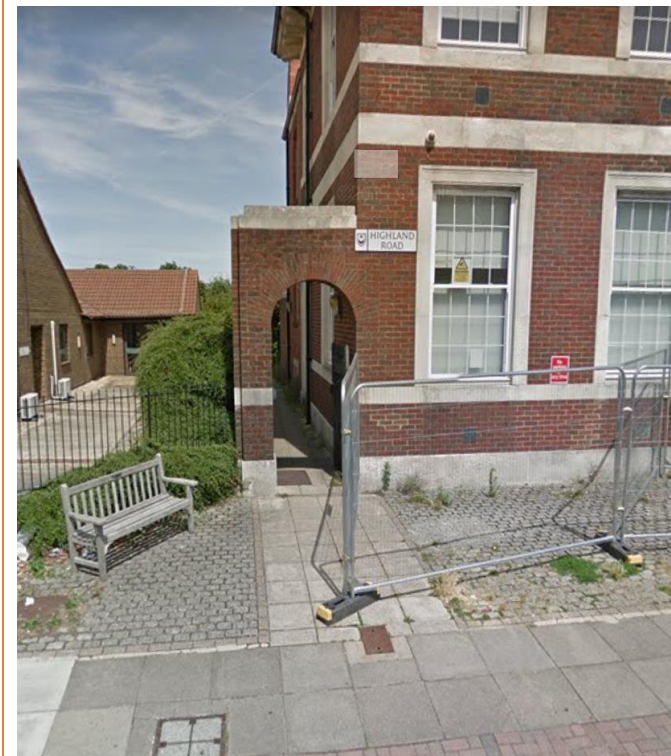
Highland Road and Carpenter Close

8

Aerial view



North access



South access  
*Not available*

A route clearly exists, as described by the respondent.

PCC to determine whether this should be included on Definitive Map and Statement.



1.footpath between Tudor Crescent and Dovercourt Road, around perimeter of Highbury College. 2. Footpath between Park Lane and Dean Road, Cosham. 3. Subway at east end of Highbury Grove to Creek.

Tudor Crescent and Dovercourt Road

9a

Aerial view



Southeast access





Northwest access



A route clearly exists, as described by the respondent.

PCC to determine whether this should be included on Definitive Map and Statement.

|   |                                    |    |   |   |
|---|------------------------------------|----|---|---|
|   | Park Lane and Dean Road            | 9b | See Numbers 6a and 6b (above)   |   |
|   | Highbury Grove to Creek            | 9c | <p>Aerial view</p>  <p>North access</p>  <p>South access<br/><i>Not available.</i></p> | <p>A route clearly exists, as described by the respondent.</p> <p>PCC to determine whether this should be included on Definitive Map and Statement.</p> |
| Around the Camber (ie land surrounding what was the BAR building) from East Street (off Broad Street).                          | Camber Quay Route                  | 10 | See Section 5.5 (in Main Report)  | -   |
| Route missing around the Camber, by the BAR team building.  | Camber Quay Route                  | 11 | See Section 5.5 (in Main Report)  | -   |
| The footpath between Tudor Crescent and Dovercourt Road is probably 200 to 300 yards long. Amazed that this is not on your map! | Tudor Crescent and Dovercourt Road | 12 | See Number 9a (above)   |   |

Matthew Spry  
**Atkins Limited**  
The Axis  
10 Holliday Street  
Birmingham  
B1 1TF

**Tel: +44 (0)121 483 5000**  
**Fax: +44 (0)121 483 5252**

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# Agenda Item 6

## **PLANNING COMMITTEE 9 DECEMBER 2020**

**2 PM VIRTUAL MEETING**

### **REPORT BY THE ASSISTANT DIRECTOR - PLANNING AND ECONOMIC GROWTH ON PLANNING APPLICATIONS**

#### **ADVERTISING AND THE CONSIDERATION OF PLANNING APPLICATIONS**

All applications have been included in the Weekly List of Applications, which is sent to City Councillors, Local Libraries, Citizen Advice Bureaux, Residents Associations, etc, and is available on request. All applications are subject to the City Councils neighbour notification and Deputation Schemes.

Applications, which need to be advertised under various statutory provisions, have also been advertised in the Public Notices Section of The News and site notices have been displayed. Each application has been considered against the provision of the Development Plan and due regard has been paid to their implications of crime and disorder. The individual report/schedule item highlights those matters that are considered relevant to the determination of the application

#### **REPORTING OF CONSULTATIONS**

The observations of Consultees (including Amenity Bodies) will be included in the report by the Assistant Director - Planning and Economic Growth if they have been received when the report is prepared. However, unless there are special circumstances their comments will only be reported VERBALLY if objections are raised to the proposals under consideration

#### **APPLICATION DATES**

The two dates shown at the top of each report schedule item are the applications registration date- 'RD' and the last date for determination (8 week date - 'LDD')

#### **HUMAN RIGHTS ACT**

The Human Rights Act 1998 requires that the Local Planning Authority to act consistently within the European Convention on Human Rights. Of particular relevant to the planning decisions are *Article 1 of the First Protocol- The right of the Enjoyment of Property*, and *Article 8- The Right for Respect for Home, Privacy and Family Life*. Whilst these rights are not unlimited, any interference with them must be sanctioned by law and go no further than necessary. In taking planning decisions, private interests must be weighed against the wider public interest and against any competing private interests Planning Officers have taken these considerations into account when making their recommendations and Members must equally have regard to Human Rights issues in determining planning applications and deciding whether to take enforcement action.

Web: <http://www.portsmouth.gov.uk>

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# 01

## Re-constitution of the Definitive Map and Statement

|                               |   |
|-------------------------------|---|
| <b>Title of meeting:</b>      | Planning Committee                                  |
| <b>Date of meeting:</b>       | 9 December 2020                                     |
| <b>Subject:</b>               | Re-constitution of the Definitive Map and Statement |
| <b>Report by:</b>             | Director of Regeneration                            |
| <b>Wards affected:</b>        | All   |
| <b>Key decision:</b>          | No  |
| <b>Full Council decision:</b> | No  |

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**Due to the A0 size of the printed Definitive Map and printing restrictions on colour it is imperative that Members and the public have regard to the documents detailed in the Appendices and Background Documents section at the end of this report online to ensure that they are viewed to scale and in colour.**

### 1. Purpose of report

- 1.1 The purpose of this report is to provide Members of the Planning Committee with information regarding the reconstitution of the Definitive Map and Statement of Public Rights of Way for the City of Portsmouth, and the process required to formalise this.
- 1.2 This report also seeks Members' approval for the sealing of a Legal Event Modification Order ('LEMO') (a form of Definitive Map Modification Order) and, subsequent to this, the drafting and sealing of a new definitive map and statement for the City of Portsmouth.

### 2 Recommendations

- 2.1 That approval be given for sealing of a LEMO, and the new definitive map and statement detailed in the appendices to this report.

### 3 Background

- 3.1 The provisions of the National Parks and Access to the Countryside Act 1949 placed every county council under a duty to survey all the lands in their area over which a right of way was alleged to subsist, and to prepare a draft map of the area showing all those public rights of way. The map was to be accompanied by a statement detailing any particulars as to position, width, and any limitations. Section 35 of the Act stated that:

*“The London County Council or the council of a county borough may by resolution adopt the survey provisions as respects any part of the said county or of the county borough, as the case may be, specified in the resolution, and those provisions shall thereupon apply accordingly.”*

- 3.2 The 1949 Act also required ‘surveying authorities’ to conduct periodic reviews and publish revised editions of their map and statement at intervals not exceeding five years. This requirement was repealed by the Wildlife and Countryside Act 1981, which introduced a requirement for surveying authorities to keep the map and statement ‘*under continuous review*’, and to make requisite modifications subsequent to one of a number of events, as set out in Section 53 of the Act. These included modifications necessitated by the stopping up or diversion of a highway, or to the ascertainment of the existence of a highway that was not previously shown.
- 3.3 In instances where a review commenced under the 1949 Act provisions was incomplete, the 1981 Act provided for this to either be concluded or abandoned. Further, the 1981 Act provided that in cases where no review had commenced, or that any so commenced had been abandoned, that the surveying authority should prepare a new map and statement for the area (as set out in Section 55(3) of the Act).
- 3.4 Portsmouth City Council last republished its definitive map and statement in 2003. However, in the course of responding to a 2018 direction from the Planning Inspectorate, the City Council was unable to locate its sealed copies, with the decision taken to reconstitute and republish the map and statement. Officers undertook a consultation with local residents and other stakeholders (including user groups and neighbouring authorities) during December 2018 and January 2019 to seek comments on a proposal to republish the definitive map and statement for the City of Portsmouth, and to ascertain whether there were any additional changes that should be made as part of the process. A draft map and statement were displayed on the City Council’s website
- 3.5 In 2003, the City Council confirmed (without modification) a Definitive Map Modification Order to record one hundred rights of way on the map and statement, and these were reflected on the map and statement published the same year. As part of this process it is considered that it would be appropriate for the City Council to reflect any changes that have occurred since the last map and statement were published, and three additional paths that have been recorded by way of a legal order since 2003 will be included.
- 3.6 The City Council has commissioned the Legal and Countryside Services of Hampshire County Council to provide advice on the process and sequencing for the republication of its definitive map and statement. Having regard to this advice, it is considered that the 103 Orders specified above will need to be formalised through a LEMO. The process for the making of this particular type of Order is set out in Section 53 of the 1981 Act.

Section 53(2) states that:

*‘As regards every definitive map and statement, the surveying authority shall—  
(a) as soon as reasonably practicable after the commencement date, by order make such modifications to the map and statement as appear to them to be requisite in consequence of the occurrence, before that date, of any of the events specified in subsection (3)..’*

The relevant part of subsection (3) reads:

*‘The events referred to in subsection (2) are as follows—  
(a) the coming into operation of any enactment or instrument, or any other event, whereby—  
(iii) a new right of way has been created over land in the area to which the map relates, being a right of way such that the land over which the right subsists is a public path;*

Additionally, Section 53(6) states that:

*“Orders under subsection (2) which make only such modifications as appear to the authority to be requisite in consequence of the occurrence of one or more events falling within paragraph (a) of subsection (3) shall take effect on their being made... ”*

Subsection (6) goes on to state that the prescribed process for publicising and consulting on other Orders made under Section 53 does not apply to Orders which will simply formalise events recorded by earlier Orders. In the present case, one hundred routes were recorded by way of a Definitive Map Modification Order in 2003, whilst three further routes were recorded by stand-alone Orders confirmed after this date. It follows that the 103 routes included on the draft map and statement can be incorporated into the definitive map and statement through this process.

3.7 Officers of the County Council have provided guidance relating to the order-making process and examples of recent similar Orders it has made under the above provisions. Five further paths were identified during the 2018/19 consultation (culminating in the report by Atkins linked below), and it is intended that these should be recorded by way of a Public Path Creation Order under Section 26 of the Highways Act 1980, once the map and statement have been sealed (it is proposed that these Orders are made using provisions that will obviate the need for a further LEMO to be made to incorporate the affected routes into the definitive map and statement).

3.7.1 The location of these paths are as follows:

3.7.1.1 Route 104 - extending from Castle Shore Park (GR 62262 05208) in a North Easterly direction for 130m to Castle Trading Estate (GR 62283 05330).

3.7.1.2 Route 105 - extending from Portsdown Hill (GR 62330 06750) in a North Easterly direction for 280m to James Callaghan Drive (GR 62584 06853)

3.7.1.3 Route 106 - extending from Portsdown Hill (GR 62533 06896) in a South Westerly direction for 30m to Portsdown Hill Road (GR 62507 06886)

3.7.1.4 Route 107 - extending from New Down Lane (GR 66290 06640) in a South Easterly direction for 215m to Portsdown Hill Road (GR 66375 06455)

3.7.1.5 Route 108 - extending from Portsdown Hill (GR 68119 06370) in a South Westerly direction for 190m and 75m respectively to Crookhorn Lane (GR 68162 06323)

#### **4 Reasons for recommendations**

4.1 By virtue of the fact that it once held a definitive map and statement (dated 2003), it can be inferred that the City Council had either prepared the same under the provisions of the 1949 Act (potentially conducting periodic reviews), *or* produced a new map and statement under the updated provisions of the 1981 Act. Either way, the City Council is required to hold a definitive map and statement, and so it should move to publish a new map and statement as soon as is practicable. This will provide conclusive evidence as to the location of all public rights of way in the area, providing certainty for members of the public, landowners, and other stakeholders.

4.2 Although the legislation does not specifically provide for instances where a definitive map and statement are lost, the advice of Hampshire County Council is that Section 55(3) of the 1981 Act provides a suitable basis on which to prepare a new map and statement, given that it cites instances where no review has begun, or any review that has begun has been abandoned. Other provisions set out in the 1981 Act, which provide for an existing map and statement to be modified (as set out in Section 57), are not considered appropriate in this case, given the fact that the existing map and statement have been lost.

4.3 As set out at paragraph 3.6, it is considered that all of the routes to be incorporated into the definitive map and statement will need to be formalised through a LEMO. Section 53 sets out the instances in which such an Order can be made, and makes clear the procedure to be followed – specifically, that an Order made in consequence of events described in subsection 3(a) does not need to be publicised in the same way as other Orders made under Section 53, although it is open to the City Council to publicise the Order if it is deemed appropriate, and Hampshire County Council has advised the City Council to make the Order available for public inspection, and to send a copy of it to the Ordnance Survey.

#### **5 Equality impact assessment / Integrated Impact Assessment**

5.1 An Equality Impact Assessment has been completed and forms Appendix D.

#### **6 Legal implications**

6.1 As set out at 4.1, relevant legislation makes it clear that the City Council must hold (and maintain) a definitive map and statement of public rights of way. Given that the loss of the 2003 map and statement is now in the

public domain, a failure to produce a new map and statement could leave the City Council open to legal challenge.

6.2 Because the process for incorporating historic changes into the new definitive map, and the production of the new map and statement itself, are not subject to formal consultation (and therefore not subject to objection), it is considered that any risk of legal challenge is minimal.

**7 Director of Finance's comments**

7.1 Costs to date have been met from existing budgets. Future costs associated with administration in relation to the Definitive Map and Statement will be met from existing budgets, too.

.....  
Signed by:

**Appendices:**

Members must have regard to the Appendices as well as the documents detailed in the background list of documents, especially the Legal Event Modification Order (Appendix A), the Proposed Definitive Map (Appendix B) and the Proposed Definitive Statement (Appendix C) that they are being asked to approve, as well as the Integrated Impact Assessment (Appendix D). All of these documents can be found at <https://democracy.portsmouth.gov.uk/ieListDocuments.aspx?Cid=157&Mid=4638&Ver=4>

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document                              | Location  |
|--|---|
| Atkins Report on Provisional Map Consultation: | <a href="https://democracy.portsmouth.gov.uk/documents/s29039/Definitive%20Map%20and%20Statement%20Consultation%20Report.pdf">https://democracy.portsmouth.gov.uk/documents/s29039/Definitive%20Map%20and%20Statement%20Consultation%20Report.pdf</a> |

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

.....  
Signed by:

**APPENDIX A - The Portsmouth Definitive Map Modification Order 2020**

**PORTSMOUTH CITY COUNCIL**

WILDLIFE AND COUNTRYSIDE ACT 1981

**THE PORTSMOUTH DEFINITIVE MAP MODIFICATION ORDER 2020**

This Order is made by Portsmouth City Council under Section 53(2) of the Wildlife and Countryside Act 1981 (“the Act”) because it appears to that authority that the Portsmouth Wildlife and Countryside Act 1981 s.57(3) Definitive Map and Statement of Public Rights of Way (Dated 31<sup>st</sup> May 2003) requires modification in consequence of the occurrence of the enactments, instruments and events listed in Schedule 1 to this order, being matters specified in Section 53(3) (a) of the Act.

**Portsmouth City Council hereby orders that:**

1. For the purposes of this Order the relevant date is 09 December 2020
2. The Portsmouth Wildlife and Countryside Act 1981 Section 57(2) Definitive Map and Statement of Public Rights of Way (Dated 31<sup>st</sup> May 2003) shall be modified as follows:
  - a) by the addition to the Definitive Map of those paths, or parts of paths, specified in Schedule 2 of this order, such changes being shown on the map annexed to this Order; and
  - b) by the addition to the Definitive Statement as specified in Schedule 3 hereto.
3. This Order shall take effect on the date it is made and may be cited as The Portsmouth Definitive Map Modification Order 2020.

Given this                      day of    2020

THE COMMON SEAL of PORTSMOUTH CITY COUNCIL was hereunto affixed in the presence of:-

..... Authorised signatory

**Schedule 1**

**Orders/ Events requiring changes to the Definitive Map and Statement**

| <b>Ref. No.</b> | <b>Ward</b> | <b>Path No.</b> | <b>Order or other event</b>  | <b>Date</b> |
|-----------------|-------------|-----------------|--|-------------|
| 1               | All         | 1-100           | The City of Portsmouth (Various Footpaths)<br>Definitive Map Modification Order (Number 1) | 31 May 2003 |



|          |                |                |   |                         |
|----------|----------------|----------------|---|-------------------------|
| <b>2</b> | <b>Eastney</b> | <b>101-102</b> | <b>The Portsmouth No.1 Definitive Map<br/>Modification Order 2008</b> | <b>02 November 2010</b> |
| <b>3</b> | <b>Baffins</b> | <b>103</b>     | <b>The Portsmouth No.2 Definitive Map<br/>Modification Order 2012</b> | <b>27 November 2012</b> |

Schedule 2

Rights of Way to be added to the Definitive Map

| <u>Order No.</u> | <u>Ward</u> | <u>Path No.</u> | <u>Description of right of way to be added</u> |
|------------------|-------------|-----------------|--|
| 1                | ALL         | 1-100           | All Footpaths 1 - 100                          |
| 1                | Eastney     | 101-102         | All Footpaths 101 - 102                        |
| 2                | Baffins     | 103             | All of Footpath 103                            |

Schedule 3

Rights of Way to be added to the Definitive Statement

| Path No. | Status   | Start Point (grid reference* and description)     | End Point (grid reference* and description) | Description of path to be added to the Definitive Statement  |
|----------|----------|---|---|--|
| 1        | Footpath | Eldon Street (GR 464145 99603)                    | St. James's Road (GR 464195 99591)          | The adopted, metalled and lighted path 4.7m and 1.3m wide named ELDON STREET FOOTPATH, extending from Eldon Street (GR 464145 99603) in an easterly direction for 51m to St. James's Road (GR 464195 99591)                      |
| 2        | Footpath | Broad Street (GR 462906 99566)                    | Bath Square (GR 462883 99561)               | The adopted and metalled path 1.5m wide named ROWES ALLEY, extending from Broad Street (GR 462906 99566) in a westerly direction for 24m to Bath Square (GR 462883 99561)  |
| 3        | Footpath | White Hart Road (GR463139 99363)                  | Oyster Street (GR 463161 99365)             | The adopted and metalled path 1.8m wide named WHITE HART ALLEY, extending from White Hart Road (GR463139 99363) in an easterly direction for 22m to Oyster Street (GR 463161 99365)  |
| 4        | Footpath | Cecil Grove (GR 463938 99168)                     | Castle Road (GR 463938 99168)               | The adopted, metalled and lighted path 2.7m wide named CECIL PATH, extending from the eastern end of Cecil Grove (GR 463938 99168) in a south-easterly direction for 14m to Castle Road (GR 463938 99168)                        |
| 5        | Footpath | Waterworks Lodge, Gillman Road (GR 468267 106204) | Portsdown Hill Road (GR 468257 106283)      | The adopted earth and grass path approximately 3.0m wide overall named GILLMAN PATH, extending from Waterworks Lodge, Gillman Road (GR 468267 106204) in a northerly direction for 82m to Portsdown Hill Road (GR 468257 106283) |
| 6        | Footpath | Down End Road (GR467418 106180)                   | Farlington Avenue (GR 467420 106255)        | The adopted, metalled and lighted path 1.8m wide named EDEN PATH, extending from the eastern end of Down End Road (GR467418 106180) in a northerly direction for 78m to Farlington Avenue (GR 467420 106255)                     |
| 7        | Footpath | Copsey Close (GR 467760 105650)                   | Havant Road (GR 467756 105679)              | The adopted and metalled path 1.5m wide named COPSEY CLOSE PATH, extending from the northern end of Copsey Close (GR 467760 105650) in a northerly direction for 30m to Havant Road (GR 467756 105679)                           |
| 8        | Footpath | Laburnum Avenue (GR 467314 105605)                | Havant Road (GR 467317 105650)              | The adopted, metalled and lighted path 2.5m to 2.0m wide named LABURNUM PATH, extending from the northern end of Laburnum Avenue (GR 467314 105605) in a northerly direction for 46m to Havant Road (GR 467317 105650)           |

|    |          |  |  |  |
|----|----------|--|--|--|
| 9  | Footpath | Aldsworth Close (GR467140 105615)        | Havant Road (GR 467139 105660)             | The adopted, metalled and lighted path 3.6m wide named ALDSWORTH PATH, extending from Aldsworth Close (GR467140 105615) in a northerly direction for 46m to Havant Road (GR 467139 105660)                         |
| 10 | Footpath | Broad Street (GR 463030 99331)           | White Hart Road (GR 463152 99444)          | The adopted, metalled and lighted path 3.1m to 2.4m wide named FELTHAM ROW, extending from Broad Street (GR 463030 99331) in a north-easterly and easterly direction for 189m to White Hart Road (GR 463152 99444) |
| 11 | Footpath | Guildhall Walk (GR 464044 100064)        | Dorothy Dymond Street (GR 464058 100056)   | The adopted, metalled and lighted path 3.1m wide named SALEM PATH, extending from Guildhall Walk (GR 464044 100064) in a south-easterly direction for 17m to Dorothy Dymond Street (GR 464058 100056)              |
| 12 | Footpath | Melbourne Place (GR 464086 99884)        | Winston Churchill Avenue (GR 464086 99913) | The adopted, metalled and lighted path 2.1m wide named MELBOURNE PLACE FOOTPATH, extending from Melbourne Place (GR 464086 99884) in a northerly direction for 28m to Winston Churchill Avenue (GR 464086 99913)   |
| 13 | Footpath | Chivers Close (GR 464447 99489)          | Cottage Grove (GR 464455 99510)            | The adopted and metalled path 1.7m wide named CHIVERS PATH, extending from Chivers Close (GR 464447 99489) in a northerly direction for 23m to Cottage Grove (GR 464455 99510)                                     |
| 14 | Footpath | Belmont Street (GR 464455 99410)         | Elm Grove (GR 464427 99350)                | The adopted, metalled and lighted path 2.7m to 2.1m wide named BELMONT PATH, extending from Belmont Street (GR 464455 99410) in a southerly direction for 67m to Elm Grove (GR 464427 99350)                       |
| 15 | Footpath | Ashby Place (GR 464282 98736)            | Osborne Road (GR 464282 98760)             | The adopted, metalled and lighted path 4.0m to 2.8m wide named COLLINS PASSAGE, extending from Ashby Place (GR 464282 98736) in a northerly direction for 24m to Osborne Road (GR 464282 98760)                    |
| 16 | Footpath | Clifton Terrace (GR 464109 98699)        | Clarence Parade (GR 464103 98654)          | The adopted and metalled path 2.6m wide named CLIFTON PATH, extending from Clifton Terrace (GR 464109 98699) in a southerly direction for 56m to Clarence Parade (GR 464103 98654)                                 |
| 17 | Footpath | Copper Street (GR 463932 99263)          | Hambrook Street (GR 463925 99233)          | The adopted and metalled path 4.0m and 2.6m wide named STONE STREET FOOTPATH, extending from Copper Street (GR 463932 99263) in a southerly direction for 31m to Hambrook Street (GR 463925 99233)                 |
| 18 | Footpath | Little Southsea Street (GR 463959 99262) | Stone Street (GR 463937 99268)             | The adopted and metalled path 1.8m wide named COPPER STREET FOOTPATH, extending from Little Southsea Street (GR 463959 99262) in a westerly direction for 24m to Stone Street (GR 463937 99268)                    |
| 19 | Footpath | Tonbridge Street (GR 464316 98843)       | Palmerston Road (GR 464340 98818)          | The adopted and metalled path 4.8m to 2.8m wide named TONBRIDGE PATH, extending from the southern end of Tonbridge Street (GR 464316   |

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|----|----------|--|-------------------------------------|--|
|    |          |  |                                     | 98843) in a southerly and easterly direction for 53m to Palmerston Road (GR 464340 98818)  |
| 20 | Footpath | Hilltop Crescent (GR467037 106580)           | City boundary (GR 467021 106625)    | The adopted, metalled and lighted path 3.0m wide named BROW PATH, extending from the western end of Hilltop Crescent (GR467037 106580) in a northerly direction for 49m to the City boundary (GR 467021 106625)                                      |
| 21 | Footpath | Dellcrest Path carriageway (GR466610 106488) | City boundary (GR 466661 106601)    | The adopted earth and grass footpath approximately 5.0m to 3.0m wide named DELLCREST PATH, extending from the northern end of Dellcrest Path carriageway (GR466610 106488) in a northerly direction for 123m to the City boundary (GR 466661 106601) |
| 22 | Footpath | Courtmount Road (GR 466379 105978)           | Cranborne Road (GR 466385 106035)   | The adopted, metalled and lighted path 1.8m wide named COURTMOUNT PATH, extending from Courtmount Road (GR 466379 105978) in a northerly direction for 58m to Cranborne Road (GR 466385 106035)  |
| 23 | Footpath | Bromyard Crescent (GR 464542 106005)         | Allaway Avenue (GR 464534 105944)   | The adopted, metalled and lighted path 2.5m to 2.2m wide named BROMYARD CRESCENT FOOTPATH, extending from Bromyard Crescent (GR 464542 106005) in a southerly direction for 62m to Allaway Avenue (GR 464534 105944)                                 |
| 24 | Footpath | Drayton Lane (GR 466754 106298)              | London Road (GR 466759 106331)      | The adopted and metalled path 1.8m wide named DRAYTON LANE FOOTPATH, extending from the northern end of Drayton Lane (GR 466754 106298) in a north-easterly and northerly direction for 40m to London Road (GR 466759 106331)                        |
| 25 | Footpath | Havant Road (GR 466174 105798)               | Widley Road (GR466158 105644)       | The adopted, metalled and grass lighted path 6.0m wide overall named WIDLEY WALK, extending from Havant Road (GR 466174 105798) in a northerly direction for 157m to Widley Road (GR466158 105644)   |
| 26 | Footpath | Westerham Close (GR 465368 105773)           | Sundridge Close (GR 465402 105777)  | The adopted, metalled and lighted path 2.2m to 1.8m wide named WESTERHAM CLOSE PATH, extending from the eastern end of Westerham Close (GR 465368 105773) in an easterly and northerly direction for 47m to Sundridge Close (GR 465402 105777)       |
| 27 | Footpath | Bryson Road (GR 464670 105696)               | Southampton Road (GR 464690 105719) | The adopted and metalled path 2.4m wide named BRYSON PATH, extending from the northern end of Bryson Road (GR 464670 105696) in a northerly and north-easterly direction for 35m to Southampton Road (GR 464690 105719)                              |
| 28 | Footpath | Herne Road (GR 465045 105742)                | Southampton Road (GR 465047 105772) | The adopted and metalled path 4.2m wide named OLD WYMERING LANE PATH, extending from Herne Road (GR 465045 105742) in a northerly direction for 30m to Southampton Road (GR 465047 105772)   |

|    |          |                                     |                                     |   |
|----|----------|-------------------------------------|-------------------------------------|---|
| 29 | Footpath | Binness Way (GR 468400 105338)      | Fitzherbert Road (GR 468347 105329) | The adopted, metalled and lighted path 1.8m wide named BINNESS PATH, extending from the north-west side of Binness Way (GR 468400 105338) in a westerly direction for 57m to the east side of Fitzherbert Road (GR 468347 105329)     |
| 30 | Footpath | Copsey Close (GR 467783 105599)     | Nutbourne Road (GR 467880 105533)   | The adopted, metalled and lighted path 1.5m, 2.4m and 3.0m wide named COPSEY PATH, extending from Copsey Close (GR 467783 105599) in an easterly and southerly direction for 156m to Nutbourne Road (GR 467880 105533)                |
| 31 | Footpath | Copsey Grove (GR 467725 105475)     | Eastern Road (GR 467736 105426)     | The adopted and metalled path 1.8m and 2.9m wide named EAST COPSEY PATH, extending from Copsey Grove (GR 467725 105475) in a south-easterly and southerly direction for 62m to Eastern Road (GR 467736 105426)                        |
| 32 | Footpath | Denville Close (GR 468600 105545)   | Second Avenue (GR 468576 105568)    | The adopted and metalled path 1.8m wide named DENVILLE CLOSE PATH, extending from the northern end of Denville Close (GR 468600 105545) in a north-westerly direction for 35m to Second Avenue (GR 468576 105568)                     |
| 33 | Footpath | Zetland Road (GR 467781 105248)     | Fitzherbert Road (GR 467654 105167) | The adopted, metalled and lighted path 2.1m wide named ZETLAND PATH, extending from the western end of Zetland Road (GR 467781 105248) in a south-westerly direction for 155m to Fitzherbert Road (GR 467654 105167)                  |
| 34 | Footpath | Homefield Road (GR 467289 105208)   | Grove Road (GR 467333 105089)       | The adopted, metalled and lighted path 1.8m and 2.1m wide named HOMEFIELD PATH, extending from the southern end of Homefield Road (GR 467289 105208) in an easterly and southerly direction for 166m to Grove Road (GR 467333 105089) |
| 35 | Footpath | Fairfield Square (GR 465136 105968) | Fairfield Square (GR 465181 105862) | The adopted, metalled and lighted path 1.2m wide named FAIRFIELD SQUARE PATH, extending across the square from the north-west (GR 465136 105968) to the south-east (GR 465181 105862) for a distance of 117m.                         |
| 36 | Footpath | Regal Close (GR 465858 105693)      | London Road (GR 465823 105695)      | The adopted, metalled and lighted path 4.9m to 2.6m wide named REGAL PATH, extending from Regal Close (GR 465858 105693) in a westerly direction for 37m to London Road (GR 465823 105695)  |
| 37 | Footpath | Beach Road (GR 464794 98302)        | Clarence Road (GR 464780 98259)     | The adopted, metalled and lighted path 1.5m wide named BEACH ROAD FOOTPATH, extending from Beach Road (GR 464794 98302) in a southerly direction for 46m to Clarence Road (GR 464780 98259)   |
| 38 | Footpath | Nightingale Road (GR 463981 98900)  | Kent Road (GR 463955 99070)         | The adopted, metalled and lighted path 2.8m to 2.4m wide named NIGHTINGALE ROAD FOOTPATH, extending from Nightingale Road (GR   |



|    |          |                                  |  |  |
|----|----------|----------------------------------|--|--|
|    |          |                                  |  | 463981 98900) in a westerly and northerly direction for 198m to Kent Road (GR 463955 99070)  |
| 39 | Footpath | Cleveland Road (GR 465043 99692) | Britannia Road North (GR 465003 99695) | The adopted, metalled and lighted path 2.1m and 1.5m wide named CLEVELAND PATH, extending from Cleveland Road (GR 465043 99692) in a westerly direction for 40m to Britannia Road North (GR 465003 99695)                    |
| 40 | Footpath | Fontwell Road (GR 464533 98788)  | Stanley Lane (GR 464522 98777)         | The adopted, metalled and lighted path 1.8m wide named FONTWELL PATH, extending from Fontwell Road (GR 464533 98788) in a south-westerly direction for 16m to Stanley Lane (GR 464522 98777)                                 |
| 41 | Footpath | Brompton Road (GR 465762 99064)  | Haslemere Road (GR 465826 99044)       | The adopted, metalled and lighted path 2.0m to 1.9m wide named BROMPTON ROAD FOOTPATH, extending from Brompton Road (GR 465762 99064) in an easterly direction for 68m to Haslemere Road (GR 465826 99044)                   |
| 42 | Footpath | Eastern Parade (GR 465943 98509) | Southsea Esplanade (GR 465928 98322)   | The adopted and metalled path 3.3m wide named ST.HELEN'S PATH, extending from Eastern Parade (GR 465943 98509) in a southerly direction for 191m to Southsea Esplanade (GR 465928 98322)                                     |
| 43 | Footpath | Haslemere Road (GR 465836 99036) | Highland Road (GR 465884 99001)        | The adopted, metalled and lighted path 3.8m to 2.8m wide named HIGHLAND TERRACE, extending from Haslemere Road (GR 465836 99036) in a south-easterly direction for 59m to Highland Road (GR 465884 99001)                    |
| 44 | Footpath | Cromwell Road (GR 466559 98933)  | Lidiard Gardens (GR 466615 98922)      | The adopted, metalled and lighted path 5.0m to 1.7m wide named LIDIARD PATH, extending from Cromwell Road (GR 466559 98933) in an easterly and southerly direction for 76m to Lidiard Gardens (GR 466615 98922)              |
| 45 | Footpath | Marine Court (GR 466369 98653)   | St. Georges Road (GR 466369 98683)     | The adopted, metalled and lighted path 1.8m to 1.5m wide named MARINE COURT FOOTPATH, extending from Marine Court (GR 466369 98653) in a northerly direction for 28m to St. Georges Road (GR 466369 98683)                   |
| 46 | Footpath | Perth Road (GR 466701 99615)     | Milton Road (GR 466599 99593)          | The adopted, metalled and lighted path 3.3m to 3.0m wide named CANAL FOOTPATH, SOUTH SIDE, extending from the northern end of Perth Road (GR 466701 99615) in a westerly direction for 106m to Milton Road (GR 466599 99593) |
| 47 | Footpath | St. Anns Road (GR 465944 99118)  | Highland Road (GR 465925 99022)        | The adopted, metalled and lighted path 3.0m to 1.8m wide named WHITE CLOUD PLACE, extending from St. Anns Road (GR 465944 99118) in a southerly direction for 98m to Highland Road (GR 465925 99022)                         |

|    |          |                                    |  |  |
|----|----------|------------------------------------|--|--|
| 48 | Footpath | Abbeydore Road (GR 464300 106016)  | Allaway Avenue (GR 464297 105947)      | The adopted, metalled and lighted path 3.1m to 2.5m wide named ABBEYDORE PATH, extending from Abbeydore Road (GR 464300 106016) in a southerly direction for 71m to Allaway Avenue (GR 464297 105947)  |
| 49 | Footpath | Cheltenham Road (GR 464121 105811) | Allaway Avenue (GR 464131 105 941)     | The adopted, metalled and lighted path 2.4m wide named CHELTENHAM ROAD PATH, extending from the western end of Cheltenham Road (GR 464121 105811) in a northerly direction for 133m to Allaway Avenue (GR 464131 105 941)                      |
| 50 | Footpath | Farmlea Road (GR 463286 105678)    | Southampton Road (GR 463284 105652)    | The adopted, metalled and lighted path 3.0m wide named FARMLEA PATH, extending from the eastern end of Farmlea Road (GR 463286 105678) in a southerly direction for 26m to Southampton Road (GR 463284 105652)                                 |
| 51 | Footpath | Hempstead Road (GR 463945 106063)  | Collington Crescent (GR 463953 106151) | The adopted, metalled and lighted path 4.1m to 3.9m wide named HEMPSTEAD PATH, extending from Hempstead Road (GR 463945 106063) in a northerly direction for 89m to Collington Crescent (GR 463953 106151)                                     |
| 52 | Footpath | Kingsland Close (GR 464231 106114) | Ludlow Road (GR 464219 106154)         | The adopted, metalled and lighted path 1.8m wide named KINGSLAND PATH, extending from the western end of Kingsland Close (GR 464231 106114) in a northerly direction for 42m to Ludlow Road (GR 464219 106154)                                 |
| 53 | Footpath | Marsden Road (GR 463901 105839)    | Southampton Road (GR 463851 105643)    | The adopted, metalled and lighted path 4.7m to 4.0m wide named RACECOURSE LANE, extending from the southern end of Marsden Road (GR 463901 105839) in a south-westerly and southerly direction for 217m to Southampton Road (GR 463851 105643) |
| 54 | Footpath | Connaught Lane (GR 462515 105822)  | Sedgefield Close (GR 462514 105803)    | The adopted and metalled path 4.3m to 2.7m wide named CONNAUGHT LANE PATH, extending from the southern end of Connaught Lane (GR 462515 105822) in a southerly direction for 20m to Sedgefield Close (GR 462514 105803)                        |
| 55 | Footpath | Farmlea Road (GR 463136 105722)    | Southampton Road (GR 463134 105668)    | The adopted, metalled and lighted path 3.0m wide named PADDOCK WALK, extending from Farmlea Road (GR 463136 105722) in a southerly direction for 54m to Southampton Road (GR 463134 105668)  |
| 56 | Footpath | Browning Avenue (GR 462487 106439) | Hillsley Road (GR 462526 106551)       | The adopted, metalled and lighted path 6.1m and 4.2m to 3.8m wide named BROWNING PATH, extending from Browning Avenue (GR 462487 106439) in a northerly direction for 123m to Hillsley Road (GR 462526 106551)                                 |

|    |          |                                       |                                     |  |
|----|----------|---------------------------------------|-------------------------------------|--|
| 57 | Footpath | Falmouth Road (GR 462891 106287)      | Hillsley Road (GR 463023 106313)    | The adopted, metalled and lighted path 1.5m and 3.5m wide named HILLSLEY BRIDGE PATH, extending from Falmouth Road (GR 462891 106287) in a south-easterly and north-easterly direction to Hillsley Road (GR 463023 106313)                             |
| 58 | Footpath | Falmouth Road (GR 463184 105993)      | Beverston Road (GR 463286 106035)   | The adopted, metalled and lighted path 2.3m to 1.5m wide named BEVERSTON PATH, extending from Falmouth Road (GR 463184 105993) in a north-easterly and easterly direction for 116m to Beverston Road (GR 463286 106035)                                |
| 59 | Footpath | Moneyfield Lane (GR 466181 102010)    | Dover Road (GR 466225 101992)       | The adopted, metalled and lighted path 3.0m and 1.8m wide named MONEYFIELD LANE FOOTBRIDGE, extending from the eastern end of Moneyfield Lane (GR 466181 102010) in an easterly direction for 124m to Dover Road (GR 466225 101992)                    |
| 60 | Footpath | Ninian Park Road (GR 466142 102612)   | Monckton Road (GR 466133 102706)    | The adopted, metalled and lighted path 3.0m to 2.7m wide named NINIAN PATH, extending from Ninian Park Road (GR 466142 102612) in a northerly direction for 96m to Monckton Road (GR 466133 102706)  |
| 61 | Footpath | Powercourt Road (GR 465767 101806)    | Queens Road (GR 465773 101750)      | The adopted, metalled and lighted path 2.0m to 1.5m wide named POWERSCOURT ROAD FOOTPATH, extending from Powercourt Road (GR 465767 101806) in a southerly direction for 58m to Queens Road (GR 465773 101750)   |
| 62 | Footpath | Colwell Road (GR 465543 105325)       | Northern Road (GR 465605 105316)    | The adopted, metalled and lighted path 2.8m and 1.2m wide named COLWELL ROAD PATH, extending from Colwell Road (GR 465543 105325) in an easterly direction for 64m to Northern Road (GR 465605 105316)   |
| 63 | Footpath | Gurnard Road (GR 465523 105264)       | Colwell Road (GR 465548 105278)     | The adopted, metalled and lighted path 2.0m wide named ARTHUR DANN COURT FOOTPATH, extending from Gurnard Road (GR 465523 105264) in a north-easterly direction for 29m to Colwell Road (GR 465548 105278)   |
| 64 | Footpath | The Close (GR 466294 105431)          | Court Lane (GR 466504 105423)       | The adopted, metalled and lighted path 2.0m wide named MULBERRY PATH, extending from the eastern end of The Close (GR 466294 105431) in an easterly direction for 212m to Court Lane (GR 466504 105423)  |
| 65 | Footpath | Park Grove (GR 465896 105268)         | Dorking Crescent (GR 465898 105290) | The adopted and metalled path 1.2m wide named PARK GROVE PATH, extending from Park Grove (GR 465896 105268) in a northerly direction for 22m to Dorking Crescent (GR 465898 105290)  |
| 66 | Footpath | Southbourne Avenue (GR 466876 105550) | Havant Road (GR 466853 105632)      | The adopted, metalled and lighted path 1.2m and 1.4m wide named SOUTHBOURNE AVENUE FOOTPATH, extending from the northern end of Southbourne Avenue (GR 466876 105550) in a northerly and westerly direction for 103m to Havant Road (GR 466853 105632) |

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| 67 | Footpath | Aldroke Street (GR 465827 105438)      | Park Lane (GR 466084 105447)        | The adopted, metalled and lighted path 1.8m to 1.5m wide named THE DROKE, extending from Aldroke Street (GR 465827 105438) in an easterly direction for 270m to Park Lane (GR 466084 105447)                               |
| 68 | Footpath | Vectis Way (GR 465664 105312)          | Northern Road (GR 465628 105318)    | The adopted, metalled and lighted path 3.0m wide named VECTIS WAY FOOTPATH, extending from the western end of Vectis Way (GR 465664 105312) in a westerly direction for 37m to Northern Road (GR 465628 105318)            |
| 69 | Footpath | Grafton Street (GR 464558 101603)      | Centaur Street (GR 464569 101658)   | The adopted, metalled and lighted path 1.8m wide named CENTAUR STREET FOOTPATH, extending from Grafton Street (GR 464558 101603) in a northerly direction for 57m to Centaur Street (GR 464569 101658)                     |
| 70 | Footpath | College Lane (GR 463208 100158)        | College Street (GR 463207 100172)   | The adopted and metalled path 1.3m wide named COLLEGE ALLEY, extending from College Lane (GR 463208 100158) in a northerly direction for 14m to College Street (GR 463207 100172)  |
| 71 | Footpath | Guildford Road (GR 465370 100508)      | Sandringham Road (GR 465362 100435) | The adopted, metalled and lighted path 2.4m and 1.8m wide named GUILDFORD PATH, extending from Guildford Road (GR 465370 100508) in a westerly and southerly direction for 98m to Sandringham Road (GR 465362 100435)      |
| 72 | Footpath | King William Street (GR 463380 100551) | North Street (GR 463382 100491)     | The adopted, metalled and lighted path 1.8m wide named BLOSSOM SQUARE, WEST SIDE, extending from King William Street (GR 463380 100551) in a southerly direction for 62m to North Street (GR 463382 100491)                |
| 73 | Footpath | King William Street (GR 463433 100553) | North Street (GR 463436 100493)     | The adopted, metalled and lighted path 1.8m wide named BLOSSOM SQUARE, EAST SIDE, extending from King William Street (GR 463433 100553) in a southerly direction for 62m to North Street (GR 463436 100493)                |
| 74 | Footpath | Kent Street (GR 463386 100219)         | Queen Street (GR 463378 100396)     | The adopted, metalled and lighted path 1.9m wide named KINGS BENCH ALLEY, extending from Kent Street (GR 463386 100219) in a northerly direction for 181m to Queen Street (GR 463378 100396)                               |
| 75 | Footpath | Omega Street (GR 464666 100058)        | Blackfriars Road (GR 464639 100026) | The adopted, metalled and lighted path 2.3m to 2.1m wide named OMEGA PATH, extending from the southern end of Omega Street (GR 464666 100058) in a south-westerly direction for 42m to Blackfriars Road (GR 464639 100026) |
| 76 | Footpath | Providence Place (GR 464348 100772)    | Commercial Road (GR 464369 100768)  | The adopted and metalled path 2.3m and 1.4m wide named PROVIDENCE PATH, extending from Providence Place (GR 464348 100772) in an easterly direction for 22m to Commercial Road (GR 464369 100768)                          |

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| 77 | Footpath | Alver Road (GR 465213 100707)        | Lower Brookfield Road (GR 465339 100642) | The adopted, metalled and lighted path 3.1m to 2.4m wide named RATEYS LANE, extending from Alver Road (GR 465213 100707) in a southerly and easterly direction for 190m to Lower Brookfield Road (GR 465339 100642)          |
| 78 | Footpath | Sandringham Road (GR 465365 100430)  | Guildford Road (GR 465384 100433)        | The adopted and metalled path 2.0m to 1.8m wide named SANDRINGHAM ROAD FOOTPATH, extending from the eastern end of Sandringham Road (GR 465365 100430) in an easterly direction for 20m to Guildford Road (GR 465384 100433) |
| 79 | Footpath | Kent Street (GR 463322 100206)       | Queen Street (GR 463310 100394)          | The adopted, metalled and lighted path 3.6m to 1.2m wide named SOUTHAMPTON ROW, extending from Kent Street (GR 463322 100206) in a northerly direction for 190m to Queen Street (GR 463310 100394)                           |
| 80 | Footpath | Greetham Street (GR 464495 100180)   | Bridport Street (GR 464489 100222)       | The metalled and lighted bridge and steps 2.3m and 1.8m wide named JACOB'S LADDER, extending from Greetham Street (GR 464495 100180) in a northerly direction for 87m to Bridport Street (GR 464489 100222)                  |
| 81 | Footpath | Cuthbert Road (GR 465609 100563)     | Clive Road (GR 465595 100525)            | The adopted, metalled and lighted path 2.5m to 2.1m wide named CUTHBERT ROAD FOOTPATH, extending from Cuthbert Road (GR 465609 100563) in a southerly direction for 41m to Clive Road (GR 465595 100525)                     |
| 82 | Footpath | Fifth Street (GR 465595 100929)      | Fourth Street (GR 465550 100925)         | The adopted, metalled and lighted path 2.7m to 1.8m wide named FIFTH STREET FOOTPATH, extending from Fifth Street (GR 465595 100929) in a westerly direction for 46m to Fourth Street (GR 465550 100925)                     |
| 83 | Footpath | Avondale Road (GR 465518 100984)     | Cranleigh Road (GR 465500 100986)        | The adopted, metalled and lighted path 1.8m wide named AVONDALE PATH, extending from Avondale Road (GR 465518 100984) in a westerly direction for 19m to Cranleigh Road (GR 465500 100986)                                   |
| 84 | Footpath | Hartley Road (GR 465216 103105)      | Ophir Road (GR 465224 103049)            | The adopted, metalled and lighted path 1.6m wide named HARTLEY ROAD FOOTPATH, extending from Hartley Road (GR 465216 103105) in a southerly direction for 56m to Ophir Road (GR 465224 103049)                               |
| 85 | Footpath | Kingston Crescent (GR 464874 101923) | Derby Road (GR 464765 102216)            | The adopted, metalled and lighted path 3.4m to 1.5m wide named PITCROFT LANE, extending from Kingston Crescent (GR 464874 101923) in a northerly and north-westerly direction for 342m to Derby Road (GR 464765 102216)      |
| 86 | Footpath | Kipling Road (GR 465325 103347)      | Templeton Close (GR 465338 103402)       | The adopted, metalled and lighted path 2.5 and 8.7 wide named KIPLING ROAD FOOTPATH, extending from Kipling Road (GR 465325 103347) in a northerly direction for 57m to Templeton Close (GR 465338 103402)                   |

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| 87 | Footpath | Egan Close (GR 465842 103470)        | Copnor Road (GR 465859 103465)         | The adopted, metalled and lighted path 1.8m wide named EGAN PATH, extending from the eastern end of Egan Close (GR 465842 103470) in an easterly direction for 19m to Copnor Road (GR 465859 103465)  |
| 88 | Footpath | Honeywood Close (GR 465904 103480)   | Copnor Road (GR 465882 103470)         | The adopted, metalled and lighted path 1.8m wide named HONEYWOOD CLOSE FOOTPATH, extending from the south-western end of Honeywood Close (GR 465904 103480) in a westerly direction for 26m to Copnor Road (GR 465882 103470)                             |
| 89 | Footpath | Bapaume Road (GR 465685 104161)      | London Road (GR 465517 104161)         | The adopted, metalled and lighted path 1.7m,1.6m and 1.5m wide named BAPAUME ROAD FOOTPATH, extending from the western end of Bapaume Road (GR 465685 104161) in a southerly, westerly and northerly direction for 213m to London Road (GR 465517 104161) |
| 90 | Footpath | Parsons Close (GR 465775 103945)     | Copnor Road (GR 465755 103910)         | The adopted, metalled and lighted path 3.1m to 2.4m wide named PARSONS CLOSE FOOTPATH, extending from Parsons Close (GR 465775 103945) in a southerly direction for 40m to Copnor Road (GR 465755 103910)   |
| 91 | Footpath | Sultan Road (GR 464454 101252)       | Old Commercial Road (GR 464433 101251) | The adopted and metalled path 3.4m to 2.1m wide named CONVENT PATH, extending from Sultan Road (GR 464454 101252) in a westerly direction for 21m to Old Commercial Road (GR 464433 101251)   |
| 92 | Footpath | Lock View (GR 463285 105521)         | Port Way (GR 463302 105571)            | The adopted, metalled and lighted path 2.5m to 1.8m wide named LOCK VIEW PATH, extending from the west side of Lock View (GR 463285 105521) in a northerly direction for 51m to Port Way (GR 463302 105571)   |
| 93 | Footpath | Windsor Road (GR 466010 105034)      | Hawthorn Crescent (GR 466003 104988)   | The adopted, metalled and lighted path 2.7m to 1.5m wide named ASHLEY WALK, extending from the eastern end of Windsor Road (GR 466010 105034) in a southerly direction for 50m to Hawthorn Crescent (GR 466003 104988)                                    |
| 94 | Footpath | Knowsley Crescent (GR 466057 105098) | Windsor Road (GR 466019 105044)        | The adopted, metalled and lighted path 1.5m wide named KNOWSLEY PATH, extending from Knowsley Crescent (GR 466057 105098) in a south-westerly direction for 87m to Windsor Road (GR 466019 105044)  |
| 95 | Footpath | Wells Street (GR 464444 100687)      | Temple Street (GR 464462 100688)       | The adopted, metalled and lighted path 4.1m and 3.0m wide named CHURCH PATH NORTH, extending from Wells Street (GR 464444 100687) in an easterly direction for 18m to Temple Street (GR 464462 100688)  |
| 96 | Footpath | Rodney Road (GR 465844 100373)       | Milton Lane (GR 465734 100334)         | The adopted, metalled and lighted path 3.0m wide named RODNEY ROAD FOOTPATH, extending from Rodney Road (GR 465844 100373) in a south-westerly direction for 118m to Milton Lane (GR 465734 100334)   |

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| 97  | Footpath | Wingfield Street (GR 464647 101047) | Church Street (GR 464600 100967)   | The adopted and metalled path 3.1m wide named WINGFIELD PATH, extending from the south-east side of Wingfield Street (GR 464647 101047) in a south-westerly direction for 94m to Church Street (GR 464600 100967)                  |
| 98  | Footpath | Cow Lane (GR 465240 105361)         | Sandown Road (GR 464981 105371)    | The adopted, metalled and part lighted path 2.8m to 1.5m wide named BRIGHSTONE PATH, extending from Cow Lane (GR 465240 105361) in a south-easterly and northerly direction for 417m to Sandown Road (GR 464981 105371)            |
| 99  | Footpath | Milton Road (GR 466579 99610)       | Locksway Road (GR 467294 99793)    | The adopted, metalled and lighted path 4.0m to 2.4m wide named CANAL FOOTPATH, NORTH SIDE, extending from Milton Road (GR 466579 99610) in an easterly direction for 752m to Locksway Road (GR 467294 99793)                       |
| 100 | Footpath | Curtis Mead (GR 465710 103666)      | St. Barbara Way (GR 465774 103651) | The adopted, metalled and lighted path 2.0m wide named CURTIS MEAD FOOTPATH, extending from the eastern end of Curtis Mead (GR 465710 103666) in an easterly direction for 66m to St. Barbara Way (GR 465774 103651)               |
| 101 | Footpath | Halliday Crescent (GR SZ 6739 9912) | Henderson Road (GR SZ 6742 9916)   | Privately owned, concrete path 1.0 to 1.8m wide named Halliday Path, extending from Halliday Crescent (GR SZ 6739 9912) in a N direction for 46m to Henderson Road (GR SZ 6742 9916)   |
| 102 | Footpath | Driftwood gardens (GR SZ 6741 9897) | Henderson Road (GR SZ 6745 9899)   | Privately owned, 1.8m wide path named Driftwood Path, extending from Driftwood gardens (GR SZ 6741 9897) in a NE direction for 46m to Henderson Road (GR SZ 6745 9899)   |
| 103 | Footpath | Stanley Avenue (GR 467013 101502)   | (GR 467032 101519)                 | Privately owned, earth and grass path 1.5m wide extending from Stanley Avenue (GR 467013 101502) to the service road to the rear of properties on the northern side of Tangiers Road and Stanley Avenue for 26m (GR 467032 101519) |

**N.B.** Columns 1-4 are for interpretation and clarification only and do not form an operative part of this Order

\*The provision of National Grid references to the nearest 10 metres is for location purposes only and should not be taken as evidence of the precise point at which a right of way starts or finishes. Save where otherwise provided, the prefix SU applies to all grid references.



## **APPENDIX B - Portsmouth Definitive Map**

**THIS MAP IS TOO LARGE TO APPEND TO THE REPORT AND  
SHOULD BE VIEWED AT**

**<https://democracy.portsmouth.gov.uk/documents/s29036/Appendix%20B%20Portsmouth%20Definitive%20Map%20-%20Planning%20Committee%20091220.pdf>**

**WHERE IT WILL ALSO BE DISPLAYED IN COLOUR**

## **APPENDIX C - Portsmouth Definitive Statement**

**TO VIEW THE APPENDIX FOR APPROVAL IN COLOUR, VIEW IT AT**  
**<https://democracy.portsmouth.gov.uk/documents/s29037/Appendix%20C%20Portsmouth%20Definitive%20Statement%20-%20Planning%20Committee%20091220.pdf>**

## **APPENDIX D - Integrated Impact Assessment**

**TO VIEW THE INTEGRATED IMPACT ASSESSMENT, GO TO**  
**<https://democracy.portsmouth.gov.uk/documents/s29043/Appendix%20D%20Integrated%20Impact%20Assessment%20-%20Planning%20Committee%20091220.pdf>**

**QUEEN ALEXANDRA HOSPITAL SOUTHWICK HILL ROAD PORTSMOUTH PO6 3LY****CONSTRUCTION OF 72 BED, TWO STOREY HOSPITAL WARD WITH ENCLOSED LINK TO REHABILITATION CENTRE AND ACCESS RAMP, TO INCLUDE RECONFIGURATION OF CAR PARK, SERVICE YARD AND ASSOCIATED LANDSCAPING****Application Submitted By:**

DJM Town Planning  
FAO Ms Debbie Marriage

**On behalf of:**

Mr Trevor Mose  
Portsmouth Hospitals University NHS Trust

**RDD:** 30th October 2020

**LDD:** 1st February 2021

**1.0 SUMMARY OF MAIN ISSUES**

- 1.1 This application is included on the agenda due to the scale of the development.
- 1.2 The scheme is subject to a bid for capital funding through NHS Improvement, a decision on which is expected on 18<sup>th</sup> December 2020. In order to seek a resolution on this development proposal prior to the funding decision, this Planning Committee report has been published before the expiry of the planning application's publicity period (4<sup>th</sup> December). Any further representations or consultation responses received following publication of this report will be made publically available to view online and an update to this report would be prepared for consideration at the Planning Committee.
- 1.3 The main matters for the determination of this application are as follows:
- Principle of the proposal
  - Design and appearance
  - Energy efficiency
  - Amenity impact
  - Landscaping, trees and ecology
  - Access, parking and transport impact
  - Contaminated land
  - Drainage
  - Impact on the Solent Special Protection Areas (SPA)
- 1.4 Site and Surroundings
- 1.5 The application site comprises the southern side of the North Car Park, on the northern side of the Queen Alexandra Hospital site. The site's red edge incorporates the southern part of the car park and the adjacent sloped bank to the south. The North Car Park is a public car park for hospital patients and visitors and currently provides 300 parking spaces, accessed via Harvey Road. The site is predominantly hard surfaced with the exception of some strips of grass and trees separating the parking spaces, and the landscaped bank to the south. There are no specific environmental or policy constraints associated with the site, although there is the potential for ground contamination to exist.

- 1.6 The main hospital complex lies to the south of the site, with additional hospital buildings located to the east and north. The nearest residential properties are located on Boston Road and Peterborough Road to the west, beyond a row of mature boundary trees.
- 1.7 Proposal
- 1.8 The proposal is for the construction of a 2-storey modular building to create a 72 bed ward block, including a first floor link bridge to the adjacent Rehabilitation building to the east and a bed access ramp on the west elevation. The building would measure 72.36m in length, 20.55m in depth and 7.59m in height with a flat roof, with a gross internal floor area of 2,998m<sup>2</sup>. The external walls of the building would be clad in grey, blue and green aluminium panels on the north and south sides, and terracotta panels on the east and west sides. The main pedestrian entrance would be on the north side of the building, accessed directly from the remaining part of the North Car Park.
- 1.9 Internally, the building would accommodate 72 beds over two floors (34 on the ground floor and 38 on the first floor), comprising 15 x 4-bed wards and 12 x 1-bed wards. Additional accommodation would comprise offices, stores, therapy rooms, kitchens and utility rooms.
- 1.10 Externally, on the west side of the site, there would be an area of landscaping adjacent to the bed access ramp, and a service yard / bin storage area on the west side of the site, enclosed by fencing and a hedge. The service yard would accommodate generators and refuse storage. A pedestrian path route would be maintained through the site from the remaining North Car Park to the steps and ramp leading to the North entrance of the main Hospital buildings.
- 1.11 The existing North Car Park provides a total of 294 car parking spaces plus 6 motorcycle spaces. The scheme would include the reconfiguration of the remaining part of the North Car Park and would result in the net loss of 121 car parking spaces.
- 1.12 The development is not intended to significantly increase staff numbers at the site, as the ward would be mainly staffed by existing teams relocated from other areas within the hospital.
- 1.13 Planning History
- 1.14 The hospital has an extensive planning history. The most recent and relevant permissions are as follows:
- 1.15 20/00257/FUL - installation of pipework with associated services, canopy, hardstanding and barriers - conditional permission, 29 April 2020
- 1.16 19/01688/FUL - construction of elevated gantry with access building, to include canopy structure, retaining wall, screens to conceal services and associated hard and soft landscaping - conditional permission, 16 January 2020
- 1.17 A\*36713/AE - application for approval of reserved matters for planning permission  
A\*36713/AC - conditional approval, 1 April 2004
- 1.18 A\*36713/AC - construction of up to eight storey hospital building (up to 79,000 sqm floorspace), associated car parking with new access from Southampton Road, and residential development of up to forty dwellings - conditional outline planning permission, 29 April 2003

## **2.0 POLICY CONTEXT**

## 2.1 Portsmouth Plan (2012)

- PCS12 (Flood Risk)
- PCS13 (A Greener Portsmouth)
- PCS14 (A Healthy City)
- PCS15 (Sustainable Design and Construction)
- PCS16 (Infrastructure and Community Benefit)
- PCS17 (Transport)
- PCS23 (Design and Conservation)

## 2.2 Portsmouth City Local Plan 2001-2011 (Adopted 2006)

- Saved Policy CM6 (Queen Alexandra Hospital)
- Saved Policy DC21 (Contaminated Land)

## 2.3 Other Guidance

- National Planning Policy Framework (NPPF) (2019)
- National Design Guide (2019)
- National Planning Practice Guidance
- Achieving Employment and Skills Plans Supplementary Planning Document (2013)
- Parking Standards and Transport Assessments Supplementary Planning Document (2014)

## 3.0 CONSULTATIONS

### 3.1 Environmental Health

3.2 The potential impact associated with the operation of the proposed generators has been considered.

3.3 The applicant has submitted the specification sheet for the proposed model for the generator. It is only intended to produce power in the event of an emergency, but if it was to run in excess of 50 hours per year it would require a permit from the Environment Agency and subject to further control on emissions. As the emissions would be controlled by separate pollution control regimes, there would be no requirement for a planning condition restricting the operation of the plant, as advised within the National Planning Policy Framework.

3.4 A condition is recommended however, to control noise levels from the operation of the generators to protect the amenity of nearby residents.

### 3.5 Coastal and Drainage

3.6 Initial queries regarding the drainage strategy have been addressed and the updated version of the strategy is considered acceptable.

### 3.7 Eastern Solent Coastal Partnership

3.8 The site is shown to be within the Environment Agency's Flood Zone 1 and is predicted to remain so until at least 2115, therefore can be considered at low risk of experiencing an extreme tidal flood event. Furthermore, all access and egress routes for the site are predicted to remain within Flood Zone 1 until at least 2115.

### 3.9 Environment Agency

- 3.10 No comments to make.
- 3.11 Landscape Group
- 3.12 The Arboricultural survey and proposed replacement trees appear acceptable, although would question the large species proposed for the garden area.
- 3.13 Some existing trees on site appear to be struggling, possibly due to soil issues. Consideration needs to be given to creating the best ground conditions for the new trees, to include suitable drainage, suitable types and volumes of soils and possible crate systems. These details should be requested by condition. A maintenance plan should also be provided. It would be useful to understand how the garden area might develop if the ramp is not needed in the future.
- 3.14 The development should contribute to biodiversity net gain where possible. Further planting to the bank in front of the car park should be included. This could include terracing or replacement soils, as well as wildflower grass. Note that these areas could be impacted by shade from the recently permitted new steam duct. Box hedging would not be recommended around the service yard as it is slow growing and prone to disease. More robust species or climber planting should be considered.
- 3.15 Arboricultural Officer
- 3.16 No objection in principle. Details of landscaping and replacement planting required, which can be secured by condition.
- 3.17 Natural England
- 3.18 No comments received at the time of writing this report.
- 3.19 Ecology
- 3.20 The development would be sited on an existing car park and six semi-mature trees would be removed, with seven new trees planted. The proposals are unlikely to affect protected species, with the exception of breeding birds. Satisfied that there would be no net loss of habitat and that the proposed planting would provide a biodiversity net gain in line with Policy PCS13 of the Portsmouth Plan and the NPPF.
- 3.21 Should permission be granted, an informative should be added to inform the developers of the legal requirement to protect breeding birds.
- 3.22 Crime Prevention Design Advisor
- 3.23 No comments received at the time of writing this report.
- 3.24 Highways Engineer
- 3.25 Proposals to mitigate loss of parking are acceptable in principle, but further clarification is required in relation to certain points within the submitted Transport Statement, including:
- Clarification of the actual parking demand generated by the ward block;
  - Park and ride capacity - further information required in relation to the impact of COVID-19 on current parking occupancy levels;
  - Bus capacity - further information required in relation to shuttle bus capacity and impact of COVID-19;
  - Parking permits - further explanation of the proposal to withdraw staff parking permits.



- 3.26 Further details can be secured by condition, to include approval of a detailed Transport Strategy.
- 3.27 Contaminated Land Team
- 3.28 The site has the potential for contamination to exist due to past uses as MOD land and military hospital with centralised heating system and underground asbestos lined ducts. The submitted Desk Top Study is not of sufficient depth and requires further information to be included within it.
- 3.29 No objection subject to conditions to ensure that the potential for contamination is fully investigated and mitigated.

#### **4.0 REPRESENTATIONS**

- 4.1 Publicity dates
- Neighbour letters sent: 4 November 2020; expiry: 4 December 2020
  - Site notices displayed: 6 November 2020; expiry: 27 November 2020
  - Press notice: 13 November 2020; expiry: 4 December 2020
- 4.2 No representations received at the time of writing this report.

#### **5.0 COMMENT**

- 5.1 Principle of the proposal
- 5.2 The proposed development would provide additional ward capacity within the Hospital, to increase resilience and meet demand for acute hospital beds. The new capacity would also provide a decant facility outside of peak times to enable maintenance work to take place within the main hospital.
- 5.3 Policy PCS14 of the Portsmouth Plan sets out objectives for improving the health and wellbeing of the city, which includes ensuring that a good distribution of healthcare facilities is maintained. Saved Policy CM6 of the Portsmouth City Local Plan (2006) relates specifically to the hospital and states that proposals within the QA boundary will be supported provided that they contribute to long term strategy aims, are compatible in scale and form to the existing complex and are acceptable in terms of traffic generation and highway impact. These local policies are in line with one of the core sustainability objectives of the National Planning Policy Framework (NPPF), of creating healthy and safe communities and ensuring that the service needs of communities are met.
- 5.4 The proposal is considered fundamental to the ongoing running of the hospital and to meet the NHS Trust's long term strategy for providing urgent health care needs and is therefore fully supported in principle. Matters relating to design/appearance, scale, form, waste storage/removal, and highway impact are addressed within this report.
- 5.5 Design and appearance
- 5.6 Policy PCS23 of the Portsmouth Plan requires new development to be well designed and appropriate in terms of scale, layout and appearance in relation to the context in which it is set.
- 5.7 The proposal has been subject to extensive background work to determine a preferred location for the new ward, with the North car park location considered the most appropriate in terms of accessibility and connection to the main hospital.

- 5.8 The building would be of a modular design, in a rectangular form with a flat roof. In the context of the Hospital site, which is characterised by a variety of flat roofed buildings and structures of varying heights, the proposed form of building and 2-storey height is considered appropriate. The use of predominantly grey aluminium cladding with green and blue feature panels would respect the appearance of the adjacent modern buildings and would ensure that the development visually integrates with the existing hospital complex.
- 5.9 The bed access ramp is required to provide emergency access from the first floor of the building. This structure would be enclosed at the lower levels by a weld mesh fence with hedging in front, to prevent access beneath the ramp in the interest of safety and security. Whilst this structure is not considered to be a particularly attractive feature, it is a necessary element for emergency use and the proposal to partially screen it with hedging would soften its visual impact. It is also noted that the ramp is only intended to be a temporary structure.
- 5.10 There is a separate proposal for a multi-storey car park on the northern part of the North Car Park (currently at pre-application stage), and if this were approved it would allow for the creation of a level emergency link to the first floor of the car park, negating the need for the bed access ramp.
- 5.11 The visual appearance of the service yard would also be softened with hedge planting in front of timber hit and miss fencing. Full details of planting and landscaping on the site would be secured by condition, and the applicants have noted that all landscaping would form an integral part of a wider Greening Strategy for the Hospital which is currently in preparation.
- 5.12 In summary, the development is considered acceptable in terms of its scale, design and appearance in the context of the wider hospital site in accordance with Policy PCS23 of the Portsmouth Plan (2012).
- 5.13 Energy efficiency
- 5.14 Policy PCS15 of the Portsmouth Plan requires all new development to contribute to the aims of addressing climate change. For non-residential development, the policy sets a requirement for meeting BREEAM 'excellent' standard, unless an alternative measure of energy saving is agreed with the Local Planning Authority.
- 5.15 The applicants have not submitted a BREEAM Assessment but have noted that the building is proposed to be built to a very high energy efficiency rating. Energy saving measures would include the use of high performance building fabric, air tightness and thermal bridging to reduce winter heat loss, and the use of energy efficient heating and cooling systems and lighting.
- 5.16 The use of solar PV panels on the roof of the building has been considered but has not been included in the application due to the potential risk of solar glare towards other hospital buildings. The Hospital Trust is currently looking at suitable locations for Solar PV across the hospital site as a whole and it is likely that there would be more suitable locations. Further details of energy saving measures for the ward block, to include any other forms of renewable energy, would be secured by appropriate condition.
- 5.17 Amenity impact
- 5.18 The nearest residential properties are located in Boston Road and Peterborough Road to the west of the site, approximately 60m from the western elevation of the ward block (42m from the west side of the bed access ramp). Due to these separation distances, these neighbouring properties would not be impacted by the proposed development in

terms of loss of outlook, light or privacy. The new building would be visible from some of the nearby properties but the views would be partially screened by mature trees along the boundary and the appearance and scale of the building is considered appropriate in relation to the surrounding hospital complex.

- 5.19 A new service yard is proposed on the west side of the site, which would accommodate generators and refuse storage. The Environmental Health Officer has reviewed the details of the proposed generators, and has recommended a condition to ensure that noise levels from the equipment would be within acceptable limits to protect the amenity of nearby residents. The Environmental Health Officer has further noted that any issues relating to emissions from the generators would be dealt with through separate pollution control legislation and a planning condition relating to emissions would therefore not be necessary or appropriate.
- 5.20 Landscaping, trees and ecology
- 5.21 Policy PCS13 of the Portsmouth Plan seeks to protect, enhance and develop the city's green infrastructure and requires development to achieve a net gain in biodiversity where possible.
- 5.22 The trees on site though not protected, contribute positively to the visual amenity of the wider hospital site. The Council's Arboricultural Officer and Landscape Officer have no objection to the loss of trees within the car park, subject to their replacement with suitable species and further details on methods of planting and maintenance. These details would be secured by condition.
- 5.23 Due to the nature of the site, it is not considered suitable to support protected species, and the County Ecologist agrees with this assessment. It is considered that with the proposed replacement tree planting and landscaping, the scheme would result in a biodiversity net gain in accordance with Policy PCS13 of the Portsmouth Plan (2012).
- 5.24 Access, parking and transport impact
- 5.25 The existing North Car Park provides 300 parking spaces for patients and visitors, including 31 disabled parking spaces and 6 motorcycle spaces. On the hospital site as a whole, there is a total of 757 parking spaces for patients and visitors, and 1,484 staff car parking spaces. When the hospital was redeveloped following planning permission in 2003 (planning permission ref. A\*36713/AC), conditions were imposed requiring at least 664 spaces to be permanently reserved for patients and visitors, and not more than 1,572 spaces for staff. The current level of parking falls within these limits.
- 5.26 Parking in the residential streets surrounding the hospital is controlled by residential parking zones, which restrict non-permit holder parking to between 1 and 2 hours. These parking restrictions effectively minimise opportunities for patient and visitor parking in the local area, and help protect the amenity of local residents.
- 5.27 The submitted Transport Statement sets out details about the accessibility of the hospital site, noting that it is well served by buses, with 8 routes stopping within the hospital grounds, providing links to various parts of the city and beyond. Cosham railway station is approximately 1.4km from the site and the site is also well linked to cycle routes. There are currently 200 cycle parking spaces within the wider hospital site and it is not considered necessary to provide any additional cycle parking spaces for the proposed new ward block.
- 5.28 The proposed ward block would be constructed on the southern part of the North Car Park, and part of the remaining car park would be reconfigured, with vehicle access

remaining from Harvey Road. In total, the development would result in the loss of 121 parking spaces and the applicants have set out the following ways in which this loss of parking would be mitigated:

- Staff car parking spaces within the public multi-storey car park on the west side of the QA hospital site to be reallocated for patients and visitors; the Council's Highway Engineer has determined that this reallocation would need to amount to at least 116 spaces;
- Displaced staff parking be provided at an existing Park and Ride facility at Fort Southwick, approximately 2.8km from the hospital and served by a regular shuttle bus;
- Tighter enforcement / control of staff parking within the hospital site.

- 5.29 The Transport Statement confirms that there are 992 parking spaces allocated to NHS staff at the Park and Ride facility, and that around 450 of these spaces are available daily, indicating that there is sufficient capacity to accommodate the relocated staff parking. Data on bus occupancy also indicates sufficient capacity on the Park and Ride shuttle buses to accommodate the increased staff use.
- 5.30 Further details/clarification sought by the Local Highway Authority could be covered within an updated Transport Statement and Parking Strategy that would be secured by an appropriate condition. Subject to this, it is considered that the loss of parking can be satisfactorily mitigated and the development would not significantly increase parking demand.
- 5.31 It is recognised that the construction phase of the development would result in the short term loss of further parking on the site. The construction phase is estimated to take around 34 weeks and a phased programme of works has been set out in the Transport Statement. This indicates that the greatest loss of parking would be during delivery of the modular unit when the whole of the North Car Park would need to be closed for approximately 2 months. The proposal is to convert all of the staff parking within the existing multi-storey car park to patient/visitor parking throughout the construction period, with staff parking relocated to the Park and Ride, thereby mitigating the short term loss of parking. A detailed Construction Environmental Management Plan (CEMP) would be secured by condition.
- 5.32 In terms of pedestrian access, the scheme layout has been designed to enhance pedestrian links from the North Car Park to the main North Entrance, with a new landscaped pedestrian route and new zebra crossing points within the remaining car park. There would also be improvements to the pedestrian entrance area outside the Rehabilitation building, providing increased space for pedestrians and better footway connections.
- 5.33 In relation to refuse collection, the applicants have confirmed that the waste from the new ward would be collected by van from the service yard and transported to a central waste collection point within the QA Hospital site, as per existing arrangements. The van would park in the southern exit lane to the car park to collect the waste, allowing the northern lane to remain free.
- 5.34 In the long term, there is a proposal for a new multi-storey car park on the northern part of the North Car Park. A planning application for this scheme is expected within the next couple of months and subject to gaining consent, would provide greater flexibility for parking at the site, a matter which would be fully assessed at the time of that application.
- 5.35 Contaminated land
- 5.36 There is the potential for contamination to exist on the site due to its past use as MOD land and military hospital. Further information is required to assess the level of

contamination and agree requirements for mitigation. This information can be requested and secured by condition.

5.37 Drainage

5.38 The site lies within Flood Zone 1 and is therefore at low risk of flooding. The application is supported by a proposed Drainage Strategy, which has been reviewed by the Council's Drainage Engineer and is considered to be acceptable. The agreed Drainage Strategy would be secured by condition to ensure that the development would achieve satisfactory drainage and not increase flood risk to the site in accordance with Policy PCS12 of the Portsmouth Plan (2012).

5.39 Impact on the Solent Special Protection Areas (SPA)

5.40 The Conservation of Habitats and Species Regulations 2017 [as amended] and the Wildlife and Countryside Act 1981 place duties on the Council to ensure that the proposed development would not have a significant effect on the interest features for which Portsmouth Harbour is designated, or otherwise affect protected species. It has been identified that any development in the city which is residential in nature or that would result in overnight stay accommodation, will result in a significant effect on the Special Protection Areas (SPAs) along the Solent coast, due to increased recreational pressure as well as an increase in nitrogen and phosphorus input into the Solent causing eutrophication.

5.41 This proposal is for a new ward block providing beds for hospital patients and would not generate any increase in recreational activity in the SPAs. In relation to potential nitrate release, given that the bed spaces are for temporary occupancy and would be likely to be occupied by persons who would otherwise reside in the South Hampshire nutrient catchment area, it is considered that the impact of nutrient release would be neutral and the development would not impact on the integrity of the SPA.

5.42 Conclusion

5.43 The proposed development is considered essential for the long-term operation of the hospital, to increase bed capacity and resilience. The Local Planning Authority supports in principle the provision of improved health care. The scale and design of the building is acceptable in relation to the wider hospital complex and the development would have no significant impact on the amenities of nearby residential properties. The scheme would include acceptable drainage proposals and matters relating to contaminated land, landscaping and energy efficiency can be satisfactorily addressed by appropriate condition(s).

5.44 In relation to highway impact, the scheme includes proposals to mitigate the loss of parking which are considered acceptable in principle, subject to approval of a detailed Transport Strategy to be secured by appropriate condition. This would satisfactorily mitigate the loss of parking without significantly increasing parking demand within the wider hospital site or surrounding road network.

5.45 The development is considered to accord with the relevant policies of the Portsmouth Plan (2012), saved policies of the Portsmouth City Local Plan (2006) and the objectives of the National Planning Policy Framework (NPPF).

## **RECOMMENDATION**

### **Conditions**

### **Time Limit**

1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this planning permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

### **Approved Plans**

2) Unless agreed in writing by the Local Planning Authority, the permission hereby granted shall be carried out in accordance with the following approved drawings - Drawing numbers:

- Site Location Plan 10857-3-008
- Site Setup 10857-3-020
- Proposed Site Plan with Bed Ramp and Existing Access Barriers (05) 106 Rev. F
- Site Plan Enhanced Access Measures (05) 104 Rev. B
- Proposed Floorplans 10857-3-001 E
- Proposed Cross Sections 10857-3-005 D
- Site Cross Section 10857-3-006 C
- Fire Strategy Layout 10857-3-007 B
- Proposed Roof Layout 10857-3-015
- Proposed Elevation Bed Evacuation Ramp (05) 201 Rev. F
- Existing Overland Flow Routes 137732/2002
- Overland Exceedance Routes 137732/2001 Rev. B
- Proposed Drainage Strategy 137732/2000 Rev. B
- Tree Protection Plan TPP-KC/QAHOSPITAL/001

Reason: To ensure the development is implemented in accordance with the permission granted.

### **Contaminated Land**

3) No works pursuant to this permission shall commence until there has been submitted to and approved in writing by the Local Planning Authority or within such extended period as may be agreed with the Local Planning Authority:

a) A Phase 1 desk study (undertaken following best practice including BS10175:2011+A2:2017 'Investigation of Potentially Contaminated Sites Code of Practice') documenting all the previous and current land uses of the site. The report shall contain a conceptual model (diagram, plan, and network diagram) showing the potential contaminant linkages (including consideration of asbestos), including proposals for site investigation if required (the sampling rationale for all proposed sample locations and depths should be linked to the conceptual model);

and once this report is accepted by the LPA, unless otherwise agreed in writing by the LPA,

b) A Phase 2 site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the conceptual model in the desk study (to be undertaken in accordance with BS10175:2011+A2:2017 and BS8576:2013 'Guidance on investigations for ground gas - Permanent gases and volatile organic compounds (VOCs)'). The report shall refine the conceptual model of the site and confirm either that the site is currently suitable for the proposed end-use or can be made so by remediation;

and once this 'Phase 2' report is accepted by the LPA, unless otherwise agreed in writing by the LPA,

c) A Phase 3 remediation method statement report detailing the remedial scheme and measures to be undertaken to avoid risk from contaminants and/or gases when the development hereby authorised is completed, including proposals for future maintenance and monitoring, as necessary. If identified risks relate to bulk gases, this will require the submission of the design report, installation brief, and validation plan as detailed in BS8485:2015+A1:2019 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings and have consideration of CIRIA 735 Good practice on the testing and verification of protection systems for buildings against hazardous ground gases. The remedial options appraisal shall have due consideration of sustainability as detailed in ISO 18504:2017 Soil quality — Sustainable remediation. It shall include the nomination of a competent person to

oversee the implementation of the remedial scheme and detail how the remedial measures will be verified on completion.

Reason: To ensure that the risks from land contamination to the future users of the land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and offsite receptors, in accordance with saved Policy DC21 of the Portsmouth City Local Plan (2006).

#### **Contaminated Land Verification**

4) The development hereby permitted shall not be first occupied/brought into use until there has been submitted to, and approved in writing by, the Local Planning Authority a stand-alone verification report by the competent person approved pursuant to condition (3)c above. The report shall demonstrate that the remedial scheme has been implemented fully in accordance with the remediation method statement. For the verification of gas protection schemes the applicant should follow the agreed validation plan. Thereafter the remedial scheme shall be maintained in accordance with the details approved under conditions (3)c.

Reason: To ensure that the risks from land contamination to the future users of the land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and offsite receptors, in accordance with saved Policy DC21 of the Portsmouth City Local Plan (2006).

#### **Transport strategy**

5) No development shall start on site until a detailed Transport Statement and Parking Strategy to mitigate the impact of reduced car parking within the site, during construction and upon completion, has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out strictly in accordance with the approved Transport Statement and Parking Strategy, unless any alternative measures are first submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the loss of parking on site is adequately mitigated to prevent additional parking pressure within the hospital site and on the surrounding road network in the interest of amenity and highway safety, in accordance with Policies PCS17 and PCS23 of the Portsmouth Plan (2012).

#### **Construction Environmental Management Plan**

6) No development shall commence on site until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved Construction Environmental Management Plan and shall continue for as long as construction is taking place at the site.

Reason: To minimise disruption to the operation of the hospital site and the amenities of surrounding occupiers and in the interests of safe operation of the surrounding highway network during the construction of the development, in accordance with Policies PCS17 and PCS23 of the Portsmouth Plan (2012).

#### **Materials**

7) The development shall be constructed in accordance with the materials details and colours as set out on Plan ref. (05)201 Rev. F, unless alternative materials are first submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of visual amenity in accordance with Policy PCS23 of the Portsmouth Plan (2012)

#### **Landscaping**



- 8) (a) No construction works above the foundation / slab level shall take place until a detailed scheme for soft landscaping to include plant species, sizes and numbers (including replacement trees), planting pit and preparation details, and maintenance plans, has been submitted to and approved in writing by the Local Planning Authority;
- (b) The soft landscaping scheme shall be carried out in accordance with the approved details in the first planting season following the occupation of the dwellings or the completion of the development, whichever is the sooner;
- (b) Any trees or plants which, within a period of 5 years from the date of Practical Completion of the landscaping scheme, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interest of visual amenity to achieve a high quality development in accordance with Policies PCS13 and PCS23 of the Portsmouth Plan (2012).

#### **Biodiversity enhancements**

- 9) (a) No development above foundation/slab level shall take place at the site until a scheme for proposed biodiversity enhancements and their timing, to achieve a net gain in biodiversity, shall have been submitted to and approved in writing by the Local Planning Authority;
- (b) The scheme for biodiversity enhancement shall be fully implemented in accordance with the details approved under part (a) of this condition and thereafter retained.

Reason: To achieve a net gain in biodiversity in accordance with Policy PCS13 of the Portsmouth Plan (2012).

#### **Drainage**

- 10) Unless otherwise agreed in writing with the Local Planning Authority, the drainage strategy for the development shall be implemented in accordance with the details set out within the Drainage Strategy ref. 137732-100 Issue 3 (Fairhurst, October 2020), and Plans ref. 137732/2001 Rev. B (Overland Exceedance Routes) and 137732/2000 Rev. B (Proposed Drainage Strategy).

Reason: To ensure that the development would not increase flood risk at the site in accordance with Policy PCS12 of the Portsmouth Plan (2012).

#### **Energy efficiency**

- 11) No development above foundation/slab level shall take place until details of energy efficiency measures to be incorporated into the building design, including renewable energy measures where applicable, to meet BREEAM 'excellent' standard or an alternative equivalent level of energy saving, has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.

Reason: To ensure that the development as built will minimise its need for resources in accordance with policy PCS15 of the Portsmouth Plan (2012).

#### **Generator noise restriction**

- 12) Noise from the operation of the generators hereby permitted shall not exceed LAeq(15 min) 65dB(A) at a distance of 10m in any direction from the generator.

Reason: To minimise noise to protect the amenity of nearby residential properties in accordance with Policy PCS23 of the Portsmouth Plan.

#### **Employment and Skills Plan**

- 13) No development shall commence on site until an Employment and Skills Plan has been submitted to and approved in writing by the Local Planning Authority, to include arrangements for working with local employment and/or training agencies and provisions for training opportunities and initiatives for the workforce employed in the construction of the development.

The Employment and Skills Plan shall thereafter be implemented in accordance with the approved details.

Reason: To enhance employment and training opportunities for local residents in accordance with Policy PCS16 of the Portsmouth Plan (2012) and the Achieving Employment and Skills Plans Supplementary Planning Document (2013).

44-66 PALMERSTON ROAD, SOUTHSEA, PO5 3QG

**MIXED USE REDEVELOPMENT OF FORMER DEBENHAMS DEPARTMENT STORE TO COMPRISE CIRCA 2,300SQM GROUND FLOOR COMMERCIAL SPACE (TO INCLUDE USE CLASSES A1/A2/A3/A4/B1/D1/D2) AND CHANGE OF USE AND 2 STOREY EXTENSION OF UPPER FLOORS TO COMPRISE 106NO. 1, 2 AND 3 BED APARTMENTS; DEMOLITION OF REAR STORAGE UNITS AND CONSTRUCTION OF 36NO. NEW 1 AND 2 BED APARTMENTS, WITH ASSOCIATED LANDSCAPING, ACCESS AND PARKING.**

**Application Submitted By:**

JLL

FAO Mr Aiden Murray

**On behalf of:**

Mr Shaun Adams

National Regional Property Group

**RDD:** 17th July 2020

**LDD:** 16th October 2020

## **1.0 SUMMARY OF MAIN ISSUES**

1.1 The application has been brought to the Planning Committee for determination due to the size of the scheme.

1.2 The key issues in the determination of the application are

- Principle of the development;
- Impact on heritage assets
- Visual appearance
- Spatial layout
- Impact on amenity of neighbouring residents;
- Standard of accommodation;
- Highways and Transport
- Planning obligations;
- Environmental matters
- Special Protection Areas

### 1.3 Site and surroundings

1.4 The application relates to the former Debenhams department store and land to the rear of the building. The store is an impressive three storey purpose built commercial unit at the junction of Osborne Road to the south and a pedestrianised section of Palmerston Road to the east. Reconstructed following bomb damage sustained in World War II, the brick faced building provided a significant retail presence within Southsea Town Centre until its closure in January 2020. It is currently used as an indoor market.

1.5 The building is neither statutory nor locally listed, it does however have a number of interesting and elegant architectural features that contribute to its local historic significance. In

combination with the former Knight and Lee department store opposite, the two buildings provide distinctive and popular local landmarks that form the gateway to the pedestrianised section of the town centre and contribute significantly to the character of the area.

1.6 The site is set in an urban context and the boundary encompasses an irregular shaped plot with a land area of approximately 0.61 hectares. To the rear, the parcel of land which fronts Tonbridge Street and in the applicant's ownership currently has several outbuildings, extensions and some parts are laid to hardstanding and used as a car park. This area served as a service yard for the Debenhams store.

1.7 The Southsea area is an eclectic mix of historic and contemporary architecture which together form a characterful location. The pedestrian precinct to the east provides the main retail focus of the centre with a mix of retailer units, cafes and a library, with smaller independent boutiques, cafes and restaurants further to the north on Marmion Road.

1.8 The area surrounding the site has strong residential references immediately to the west and north on Portland and Kent Roads respectively. Many of the other surrounding buildings on adjacent streets incorporate residential uses above commercial premises with Osborne Road, Clarendon Road and the southern section of Palmerston Road containing a greater mix of restaurants and drinking establishments.

1.9 The site is not located wholly within a conservation area (the northern tip along Tonbridge Street lies in the Owen Southsea Conservation Area catchment) and does not contain any statutorily listed structures. However, there are a number of heritage assets in the locality, including the Grade II Listed Portland Terrace on Portland Road to the west and Grade II Listed St Jude's Church on Kent Road. There are several conservation areas in the vicinity with the immediate ones being - 'Owens Southsea' to the north-west and 'Stanley Street' to the south east.

1.10 The application site is located within the 'Primary frontage' of the town centre as defined by Policy STC3 of the Southsea Town Area Action Plan. The area is well served by bus routes with two bus stops immediately in front of the building along Osborne Road. The nearest railway stations at Portsmouth & Southsea and Fratton are both located approximately 2km to the north. A pedestrian footpath is gained via alleyways from Palmerston Road as well as Osborne Road.

#### 1.11 Proposal

1.12 Full planning permission is sought for alterations, extensions and change of use of the Debenhams building; the demolition of existing extensions / outbuildings in the rear area and the erection of a new block to provide a mixed-use scheme of 142 residential units and up to 2300 square metres (sq.m.) of flexible commercial and retail space. The plans include details of communal amenity spaces for the proposed flats, landscaping, car and cycle parking and pedestrian and vehicular access and servicing routes. The two main elements of the proposed development shall be referred to as Blocks A and B henceforth. The proposal was originally for 157 flats, but has been amended during the course of the application.

1.13 **Block A** - relates to the extension and alterations to the existing 3 storey building which is the former Debenhams store. It is proposed to be extended upwards with two additional storeys creating a 5 storey building and on the west (Portland Road) elevation, the building's footprint would also be extended with a 3/5 storey extension.

1.14 There are various alterations proposed to the existing building to include recessed balconies within the existing window apertures on the street facing elevations. To the rear, the

various extensions and outbuildings within the service yard, and a substantial part of the main Debenhams building, would be demolished for an open concept courtyard area. These changes with the extensions would provide 106 residential units spread across the upper 4 floors. The ground floor would comprise of smaller flexible commercial spaces totalling approximately 2300 sq.m along the ground floor active street frontages on Palmerston, Osborne and Portland Roads. The subterranean section of the building would be repurposed and used for car parking. The altered and extended building with the demolition of outbuildings would provide:

- Car parking and cycle storage at basement level
- Commercial (approximately 2300 sq.m of flexible retail and office space) across the ground floor
- Residential use (106 units) across first to fourth floors.
- Communal amenity space is provided at first floor level in the form of a podium courtyard

1.15 **Block B** - relates to the demolition of extensions and outbuildings within the rear area of the site fronting Tonbridge Street. These would be replaced with a new 3 storey apartment block (4 storey height due to under croft parking) which would provide:

- Car parking and cycle storage at ground floor
- Residential use (36 residential units) across first to third floors.

1.16 The accommodation schedule breaks down as below:

| <b>Unit type</b> | <b>Block A</b> | <b>Block B</b> | <b>Total</b> |
|------------------|----------------|----------------|--------------|
| 1 Bed Apartment  | 59             | 24             | 83           |
| 2 Bed Apartment  | 45             | 12             | 57           |
| 3 Bed Apartment  | 2              | 0              | 2            |
| <b>Total</b>     | <b>106</b>     | <b>36</b>      | <b>142</b>   |

The Applicant states that the development's finances do not allow for the provision of Affordable Housing, so all the flats proposed would be for sale and/or rent on the open market.

1.17 A total of 86 residents parking and 9 visitor parking spaces are to be provided with a proposed allocation of 11 spaces for the non-residential floor area. In addition, 250 cycle spaces are also provided with 160 labelled as long stay. The parking areas would be spread over the ground floor of Block B and the basement area of Block A.

1.18 Vehicular access points are indicated as being from Tonbridge Street and Portland Road with a new ramp created for accessing the basement area of Block A. Residential access would be mainly from the Osborne Road elevation for Block A and Tonbridge Road / Portland Road for Block B. The commercial areas on the ground floor would be accessed from the Osborne Road elevation in the main.

1.19 Amended plans have been received during the application process to address design concerns and also matters raised by the Highway Engineer and Landscape Architects. The most significant of the various changes is the reduction in scale of Block B with the loss of a storey - originally the fourth floor which comprised of 12 flats. The design of Block A has been refined on the street elevations with setbacks on the other elevations.

1.20 The parking layout has been redesigned, which included the removal of 4 parking spaces following concerns raised by the Highway Engineer. The landscaping scheme of the site has also been expanded to include planting pockets on the ground floor level.

1.21 **Listed Building Consent** - As part of the complete development proposal, listed building consent is concurrently sought elsewhere on this agenda under reference 20/00621/LBC specifically relating to the proposed demolition of the outbuildings and extensions within the rear yard of the Debenhams's building some of which have curtilage listing and lie within the Owen's Southsea Conservation Area.

1.22 The applicant has submitted a range of documents in support of the application

- Design and Access Statement
- Flood Risk Impact Assessment
- Ecological Impact Assessment
- Heritage Statement
- Noise impact Assessment
- Land Contamination Assessment
- Statement of Community Involvement
- Transport Statement
- Employee / Residential Travel Plan
- Viability Report

1.23 Planning History

1.24 None of relevance to the current application.

1.25 Relevant history of neighbouring site - Land rear of Portland Hotel - 13/00409/FUL & 13/01123/FUL

1.26 This site lies to the rear (east) of Portland Terrace, off Tonbridge Road, just to the north of the proposed Block B. Planning permission was sought firstly for the construction of 4 storey building fronting Tonbridge Street comprising coffee shop (within Class A3) to ground floor with 6 flats over and detached cycle store (13/00409/FUL). A later resubmission under 13/01123/FUL was for the construction of 4 storey building fronting Tonbridge Street comprising Healthcare clinic (within Class D1) to ground floor with 6 flats over and detached cycle store.

1.27 Both applications were refused planning permission by the City Council on amenity and design impact and on heritage asset grounds. The decision was overturned on appeal and planning permission was granted. The Inspector concluded that overall heritage assets would be conserved in a manner appropriate to their significance in line with the Framework and the living conditions of nearby residential occupiers will not be harmed.

## **2.0 POLICY CONTEXT**

2.1 In addition to the aims and objectives of the National Planning Policy Framework (NPPF) (2019), the relevant policies within the Portsmouth Plan (2012) would include: PCS10 (Housing Delivery), PCS13 (A Greener Portsmouth), PCS14 (A Healthy City), PCS15 (Sustainable design and construction), PCS16 (Infrastructure and community benefit), PCS17 (Transport), PCS19 (Housing mix, size and affordable homes), PCS21 (Housing Density) and PCS23 (Design and Conservation).

2.2 Saved policy DC21 (Contaminated Land) of the Portsmouth City Local Plan, The Southsea Town Centre Area Action Plan (2007), the Parking Standards SPD, the Solent Recreation Mitigation Strategy and Interim Nutrient Neutral Mitigation Strategy (2019) and the Solent Recreation and Mitigation Strategy (2017) would also be material to the determination of this application.

### **3.0 CONSULTATIONS**

#### **3.1 Portsmouth Water -**

No objection to the scheme however prior consent must be sought at implementation stage.

#### **3.2 Hampshire Fire and Rescue Service -**

No objection and advice provided as to where to find information about best practise.

#### **3.3 County Archaeologist -**

No objection

#### **3.4 Hampshire Swift -**

No objection subject to planning conditions aimed at enhancing biodiversity.

#### **3.5 Waste Management Services -**

The Team raised no objection in principle but have requested additional details and clarification on the number of bins proposed and if any of these would be for commercial use. Suggestions have also been made in relation to the correct positioning of the bins on the ground floor rather than the proposed basement levels.

#### **3.6 Southern Water -**

Noted that supply can be provided for the development and a formal application would be required. Southern Water will have to be involved in the design of land drainage and surface water discharge for an efficient project delivery.

**3.7 Environmental Health -** The Team has recommended the omission of the street facing balconies. Whilst raising no objection in principle to other elements of the development, conditions to minimise negative impact are requested.

**3.8 Drainage Team -** 'There is very little detail in relation to current and/or proposed drainage of the development. I would be in agreement with a Condition for Drainage in this respect. The applicant will need to be aware that if the building currently drains in part by downpipes onto the highway, this will not be acceptable in the proposals. There does appear to be an opportunity for green roof, which could add amenity value and reduce run-off, betterment is always welcome

**3.9** There also appears to be a lack of investigation into groundwater, and although I'm not aware of groundwater issues in the area it may be wise to employ groundwater flooding mitigation techniques in the basement, such as non-return valves, chest height services, tanking etc.'

#### **3.10 Contaminated Land Team**

No objection raised in principle subject to conditions.

#### **3.11 Housing Team**

No comments received

#### **3.12 Highways Authority -**



3.13 The Highways Engineer raised initial concerns relating to:

- The width of the one way access ramp which will obstruct the flow of traffic on Portland Road,
- Low headroom on the surface undercroft area
- Number of parking spaces for residential which is below the SPD requirement; and will have a resultant impact on displacing and inconveniencing local residential parking.

3.14 Following receipt of amended drawings, the Engineer has updated comments confirming the continued lack of passing space on the ramp to the basement. Also the two disabled bays to the north of the surface level car park are not well related to the building access.

3.15 Design and Conservation Consultant

3.16 Objects (scheme not considered capable of conservation support).

3.17 Updated comments received in response to amendments to the plans state -'The concessions made by the applicant so far are welcomed. Nevertheless, no effort has been made to address concerns expressed around the siting, footprint, scale, massing, and height of the new build extension to the west of the building (addressing Portland Road).

3.18 I revert to the comments initially provided: Pulling away (by at least one 'bay') and stepping down (by at least one storey) the proposed western projection to the building. Addressing Portland Road - I remain concerned at the impact of this element of the scheme on the setting of the adjacent listed terrace, and believe that this issue should be satisfactorily addressed before the scheme is considered capable of support.'

3.19 With reference to Block B; the Consultant commented on the proximity of the block coupled with the deep proposed footprint and potential impact on the settings of the heritage asset.

3.20 Natural England -

3.21 Objects to the proposal due to the lack of information to inform a Habitats Regulations Assessment, including a nutrient budget and proposed mitigation and have requested for additional information.

#### **4.0 REPRESENTATIONS**

4.1 The applicant undertook a wide community involvement exercise before submitting the application. At the time of report compilation there were seven individual letters of representation; five objecting and two in support with reservations.. Concerns raised are summarised as follows:

- A lack of affordable housing provision
- Vehicular and cycle parking provision is inadequate
- Insufficient information has been provided for members of the public to make a full assessment of the impacts of the development on the surrounding highway network. The application does not accord with the requirements of the Parking Standards Supplementary Planning Document.
- Provision of sustainable means of transport is inadequate in terms of number of electric charging points and security around the cycle store spaces.

- Negative impact on neighbouring residential amenity in terms of loss of daylight, overlooking and loss of privacy due to the proposed upper floor extension and resultant relationship with neighbouring residential properties

4.2 The comments received in support of the application can be summarised as follows:

- Provision of additional residential units in Southsea is welcome.
- Convenient site for the relocation of local GP surgery

## 5.0 COMMENT

5.1 Having regard to the site and the details of the proposed development, relevant planning policy at the local and national levels; and the consultation responses and representations received, the determining factors in the consideration of the proposal are discussed in turn below.

### 5.2 Principle of development

5.3 The application site is located within the 'Primary frontage' of the town centre as defined by Policy STC3 of the Southsea Town Area Action Plan (2007). Policy STC3 states that within the primary frontage, planning proposals for town centre uses (as set out by STC2), other than A1 shops, will only be granted permission if at least 75% of the primary frontage would remain within A1 use after the development is completed. Based on most recent monitoring figures, the level of Class A1 frontage within the Primary Frontage area stands at 78% as of Nov 2019. This figure undoubtedly has been affected by the closure of Debenhams and the adjacent John Lewis premises.

5.4 Policy STC2 of the Area Action Plan (AAA) notes that within the Town Centre as a whole, planning permission will be granted for retail and commercial uses interspersed with Offices to aid footfall in the centre. The AAA is supported by the National Planning Policy Framework which requires local planning authorities to pursue policies supporting the viability and vitality of town centres.

5.5 The applicant proposes 6 'smaller and flexible' commercial spaces on the ground floor of Block A to include Classes A1/A2/A3/A4/B1/D1/D2 ranging from approximately 270 sq. m to 410 sq. m. It must be noted that during the course of the application, the use class order has seen some significant changes. Since 1 September 2020, some of the Use Classes A, B and D as proposed have been revoked and superseded by a new use class schedule (E). The Local Planning Authority would not seek to control the specifics of the actual uses that would result within the range proposed, it would be the landowner's choice to fill the units as they see fit; and given the much greater flexibility introduced by the recent changes to the Use Classes Order, the landowner would have much flexibility over future changes.

5.6 It is considered that the principle of the retention and re-use of the ground floor of the building for commercial purposes is acceptable and the proposed range of uses is also consistent with the policy requirements of STC2. The scheme would result in a net loss in the commercial floor space however the retention and extension of the ground floor commercial space is positive as is the residential use above.

- 5.7 Subject to other policy considerations discussed below, it is considered the proposal would provide a mix of uses that would have the potential to contribute significantly to the vitality and vibrancy of the Town Centre and therefore the principle can be supported.
- 5.8 On the residential provision element, the application site is located in an area consisting of a mix of commercial and residential buildings. The existing back land form of the proposed Block B site may be at odds with the prevailing local residential environs but the NPPF sets out government's priority to deliver a sufficient supply of new homes to meet housing requirements.
- 5.9 The NPPF states that the adopted plan policies are deemed to be out-of-date in situations where the Local Planning Authority cannot demonstrate a five year supply of deliverable housing sites. In that case, national policy states (Paragraph 11. d) that permission should be granted unless (i) the application of policies in this Framework that protect areas or assets of particular importance (including 'habitat sites', 'heritage assets' & areas at 'risk of flooding') provides a clear reason for refusing the development proposed; or (ii) any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 5.10 The starting point for the determination of this application is the fact that Authority does not have a five year housing land supply, and the proposed development would contribute towards meeting housing needs. Planning permission should therefore be granted unless either test (i) or test (ii) above is met, or an appropriate assessment has concluded that the project would have a significant effect on a habitats site.
- 5.11 The NPPF states that planning policies and decisions should seek to make effective use of land and support the redevelopment of under-utilised land and buildings. In line with paragraph 118d of the NPPF, substantial weight should therefore be given to the value of the development of brownfield land in meeting housing need.
- 5.12 The Debenhams building has been vacant for almost a year now following the closure of the store and its use as an indoor market is considered to be an underutilisation of the site. The site is in a highly sustainable location and the proposed development would provide 142 residential units on brownfield land which would make a significant contribution towards achieving the Council's housing targets whilst retaining an active commercial and retail frontage at ground floor level. Given the above considerations, the principle of the development proposed complies with the adopted development plan and the Southsea Area Action and can be supported by Officers.
- 5.13 The proposal however needs to satisfy other policy considerations relating to design in the context of the impact on heritage assets, affordable housing provision, residential standards and mix of units, impact on amenity, highways matters and infrastructure amongst others which are discussed below.
- 5.14 Impact on heritage assets
- 5.15 The NPPF and policy PCS23 gives presumption in favour of the conservation of heritage assets and applications that directly or indirectly impact such assets require appropriate and proportionate justification. As part of the application, listed building consent is sought

as various outbuilding and extensions are to be demolished to facilitate the building of Block B along Tonbridge Street. And this has been dealt in a separate report.

- 5.16 The site is not wholly located within a conservation area and contains no listed or locally listed buildings. However, there are a number of heritage assets in close proximity. These include:
- Owens Southsea Conservation Area spans which spans the west/south of the site.
  - Portland Terrace Grade II listed building is located along the western boundary of the site
  - St Jude's Church to the north along Kent Road.
- 5.17 Other conservation areas (notably Castle Road and Stanley Road) and numerous listed buildings are located within a 1km radius of the site. Some of these outbuildings proposed to be demolished are just within the conservation area and also have curtilage listed status.
- 5.18 The NPPF advises at paragraph 192 that in determining planning applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.
- 5.19 Paragraph 193 of the NPPF states “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm.” This, the document further reiterates include the setting of a heritage asset.
- 5.20 With regards to the significance of the asset; Portland Terrace (1846-49) is unique in the city of Portsmouth (and also rare locally) as an excellent well preserved and carefully maintained example of a Regency style terrace. The terrace was designed by the noted and locally important Thomas Ellis Owen - The 'Father of Southsea' and makes a positive and critical contribution to the townscape, setting and character of this part of Southsea. The value and importance of this building should therefore not be underestimated or set aside in the consideration of this proposal.
- 5.21 As detailed elsewhere in this report, the scale, character, and existing townscape of the land to the rear of the former Debenhams building -Tonbridge Street suggest that it is capable of and would perhaps benefit from development whose basic design parameters such as footprint, siting, scale, height, massing and material palate, are sympathetic and subservient to the designated heritage asset (Portland Terrace) which frames and encloses the western aspect of this space. It could also present a better townscape form, appearance and activity to the back land / service-like environment of Tonbridge Street.
- 5.22 In relation to the design impact of Block A, important views which are valued can be gained of the listed building from Portland and Osborne Roads. It is also noted that the southern flank side of the listed terrace has interesting designed details which would be obscured with any built form on this part of the block. The proposed extension to the

western elevation of the existing department store would be 12 metres away from the listed block. Although the design incorporates a setback of the built form on this elevation, the proximity would result in a strong level of encroachment into the setting of the listed terraced block eroding the significance of the design details. For this reason, it is considered this element of the proposal would have an adverse impact on the character of the adjacent Grade II listed Portland Terrace and is therefore considered unacceptable.

- 5.23 With regards to impact of Block B to the north of the site on heritage assets, the proposal is for a new block of 3 storeys to occupy a rather constrained plot of land. It is acknowledged that the rear of the Portland Terrace is less architecturally imposing than the front as it has to a certain extent been 'scarred' by the addition of later and visually unsympathetic metal fire escapes and the space it partially encloses is more utilitarian in character than other nearby public realm. These factors however do not automatically justify the excessive footprint and scale proposed. It is considered that the importance of the heritage asset has not been given the weight it justifies in the rationalisation of the applicant around their proposal.
- 5.24 Overall, it is considered the proximity of the western side extension to Block A, in combination with the height, scale and massing of Block B would be read at key points within an arc surrounding the site and would have an unnecessarily dominant and therefore negative impact on the setting of the heritage asset.
- 5.25 The Design and Conservation Consultant has commented that it would appear the scheme has been conceived in the absence of a genuinely heritage 'centric' understanding and interpretation of the site, and has been insufficiently motivated by a desire to conserve the setting of the nearby asset. The Consultant was of the view that as the design of the scheme currently stands, it was not considered capable of conservation support and a refusal of permission would be justified on conservation grounds alone. A position Officers agree with.
- 5.26 The Applicant in support of the application has cited an approved (via appeal) mixed use scheme at a site nearby (reference 13/00409/FUL & 13/01123/FUL) as a benchmark for this application. That scheme was however a 4 storey building on a small built footprint to provide 6 residential units in a derivative 'pastiche' style. Its material finish and design detail sought to emulate the appearance of the adjacent Portland Terrace.
- 5.27 The reasoning articulated in an Appeal Inspector's summation in fact lends some weight to the City Council's current position on the negative impact the current application would have on the heritage assets. The application under consideration does not copy the design and material choice of the neighbouring listed terrace and it is on a much grander scale than the example appeal scheme.
- 5.28 It should also be noted that the differences in scale, height, and stylistic approach taken to the appeal site contrast significantly with the proposal currently under discussion. In light of this and notwithstanding the concession of principle which the decisions confer; the two schemes are not effectively comparable. For this reason, it is not considered that in and of itself the said appeal lend decisive and irrefutable weight in support of the current proposal, whose fundamental parameters and therefore impacts would be much

greater.

- 5.29 Although the proposed development did not benefit from an initial comprehensive engagement with the Council before the formal submission, observations and suggestions were put forward to the applicant out of which some changes have been forthcoming. Notwithstanding, the changes do not fully address concerns raised as per the updated comment received from the Design and Heritage Consultant above.
- 5.30 In conclusion, the proposed development would have adverse impacts on the local heritage assets. It is considered that the public benefits of the redevelopment of the site in the form of significant new housing numbers and reuse of commercial floorspace would not outweigh the substantial harmful impact of the development on the adjacent Grade II listed heritage assets and conservation area and the development would be contrary to plan policy PCS23 and the objectives of the NPPF.
- 5.31 Visual Appearance
- 5.32 The proposal would see the retention of the building's decorative brick facades which would be sensitively repaired/restored to maintain the bulk of the building in its original form. The most significant change to the existing building would be the addition of a contemporary two storey roof structure with a flat roof. Materials are proposed to be lightweight and finished in a dark grey profiled glazing and metal cladding to contrast with the masonry of the existing lower floors. The additional storeys as proposed would be set behind the existing brick façade and roof parapet and would contain a series of simple fenestration detailing to align with windows below. Along the Osborne and Palmerston Road elevations; the elaborate entrance pediment features would be retained and followed through to the new upper floors to match the original for continuity.
- 5.33 The mansard roof design of Block A is bold and does not seek to replicate the style or form of the host. While a deeper setback would have been appropriate in this location to reduce the level of prominence, it is not thought the overall impact of the roof extension is contentious.
- 5.34 To the rear, it is proposed Block B would be rendered in an off white colour with grey fenestration details to provide interest. In this very urban setting and with the varied form of building material palette in the immediate area, it is considered the external appearance of the blocks would complement the site settings. The right balance between variety and continuity would be achieved.
- 5.35 Spatial layout
- 5.36 The current proposal has been positively amended in terms of the general design, layout and massing. Overall, the principles behind the perimeter block layout have been incorporated into the design philosophy. Documentation in support of the application after revisions suggests that the proposal is appropriate as it would be subservient to neighbouring buildings due to the loss of the fourth floor of Block B.
- 5.37 Attention should however be focussed on the excessive footprint of the new block and its proximity to the adjacent Grade II listed building. At a proposed length of 57 metres, 38 of which will be along Portland Terrace with a separation of less than 14 metre, the new

block will dominate Tonbridge Street overshadowing its neighbours within the street scene. Additionally, the indicative drawings show the ground floor undercroft area of Block B as dedicated to parking with the large expenses of hard landscaping and pockets of green scattered around the perimeter as an afterthought. It has been mentioned in this report that the Tonbridge Street approach to the site is harsh and uninviting; the proposed plan to further exacerbate this concern is not considered acceptable.

- 5.38 The development as a whole would yield a density of approximately 233 dwellings per hectare (dph); in sharp contrast with the area average of 68dph as outlined in the Urban Characterisation Study of Southsea. It is acknowledged that rear of the application site area is unattractive and currently has an impact on the setting of neighbouring listed buildings. This in itself is not necessarily a justification for unsustainable development or that the site represents a development opportunity.
- 5.39 Notwithstanding the fundamental points raised regarding the principle of development in general planning terms, it is considered that the construction of a building of this scale would neither preserve nor enhance the character and appearance of this back land location and will do nothing in its wider design approach to aid place-making.
- 5.40 Site security remains an important issue to address with the applicant with a future submission, in particular access to the undercroft/basement parking areas, with respect to personal safety. A future submission could also further address aspects of elevational design, at the new roof to Block A, for example.
- 5.41 Impact on amenity of neighbouring residents
- 5.42 Policy PCS23 of the Portsmouth Plan requires, amongst other things, that new development should ensure the protection of amenity and the provision of a good standard of living environment for neighbouring and local occupiers as well as future residents and users of the development. The proposed building would be located to the rear of a number of properties within Portland Terrace. The application is accompanied by a noise impact assessment and the Design and Access statement shows a sun path analysis the purpose of which is to demonstrate that neighbouring residential amenity would not be affected by the proposal.
- 5.43 The results of the submitted information are not disputed, however the impact of a development on residential amenity is not limited to loss of light. The four storey height and massing of Block B is such that it is considered that it would result in an increased sense of enclosure and outlook to the rear of Portland Terrace and as such result in a significant loss of amenity for occupiers. It is acknowledged that there is an existing and closer outbuilding on site however, this stands at 2 storeys with a modest footprint.
- 5.44 There are several habitable room windows within the rear elevation of Portland Terrace and the siting of the Block B would result in separation distances between the rear and front of the two buildings of 13 metres and 16 metres at the maximum. Effort has been made to align windows along the western elevation of the new Block B so the most direct views out would be averted. This design approach may go some limited way to address the loss of privacy; however it does not address the concern of loss of outlook and the sense of enclosure residents of both blocks will experience, as well as loss of light to



existing residents in Portland Terrace. It is considered the scale and siting of the proposed development would result in significant loss of amenity for neighbouring occupiers.

5.45 Standard of accommodation

- 5.46 Policy PCS19 of the Portsmouth Plan states that developments should be of a reasonable size appropriate to the number of people the dwellings are designed to accommodate. It is required that developments meet specific space standards (formally PCC's own standards but now in accordance with the Nationally Described Space Standards), apart from in exceptional circumstances where it can be shown that the standards are not practicable or viable.
- 5.47 The Nationally Described Space Standards set a minimum size for 1bed/2persons flats at 50sq.m; 2bed/3person and 2bed/4person flats at 61 and 70 sq.m respectively. The internal floor areas and room sizes of the proposed flats have been documented in the Applicant's submissions as meeting these nationally described space standard. However a random sample measurement of several of the flats in both Blocks A and B indicates that some of the units fall short of national standards. This matter is ongoing with the Applicant between report publication and the meeting date
- 5.48 With regard to the housing mix, policy PCS19 recommends that 40% of new dwellings across the City should have three or more bedrooms whilst the remaining 60% should be split between one and two bedrooms to meet different housing needs in the City. The proposed housing mix comprises 83 no. 1 bed; 57 no. 2 bed; and only 2 no. 3 bed. This mix is skewed towards first time buyers and an argument can be made about the density proposed and its impact on the mix of units, none of which of course are houses with gardens, which is generally more sought-after by families. Given the highly sustainable location and flatted nature, I would not wish to insist upon the application of this particular policy.
- 5.49 To the north eastern wing of Block A, the second bedroom in the proposed end flats from the first to the third floor would have limited outlook due to the relationship of the Debenhams building with the neighbouring retail unit to the north. The 6 windows would be separated from the adjacent wall by an alleyway which would have an impact on outlook from these habitable rooms. Additionally, the Council's Environmental Health Team have raised concerns in relation to the air quality in the area and impact on the proposed street facing balconies and terraces,
- 5.50 Overall, it is considered the standard of accommodation to be afforded to future occupier can be improved at the site and Officers are willing to explore various solutions to overcome some of the shortcomings with the applicant.
- 5.51 The development would provide some balconies, a shared podium terrace at Block A, and be very close to the fantastic outdoor resource of the seafront and Southsea Common. As such, I am satisfied that outdoor amenity would be acceptable.
- 5.52 Highways and Transport

- 5.53 The Portsmouth Parking Standards SPD sets out the expected level of parking that should be provided within new residential developments. The proposal would result in 142 additional units with 2300 square metres of commercial floor space. For the level of development proposed, the SPD determines a parking expectation of 172 resident + 11 visitor car parking spaces and 220 cycle parking with a parking assessment to be provided in relation to the non-residential elements.
- 5.54 The 250 proposed number of cycle parking spaces exceeds SPD requirement however there is a shortfall in the level of vehicular parking spaces provided which is at 86 for residents and 9 for visitors. The accompanying travel plan indicates that only flats in Block A have been catered for in terms of vehicular parking. The proposed 36 flats in Block B are to be considered as 'car free'.
- 5.55 In the absence of adequate on-site parking provision and a convincing justification for the reduced provision, the LHA commented that the proposal would significantly increase the local parking demand by 88 spaces making it more inconvenient for residents to find a place to park with consequent implications for residential amenity. The result in both instances will be vehicles being parked indiscriminately and residents driving around the area hunting for a parking space with the consequent implications for air quality / pollution.
- 5.56 Whilst the comments of the LHA are noted, the weight given to them must be limited as they do not concern highway safety. The application site is in a highly sustainable location and the SPD explains 'the Council recognises that, given the nature of available development sites in the city, it will not always be physically possible to accommodate the expected standard on site.
- 5.57 The planning assessment of this application must strike a balance between the matters raised by the LHA, the policy presumption in favour sustainable development and the contribution the development would make towards meeting the city's identified housing need as set out within Policies PCS10, PCS19 and PCS21 of Portsmouth Plan.
- 5.58 On other matters, the LHA requested that the vehicular access along Portland Road needed to be widened as the current arrangement as proposed was found to be unsuitable for trucks and larger delivery vehicles. The Applicant has on this occasion failed to make these changes to the access citing an example of a residential development in Southampton where a similar arrangement as proposed has worked successfully. Additionally, concerns were raised in relation to the head room of the under croft parking area of Block B which is found to be restricted and unsuitable HGV's and again these concerns have been ignored by the applicant.
- 5.59 Overall, given that little information has been submitted in relation to the said development in Southampton to aid a like for like comparison, Officers are unable to support the application on highways grounds on the basis of safety and potential negative impact on the operation and capacity of the local highway network.
- 5.60 The Council's Waste Team has commented on the application and requested for further information on the waste storage and collection arrangement. A suggestion was also made in relation to the positioning of some bins from the basement area to the ground floor for ease of access. These matters can be secured through an appropriately worded

planning conditions and no concerns are raised.

5.61 Planning Obligations

- 5.62 Policy PCS19 seeks 30% affordable housing from sites capable of accommodating 15 or more residential units and at a 70:30 social / affordable rent and intermediate tenure split. In exceptional circumstances however, where it is not practical or viable to provide on-site affordable housing, provision can be from an alternative site or a financial contribution towards securing affordable housing elsewhere in the city. This will be considered when both on and off-site provision has been shown to be impossible.
- 5.63 The development as proposed is currently for 142 residential units and the expectation is for 43 of these units to be affordable. The developer has however made no provision for affordable housing on site and there is no indication contributions will be made elsewhere in the City. The required procedure in such circumstance is for the Applicant to submit a Development Viability Assessment to set out the scheme's finances which is then assessed by the LPA; one such report was submitted as part of the application bundle.
- 5.64 This report has been reviewed by Dixon Searle Partnership (DSP), a firm of independent viability consultants selected by the Council and their report has been shared with the applicant and Council Officers.
- 5.65 The applicant's viability assessment used a standard residual land valuation (RLV) model to help establish whether it was financially viable to include any affordable housing. The RLV was derived by assessing the assumed value of the completed development (based on values as at the point of application) and deducting from this the development costs, including the developer's profit. The Applicant included an assumption of a profit of 20% for an open market scheme and assumed blended 17.65% profit (on GDV) for a policy-compliant scheme (i.e. with Affordable Housing) for the sake of the assessment. The National Planning Practice Guidance advises, for the purpose of Plan making, that 15-20% of GDV may be considered a suitable return to developers for open market developer, and a lower level for affordable housing.
- 5.66 The Applicant's calculations showed both the policy-compliant scheme and the open market scheme to be in 'deficit', at £3,706,944 and £1,985,340 respectively. Meaning that however, with the same baseline cost and value figures re-presented, but with a lower developer's profit inputted, both schemes would 'break even'. It has been calculated that would be achieved with 6.9% profit on the policy-compliant scheme, and 14.9% profit on the open market scheme. Therefore, were the developer to accept a lower profit than the broad market acceptance of 15-20%, I believe both a policy-compliant scheme or an open market scheme are deliverable, based on the Applicant's figures.
- 5.67 Notwithstanding the above, DSP have assessed the developer's inputs, and does not agree with them all. They consider the following are too high: Ground Rent Yield, Build Costs, Legal Fees, Profit (should be 17.5%). DSP also re-consider the Development Timings – they use a monthly distribution of costs and revenues rather than the submitted quarterly basis. DSP have re-run the finances on the above basis and conclude that both the policy-compliant scheme and the open market scheme would

actually be in surplus, whilst also achieving 17.5% profit. The surpluses would be £716,011 (for an affordable housing policy compliant scheme) and £2,688,815 (for a 100% market housing scheme).

- 5.68 DSP have noted in their summations - In summary, we consider that the scheme's viability appears to have been understated. We have not found a nil AH Affordable Housing position to be justified or suitable from a viability point of view. In our view, the scheme has the potential to support up to the fully policy compliant level of affordable housing based on the available information at this stage.
- 5.69 It must be noted that the figures used for the Consultant's assessment were based on the development as was originally submitted. Since revisions in early November, 15 units have been designed out and an updated review is awaited. It is however not anticipated that the updated Appraisal awaited (to account for the 15 fewer units now proposed) will significantly change the scheme's viability. If so, and based upon the LPA's consultants' analysis, it is expected the development will continue to be able to make provision for Affordable Housing.
- 5.70 The exact nature and location of such housing would be negotiated and agreed and could include offsite provision through financial contribution if it was felt that this would be more appropriate in discussion with the Council's Housing team. It should also be noted that the 'surplus' anticipated, of at least £716,011 (subject to review of the scheme with 15 fewer units) can also be required to contribute to funding the necessary mitigation costs for nitrate neutrality, discussed elsewhere in this report, and secured through a s106 agreement.
- 5.71 In light of the overall recommendation for refusal (see below), no s106 agreement has been progressed on this site, and as such these matters remain reasons for refusal, however In the event of all other matters being resolved/found to be acceptable to Members, the application could be approved, with the Applicant being required to enter into a legal agreement to secure Affordable Housing. Failure to enter into such a legal agreement for these purposes, though, would still constitute a Reason for Refusal.
- 5.72 Environmental matters:
- 5.73 Contaminated land
- 5.74 The Team has confirmed there is the potential for contamination to exist on the site due to its location and past use. A number of suggestions to update the applicant report have been made and it is expected that further information would be required to assess the level of contamination and agreement would be required for mitigation. This information could be requested and secured by condition.
- 5.75 Drainage
- 5.76 The site lies within Flood Zone 1 and is therefore at low risk of flooding. The application is supported by a detailed flood risk assessment which the Council's Drainage Engineer after review has found to be lacking in detail on a drainage strategy. The Team has also noted that ground water investigation is lacking in the report. These can however be secured by an appropriately worded condition to ensure that the development would

achieve satisfactory drainage and not increase flood risk to the site in accordance with Policy PCS12 of the Portsmouth Plan. There was also the suggestion for the Applicant to explore 'green roof' opportunities.

5.77 Biodiversity and Biodiversity Impact

5.78 Policy PCS13 of the Portsmouth Plan seeks to enhance and develop the City's green infrastructure network and ensure that developments achieve a net gain in biodiversity value where possible.

5.79 The nature of the site is such that there are very limited opportunities for biodiversity to thrive. The application is supported by an Ecology report, which notes that the site has limited ecological value, comprising predominantly hardstanding around the buildings and only species that occur within buildings will be found on site. The report notes that outbuildings on site were determined to have the potential to accommodate bats and foraging birds but follow up field assessments were inconclusive on the presence of either.

5.80 Given the limited ecological value of the existing site, the proposed development offers the potential to create an enhancement in biodiversity and the submitted report includes a mitigation and enhancement plan. Measure proposed to achieve this include 16 bat boxes and 16 bird boxes installed on all elevations of Blocks. There is an objection raised by Hampshire Swift with regards to the inadequacy of the measures being taken by the applicant however, what is proposed are 2 blocks of flatted development and not 142 separate residential units. More could be done but Officers welcome these measures as outlined. In the event of a consent being granted, a condition to address ecology and sustainability measures would be attached.

5.81 In addition to the bird and bat boxes, revisions to the layout of the blocks has expanded the soft landscaping that would be achieved through the development. It is considered these measures as outlined in the submitted Ecology Report would improve biodiversity at the site in accordance with Policy PCS13 of the Portsmouth Plan.

5.82 Impact on the Solent Special Protection Areas

5.83 The Conservation of Habitats and Species Regulations 2017(as amended) and the Wildlife and Countryside Act 1981 place duties on the Council to ensure that the proposed development would not have a significant effect on the interest features for which Portsmouth Harbour is designated, or otherwise affect protected species. The Portsmouth Plan's Greener Portsmouth policy (PCS13) sets out how the Council will ensure that the European designated nature conservation sites along the Solent coast will continue to be protected.

5.84 It has been identified that any development in the city which is residential in nature will result in a significant effect on the Special Protection Areas (SPAs) along the Solent coast, due to increased recreational pressure as well as an increase in nitrogen and phosphorus input into the Solent causing eutrophication.

5.85 Recreational pressure:

- 5.86 In relation to recreational pressure, the Solent Recreation Mitigation Strategy (Bird Aware), which came into place in April 2018, sets out how development schemes can provide a mitigation package to remove this effect and enable the development to go forward in compliance with the Habitats Regulations. Appropriate mitigation in the form of a financial contribution towards the Solent Recreation Mitigation Strategy can be secured through a legal agreement. In the event of a consent being granted. This development would be required to make a contribution of £60,188 on this year's rates via legal agreement.
- 5.87 Nitrates:
- 5.88 Natural England has provided guidance advising that increased residential development is resulting in higher levels of nitrogen and phosphorus input to the water environment in the Solent with evidence that these nutrients are causing eutrophication at internationally designated sites. A sub-regional strategy for the nitrates problem is being developed, by the Partnership for South Hampshire, Natural England, and various partners and interested parties. In the meantime, Portsmouth wishes to avoid a backlog of development in the city, with the damaging effects on housing supply and the construction industry, so the Council has therefore developed its own interim strategy.
- 5.89 The Council's Interim Nutrient-Neutral Mitigation Strategy expects Applicants to explore their own Mitigation solutions first. These solutions could be:  
Option 1: 'off-setting' against the existing land use, or extant permission, or other land controlled by the Applicant. Or, Option 2: mitigation measures such as Sustainable Urban Drainage Systems (SUDS), interception, or wetland creation.
- 5.90 If, however, the Applicant sets out to the Council that they have explored these options but are unable to provide mitigation by way of these, they may then request the purchase of 'credits' from the Council's Mitigation Credit Bank. These credits are accrued by the Council's continuous programme of installation of water efficiencies into its own housing stock, and making these credits available to new development. The Council's Mitigation Strategy will then sets out the charging amount per new dwelling.
- 5.91 Having regard to the above, the applicant has confirmed that they are unable to provide nitrate mitigation via Option 1 or 2 and would therefore like to provide mitigation using the Council's Mitigation Credit Bank. This is accepted in this instance. A condition could be imposed on the development which prevents occupation until the mitigation is actually provided, i.e. the credits are purchased.
- 5.92 Therefore in repose to the objection raised by Natural England, the nitrates mitigation could be provided by way of the condition and legal agreement subject to further consultation with Natural England. For this reason, it is not considered the development would have a significant detrimental effect on the features of the Solent Special Protection Areas. However, and as explained elsewhere in this report, the development is not supported for other reasons and so a legal agreement will not be progressed. Therefore, in the absence of an appropriate legal agreement to secure mitigation for the above matters, the effects of the development on the SPAs constitutes a further Reason for Refusal.
- 5.93 Community Infrastructure Levy (CIL)

5.94 The development would be liable for contributions towards the Council's Community Infrastructure Levy (CIL), the money from which would be used to improve infrastructure throughout the city. This could include improvements to flood defence infrastructure, public open spaces, public realm enhancements and contributions to city wide strategic schemes.

## **6.0 CONCLUSION**

6.1 This application raises a number of issues which require careful attention and these have to be balanced in light of the assessment carried out above. On the one hand, the application site is well-located within an urban area close to amenities such as shops, services, public open space and public transport and is acceptable in principle for a mixed residential / commercial development. The development would also provide the benefit of contributing towards housing supply in the City which currently cannot demonstrate a 5 year housing supply.

6.2 Unusually for a scheme of this scale, the Applicant did not engage the Local Planning Authority prior to making the application. As there is no objection in principle to the uses, the roof top extensions to Block A, and a much smaller Block B, the Applicant was invited to amend the scheme, with significant changes necessary. Such changes were not forthcoming as part of the amended plans.

6.3 The development as proposed is considered to be lacking in quality and there are several material considerations which the scheme falls short on: the scale-of Block B is not considered appropriate for the site context. The development would have undue negative impact on the amenity of residents of the neighbouring Portland Terrace. The residential provision is also considered to be below the usual required standard with some proposed internal areas not meeting national minimum standards. This is in addition to the poor outlook that will be afforded to future residents (Block B).

6.4 From the applicant's own service arrangement plan, it is clear there will be highway conflict as the basement ramp off Portland Road is too narrow and so would cause vehicles to back up on to the highway.

6.5 The development also crucially fails to enhance heritage assets at the neighbouring Grade II listed building and the Owen's Southsea Conservation Area and the benefits do not outweigh the harm it would cause. Finally, the viability report submitted has been found in an initial review to be unacceptable in justifying the lack of provision of affordable housing on the site.

6.6 In light of the above, the harm posed by the development demonstrably outweighs the benefits. I consider the development unacceptable as it constitutes unsustainable development and should be refused for the reasons stated below.

### **Recommendation REFUSAL**

#### **Reason(s) for refusal**

1. The proposed development by virtue of the siting and scale of Block B would be at odds with the prevailing urban grain and appear as an incongruous and cramped form of development. The block would be out of character and would fail to relate appropriately to its surrounding



context. The development fails to provide an excellent standard of design and would therefore be contrary to the aims of the NPPF (2012) and Policy PCS23 of the Portsmouth Plan (2012).

2. The development, by virtue of its scale and position would not preserve or enhance the character and appearance of 'Owen's Southsea' Conservation Area or positively contribute to the setting of the adjacent Listed Buildings. The proposal is therefore contrary to the principles of good design as set out in the National Planning Policy Framework (2019) and to Policy PCS23 of the Portsmouth Plan (2012).

3. Elements of the proposed development, by virtue of its scale and position would adversely affect amenity for existing surrounding residents, and for its own future residents, due to poor light, outlook and privacy. The proposal is therefore contrary to the National Planning Policy Framework (2019) and Policy PCS23 of the Portsmouth Plan (2012).

4. In the absence of a suitable legal agreement to secure appropriate mitigation measures for the increase in recreational disturbance and increased discharge of nitrogen and phosphorous into the Solent water environment, the development would have a significant effect on the Solent Special Protection Areas and is therefore contrary to the NPPF (2019), Policy PCS13 of the Portsmouth Plan (2012) and the Conservation of Habitats and Special Regulations (as amended) (2017).

5. The application fails to propose Affordable Housing, yet the Local Planning Authority considers there is sufficient finance for the development to meet this policy requirement. In the absence of a suitable legal agreement to secure Affordable Housing, the proposal conflicts with PCS19 of The Portsmouth Plan (2012) and the provisions of the National Planning Policy Framework (2019).

6. The submitted Transport Assessment fails to justify the impact the proposed new ramp access would have on highway capacity and the free flow of traffic on the neighbouring carriageway. It is concluded the proposal would have a detrimental impact on local highway capacity therefore would be contrary to Policy PCS17.

44-66 PALMERSTON ROAD, SOUTHSEA, PO5 3QG

**DEMOLITION OF STRUCTURE ADJOINING PORTLAND TERRACE IN RELATION TO DEVELOPMENT PROPOSAL 20/00620/FUL.**

**Application Submitted By:**

JLL

FAO Mr Aiden Murray

**On behalf of:**

Mr Shaun Adams

National Regional Property Group

**RDD:** 9th June 2020

**LDD:** 4th September 2020

**1.0 SITE, PROPOSAL AND RELEVANT PLANNING HISTORY**

**1.1 Site and surroundings**

The application site relates to the former Debenhams department store and land to the rear of the building encompassing an irregular shaped plot with an area of approximately 0.61 hectares. To the rear area, the parcel of land which fronts Tonbridge Street and in the applicant's ownership currently has several outbuildings, extensions and some parts are laid to hardstanding and used as a car park.

1.2 The northern tip of the site along Tonbridge Street lies within the Owen's Southsea Conservation Area, and the adjacent block located to the west of the site along Portland Road is the Grade II Listed Portland Terrace.

1.3 Portland Terrace (1846-49) is unique in the city of Portsmouth as an excellent well preserved and carefully maintained example of a Regency style terrace. The terrace was designed by the noted and locally important Thomas Ellis Owen - The 'Father of Southsea' and makes a positive and critical contribution to the townscape, setting and character of this part of Southsea.

**1.4 Proposal**

1.5 This application seeks Listed Building Consent for the demolition of an infill extension that has curtilage listed status due to its positioning behind Portland Terrace. The said structure is a later 20<sup>th</sup> century addition to the rear of the terraced block and is physically attached to No. 15 Portland Terrace creating a visual link between the listed buildings and other ancillary structure within the service yard of the former Debenhams store.

1.6 The structure is two storeys high with a dual pitched roof and has a modest footprint of 5 metres wide by 4 metres deep. It is documented that this infill structure served ancillary purposes for the running of the retail business at Debenhams's however, it is in a poor state of repair currently and has no defined function.

1.7 Although attached to the rear of Portland Terrace which is outside the application site, the demolition is required to facilitate the redevelopment of the rear of the former Debenhams site with a new residential block (Block B). The space gained would form part of the general environment surrounding a proposed new block (Block B). It is

proposed works would be carefully documented and any damage caused to the attached neighbouring building (No. 15) shall be repaired in a sympathetic manner.

1.8 Planning History

1.9 As part of the complete development proposal, full planning permission is concurrently sought elsewhere on this agenda under reference 20/00620/FUL.

**2.0 POLICY CONTEXT**

2.1 Section 16 & 72 of Planning (Listed Buildings and Conservation Area) 1990 (as amended); Chapter 16 -Conserving and enhancing the historic environment- NPPF (2019); Policy PCS23 - Design and Conservation - Portsmouth Plan (2012).

**3.0 CONSULTATIONS**

3.1 Historic England -

No comments received.

3.2 Ancient Monuments -

No comments received.

3.3 County Archaeologist -

No comments received

3.4 The Georgian Group -

No comments received.

3.5 The Victorian Society -

No comments received.

3.6 Twentieth Century Society -

No comments received.

3.7 The Portsmouth Society -

No comments received

3.8 Design and Conservation Consultant

3.9 Does not raise any direct concerns with the demolition plan as proposed however, has reservations about the application to redevelop the site overall and impact of the design on the setting of heritage assets.

**4.0 REPRESENTATIONS**

4.1 While comments have been made with regard to the main planning application, 20/00620/FUL, no public comments concerning this listed building submission have been received.

**5.0 COMMENT**

5.1 The key issue of this application relates to the impact of the proposed demolition upon the character, appearance and historical integrity of the grade II listed Portland Terrace

5.2 NPPF states at paragraph 189 that 'in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be

proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance'.

- 5.3 The significance of the adjacent listed building and the historic context which includes extensive refurbishment and conversions are clearly set out in a Heritage Statement submitted with the applications. This application for consent however only considers the demolition of the two storey infill extension and potential harmful impact.
- 5.4 The two storey infill structure to be demolished has not benefited from routine upkeep over the years; it is derelict and has lost any heritage value it may have once possessed and its demolition would not result in any loss of important historic asset. The building is partly visible from Tonbridge Street where the visual appearance of the listed terrace is less architecturally imposing. This part of the conservation area has also to a certain extent been 'scarred' by the addition of later visually unsympathetic development and it is partially enclosed and more utilitarian in character than other nearby public realm.
- 5.5 The NPPF requires the LPA to consider whether the development would harm the heritage asset, either with 'less than substantial harm', or 'substantial harm' to (or total loss of significance of) the asset.
- 5.6 Comments received from the Design and Conservation Officer have not directly objected to the listed building consent application although reservations have been expressed in relation to the wider proposed development. It is considered that the demolition, which would aid the viability of the proposed building (Block B) by providing a more open and accessible environment to all without compromising heritage assets is a suitable solution.
- 5.7 The demolition and reinstatement works proposed are afforded weight as they would impact heritage assets. As it stands, the heritage statement submitted would appear to suggest that there will be loss of some historic fabric and features to No. 15 Portland Terrace (the attached building) and this will clearly be the case. The detachment of the structure would have some impact on the render and potentially structural integrity of its host, Nonetheless, the applicant has expressed a willingness to retain the historic features of the building by carefully detailing all onsite activities and making good any loss in matching material.
- 5.8 Overall, no concern is raised to the demolition of the two storey structure as it is considered to have limited heritage value. In relation to the neighbouring building, while there will be some consequential harm associated with the loss of the infill structure given its attachment, this will not cause adverse impact to the heritage asset. The demolition proposed subject to conditions is considered not to be prejudicial to the special architectural and historic interest of this listed building, With appropriate alterations such as making good the fabric of the adjoining wall, I consider the removal of this small block has a neutral impact on the host listed building.

## **CONCLUSION**

The proposal is considered to preserve the character and appearance of the grade II listed building block and also complies with the Development Plan. There are no overriding material considerations to indicate a refusal and approval is therefore recommended.

## **RECOMMENDATION**

## **CONDITIONAL CONSENT**

## **CONDITIONS**

- 1) The development to which this consent relates shall be begun before the expiration of 3 years from the date of this consent.
- 2) All new works and making good to the retained fabric whether internal or external shall be finished to match the adjacent work with regard to the methods used and to colour, material, texture and profile.
- 3) The development shall not commence until written details and samples of the materials to be used in the alteration to the listed building (No. 15) hereby permitted have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with approved details.

**The reasons for the conditions are:**

- 1) To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and to prevent an accumulation of unimplemented consents.
- 2) In order to safeguard the special architectural or historic interest and heritage significance of the building and comply with Policy PCS23 of the Portsmouth Plan (2012).
- 3) To ensure a satisfactory appearance of the development and safeguard the special architectural or historic interest of the building

251 TWYFORD AVENUE PORTSMOUTH PO2 8NY

**CHANGE OF USE FROM MIXED USE - RETAIL (CLASS A1) AND RESIDENTIAL (CLASS C3) - TO PURPOSES FALLING WITHIN CLASS C3 (DWELLING HOUSE) OR C4 (HOUSE IN MULTIPLE OCCUPANCY), WITH ASSOCIATED ALTERATIONS TO SHOPFRONT AND INSTALLATION OF TWO ROOFLIGHTS (AMENDED DESCRIPTION)**

**Application Submitted By:**

Mrs Carianne Wells  
Thorns Young Ltd

**On behalf of:**

Mr Andy Tindall

**RDD:** 16th March 2020

**LDD:** 12th May 2020

**1.0 SUMMARY OF MAIN ISSUES**

1.1 This application is brought to the Planning Committee due to a petition containing 139 signatures objecting to the proposal.

1.2 The main issues for consideration relate to:

- The principle of development;
- Design;
- The standard of accommodation;
- Impact on amenity;
- Highways / parking;
- Impact on the Solent Special Protection Areas

**2.0 SITE, PROPOSAL AND RELEVANT PLANNING HISTORY**

2.1 Site

2.2 This application relates to a two-storey mid-terrace property located on the western side of Twyford Avenue (A3), south from its junction with Gruneisen Road. The unit features a vacant retail frontage along Twyford Avenue, with an existing 3-bedroom residential unit at ground (rear) and first floor level. The surrounding area is primarily residential, although there are a number of retail properties and converted retail properties as well as flats within the area.

2.3 Proposal

2.4 Planning permission is sought for the change of use from a mixed use retail (Class A1) and residential (Class C3) to purposes falling within Class C3 (Dwelling House) or C4 (House in Multiple Occupancy), with associated alterations to shopfront.

2.5 The existing shop front would be removed and two windows would be installed with a similar size and rhythm to the existing first floor windows. The existing pillars either side of the frontage would be retained.

- 2.6 The proposed elevations were amended during the course of the application due to concerns around the design of the proposal. The windows now align with the existing first floor fenestration and are shown to be recessed from the front elevation by a minimum of 1 one bricks depth. Additionally the proposal would include the installation of two front rooflights.
- 2.7 The internal accommodation would comprise the following:  
  
Ground floor - Lounge, one bedroom, a shower room, dining room and a kitchen; and  
First floor - Three bedrooms, a WC and a bathroom
- 2.8 It was noted on site that a rear dormer had been constructed. Following discussions with the applicant about the likely unacceptability of the dormer, it was removed from the property and the roof was returned to its previous condition.
- 2.9 Planning history
- 2.10 None.
- 2.11 It is noted that concurrently to this application, the neighbouring property (No.253 Twyford Avenue) is applying to Change of use from mixed use - retail (Class A1) and residential (Class C3) - to purposes falling within Class C3 (Dwelling House) or C4 (House in Multiple Occupancy), with associated alterations to shopfront under planning ref: 20/00376/FUL.

### **3.0 POLICY CONTEXT**

- 3.1 The relevant policies within the Portsmouth Plan Portsmouth Plan (2012)
- PCS17 (Transport)
  - PCS20 (Houses in Multiple Occupation)
  - PCS23 (Design and Conservation)
- 3.2 Other Guidance:
- National Planning Policy Framework (2019)
  - National Planning Practice Guidance
  - The Houses in Multiple Occupation (HMOs) Supplementary Planning Document (2019)
  - The Parking Standards and Transport Assessments Supplementary Planning Document (2014)

### **4.0 CONSULTATIONS**

#### **4.1 Highways Engineer**

No objection, subject to a condition requiring the provision of 4 secure cycle storage spaces.

### **5.0 REPRESENTATIONS**

- 5.1 Publicity dates (full Covid-19 lockdown started 24 March 2020)
- Neighbour letters sent : 18/06/2020, expiry 30/07/2020
  - 1<sup>st</sup> Site Notice displayed : 18/06/2020, expiry 30/7/2020
  - 2<sup>nd</sup> Site Notice displayed : 27/07/2020, expiry 07/09/2020
  - 3<sup>rd</sup> Site Notice displayed : 06/08/2020 expiry 18/09/2020



5.2 During the application it was brought to officer attention that site notices displayed at the property had been removed on two occasions. As such, new site notices were produced and displayed and the consultation date was extended on the application both times.

5.3 A petition with 139 signatures has been received objecting to the proposal and the neighbouring application on the following grounds:

- Issues with site notices being removed;
- Work already started;
- Doubt over HMO list;
- Overconcentration of HMOs in densely populated area, objection to providing more;
- Lack of parking;
- Crime and safety;
- Anti-social behaviour and public drinking; and
- Reduction in nearby housing prices.

5.4 5 representations have been received from neighbouring residents objecting to the proposed development on the grounds of:

- Insufficient parking;
- Issue with site notices being removed;
- More HMOs in the area;
- Anti-social behaviour;
- Noise and disturbance;
- Impact on house prices; and
- Work already started.

## 6.0 COMMENT

6.1 The main determining issues for this application relate to the following:

- The principle of development;
- Design;
- The standard of accommodation;
- Impact on amenity;
- Highways / parking;
- Impact on the Solent Special Protection Areas

6.2 Principle of the use

6.3 Permission is sought for the use of the property for purposes falling within Class C4 (house in multiple occupation) (HMO). The property currently has a lawful use as a mixed use - retail (Class A1) and residential (Class C3). For reference, a Class C4 HMO is defined as a property occupied by between three and six unrelated people who share basic amenities such as a kitchen or bathroom.

6.4 There are no policy provisions relating to the site that would restrict the loss of the retail unit. Given the otherwise residential character of the area, which features a number of similar shop conversions, the principle of converting the property to a singular residential use is considered to be acceptable.

6.5 Policy PCS20 of the Portsmouth Plan states that applications for the change of use to a HMO will only be permitted where the community is not already imbalanced by a concentration of such uses, or where the development would not create an imbalance. The adopted Houses in Multiple Occupation SPD (as amended November 2019), sets

out how Policy PCS20 will be implemented and details how the City Council will apply this policy to all planning applications for HMO uses. The SPD states that a community will be considered to be imbalanced where more than 10% of residential properties within the area surrounding the application site (within a 50m radius) are already in HMO use.

- 6.6 The 10% threshold contained within the HMO SPD applies to an area within a 50m radius of an application site. In this instance the 50m radius incorporates 27 out of the 34 flats within 'The Willows' though excludes those flats within 'Harrison House' Stampey Court' and '167-171 Twyford Avenue'. Of the properties within the 50m radius, 2 are in HMO use. It is also noted that the neighbouring property (No.253 Twyford Avenue) is also applying for use as a HMO. If both of these applications were granted it would bring the percentage of HMOs in the area to 5.12%, which would remain lower than the 10% threshold above which an area is considered to be imbalanced.
- 6.7 Within a petition submitted by local residents they also mentioned further properties, No.240 Twyford Avenue and 88 Gruneisen Road, as being HMOs. While this may be the case, neither are within the 50m radius and as such do not affect the balance of the prescribed area. Within the petition The Willows, Osbourne House and Atlanta House are also referred to as being HMOs. However, these are flat blocks and are not defined as Housing in Multiple Occupation.
- 6.8 A second strand of the policy seeks to ensure that the amenity and standard of living environment of neighbours and local occupiers is protected. Paragraph 1.22 (a) states: *"An application for HMO development would be deemed to be failing to protect the amenity, and the provision of a good standard of living environment, for neighbouring and local occupiers where:*
- *granting the application would result in three or more HMOs being adjacent to each other; or*
  - *granting the application would result in any residential property (C3 use) being 'sandwiched' between two HMOs."*
- 6.9 The proposed development would not result in three or more Class C4 HMO's being adjacent to each other nor would it result in any residential property (Class C3 use) being 'sandwiched' between two HMOs.
- 6.10 The proposed change of use is therefore considered to be acceptable in principle, subject to the other material considerations.
- 6.11 Design
- 6.12 Policy PCS23 of the Portsmouth plan states that all new development must be well designed and, in particular respect the character of the city.
- 6.13 The proposed windows are considered to be suitable in terms of their alignment with the existing upper floor windows. They would be appropriately recessed and the proposal would retain the existing features either side of the fascia. The wall surrounding the window would be rendered. It is noted that a number of similar shop front conversions are visible throughout the road and the proposal would be considered to be in keeping within the existing streetscene. The design and appearance is therefore considered to be appropriate for the context within which it is set, in accordance with Policy PCS23 of the Portsmouth Plan (2012).
- 6.14 Standard of accommodation

- 6.15 The Houses in Multiple Occupation SPD, as amended in October 2019, sets out minimum size standards for rooms in order to ensure that an appropriate standard of living accommodation is achieved. A summary of the sizes of the rooms within this property in comparison to the minimum standards within the SPD is set out below:

| (HMO SPD-OCT 2019) | Area provided:             | Required standard:        |
|--------------------|----------------------------|---------------------------|
| Lounge             | 17.5m <sup>2</sup>         | 11m <sup>2</sup>          |
| Bedroom 1          | 16m <sup>2</sup>           | 6.51m <sup>2</sup>        |
| Shower room        | 4.7m <sup>2</sup>          | 3.74m <sup>2</sup>        |
| Dining room        | 15.2m <sup>2</sup>         | 11m <sup>2</sup>          |
| Kitchen            | 12.5m <sup>2</sup>         | 7m <sup>2</sup>           |
| Bedroom 2          | 27m <sup>2</sup>           | 6.51m <sup>2</sup>        |
| Bedroom 3          | 16.99m <sup>2</sup>        | 6.51m <sup>2</sup>        |
| Bedroom 4          | 10.5m <sup>2</sup>         | 6.51m <sup>2</sup>        |
| WC                 | 1.6m <sup>2</sup>          | undefined                 |
| Bathroom           | 5m <sup>2</sup>            | 3.74m <sup>2</sup>        |
| <b>Total</b>       | <b>126.99m<sup>2</sup></b> | <b>58.78m<sup>2</sup></b> |

- 6.16 Having regard to the required standards set out on pages 8 and 9 of the HMO SPD (Oct 2019), all the bedrooms and communal spaces would exceed the minimum spaces requirements. Furthermore, they would all benefit from a good standard of light, outlook and a suitable layout.
- 6.17 Additionally while not a requirement of the HMO SPD, the property also includes some external amenity space in the form of a rear courtyard garden.
- 6.18 Impact on amenity
- 6.19 The HMO SPD (October 2019) is supported by an assessment of the need for, and supply of, shared housing in Portsmouth and of the impacts of high concentrations of HMOs on local communities.
- 6.20 It is acknowledged in Appendix 5 of the SPD that HMOs often result in an increased number of neighbour complaints, with the keywords mentioned within the complaints relating to mess, waste, and concerns with anti-social behaviour. Further, HMOs within the application ward (Nelson) experience approximately 15 times more complaints than non-HMOS (though the small sample size for this area, skews the numbers).
- 6.21 It is noted that there are two other registered HMOs identified within the area immediately surrounding the application site (No.276 Twyford Avenue and No.2A Gruneisen Road), both of which are Class C4 (HMOs) and therefore are not as intensive in use as larger Sui Generis HMOs. The property is also located near the junction of Twyford Avenue (A3) and Gruneisen Road. Twyford Avenue is a busy through road serviced by bus routes and the area therefore already has a degree of ambient noise associated with it. Additionally the adjoining neighbour to the south (No.249 Twyford Avenue) functions as a take away (Sui-Generis) at ground floor level, which produces a level of ambient noise within the area, especially into the evenings.
- 6.22 The property immediately fronts the roadways and as such bins and bicycles would have to be stored at the rear. This would have been no different to the retail use, which additionally would have received deliveries and customer footfall generating additional noise and disturbance. It is acknowledged that the adjoining property is also applying for C4 usage, however as mentioned above the existing daytime noise would likely be

similar to the existing retail use, and the adjoining takeaway and noise of the road would mask noise later into the evening.

6.23 As such, given that there is not an overconcentration of HMOs within the surrounding area, it is considered that the impact of one additional HMO would not be significantly harmful to nearby residential amenity at this particular point in time.

#### 6.24 Highways/Parking

Twyford Avenue is a classified road (A3) and provides a strategic link within the local highway network. It has a wide single carriageway with pedestrian footways at the site frontage where traffic flow is restricted to one way northbound. Parking is restricted on street at the site frontage by double yellow lines although is not restricted on the opposite side of the road. Few of the properties in this area have off street parking provision and consequently the demand for residents parking often exceeds the space available particularly during the evenings and at weekends.

6.25 No traffic assessment has been provided, however, given the small scale of the development, the Council's Highways Engineer is satisfied that the proposal would not have a material impact on the local highway network.

6.26 The site currently comprises of 3 bedroomed flat with mixed retail use on the ground floor with no cycle storage or off street parking provided. The parking expectation for the residential element on the site is 1.5 spaces and 2 cycle spaces. The proposal removes the retail use of the site and increases the bedrooms from 3 to 4.

6.27 Portsmouth City Councils Parking SPD gives the expected level of vehicle and cycle parking within new residential developments. The requirement for a 4 bedroom HMO (C4) / residential (C3) is 2 vehicle spaces and 4 secure cycle parking spaces per dwelling. As a consequence the effect of the proposal is to increase the parking shortfall associated with the site by 0.5 car spaces and 2 cycle parking spaces.

6.28 Whilst the application proposes the removal of the retail use, the parking demand associated with the retail use is likely to have occurred during the day, when there would be a lower demand for on-street parking.

6.29 No parking survey information has been submitted to demonstrate on-street parking capacity to accommodate the 0.5 space shortfall within a 200m walking distance of the application site. However, given the quantum of the additional shortfall being less than a parking space, it is not considered that a refusal of this application on the grounds of lack of parking could be upheld in the event of an appeal.

6.30 The highways officer has also suggested a condition requiring the provision of 4 secure cycle storage spaces. It is considered that there is sufficient space at the rear of the property to accommodate bicycle storage and bin storage and the cycle storage would be secured by condition.

#### 6.31 Waste

6.32 The storage of refuse and recyclable materials is located at the rear and this would remain unchanged and is considered acceptable.

#### 6.33 Impact on the Solent Special Protection Area

6.34 The application site is within 5.6 m of Portsmouth Harbour Special Protection Area (SPA) and will lead to a net increase in the number of bedrooms within the residential accommodation.

- 6.35 The Conservation of Habitats and Species Regulations 2017 [as amended] and the Wildlife and Countryside Act 1981 place duties on the Council to ensure that the proposed development would not have a significant likely effect on the interest features of the Solent Special Protection Areas, or otherwise affect protected habitats or species. The Portsmouth Plan's Greener Portsmouth policy (PCS13) sets out how the Council will ensure that the European designated nature conservation sites along the Solent coast will continue to be protected.
- 6.36 There are two potential impacts resulting from this development, the first being potential recreational disturbance around the shorelines of the harbours and the second from increased levels of nitrogen and phosphorus entering the Solent water environment. Mitigation of the impact is required for any development that would result in a net increase in residential development / population.
- 6.37 In this case, the proposal would not result in a net increase in dwellings and whilst the number of bedrooms would increase by 1, the maximum occupancy (6 persons), would remain the same as that of the existing 3-bedroom unit. It is therefore determined that the development would not result in an impact on the integrity of the SPA and no mitigation is required.
- 6.38 Conclusion
- 6.39 Having regard to all material considerations, raised representations and planning policy, it is concluded that the development is acceptable in accordance with Policies PCS17, PCS20 and PCS23 of the Portsmouth Plan (2012)

## RECOMMENDATION

**RECOMMENDATION I** - That delegated authority be granted to the Assistant Director Planning & Economic Growth to grant **Conditional Permission** subject to agreement being received from Natural England that no mitigation is required in relation to the impact of the development on the Solent Special Protection Areas.

### Conditions

#### Time Limit

1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this planning permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

#### Plans

2) Unless agreed in writing by the Local Planning Authority, the permission hereby granted shall be carried out in accordance with the following approved drawings - Drawing numbers: Proposed Elevations - PG50212004 Rev A; Floor Plans - PG50212001 Rev A; Block Plan - 1:500@A4.

Reason: To ensure the development is implemented in accordance with the permission granted.

#### Cycle Storage

3) Prior to first occupation of the property as a House in Multiple Occupation, secure and weatherproof bicycle storage facilities for 4 bicycles shall be provided at the site and shall thereafter be retained for the parking of bicycles at all times unless otherwise agreed in writing by the LPA.

Reason: To ensure that adequate provision is made for cyclists using the premises in accordance with policies PCS17 and PCS23 of the Portsmouth Plan (2012).

#### PRO-ACTIVITY STATEMENT

In accordance with the National Planning Policy Framework the City Council has worked positively and pro-actively with the applicant through the application process, and with the submission of amendments an acceptable proposal has been achieved.

253 TWYFORD AVENUE PORTSMOUTH PO2 8NY

**CHANGE OF USE FROM MIXED PURPOSES - RETAIL (CLASS A1) AND RESIDENTIAL (CLASS C3) - TO PURPOSES FALLING WITHIN CLASS C3 (DWELLINGHOUSE) OR CLASS C4 (HOUSE IN MULTIPLE OCCUPANCY), WITH ASSOCIATED ALTERATIONS TO SHOPFRONT AND INSTALLATION OF ROOFLIGHT (AMENDED DESCRIPTION)**

**Application Submitted By:**

Mrs Carianne Wells  
Thorns Young Ltd

**On behalf of:**

Mr Andy Tindall

**RDD:** 16th March 2020

**LDD:** 12th May 2020

**1.0 SUMMARY OF MAIN ISSUES**

1.1 This application is brought to the Planning Committee due to a petition containing 139 signatures objecting to the proposal.

1.2 The main issues for consideration relate to:

- The principle of development;
- Design;
- The standard of accommodation;
- Impact on amenity;
- Highways / parking;
- Impact on the Solent Special Protection Areas

**2.0 SITE, PROPOSAL AND RELEVANT PLANNING HISTORY**

2.1 Site

2.2 This application relates to a two-storey end-of-terrace corner property located on the western side of Twyford Avenue (A3) and southern side of Gruneisen Road. The unit features an existing vacant retail unit with a frontage along Twyford Avenue and Gruneisen Road at ground floor level, with an existing 4-bedroom residential unit at ground and first floor level. The property features an existing rear garden and has a separate pedestrian access along Gruneisen Road. The surrounding area is primarily residential, although there are a number of commercial units, converted commercial units and flats within the area.

2.3 Proposal

2.4 Planning permission is sought for the change of use from a mixed use retail (Class A1) and residential (Class C3) to purposes falling within Class C3 (Dwelling House) or C4 (House in Multiple Occupancy), with associated alterations to shopfront.

2.5 The existing shop front would be removed and two windows would be installed with a similar size and rhythm to the existing first floor windows. The existing shop entrance would be replaced with a window with similar proportions to that of the existing property.



- 2.6 The proposed elevations were amended during the course of the application due to concerns around the design of the proposal. The windows on the east elevation now align with the existing first floor fenestration and all windows are shown to be recessed from the front elevation by a minimum of 1 one bricks depth. Additionally the proposal would include the installation of one front rooflight.
- 2.7 The internal accommodation would comprise the following:  
 Ground floor - Lounge, one bedroom, kitchen/dining room; and  
 First floor - Three bedrooms and two shower rooms.
- 2.8 It was noted on site that a side/front dormer had been constructed. Following discussions with the applicant about the likely unacceptability of the dormer, it was removed from the property and the roof returned to its previous condition.
- 2.9 Planning history
- 2.10 None.
- 2.11 It is noted that concurrently to this application, the neighbouring property (No.251 Twyford Avenue) is applying to Change of use from mixed use - retail (Class A1) and residential (Class C3) - to purposes falling within Class C3 (Dwelling House) or C4 (House in Multiple Occupancy), with associated alterations to shopfront under planning ref: 20/00376/FUL.

### **3.0 POLICY CONTEXT**

- 3.1 The relevant policies within the Portsmouth Plan Portsmouth Plan (2012)
- PCS17 (Transport)
  - PCS20 (Houses in Multiple Occupation)
  - PCS23 (Design and Conservation)
- 3.2 Other Guidance:
- National Planning Policy Framework (2019)
  - National Planning Practice Guidance
  - The Houses in Multiple Occupation (HMOs) Supplementary Planning Document (2019)
  - The Parking Standards and Transport Assessments Supplementary Planning Document (2014)

### **4.0 CONSULTATIONS**

#### 4.1 Highways Engineer

No objection, subject to a condition requiring the provision of 4 secure cycle storage spaces.

### **5.0 REPRESENTATIONS**

- 5.1 Publicity dates (full Covid-19 lockdown started 24 March 2020)
- Neighbour letters sent : 18/06/2020, expiry 30/07/2020
  - 1<sup>st</sup> Site Notice displayed : 18/06/2020, expiry 30/7/2020
  - 2<sup>nd</sup> Site Notice displayed : 27/07/2020, expiry 07/09/2020
  - 3<sup>rd</sup> Site Notice displayed : 06/08/2020 expiry 18/09/2020

5.2 During the application it was brought to the officer's attention that site notices displayed at the property had been removed on two occasions. As such, new site notices were produced and displayed and the consultation date was extended on the application both times.

5.3 A petition with 139 signatures has been received objecting to the proposal and the neighbouring application on the following grounds:

- Issues with site notices being removed;
- Work already started;
- Doubt over HMO list;
- Overconcentration of HMOs in densely populated area, objection to providing more;
- Lack of parking;
- Crime and safety;
- Anti-social behaviour and public drinking; and
- Reduction in nearby housing prices.

5.4 5 representations have been received from neighbouring residents objecting to the proposed development on the grounds of:

- Insufficient parking;
- Issue with site notices being removed;
- More HMOs in the area;
- Anti-social behaviour;
- Noise and disturbance;
- Impact on house prices; and
- Work already started.

## **6.0 COMMENT**

6.1 The main determining issues for this application relate to the following:

- The principle of development;
- Design;
- The standard of accommodation;
- Impact on amenity;
- Highways / parking;
- Impact on the Solent Special Protection Areas

6.2 Principle of the use

6.3 Permission is sought for the use of the property for purposes falling within Class C4 (house in multiple occupation) (HMO). The property currently has a lawful use as a mixed use - retail (Class A1) and residential (Class C3). For reference, a Class C4 HMO is defined as a property occupied by between three and six unrelated people who share basic amenities such as a kitchen or bathroom.

6.4 There are no policy provisions relating to the site that would restrict the loss of the retail unit. Given the otherwise residential character of the area, which features a number of similar shop conversions, the principle of converting the property to a singular residential use is considered to be acceptable.

6.5 Policy PCS20 of the Portsmouth Plan states that applications for the change of use to a HMO will only be permitted where the community is not already imbalanced by a concentration of such uses, or where the development would not create an imbalance. The adopted Houses in Multiple Occupation SPD (as amended November 2019), sets

out how Policy PCS20 will be implemented and details how the City Council will apply this policy to all planning applications for HMO uses. The SPD states that a community will be considered to be imbalanced where more than 10% of residential properties within the area surrounding the application site (within a 50m radius) are already in HMO use.

- 6.6 The 10% threshold contained within the HMO SPD applies to an area within a 50m radius of an application site. In this instance the 50m radius incorporates 27 out of the 34 flats within 'The Willows' though excludes those flats within 'Harrison House' Stampey Court' and '167-171 Twyford Avenue'. Of the properties within the 50m radius, 3 are in HMO use. It is also noted that the neighbouring property (No.251 Twyford Avenue) is also applying for use as a HMO. If both of these application were granted it would bring the percentage of HMOs in the area to 6.66%, which would remain lower than the 10% threshold above which an area is considered to be imbalanced.
- 6.7 Within a petition submitted by local residents they also mentioned further properties, No.240 Twyford Avenue and 88 Gruneisen Road, as being HMOs. While this may be the case, neither are within the 50m radius and as such do not affect the balance of the prescribed area. Within the petition The Willows, Osbourne House and Atlanta House are also referred to as being HMOs. However, these are flat blocks and are not defined as Housing in Multiple Occupation.
- 6.8 A second strand policy seeks to ensure that the amenity and standard of living environment of neighbours and local occupiers is protected. Paragraph 1.22 (a) states: *"An application for HMO development would be deemed to be failing to protect the amenity, and the provision of a good standard of living environment, for neighbouring and local occupiers where:*
- *granting the application would result in three or more HMOs being adjacent to each other; or*
  - *granting the application would result in any residential property (C3 use) being 'sandwiched' between two HMOs."*
- 6.9 The proposed development would not result in three or more Class C4 HMO's being adjacent to each other nor would it result in any residential property (Class C3 use) being 'sandwiched' between two HMOs.
- 6.10 The proposed change of use is therefore considered to be acceptable in principle, subject to the other material considerations.
- 6.11 Design
- 6.12 Policy PCS23 of the Portsmouth plan states that all new development must be well designed and, in particular respect the character of the city.
- 6.13 The proposed windows are considered to be suitable in terms of their style and alignment with the existing upper floor windows. They would be appropriately recessed and align with the proposed windows on the neighbouring property. The walls surrounding the windows would be rendered. It is noted that a number of similar shop front conversions are visible throughout the road and the proposal would be considered to be in keeping with the existing streetscene. The design and appearance is therefore considered to be appropriate for the context within which it is set, in accordance with Policy PCS23 of the Portsmouth Plan (2012).
- 6.14 Standard of accommodation

6.15 The Houses in Multiple Occupation SPD, as amended in October 2019, sets out minimum size standards for rooms in order to ensure that an appropriate standard of living accommodation is achieved. A summary of the sizes of the rooms within this property in comparison to the minimum standards within the SPD is set out below:

| 6.16 (HMO SPD-OCT 2019) | Area provided:             | Required standard:        |
|-------------------------|----------------------------|---------------------------|
| Lounge                  | 22.5m <sup>2</sup>         | 11m <sup>2</sup>          |
| Bedroom 1               | 14.2m <sup>2</sup>         | 6.51m <sup>2</sup>        |
| Kitchen/Dining room     | 22.5m <sup>2</sup>         | 24m <sup>2</sup>          |
| Bedroom 2               | 25.2m <sup>2</sup>         | 6.51m <sup>2</sup>        |
| Bedroom 3               | 12.3m <sup>2</sup>         | 6.51m <sup>2</sup>        |
| Bedroom 4               | 15.2m <sup>2</sup>         | 6.51m <sup>2</sup>        |
| Shower room             | 3.7m <sup>2</sup>          | 3.74m <sup>2</sup>        |
| Shower room             | 3.2m <sup>2</sup>          | 3.74m <sup>2</sup>        |
| <b>Total</b>            | <b>126.99m<sup>2</sup></b> | <b>58.78m<sup>2</sup></b> |

6.17 Having regard to the required standards set out on pages 8 and 9 of the HMO SPD (Oct 2019) it is considered that all the bedrooms and communal spaces exceed the minimum spaces requirements. Further, they all benefit from a good standard of light, outlook and a suitable layout. The only exception is the shower rooms, which would be very slightly below standard, but this minimal shortfall in bathroom floorspace is not considered to be a significant concern.

6.18 Additionally while not a requirement of the HMO SPD, the property also includes some external amenity space in the form of a rear courtyard garden.

#### 6.19 Impact on amenity

6.20 The HMO SPD (October 2019) is supported by an assessment of the need for, and supply of, shared housing in Portsmouth and of the impacts of high concentrations of HMOs on local communities.

6.21 It is acknowledged in Appendix 5 of the SPD that HMOs often result in an increased number of neighbour complaints, with the keywords mentioned within the complaints relating to mess, waste, and concerns with anti-social behaviour. Further, HMOs within the application ward (Nelson) experience approximately 15 times more complaints than non-HMOS (though the small sample size for this area, skews the numbers).

6.22 It is noted that there are 3 other registered HMOs identified within the area immediately surrounding the application site (No.276 Twyford Avenue, No.2A Gruneisen Road, and 20 Gruneisen Road). These are Class C4 (HMOs) and therefore are not as intensive in use as larger Sui Generis HMOs. The property is also located at the junction of Twyford Avenue (A3) and Gruneisen Road. Twyford Avenue is a busy through road serviced by bus routes and the area therefore already has a degree of ambient noise associated with it. Additionally one of the properties to the south (No.249 Twyford Avenue) functions as a take away (Sui-Generis) at ground floor level, which produces a level of ambient noise within the area, especially into the evenings.

6.23 While the property immediately fronts the roadways, it does benefit from a side access to the rear garden, which would allow for convenient storage of bins and bicycles and alleviate concerns regarding waste and cycle storage. Additionally the retail use would have generated noise and disturbance through deliveries and customer footfall. It is acknowledged that the adjoining property is also applying for C4 usage, however as mentioned above the existing daytime noise would likely be similar to the existing retail

use and the nearby takeaway and noise of the road would mask noise later into the evening.

- 6.24 As such, given that there is not an overconcentration of HMOs within the surrounding area, it is considered that the impact of one additional HMO would not be significantly harmful to nearby residential amenity at this particular point in time.
- 6.25 Highways/Parking
- 6.26 Twyford Avenue is a classified road (A3) and provides a strategic link within the local highway network. It has a wide single carriageway with pedestrian footways at the site frontage where traffic flow is restricted to one way northbound. Parking is restricted on street at the site frontage by double yellow lines although is not restricted on the opposite side of the road. Few of the properties in this area have off street parking provision and consequently the demand for residents parking often exceeds the space available particularly during the evenings and at weekends.
- 6.27 No traffic assessment has been provided, however, given the small scale of the development, the Council's Highways Engineer is satisfied that the proposal would not have a material impact on the local highway network.
- 6.28 The site currently comprises of 4 bedroomed flat with mixed retail use on the ground floor with no cycle storage or off street parking provided. The proposal removes the retail use of the site and reconfigures the existing 4 bedrooms.
- 6.29 Portsmouth City Councils Parking SPD expects that dwelling houses (C3) and Houses in Multiple Occupation (HMO) (C4/ Sui Generis) with 4 or more bedrooms should provide 2 car parking spaces per dwelling. The current property does not benefit from off-street parking and as there would be no change to the parking requirement, it is not considered that an objection on lack of parking could be sustained. It is also noted that there would have been further parking demand associated with the retail use, although this would have been more likely during the day than in the evenings when the pressure for parking is greater.
- 6.30 The Portsmouth parking SPD also gives the expected level of cycle parking that should be provided for residential developments. The proposed 4-bedroom property would require 4 cycle parking spaces and there is an existing rear outbuilding which could be used for this purpose. The provision of cycle storage would be secured by condition.
- 6.31 Waste
- 6.32 The storage of refuse and recyclable materials is located at the rear and this would remain unchanged and is considered acceptable.
- 6.33 Impact on the Solent Special Protection Area
- 6.34 The application site is within 5.6 m of Portsmouth Harbour Special Protection Area (SPA) and will lead to a net increase in the number of bedrooms within the residential accommodation.
- 6.35 The Conservation of Habitats and Species Regulations 2017 [as amended] and the Wildlife and Countryside Act 1981 place duties on the Council to ensure that the proposed development would not have a significant likely effect on the interest features of the Solent Special Protection Areas, or otherwise affect protected habitats or species. The Portsmouth Plan's Greener Portsmouth policy (PCS13) sets out how the Council will ensure that the European designated nature conservation sites along the Solent coast will continue to be protected.

- 6.36 There are two potential impacts resulting from this development, the first being potential recreational disturbance around the shorelines of the harbours and the second from increased levels of nitrogen and phosphorus entering the Solent water environment. Mitigation of the impact is required for any development that would result in a net increase in residential development / population.
- 6.37 In this case, the proposal would not result in a net increase in dwellings or bedrooms. It is therefore determined that the development would not result in an impact on the integrity of the SPA and no mitigation is required.
- 6.38 Conclusion
- 6.39 Having regards to all material considerations, raised representations and planning policy, it is concluded that the development is acceptable.

## RECOMMENDATION

**RECOMMENDATION I** - That delegated authority be granted to the Assistant Director Planning & Economic Growth to grant **Conditional Permission** subject to agreement being received from Natural England that no mitigation is required in relation to the impact of the development on the Solent Special Protection Areas.

### Conditions

#### Time Limit

1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this planning permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

#### Plans

2) Unless agreed in writing by the Local Planning Authority, the permission hereby granted shall be carried out in accordance with the following approved drawings - Drawing numbers: Floor Plans - Project Number 01; Proposed Elevations - PG50222002 Rev A; and Block Plan - 1:500@A4.

Reason: To ensure the development is implemented in accordance with the permission granted.

3) Prior to first occupation of the property as a House in Multiple Occupation, secure and weatherproof bicycle storage facilities for 4 bicycles shall be provided at the site and shall thereafter be retained for the parking of bicycles at all times unless otherwise agreed in writing by the LPA.

Reason: To ensure that adequate provision is made for cyclists using the premises in accordance with policies PCS17 and PCS23 of the Portsmouth Plan (2012).

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